

MHC Reconnaissance Survey Town Report

DARTMOUTH

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: November 1981

COMMUNITY: Dartmouth

I. TOPOGRAPHY

Dartmouth has a heavily indented coastline, drainage in the north via Shingle Island Brook, in the south via Destruction Brook/Slocum River and Apponagansett River. Terrain is generally rolling hills on a north south axis interspersed with areas of swamp and bog land. Soils are generally sandy to gravelly.

II. POLITICAL BOUNDARIES

Dartmouth was first mentioned as a town in Plymouth Colony records in 1652. It was established as a town on June 8, 1664 (o.s.). Bounds were established in 1668 and 1701. Portions of Tiverton and Little Compton within Massachusetts were annexed in 1747. Part established as New Bedford and part as Westport in 1787. Westport annexed portions of Dartmouth in 1793, 1795 and 1805. Bounds established between Dartmouth and Westport in 1828 and between Dartmouth and New Bedford in 1831. New Bedford annexed portions of Dartmouth in 1845 and 1888.

III. HISTORIC OVERVIEW

Old Dartmouth, of which the present town is only a part, was unique in southeastern Massachusetts in that it was a town settled and dominated during much of its early history by members of the Society of Friends, a domination that resulted in the development of a landscape less rigidly stylized than elsewhere in the study unit.

The Federal period was one of change in Dartmouth, although the religious landscape was still dominated by the meeting houses of the Society of Friends. A Congregational and two Baptist Churches had emerged on the landscape particularly at Padanaram which rose to commercial dominance in the town during this period. With the emergence of New Bedford as a regional center during the Federal and Early Industrial periods there was a shift in the focus of activity in Dartmouth. Areas of early settlement such as Russell's Mills and Apponagansett lost in importance as settlements with direct communications with New Bedford gained.... Padanaram, which had not only a good land route but also harbor facilities and Smith's Mills, which was on a major connector with Fall River and Rhode Island. This connection and dependence on New Bedford continued throughout the 19th century as gradually other portions of the town developed related functions ... Nonquitt becoming a summer resort for the wealthier New Bedfordites and the increasing development of Padanaram as street railway lines opened it for middle class commuting. While Dartmouth had retained agricultural functions to the end of the study period the New Bedford influence has had a profound effect on the development of the town.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

A complex of suspected native interior routes converged on the Dartmouth coast providing access to the area's rich riverine and coastal resource

base. A conjectured major north-south trail extended three quarters the length of Dartmouth along Hixville and Chase Rds., ultimately connecting with a suspected primary east-west trail which passed through Smith Mills. Several possible secondary native trails branched off of the Hixville/Chase Rds. route including paths following Reed Rd. and the southern portion of Fisher Rd. and an unimproved road, respectively. A native ford was probably situated at the junction of Reed Rd and Noquouche Lake (artificial lake, originally probably the lower portion of Shingle Island River). Two primary east-west native routes probably existed in north central and southern Dartmouth. The former trail was oriented along the present route of Hathaway St. (probably a fragment of the Old Rhode Island Way), a portion of Chase Rd. and Lucy Little and Westport Rds. The latter route extended along Cove Street and Russells Mills and Slades Corner Rds. Three probable native fords were present at the junctions of the Apponagan-sett River, Paskemanset River and Destruction Brook, respectively. A number of conjectured riverine and coastal access routes branched off of Russells Mills/Slades Corner trail. These included trails paralleling Slocums River along Horseneck, Barneys Joy, Gaffney and Potomska Rds. Access to Smith Neck probably occurred on a trail paralleling Smith Neck and Mishau Pt. Rds.

