

MHC Reconnaissance Survey Town Report

CARVER

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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MASSACHUSETTS HISTORICAL COMMISSION

William Francis Galvin, Secretary of the Commonwealth

Chair, Massachusetts Historical Commission

220 Morrissey Blvd.

Boston, MA 02125

www.sec.state.ma.us/mhc

mhc@sec.state.ma.us / 617-727-8470

MHC RECONNAISSANCE SURVEY REPORT

Date: June 1981

Community: Carver

I. Topography

Carver is an inland rural town in Plymouth County. The Landscape of the town is dominated by a complex system of ponds and streams with major drainage via the Winatu et, Weweantic and Wankinco Rivers. The existence of a considerable number of bogs and swamps in the town have contributed to the dominance of the cranberry industry. The soils are generally sandy.

II. Political Boundaries

Carver was incorporated in 1790 from part of Plympton. Part ceded to Wareham 1827. Bounds established between Carver and Plympton 1793, Carver and Middleborough 1849 and 1921 and Carver and Wareham, 1901.

III. Historic Overview

Carver is a rural community approximately 38 miles south of Boston. Almost from first settlement Carver has had a strong dependence on its bogs for economic support.

Late 17th and early 18th century settlement at Lakenham (North Carver) and South Meadow (Carver), Pope's Point and Wenham. Pope's Point looked to Middleboro during early settlement period due to lack of overland routes connecting the settlement with the rest of Carver. Furnace Village (South Carver) last settled area (c. 1740's). Economic base by mid-19th century centered around eight blast furnaces in operation at this time. Settlement basically concentrated along Main Street which is the only north-south axis in the town and along Pilgrim roads leading out of Plymouth. Mid and late 18th and early 19th century development continued at existing villages. Economic base continued agricultural and iron industry related. Mid 19th century growth at Huckleberry Corner. Focus of original South Meadows settlement moved southward toward present day village of Carver. North Carver showed increased development during mid 19th century. Economic focus during the late 19th century shifted from iron industry to cranberry production. Late 19th early 20th century consolidation of large bogs with establishment of camps for seasonal labor. Structures dedicated to cranberry production dominate economic landscape. Principle economic base cranberry production to the present time. One Bog (Atwood Co.,) now tourist attraction due to rail road constructed at bog by owner as hobby now part of the Americana trail.

CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Regional corridor between Pawtuxet (Plymouth) and Nemasket (Middleborough) with coastal connections to Agawam River and Sippican (Buzzard's Bay). Primary east/west routes through North Carver documented as Plymouth Road past Cooper Pond with presumed ford over Wewantic River and "Nemasket Path" along Wenham and Johns Ponds (Griffith, 1913, p.19). Trail routes from Plymouth to Buzzard's Bay appear to follow South Meadow-Main Streets axis to Sampson Pond continuing south as Wareham Street and branch southwest as Indian-Rochester Roads. Intermediate connections north/south from Sampsons Pond to North Carver are conjectured as Main-Centre Streets to Surtleff Corner with alternate route as Main Street around Muddy Pond to North Carver. Other possible trail routes across southeast pond lands appear likely along Wankinco River from Plymouth perhaps along Federal Street axis. Similar route possible along Wewantic River around Atwood Bogs (Eddyville Rail Road) as Meadow Point Streets. Surviving trails are also likely around Cedar Swamp and South Meadow Pond, perhaps as Rocky Neck Road with likely route to Dunham Pond along Crane Brook.

B. Settlement Patterns:

No reported native contact period sites. Cluster of unidentified native sites (two with Woodland components) immediately south of Wenham Pond and Wenham. Three unidentified sites in shores of Ricketts, Federal, Sampson, East Head Ponds, respectively. All possessed immediate access to large freshwater sources, potential planting grounds. Good probability area immediately south of Wenham Pond occupied during contact period - suspected route of Namasket Path (Wenham Road/Purchase Street). The site on eastern shore of Sampson Pond - residence of a small native population throughout the 18th century and a large spring (200' length) adjacent to junction Spring Street, Carver/Plympton line - diverse resource base. Plympton area reputedly unoccupied by c. 1620.

