

MHC Reconnaissance Survey Town Report

ACUSHNET

Report Date: 1981

Associated Regional Report: Southeast Massachusetts

Reconnaissance Survey Town Reports, produced for MHC's Statewide Reconnaissance Survey between 1979 and 1987, introduce the historical development of each of the Commonwealth's municipalities. Each report begins with an historic overview, a description of topography, and political boundaries. For the purposes of the survey, the historic period has been subdivided into seven periods: Contact (1500–1620), Plantation (1620–1675), Colonial (1675–1775), Federal (1775–1830), Early Industrial (1830–1870), Late Industrial (1870–1915), and Early Modern (1915–1940/55). Each report concludes with survey observations that evaluate the town's existing historic properties inventory and highlight significant historic buildings, settlement patterns, and present threats to these resources. A bibliography lists key secondary resources.

Town reports are designed for use together with a series of town maps that demarcate settlement patterns, transportation corridors and industrial sites for each historic period. These maps are in the form of color-coded, polyester overlays to the USGS topographic base map for each town on file and available for consultation at MHC. For further information on the organization and preparation of town reports, readers should contact MHC.

Users should keep in mind that these reports are now two decades or more old. The information they contain, including assessments of existing knowledge, planning recommendations, understanding of local development, and bibliographic references all date to the time they were written. In some cases, information on certain topics was not completed. No attempt has been made to update this information.

Electronic text was not available for digital capture, and as a result most of the reports have been scanned as PDF files. While all have been processed with optical character recognition, there will inevitably be some character recognition errors.

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MHC RECONNAISSANCE SURVEY REPORT

Date: Dececeber 1981

Community: Acushnet

I. TOPOGRAPHY

Actishnet has a varied terrain with some upland areas interspersed with swamp lands. Principle drainage is via the Acushnet River. Soils are generally sandy to gravelly.

II. POLITICAL BOUNDARIES

Acushnet was incorporated as a town from part of Fairhaven on February 13, 1860. Part of the town was annexed to New Bedford in 1875.

III. HISTORIC OVERVIEW

Acushnet is a pastoral/suburban community east of New Bedford. Although Acushnet was the last of the Old Dartmouth area to be incorporated, it contains some of the areas earliest settlement.

Although primarily agricultural during the late 18th and early 19th centuries, Acushnet developed some Federal period industry along the Acushnet River both at the Head of the River and farther north. The bulk of the commercial development remained at the Head of the River and this area experienced the most development during the 19th century due to easy communication with New Bedford. Agriculture remained dominant to the late 19th century due to easy communication with New Bedford. Agriculture remained dominant to the late 19th century when improved transportation systems in New Bedford provided impetus for the suburbanization of the Head of the River area. While the eastern portion of the town has retained an agricultural base with the introduction of cranberry production, the western portion of the town remains strongly influenced by New Bedford.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

There was only limited evidence of a native trail network in Acushnet. Most prominent was the Rhode Island Way, a primary native route between Plymouth and Newport, Rhode Island. This trail reputedly extended through Acushnet along North Main and Main Sts. and crossed over the Acushnet River (native ford) into New Bedford at the site of the Main St. bridge (Howland 1907: 20). A southern extension of this trail was probably oriented along South Main St. ultimately branching off into two conjectured trails (Adams and Alden Sts.) at the Acushnet/Fairhaven line. A third possible trail was a route branching off North Main St. and extending east into Rochester. The Acushnet River provided the local native population with a water route to the diverse riverine and coastal resource base of Buzzard's Bay and Narragansett Bay.

B. Settlement Patterns:

One Late Woodland (possibly Contact Period) site was discovered immediately east of the Acushnet River and south of Main St. Local histories have reported the presence of a number of native burials on both sides of the Acushnet River including two Contact/Historic Period burials in

Fairhaven and New Bedford (Howland 1907: 85-86, Ricketson 1858: 35-36). Unidentified native artifacts have been recovered from the banks of the Acushnet River, Acushnet village, Long Plain and the interior woodlands (Howland 1907: 86). Bartholomew Gosnold reported the presence of a large native population when visiting the Old Dartmouth area (i.e., mouth of the Acushnet River; Round Hill, Dartmouth; Gooseberry Neck, Westport) in 1602 (Ricketson 1858: 122-123). Native Contact Period settlement in the Acushnet area probably took place along the upper reaches of the Acushnet River (portion paralleling South Main St.) and the interior, particularly the area adjacent to North Main St. Native occupation of the Acushnet area was likely heaviest during the fall and winter months when the natives occupying the Fairhaven, New Bedford coast and Acushnet River mouth in the late spring and summer migrated to the more sheltered interior.