B. Settlement Patterns:

Archaeological evidence of native Contact Period settlement was extremely limited. A possible Contact Period burial was situated in Russells Mills on the north bank of the Paskamanset River. An unidentified native burial was exposed in South Dartmouth east of the Apponaganset River near the junction of Shipyard and Highpoint Lanes. Three small unidentified native sites were located west of Slocums River. Two were approximately a half mile north of Slocums Corner while the third was situated on Great Neck. An early 17C English explorer's account provided a different picture of the extent of local native Contact Period settlement. Bartholomew Gosnold when visiting the present Dartmouth area in 1602 (reputedly landed in the vicinity of Round Hill) reported the presence of a substantial native population (Hurd 1883: 191-92). Native settlement was probably heaviest along the resource rich coast and the banks of Slocums River. Interior settlement likely focused at the confluence of the Paskamanset River and Destruction Brook (Russells Mills) and slightly south of the junction of the Paskamanset River and two of its tributaries (Smith Mills). In addition to the readily available freshwater sources, both sites were situated adjacent to agricultural land and the junction of several native trails.

C. Subsistence Patterns:

Dartmouth's convoluted coastline was the focal point of native subsistence activities as well as settlement. Vast quantities of fish, shellfish and marine mammals were available in Slocums River, Allens Pond, Apponagansett Bay, the coastal mudflats and Buzzards Bay. Additional fishing was probably undertaken in the numerous interior streams and rivers. The coast was also the site of European-Indian trade. The Gosnold expedition exchanged European goods for native furs when visiting the Dartmouth area natives. It is quite likely local European-Indian trade predated the 17C when considering Buzzard's Bay proximity to Narragansett Bay, an area of known European-Indian contact (e.g., Verrazanno, 1524). Native hunting probably took place in the wooded interior. Potential planting grounds were situated along the coast, Slocums River and adjacent to Chase and Tucker Rds.

D. Observations:

Dartmouth appears to fall within a continuum of extensive native settlement extending from Narragansett Bay east to Buzzard's Bay. Local coastal settlement was probably heaviest during the late spring and summer months. The coast was likely abandoned for the less exposed interior during the fall and winter months. Local political boundaries apparently were defined by river drainages with the Dartmouth area natives labeled the Apponagansetts. These natives, along with the adjacent Acushnets and Acoaxsets (present New Bedford, Fairhaven/Acushnet and Westport respectively), fell under the control of the Pokanokets (Wampanoags) centered in Mt. Hope, Rhode Island. There is an excellent likelihood of extant archaeological remains of native Contact Period settlement along the Dartmouth coast and the Slocum River due to the minimal 19C and 20C development in these areas. Fragments of native period settlement may survive in the more heavily developed sections of South Dartmouth, Russells and Smith Mills.

V. FIRST SETTLEMENT PERIOD (1620-1675)

A. Transportation Routes:

The pre-war English population adopted a number of native trails as local and regional overland routes. The King's Highway, a major colonial route between Plymouth and Newport, Rhode Island, apparently passed through north central Dartmouth along the Hathaway/Chase/Lucy Little Rds. trail. The Cove Rd./Russells Mills Rd./Slades Corners Rd. trail probably was utilized as a route between the pre-1675 settlements at Russells Mills, South Dartmouth and those settlers residing in present Westport. In turn, the Russells Mills and South Dartmouth residents likely maintained contact with the Smith Mills hamlet via the Hixville/Chase Rd. trail. Access to Buzzard's Bay and Narragansett Bay settlements was facilitated by Dartmouth's extensive coastline.

B. Population:

There were no figures for the native population. The only figure for the white population was an estimate of 30 homes in Old Dartmouth (Acushnet, Fairhaven, New Bedford, Dartmouth, Westport, portions of Little Compton and Tiverton, Rhode Island) at the outbreak of King Philip's War (Old Dartmouth Historical Society 1903: 7). A large number of the town's pre-war settlers were Quakers who emigrated from Portsmouth, Rhode Island, Plymouth and Taunton.

C. Settlement Patterns:

Native settlement locations are unclear during this period. None of the available sources refer to specific period sites.

White pre-war settlement was limited and generally gravitated toward interior waterways probably because of the availability of water power sources and agricultural land. A small agricultural hamlet was established in the vicinity of Russells Mills in the early 1650's. Ralph Russell, an important figure in local and regional industrial development, erected a home in this area in c. 1653. A second agricultural hamlet centered in Smith Mills was established in c. 1670. Scattered homes were built south of Russells Mills on Slocum's Neck, South Dartmouth and probably south and north of the Smith Mills node. John Russell erected a home (converted to a garrison house shortly before King Philip's War) in c. 1663.

in South Dartmouth north of Bush St. Despite Dartmouth's incorporation in 1664, the town lacked a formal meetinghouse until after King Philip's War. Pre-war town meetings (first not held until 1674) were held in private homes probably on a rotating basis.