C. Subsistence Patterns:

Probably seasonal fishing, hunting, collecting, horticulture. Freshwater ponds, streams rich sources of fish, water fowl. Marshland, particularly Cedar Swamp; woodlands excellent habitat for wild game, timber products sought by natives for food, shelter. Potential planting grounds situated central, southwestern Carver. Late spring, summer residence likely sought on Kingston, Plymouth coast - harvesting of marine resources. Anglo-Indian trade.

D. Observations:

Area probably focal point of native populace during colder fall, winter, early spring months - less exposed than late spring, summer coastal sites. Probable local affiliation with major village of Nemasket (Middleboro). Regionally, Carver area natives

were probably allied with the Pokanoket traditionally centered in Mt. Hope (Bristol), Rhode Island.

FIRST SETTLEMENT PERIOD (1620-1675)

A. Transportation Routes:

Native trail improved as regional highways with main east/west path from Plymouth to Middleborough as Plymouth Road to Lakenham (North Carver) with main north/south path to South Meadow and Sampson Pond as Centre-Main Streets continuing as Wareham and Rochester Roads to Buzzard's Bay.

B. Population:

Small, virtually nonexistent native population. No white population until c. 1660, no more than a handful of families. Widespread settlement postdates King Philip's War.

C. Settlement Patterns:

No documentation of native settlement areas, probably continue to focus on large freshwater sources utilized during contact period. However, may avoid settling in proximity of Nemasket Path due to increasing utilization by white settlers traveling to Plymouth and Middleboro. White settlement initiated c. 1660 with John Shaw who settled in Lakenham (South of N. Carver) John Pratt, pioneer resident, settled south of Wenham Pond c. 1675. These two residences served as foundation for the villages of Lakenham and Wenham. These villages at the time consisted of no more than a few residences.

D. Economic Base:

Native population probably continued to undertake seasonal subsistence rounds practiced during the contact period. Some modification, however, with growing white presence. Concentration of white settlement on the Plymouth and Kingston coasts limited native access to coastal resources. Probable involvement in Anglo-Indian fur trade possibly resulting in decreased focus on traditional food procurment activities. These factors would have encouraged an increased dependence on white foodstuffs and supplies. White settlers engaged primarily as farmers utilizing the extensive meadowlands of central and south western Carver as crop and grazing land. Cedar swamps and wooded uplands harvested for building products and fuel. Subsistence and commercial (beaver) hunting undertaken throughout Carver resulting in early extinction of the beaver and near elimination of the deer. Fresh water streams and ponds provided the settlers rich supplies of fish and water fowl. The absence of industry (i.e. grist and saw mills) forced community reliance on Plymouth, Middleboro etc. for grain and timber processing.

E. Observations:

Documentation suggests white settlement within present day Carver was minimal and closely tied to Plymouth. The settlement lacked civic, religious, military, industrial facilities. These

were sought in northern Plymouth.

COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

Establishment of North and South meeting houses created local radial connectors. Highways to Lakenham (North Carver) include High and Centre Streets with north/south link to Carver Center as Main Street across Beaver Dam Brook swamps. Radial highways to South Carver include Halfway Pond Road Cranberry-Eas Head Road and Tremont Street to Plymouth with local roads to Indian Lands south of Sampson Pond. Other period highways appear likely around South Meadow and Beaver Dam Brooks as Cross, Holmes and West Sts.

B. Population:

The only documentation of a native population was the reference to two native families that lived in Carver throughout the 18th century. Native population probably never more than a handful of families. White population figures also fragmentary. 1708/1709 34 freemen, 1736 - 46 households. Community underwent steady growth throughout 18th century.