C. Subsistence Base:

The Acushnet River and the readily accessible coast provided the Acushnet natives with a varied riverine and marine resource base, including extensive quantities of fish, shellfish, birds and marine mammals. Additional hunting was probably undertaken in the interior woodlands and marshlands. Potential planting grounds were available throughout interior Acushnet. Local natives likely engaged in European-Indian trade when considering the area's proximity to the Old Dartmouth coast and Narragansett Bay, two areas of known 16th and early 17th century European-Indian contact.

D. Observations:

Acushnet was part of a densely populated region of native Contact Period settlement which extended from Buzzard's Bay to Narragansett Bay. The political boundaries appear to be defined by river drainages with the New Bedford, Fairhaven and Acushnet natives designated the Acushnets. The Acushnets along with the nearby Apponagansetts and Acoaxets (Dartmouth and Westport, respectively) fell within the domain of the Pokanokets (Wampanoags) centered in Mt. Hope, Rhode Island. Archaeological evidence of local native Contact Period settlement may survive along the lightly developed eastern bank of the Acushnet River and the northern three quarters of North Main St.

V. FIRST SETTLEMENT PERIOD (1620-1675)

A. Transportation Routes:

Minimal documentation of the colonial transportation system. Native trails were probably adapted as colonial roads. The Main/North Main St. trail was likely utilized for local travel and access to the western portion of Old Dartmouth. The Acushnet River was undoubtedly an additional mode of transportation providing access to the Buzzard's Bay and Narragansett Bay settlements.

B. Population:

None of the available sources provided complete figures for the area's native or white population. A large native population occupied Old Dartmouth at the time of the town's first settlement (1650s). In 1671,

40-50 natives living "near or in the town of (Old) Dartmouth" stated their obedience to the English (Hurd 1883: 50).

A large number of the English settlers were Quakers who migrated from Plymouth and Duxbury.

C. Settlement Patterns:

Native settlement continued to focus along the Acushnet River and the Fairhaven/New Bedford coast.

The limited data suggests colonial settlement was initiated in the 1650s, with a small number of homes scattered about Acushnet probably near the Acushnet River and South Main, Main and North Main Sts. Local residents attended town meetings in Dartmouth (Russells Mills), the pre-war civic center of Old Dartmouth.

D. Economic Base:

The native population probably maintained their traditional subsistence patterns with a greater emphasis on European-Indian trade. The colonial economy was poorly documented. Agriculture was the primary economic pursuit of area residents. There was no mention of pre-war mill operations in Acushnet. Local settlers probably had their grain ground at Thomas Pope's grist mill (c. 1652) situated on Scoticut Neck (Fairhaven).

E. Observations:

The Acushnet area retained a substantial, discrete native population although the available sources virtually ignore their existence. The Acushnet area pre-war colonial settlement was established as part of a Quaker refuge encompassing Old Dartmouth. By the late 17c or early 18c, the larger community probably possessed the largest Quaker population in the Southeastern Massachusetts study unit. Future research should closely investigate this poorly researched period.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

Improvement and expansion of the colonial road network in response to increased post-war growth. A road was laid out from "Parting Ways" (junction of Main and South Main Sts.) south to Fairhaven along present South Main St. in c. 1724. The "Post Rd" was laid out in c. 1724 from the Acushnet village bridge to Perry Hill probably following the general route of Main St., North Main St. and Perry St. Keene Rd. was constructed in c. 1773.

B. Population:

Acushnet retained a post-war native population. This area possessed one of the four small "Christian" villages situated in Old Dartmouth in c. 1698. At this date, 14 "Christian" native families resided within Acushnet (Howland 1907: 259).

Specific figures for Acushnet's colonial population were not available. Old Dartmouth (included Acushnet until 1787) consisted of 30 homes in ca. 1675. By 1765, Old Dartmouth had 4506 residents. The population increased 50% to 6773 residents in 1776.