D. Economic Base:

Dartmouth had a strong agricultural base encouraged by the extensive agricultural land available along the town's coast, rivers and central interior. Industrial development appears to have been virtually non-existent although the limited data base makes it difficult to accurately assess pre-war industrial development in present Dartmouth. Ralph Russell (instrumental in establishment of the Taunton iron industry, c. 1656), John Russell and Anthony Slocum reputedly built an iron forge or furnace in Russells Mills probably prior to 1675 (Old Dartmouth Historical Society 1903: 4-5). The facility was supplied with bog iron removed from the Russells Mills area. Newport (R.I.) provided local residents with a variety of commodities not available locally. Occasional construction of small vessels may have occurred despite the fact that formal shipbuilding did not commence until the mid-18C. The community's utilization of the waterways as a mode of transportation would have encouraged shipbuilding.

E. Observations:

Future research should address the issue of post-1620 native settlement in the Dartmouth area. Available sources virtually ignore this aspect of the area's history. The colonial settlement of Old Dartmouth was established early as a Quaker refuge from their Anglican protagonists. By the late 17C or early 18C, this community probably possessed the largest Quaker population in the Southeastern Massachusetts study unit. Dartmouth's large size, convoluted coastline and widespread marshland inhibited the development of a single, expansive settlement center. Settlement during this and the following period was characterized by the establishment of several small, widely separated communities. Dartmouth exhibited a strong orientation toward the settlements of southeastern Narragansett Bay primarily because of the town's large population of former Portsmouth residents and its proximity to Narragansett Bay. The possibility of surviving archaeological evidence of Dartmouth's pre-1675 settlement appears to be greatest on lightly developed Slocum's Neck and land adjacent to Slocum's River. Vestiges of early colonial settlement may survive in Russells Mills, Smith Mills and South Dartmouth. The foundation of Russell's garrison house survives in excellent condition.

VI. COLONIAL SETTLEMENT PERIOD (1675-1775)

A. Transportation Routes:

Limited documentation of period additions to the pre-war transportation system. The majority of changes probably involved the improvement of the existing pre-1675 network since it appeared to cover virtually all of present Dartmouth. The Old Fall River Rd. may have been laid out during this period in response to the early-mid 18C settlement occurring in northern Dartmouth.

B. Population:

There were no figures for Dartmouth's post-war native population. However, one source stated a small number of natives were present in Old Dartmouth as late as the mid-late 18C (Ricketson 1858: 95).

None of the available sources provided figures for Dartmouth's late 17C white population. By 1765, Old Dartmouth had 4506 residents. The population had increased 50% to 6773 in 1776. The community continued to receive a large influx of Quakers from Rhode Island and Massachusetts in the late 17C and 18C.

C. Settlement Patterns:

Old Dartmouth suffered extensive property damage during King Philip's War. Only two of the area's thirty homes survived the Anglo-Indian conflict while several of the town's residents were killed. A number of settlers sought refuge in Russell's garrison house during the war. Post-war settlement occurred shortly after termination of Anglo-Indian hostilities. Settlement nodes were re-established in Russells Mills and Smith Mills by the 1680's. The town's second and third and probably first (c. 1686, 1714, 1737) town houses were erected slightly east of Smith Mills near the junction of Hathaway and Slocum Sts. Old Dartmouth's first Quaker meetinghouse (c. 1699) was situated approximately three quarters of a mile northeast of Russells Mills on the site of the present Apponagansett and Slocums rivers and South Dartmouth. Settlement north of Smith Mills probably did not take place until the early-mid 18C. Earlier settlement was likely discouraged by the prevalence of marshland and uplands and the distance from the coast.