C. Settlement Patter

Native occupation of land extending south from the southern end of Sampson Pond. In 1702 Plymouth granted 200 acres of land in this area to Samuel Sonnett and his wife. A second native family settled within this grant c. 1730. The property was native occupied until the late 18th century. Influx of post - 1675 white population attracted by the extensive meadowlands, timber stands, freshwater sources. Early development of settlement nodes centered at Lakenham cemetery and Wenham in the late 17th century. Growth of secondary nodes at the junction of Rocky Meadow Brook and South Meadow River and Annasnapet (northeastern Corner of Carver) by c.1700. Erection of precinct meetinghouse slightly north of Lakenham cemetery, c.1732. Considerable population growth south of original Lakenham and Wenham settlement nodes resulted in the division of the South Precinct (Carver) into three school districts c.1730-40. The period 1730-60 witnessed establishment of villages at the junction of Popes Point Street and France Street and South Carver. These two villages centered around the Popes Point Furnace and the Charlotte Furnace, erected c. 1730 and c.1760, respectively. Clustered around the Popes Point Furnace were farms, worker housing "company" stor, sawmill and blacksmith shop. Prior to the Revolution a small village had been established at Huckleberry Corner. Population shift to the south resulted in southern villages agitating for movement of meetinghouse further south. Repeated failure to do so (c. 1735-72) contributed to north-south tensions and erection of meetinghouse on the "Rochester/

Plymouth Road " in 1772.

D. Economic Base:

Native population continued seasonal hunting, fishing, collecting and agriculture. Plymouth in 1702 Indian land grant permitted Sonnett family to fish on Carver area brooks and ponds, hunt on undivided lands, harvest cedar on undivided cedar swamps and to tap the pine stands for pitch (tar and turpentine production). Farming undertaken in vicinity of South Carver. Decreasing access to these resources as the white community expands. Some employment (i.e. laborer, servant) with white households. White population maintains primary emphasis on farming until 1730-40. Establishment of iron industry was initiated with erection of Popes Point Furnace (c. 1730), followed by Charlotte's Furnace. Many nearby farmers turn to charcoal production (furnace fuel) as a secondary pursuit. Furnaces supplied with local bog iron removed from swamps and ponds, particularly Sampson Pond. Erection of sawmills in vicinity of Popes Point village and Fresh Meadow (southwestern Carver), probably contemporary with Popes Point Furnace. First mill built c. 1707, Cole's Mill (on pond north of N. Carver). Blueberries picked in swamps in Fresh Meadows area and shipped to Plymouth and New Bedford markets.

E. Architecture:

Residential: Very few houses of the Colonial period survive in Carver; only two center-chimney, two-story houses are known although a number of center chimney cottages, of the full five-bay, double-celled plan, survive with at least a few undoubtedly dating to the Colonial period. Only 46 residences were recorded in 1730 with earliest settlement at North Carver. Only one early cottage (Sturtevant House, 1755) is recorded, a gambrel-roofed, center-chimney, one-story structure.

Institutional: Carver is unusual in that it retains (in altered form and on a moved site) its earliest meetinghouse, a two-story, gable-roofed structure dating to 1730. In 1772, the South Carver congregation was established and a meetinghouse constructed at Mayflower and Rochester Roads. The meetinghouse, a very simply detailed structure two-and-a-half stories tall with a gable roof, no longer stands.

F. Observations:

Carver maintains its agricultural base throughout this period. However, foundation of iron industry, grist and saw mills in the early to late 18th century provided the community with an increasingly diversified economy and autonomy from Plympton culminating in separation of Carver from Plympton in 1790. Demographic and economic growth, in turn, contribute to increased tensions between the northern and southern portions of the settlement.

Limited post 18th century development suggests a high probability of surviving late 17th century and 18th century domestic and industrial archaeological sites. Particularly promising are the early - late 18th century villages centered around Pope Point and Charlotte's furnaces.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Road system remains from 18th century with improvement of highway through pine lands as Federal Street to Federal Pond iron works.

B. Population:

No figures available prior to 1790 incorporation from Plympton, although a comparison of Plympton and Carver figures indicates a 1776 population of approximately 750. Reported figures show mild growth between 1790 and 1830 with a definite spurt between 1820 and 1830. Baptist Church at South Meadows in 1824.

C. Settlement:

Settlement continued at existing nodes at North Carver (Lakenham), Carver (South Meadows), Pope's Point, Wenham and South Carver.