C. Settlement Patterns:

None of the available data provided the locations of native post-war settlement. The colonial settlement suffered heavily during King Philip's War. Virtually all of the English homes were destroyed. Post-war resettlement occurred several years after the war's end. However, there is limited data concerning the location of these first post-war homes. Post-war settlement focused at the head of the Acushnet River and in the vicinity of the Rhode Island Way. By the turn of the 18C, a primary settlement node and a secondary settlement node had been established at the junction of Main and South Main Sts. and the vicinity of the Long Plain cemetery, respectively. The former locale was the site of the community's first Congregational and Quaker meetinghouses. The first structure was built between c. 1696 and c. 1708 (sources provide conflicting dates) adjacent to the Acushnet cemetery. A second structure was built on the same site in c. 1744 to accommodate the expanding population. The Quaker meetinghouse was erected in c. 1729 in the vicinity of the Taber cemetery. A second Quaker meetinghouse was constructed in c. 1735 slightly more than a mile north of the Long Plain secondary settlement node in response to Long Plain's growing Quaker population. Additional early 18c settlement took place in western Acushnet along Leonard, Middle and Keene Rds.

D. Economic Base:

No documentation of the native economy. The colonial settlers continued to focus on agriculture. However, the Acushnet area established itself by the early 18C as the milling center of Old Dartmouth, primarily because of the area's superior water power (Howland 1907: 185). The focal point of Acushnet's mill industry was situated in the vicinity of Main St. junction with the Acushnet River. In c. 1707, a mill was built near this site. An early 18c mill operation was located on the river a short distance north of the first site. An iron forge or bloomery was constructed in c. 1738 on Deep Brook probably immediately north of its junction with Middle Rd. The operation was supplied with bog iron removed from the swamp north of the site (Howland 1907: 61). A pre-1750 fulling was built on a tributary of the Acushnet River north of its junction with Hathaway Rd. Some pre-1775 shipbuilding was probably undertaken on the Acushnet River south of the Main St. bridge. However, it far from equalled that of Fairhaven and New Bedford primarily because of Acushnet's considerably smaller waterfront.

E. Architecture

Residential: Approximately a half dozen Colonial period houses are known to survive in Acushnet. The earliest of these date from the 1720s; the two earliest recorded houses are the Jenney House (1725), a two-story center chimney house with integral leanto, located on Morses Lane and altered extensively in the 1960s, and the Sprague House (1720) on Main Street, a gambrel roofed center chimney cottage which retains much of its period detailing. Of the two other houses recorded, both are center-chimney Cape-type cottages, one with a gambrel roof. Only one other house, appearing to date from the Colonial period was observed in the field; this is a three-bay wide center entrance cottage with an integral leanto and pedimented Georgian porch, located on Lake Street. Among the many center-chimney Federal period cottages may be a few structures dating to the Colonial period. Howland's History of Acushnet describes

a number of houses of the Colonial period, dating from 1712 through 1775. Most of these are center chimney cottages with gambrel roofs although several center chimney houses, including one house with an end gable overhang and one three-bay center entrance house, are also recorded. The History also includes a description of one of the earliest houses built in Acushnet, the Thomas Wood House (1680-1869), a two-story house with integral leanto, deep second story facade overhang and center chimney with pilasters.

Institutional: The first Congregational meetinghouse (1696) for Old Dartmouth was located at Parting Ways (intersection of North Main and South Main Streets). In 1744, the meetinghouse was replaced by a stylish new house, 50' square and two stories tall with entrances at both ends and pedimented porch on the facade surmounted by a Palladian window. The first Friends meetinghouse at Acushnet was built in 1727; in 1759 it was replaced by the present Friends meetinghouse at Long Plain, a simple two story building with end chimneys, gable roof and a projecting one story double entrance porch. A schoolhouse may have been built at Parting Ways c. 1734, but there is no documentary evidence for its construction and the building no longer survives.

F. Observations:

Acushnet was one of a few number of towns within the Southeastern Massachusetts study unit which retained a discrete post-war native population. Research should be undertaken to compare the Old Dartmouth "Christian" village with the formal Praying towns established by John Eliot. The colonial settlement exhibited sluggish growth until the turn of the 18c largely due to the aftereffects of King Philip's War. The available data suggests a close commercial interdependence developed between the Acushnet, Fairhaven and New Bedford areas because of the latter two settlements' domination of the local maritime operations and Acushnet's manufacturing prowess. There is an excellent likelihood of surviving archeological evidence of the Colonial Period settlement in the vicinity of North Main Street, Keene and Middle Rds.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Improvement of existing roads. Main Street appears to have been a post road. No Turnpike construction.

B. Population:

Population figures not available prior to incorporation in 1860. Methodist Episcopal Church at Acushnet Village 1811. Congregational Church re-established in 1828 at Acushnet Village. (Head of the River)

C. Settlement:

Principle locus of residential and commercial activity during this period at Head of the River (Acushnet Village), secondary center at Long Plain. Bulk of residential settlement consisted of isolated farmsteads.

D. Economic Base

For much of the 18th century, the Acushnet tract had taken the lead over every other section of ancient Dartmouth in settlement and development, furnishing superior waterpower for manufacturing, as well as providing a maritime village at the head of tidewater on the Acushnet River. In the Federal period, this manufacturing developed to its fullest extent, though at the same time it was being overtaken both by Fairhaven to the south and New Bedford to the west.

In 1799 was established one of the earliest cotton spinning mills in Massachusetts at the Hamlin Street privilege, while three more cotton mills were built on adjoining Acushnet River privileges between 1814 and 1818. For much of the Federal and Early Industrial periods, these mills were the town's single largest employers, next to farming.

At the bridge in Acushnet Village various mechanics operated a shop for producing wooden pumps, aqueduct logs, and ship blocks. Though little is known of its operation or equipment, its products were sent all over New England. Acushnet village was also the scene of several early shipyards, though their location on the west side of the River placed them in what is now New Bedford.

E. Architecture

Residential: A number of houses and cottages of the Federal period were observed in the town, with scattered examples along Middle and North Main Streets and an important cluster of period houses at Acushnet Village on North Main Street near the bridge to New Bedford (Lund's Corner). A higher proportion of houses survives from the Federal period than does from the Colonial; most of these are center chimney structures with five-bay facades and center entrances. Examples of that traditional house form were observed on Middle Road near Nyes Lane, on North Main Street at Long Plain and on North Main Street at Acushnet Village. The only more stylish Federal houses observed were on North Main Street at Acushnet Village; there, several end chimney houses with shallow hip roofs were observed. The date of 1810 for one of these houses (Davis House) probably can be assumed to be representative for the other examples observed. In addition to those houses, several more conservative double interior chimney Federal houses were also noted at Acushnet Village along with a number of the half plan and three-quarter plan Federal houses common to the New Bedford area. Cottages of the Federal period are also numerous, with center chimney Cape-type cottages predominating, especially in outlying areas. A few end chimney Federal cottages were noted (North Main Street, Quaker Lane) with one double interior chimney cottage, possibly dating from the Colonial period, noted on North Main Street at Perry Hill. Projecting enclosed porches, some with pediments, are a common decorative element of the period, along with entrance surrounds with side and fanlights, several good examples of which were noted on the period houses at Acushnet Village.

Institutional: A Christian Church was established at Long Plain in 1795 with a church built in 1796. In 1800, the Methodist church at Acushnet Village was established with the first church built in 1811. Also established in the period were an Advent Society (1807) and a Baptist society (1786). None of the buildings built by these organizations survive. Although the dates of their construction are not recorded, nine schoolhouses are located on the 1830 map of Acushnet.

Commercial: At least two taverns operated in Acushnet in the Federal period, both in houses pre-dating the period. The Taber Tavern (1825-c. 1860) was located on North Main Street at Perry Hill and the Jabez Taber Tavern (1812 on) stood also on North Main Street closer to Acushnet Village.

Industrial: About 1815, a two-story stone cotton factory (White's Factory) was built on Deep Brook; although now in ruins, the structure still stands, a very rare survivor of the Federal period.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes:

Improvement of existing roads. No railroad.

B. Population:

Population after incorporation 1387; there was a decline to the end of period.

C. Settlement

Head of the River remained principle locus during this period. Some residential infill along existing roads.