D. Economic Base:

Period represented peak of Carver's iron industry. For most of period, three major furnaces in operation (Pope's Point, Charlotte, and Federal) with five other furnaces sites utilized for shorter period of time. Cranebrook (later "Federal") Furnace, begun by Bridgewater iron master Silvanus Lazell, 1793, with Plymouth backers, leased by Charlotte Furnace owner Benjamin Ellis (the "Iron Senator") during the War of 1812 and both ironworks completed lucrative government contracts. By 1816, although Sampson's and Federal ponds still provided bog ore, almost all iron ore imported from New Jersey via coasting schooners and overland route through Wareham. After 1815 Ellis-owned schooners carried much of this coasting trade, extending from Maine to New Orleans. Former Ellis partner, Bartlett Murdock, taking advantage of overland route, established Washington Iron Works in Wareham, 1822 -- early example of migration of ironworks out of Carver to coastal locations.

Cranberries harvested from natural bogs in this period. Mentioned as early as 1816 ("Description of Carver") as being sent to Boston markets.

Small-shop shoe production probably also begun by this time, though figures not available until 1837 when twenty men and women reported annual production of 3700 pairs.

E. Architecture:

Residential: Beginning in the Federal period, with the establishment of several iron furnaces, Carver's economy improved and residential construction increased. Cottages continued to be the standard house form, with center-chimney, five-bay facade Cape-type cottages predominating. More modest cottages with half-house, end-chimney plans were also built along with at least a few three-quarter plan cottages. Two-story houses are an exception but some half-dozen examples survive across the town. Of these, interior end chimney houses with shallow -pitch hip roofs are the most numerous with several center-chimney examples and two wall-detailed brick end-wall chimney houses at North Carver (1809; 1827), built. Houses of both a single-room's depth and of two-room's depth are known, indicating that even within the narrow range of substantial houses built in Carver, larger and smaller options were possible.

Institutional: Six school districts were established in 1790, but none of these early schools are known to survive. Later in the period, in 1824 a combined Baptist and Congregational church was built; it is a conservative two-story, gable-roofed structure with a two-stage cupola with an open belfry.

Commercial: In 1821, a store and post office were established in North Carver in a two-story, gable-roofed vernacular Federal building still standing.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes:

Highways remain in place from early 19th century with improvement of north/south connections along Main Street axis (Route 58), including layout of early divided roadway (1861) as Savaway Ave preserved parallel to Route 58. No railroad routes through area.

B. Population (1830-1870):

Population shows gradual growth to 1855 then slight decline to 1870. Union Chapel near Sampson's Pond 1855. Congregational Church 1858.

C. Settlement (1830-1870):

Some growth at Hickleberry Corner, South Carver, North Carver and Carver. Residential Area near Savery Ave. developed 1860's as family compound.

D. Economic Base:

Though small foundries continued to be initiated for short periods of time in 1830s and '40s marked decline in iron activity as Carver iron masters moved to more coastal locations. Part of this move may have been encouraged by the shift to cupola furnaces, requiring imported anthracite, instead of local charcoal. Ironworks were now not only exporting all products, they were also importing all raw material. Pope's Point closed 1836; Federal, 1841. Proprietors of the latter, George Bowers and Joseph Pratt moved to Roxbury where they established the successful Highland Foundry. Miles Pratt moved to Watertown to open the Walker and Pratt Foundry;

Benjamin Cobb to Kingston to start Cobb & Drew tack works; Eben Shaw in 1869 to Plymouth as one of the founders of the Plymouth Foundry. By the end of the period, only the Ellis Foundry (formerly Charlotte Furnace), now producing cook stoves, and Wenham Furnace (stove repairs) remained in operation.

By 1865 Carver had 105 acres in cranberry production (the only other town in the county with more than 10 acres was Pembroke with 60.5 acres) and an annual product worth \$2,872. Benjamin Finney was said to have been the first to improve the natural cranberry beds by flooding in 1865, though Abijah Lucas cultivated berries as early as 1841.

The largest single manufacturer in 1865 was the Boston based Jenkins Mfg. Co.'s cotton shoestring factory, begun in 1852. In 1865 the company had a product worth over \$75,000. Two box manufacturers and six sawmills completed the list of the town's principal industries in that year.