D. Economic Base:

With the rise of the ports of New Bedford and Fairhaven, Acushnet's importance shrank and her economy came to depend increasingly on her neighbors as markets for the town's garden products. With the taking of the Acushnet for New Bedford's water supply in the 1860s, the river's waterpower was sharply curtailed. By the end of the period, all three cotton mills had closed, and her industry was primarily in wood products: packing boxes, furniture, general lumber, and whale boats. Ebenezer Leonard's shop (1825-83) produced whale boats for much of the New Bedford whaling fleet.

E. Architecture:

Residential: Residential construction probably continued at much the same pace it had during the Federal period through the 1850s, but by the end of the period, fewer houses were being built and more of them were modest or even diminutive-sized structures. Federal proportions and elements appear to have remained in use through the 1830s, but by the end of the '30s, houses primarily in the Greek Revival style were being built; one house combining elements of the Federal and Greek Revival styles is a broad-gabled (ridge perpendicular to the street) three-bay facade end chimney house on North Main Street whose center entrance suggests the survival of the traditional floor plan. There are, however, very few pure Greek Revival style houses in Acushnet; most of the sidehall plan houses in the town, of which concentrations are known only at the Village, exhibit Italianate styling with partial gable return, panelled cornerboards and brackets. Only one highly styled Greek Revival house was observed, a two-story sidehall plan house on North Main Street at Lake Street with a one-story Doric veranda. Other Greek Revival houses incorporate double or end chimneys and a traditional center hall plan; many of these houses have the small one-light frieze windows seen in coastal

Greek Revival architecture. Also observed was one well-detailed Greek Revival cottage on North Main Street which combines elements of the Gothic Revival, such as a central gable, sawn bargeboards and label windowhoods. By the beginning of the 1850s, some of the largest and most stylish houses built in the town were being constructed. Most of these are located on North Main Street. They include several comparatively modest but well-detailed asymmetrical Italianate villas with cross-gabled plans as well as several well-developed Gothic Revival farmhouses with central gables, bargeboards and lancet windows, also on North Main Street. Another well-detailed Italianate house with an unusual four-square plan and low hip roof was observed on North Main Street at Long Plain. Comparatively little construction occurred along the outlying roads of the town. Probably by the end of the 1860s, some of the tiny one-story center entrance cottages which characterize Acushnet's back roads, had been built.

Institutional: Several churches were established in the Early Industrial period, including the Methodist church at Long Plain (1856), the Perry Hill Christian Church (1844), and the Second Advent church at Whelden's Mill (1854). Of these, the only one still standing is the Perry Hill Christian Church (1850), a one-and-a-half story double entrance Greek Revival structure with a one-stage square belfry. Most of the churches in the town built similar meetinghouses during the period, the most elaborate of which was the Methodist church at Acushnet Village, a two-story Greek Revival building with a two-stage belfry and spire; the Methodist church burned in 1904. The only other institutional buildings which may survive are schools, none of which are recorded in the town's limited inventory, but several of which may survive in residential use. One possible period schoolhouse stands at the intersection of Mendall Road and Perry Street; this is a two-story, two-bay wide house in the Greek Revival style whose proportions and location (on the site of an 1830 school) make it a likely survivor.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

No new road construction, abandonment of some early routes, no railroad, no street railway.

B. Population:

Population remained relatively stable to the turn of the century, then began to climb to the end of the period. Foreign born population 4% of total in 1885 climbs to 29% in 1915.

C. Settlement:

Residential settlement continues as infill along existing roads with some expansion at Head of the River.

D. Economic Base:

Acushnet's population and economy continued to shrink until about 1890. New Bedford's expansion northward, coupled with improved transportation, spilled over into Acushnet, initiating a residential and rural economic mix which is largely present today.

E. Architecture:

Residential: With the exception of Acushnet Village, which benefitted from the economic activity of New Bedford just across the bridge, very little construction took place in the Late Industrial period. That construction which occurred outside the village center tends to consist of small scale cottages, many of them very diminutive and very simply detailed one story center entrance structures of a type encountered earlier in the interior towns of Plymouth County. Along main roads, such as Middle Road and North Main Street, a few Queen Anne and Colonial Revival style houses, some large and pretentious enough to include towers, were built in limited numbers. After the turn of the century, pyramidal hip roofed, four-square plan Colonial Revival houses were also built in these locations along with some more modest-sized gambrel and hip roofed cottages with Shingle Style and Colonial Revival detailing. At the village center, however, several neighborhoods of modest sidehall plan late Italianate and Queen Anne workers' cottages were constructed, while along North Main Street were constructed very few two-family houses with some larger towered Queen Anne houses.