E. Architecture:

Residential: More houses were built in Carver during the Early Industrial period than in any other, most of these being well-detailed but modest Greek Revival sidehall cottages, with pedimented gable ends, peaked lintels and heavily-scaled entrance treatment of full-length sidelights and transom. At least a few more ambitious cottages incorporated recessed verandas along the side elevation along with full-scale ells and, occasionally, connecting barns. One of the finest of these Greek Revival cottages stands at the corner of Main and Tremont Streets at South Carver. In addition to the cottages which are the standard form of the period, at least a few two-story sidehall Greek Revival houses were also built. The period of active residential construction commenced in the 1840's and extended through the 1870s with the result that Carver retains a larger proportion of residences dating from the third quarter of the 19th century than many other towns of the region. Within this representation, a somewhat wider range of styles than is elsewhere found in the region is also present in Carver; this is primarily due to the influence of a prominent citizen of the period, William Savery. Other period houses include one of the only asymmetrically planned, towered Italianate villas of the region and a rare Gothic Revival house with a T-plan, lancet windows, bargeboards and an intact grouping of Gothic Revival outbuildings. While the sidehall plan prevailed throughout the period, by the late 1850s, kneewall construction was being used to provide additional space to the standard story-and-a-half cottage. Most of the cottages of the 1860's display kneewall construction with modest Italianate detailing (bracketted eaves, paneled corner boards, bracketted door hoods).

Institutional: The overall prosperity of the period is reflected in the large number of institutional buildings constructed in the period. These include four churches, the Methodist Episcopal (1844), a one-and-a-half story, gable-roofed building with intact period interior and fretwork Greek Revival entrance surround, the Union Church (1855), an unusual Gothic Revival, story-and-a-half structure with the traditional vernacular church form and Gothic pinnacles and buttresses in wood as well as an octagonal steeple and spire, the Congregational Church (1857), a two-story Greek Revival structure with a projecting pedimented porch and two-stage steeple, and the Advent Church (1870), a simple vernacular story-and-a-half chapel with restrained Stick Style detailing. Also built in the period were several one

room schools only one of which is known to survive at South Carver; the six schools built in the period were built over many years and display a variety of architectural styles. Most were rather more elaborately-detailed than comparable known examples with most designs incorporating lunettes, either triangular or segmental, in the gable end at least two with square belfry cupolas with crenellated parapets.

Commercial: Several vernacular Italianate stores were built in the 1850's at Pope's Point and North Carver; either a story-and-a-half or two-stories, these buildings have gable roofs and three-bay facades with center-entrance plans.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Road networks remain intact with belated railroad between Plymouth and Middleborough through North Carver (1892) now abandoned. No street railways through area.

B. Population:

Population remains relatively stable to 1900 then shows dramatic increase from 1900 to 1915 due to influx of foreign born population. (F. b. population in 1915 489 over 200 Portugese and over 100 "Russian" as compared to 1885 f.b. population of 105. Although census indicates Russian Population in 1915, other sources indicate that this population was actually Firmish.)

C. Settlement:

Residential growth at Wenham and North Carver during this period.

D. Economic Base:

A major period of cranberry bog construction beginning in the 1870 East Head Bogs, 1878, first extensive bogs to be constructed in Carver, by George P. Bowers. Wankinco Bogs, 1879, by Abel D. Makepeace, said to be the largest single cranberry bogs in the state. Federal Furnace Bogs 1895. By 1890 there were 750 acres cranberry bogs in Carver. The period also witnessed the last gasp of the iron industry: Murdock Parlor Grate closed 1885; Wenham Furnace, 1887; and Ellis Foundry, 1904. Shoestring factory burned 1880. Corresponding growth in box and barrel industry for cranberry packing, in addition to appearance of cranberry equipment manufacturers, like H.R. Bailey, who moved into vacant Murdock Grate building.

E. Architecture:

Residential: Sidehall story-and-a-half cottages continued to be built in the period although the rate of construction seems to have dropped off in the 1880s and recovered around the turn of the century, with the introduction of cranberry production to the town. Most of the houses built were simply-detailed gable-roofed Queen Anne cottages retaining elements of the Greek Revival form well into the period. After the turn of the century, Craftsman and Colonial Revival detailing add some variety to the standard gable-roofed form, with gambrel and hip roofs being used with greater frequency. Throughout the period shingles are the preferred siding material. Only a few two-story houses, including at least one shingled style and one

end-Colonial Revival/Craftsman example, are known.