Institutional: Among the institutional buildings constructed are the Long Plain School (1875), a very fine two-story cross-gabled hip-roofed Italianate school with a projecting center pedimented gable, the Long Plain Methodist Church, a small Queen Anne chapel, and the Partingways School (1903), a retardataire cross-gabled Italianate frame schoolhouse, two stories tall, now a residence. Also built were the town hall (c. 1910), a two-story cobblestone Colonial Revival building with a pedimented Doric portico, the Catholic church (c. 1910), a brick Tuscan Revival structure, and the Methodist church (c. 1904), a very fine Craftsman/Shingle Style design, consisting of a one-and-a-half story cobblestone main block with an offset square tower with a bellcast roof; all of these buildings are located at the village center.

Commercial: Very few commercial buildings were built in Acushnet in any period; however, of the few commercial buildings noted in the town (perhaps as many as a dozen), about half were built in the Late Industrial period (after the turn of the century) and the other half appear to date from the late 'teens and early 1920s. All of the buildings observed are located at Acushnet Village on North Main Street near the bridge and south of the village center down South Main Street to Fairhaven. The commercial structures built in these places are primarily first floor storefronts and shops in two and three-story brick or frame residential buildings. A few freestanding utilitarian commercial structures of one or two stories' height were also noted.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

No new road construction, no state highways, improvement of existing roads.

B. Population:

Growth continued to 1930, then stabilized during the Depression.

C. Settlement:

Some expansion at Head of River, remaining residential settlement linear as infill along existing roads.

D. Economic Base:

No new industrial development identified. Trend toward residential development in south part of town continued.

E. Architecture:

Residential: Very few houses were built in the Early Modern period. The only concentration of period housing stands at Acushnet Village, along South Main Street and on the crossing side street east and west of South Main as well as along Hathaway Road. Most of the houses observed are small unpretentious workers' cottages with pyramidal hip or gambrel roofs and very modest Colonial Revival detailing. Directly on South Main Street are located a few multiple family houses, mostly modestly detailed Colonial Revival two-family houses. At least two three-story apartment blocks of the period were noted, one of masonry construction. The Acushnet Village area appears to have functioned primarily as an outlying streetcar suburb for both northern New Bedford and North Fairhaven. Elsewhere in the town, period residential construction consists of very small one-story vernacular cottages (especially those along Middle, Peckham and Keene Roads) with some slightly larger and more consciously styled Colonial Revival and Craftsman cottages located on North Main Street.

Institutional: The only known institutional buildings of the Early Modern period are two schools, the Howard School on Middle Road and the Burt School on South Main Street, and the Russell Library at the town center. Both schools are one-story hip roofed Colonial Revival structures probably dating c. 1920 while the Library (1930) is a two-story hip roofed Colonial Revival building constructed of cobblestone, like the Town Hall (c. 1910).

XI. SURVEY OBSERVATIONS

Most of Acushnet's Colonial and Federal period structures have been inventoried; further inventory should focus on recording 19th-century houses and any possible surviving schools and early 20th-century institutional buildings. Particularly noteworthy are the town's Italianate and Gothic Revival houses, especially those along North Main Street near the town center. Potential districts exist at the town center along North Main Street at the bridge to New Bedford where an outstanding collection of Federal period houses stands and along North Main Street at Long Plain between Quaker Lane to the north and Leonard Road to the south. Period landscapes include Morses Lane (18th-mid 19th-century agrarian with surviving brick-lined irrigation ditch (?) at Deep Brook), Perry Street at Mendall Road (mid 19th-century agrarian and institutional), and North Main at bridge (Federal industrial).

XII. SOURCES

Acushnet Centennial, Acushnet, Massachusetts, Land of the Cushenas, 1860-1960 (Acushnet, 1960).

Howland, Franklyn, "Acushnet," in D.H. Hurd's History of Bristol County, Mass. (Phila., 1883), pp. 161-173.

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