Institutional: A variety of institutional buildings were constructed during the period including a Town Hall (1887) at South Carver, a two-story, gable-roofed late Italianate structure, a T-plan Colonial Revival/Craftsman school (c. 1900) at North Carver, an L-plan Methodist Episcopal church (1896) with a square inset corner tower, Our Lady of Lourdes Catholic church (1913), a two-story church with a hip-roofed Colonial Revival style building with a monumental pedimented portico and cupola, and the Carver High School (c.1905), a one-story Colonial Revival/Craftsman hip-roofed building with a projecting entrance porch .

Commercial: With the arrival of the railroad (1892), a one-story hip-roofed, Stick Style depot was constructed along with the Samoset House hotel (both demolished). Other buildings of the period include the Veteran's Hall (1913), a one-story hip-roofed brick Colonial Revival building, Shurtleff Hall (c. 1900), a two-story Queen Anne building with patterned shingles, and the Grange (1915), a one story hip-roofed building.

Industrial: Several important industrial buildings were constructed in the period the most imposing of which is the screenhouse of the Federal Furnace Cranberry Bog Company, a three-and-a-half story gable-roofed building (1895): also important is the Murdoch Parlor Grate shop (c. 1877), a one-and-a-half granite building with a half-story framed attic.

X.

EARLY MODERN PERIOD

A. Transportation Routes:

Improvement of local highways as regional auto roads. Primary east/west corridor as Route 44 between Plymouth and Taunton (Wenham-Centre-Plymouth Roads) through North Carver, and primary north/south connections as Route 58 from Buzzards Bay to Pembroke (Main-Plympton Sts.) with new highway along Crane Brook from South Carver.

B. Population:

Sharp drop in population from 1915 to 1920 (possible recording error?) then climbs again to 1925, after which population relatively stable with small fluctuations until 1940. Post World War II increase most dramatic after 1960.

C. Settlement:

Growth consists of residential infill at existing nodes of North Carver, Carver, South Carver and Wenham. Finnish community scattered throughout the town rather than clustering at a particular node.

D. Economic Base:

By 1824 284 cranberry bogs covering 2,629 acres, and Carver's cranberry production exceeded that of any other town in the country. During the depression years, cranberry industry continued to prosper attracting seasonal workers from nearby cities. Ellis Atwood bogs constructed 1930s with "model" cranberry camp and, in 1940, large brick screen house. Eight-mile narrow-gauge railroad used for carrying workers and supplies until after WW II, when its tourist value began to exceed value to cranberry cultivation.

E. Architecture:

Residential: Comparatively little residential construction took place during the period with the small scaled one-story cranberry workers' cottages put up by the companies being the most commonly-constructed form. Of these, the most interesting group was erected in 1935 by the Atwood Company; these cottages are diminutive one-story buildings with Tudor Revival entrance detailing after the manner of the larger suburban houses of the period.

Industrial: The Atwood screen house (1940), a large two-story brick Colonial Revival structure, is the most significant industrial building of the period.

XI. SURVEY OBSERVATIONS

Existing survey is a well-documented and thorough inventory of the town's surviving resources; potential districts at North and South Carver have been noted.

Industrial: Carver's recently completed survey has done an excellent job with all known remaining industrial structures, particularly the extensive cranberry bog landscapes. NR nominations prepared for the Federal Furnace Cranberry Bog Company and for the Murdock Parlor Grate shop should be submitted, though expansion of the latter should be considered to include the remaining Ellis Foundry structure (MHC # 287). Though the building has suffered at least one fire, photographic and some structural evidence reported by the owner suggests that the building originally featured a monitor roof and may have been somewhat longer.

Remaining to be completed is the identification of mill and furnace sites for archeological potential.

Developmental Pressures:

Obvious commercial expansion at junction of Route 44 and 58 at North Carver with potential readjustment of Route 44 extension to Plymouth. Suburban pressure is evident along Plymouth roads to South Carver with tourist activity isolated at Eddyville Railroad. Cranberry bogs remain active investment with immediate threat from sand and gravel operations along Routes 44 and 58.

XII SOURCES

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