D. Economic Base:

Dartmouth maintained its strong agricultural base while developing industrial and marine based activities. A small mill complex reputedly consisting of a grist mill and fulling mill was built prior to 1681 at Smith Mills on the Paskamanset River. A probable 18C industrial node was situated in the Russells Mills area. A grist mill was constructed by Ebenezer Allen in 1710-11 at the junction of Destruction Brook and Slades Corner Rd. (operated until 1950). In addition, a possible pre-1775 grist mill and tannery were located a short distance south of Russells Mills adjacent to the Paskamanset River. Several mills possibly predating 1775 were situated in northern Dartmouth. A grist mill and saw mill appeared on a 1795 town map on the southern end of Cornell Pond (Hixville). A second saw mill located approximately a half mile east of Faunce Corner on the southern end of Cornell Pond was indicated on the same map. Formal shipbuilding was initiated in the mid-18C at which time a shipyard was established on the western bank of Slocums River approximately three quarters of a mile south of Russells Mills. The majority of Old Dartmouth's shipbuilding was undertaken in present New Bedford. An early 18C saltworks was constructed on Salters Point.

E. Architecture:

Residential: The earliest houses at Dartmouth were built at Russell's Mills at the head of the Slocum River. Almost all of the houses built before King Philip's War were destroyed in that confrontation, but rebuilding commenced at Russell's Mills in the late 1670s. One structure dated to that period is

known to survive, a three-quarter plan cottage on Russells Mills Road. Other houses of the early colonial period are dated only to the 1720s. These include two more structures at Russell's Mills, a center chimney cottage and a center chimney house, both dated to 1723. Other houses probably dating to the Colonial Period were observed on Potomaska Road at Little River Road, at Apponagansett on Russells Mills Road, on Chase Road and on Tucker Road near North Dartmouth. Most of these are traditional center chimney houses and cottages although more elaborate double interior chimney houses with Georgian detailing were also observed (examples on Tucker Road and at Apponagansett). The only period house noted in the northern portion of Dartmouth is a small gambrel-roofed center-chimney cottage on Faunce Corner Road; it is presently surrounded and threatened by extensive light industrial and commercial uses.

Institutional: The earliest meetinghouse built in Dartmouth was the Friends meetinghouse of 1698/9, a 35' x 30' x 14' structure which stood at Apponagansett. At least one other Friends meetinghouse was built at Smith Mills before 1794. The only other institutional structure recorded for the period was the Town House of 1739, a 22' x 36' x 9', end chimney structure which stood on Russells Mills Road at Apponagansett.

F. Observations:

This period marked present Dartmouth's establishment as the civic center of Old Dartmouth. The community continued to exhibit strong economic and social ties to the Narragansett Bay region. However, assessment of present Dartmouth's late 17C and 18C economic development is difficult because of the lack of detail in available sources.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Improvement of existing colonial roads. No new road construction.

B. Population:

Dramatic drop in population after incorporation of Westport and New Bedford in 1787, followed by slow steady increase to 1830.

C. Settlement:

At beginning of period principle settlement at Padanaram (South Dartmouth) with important secondary settlements at Russell's Mills Slocum Corner (shipyard and town landing), Smith's Mills (North Dartmouth), Apponagansett, remainder of residential settlement consisted of farmsteads along existing colonial roads.

D. Economic Base:

Though whaling activities undertaken out of Padanaram as early as 1750s, apparently discontinued during the war and afterwards because of the growth of the business in New Bedford. Instead, appears to have been fishing fleet which dominated town's maritime activities, with much of the menhaden catch used as fertilizer for local farms. The related development of the salt industry was directly tied to the Embargo and maritime restraints

on trade, when salt duty jumped from 12¢ to 20¢. In 1832 business was the most extensive in the town, with 22 men employed in probably 15-20 separate salt works. On early pre-1812 pumped storage scheme used four windmills to pump water into a storage tank to operate the grinding wheels of a salt mill when wind power failed. The idea, however, was quickly abandoned when it was found that the water pumped over several days only ran the mill for four hours!

Although 17th-century forge at Russells Mill appears to have survived only into early years of Federal period, both Russells Mills and Smith's Mills retained tanning as well as saw and grist mill activities for much of the 19th century. At Smith's Mills, a small War of 1812 cotton mill (dismantled 1874) was, like the other Dartmouth activities, dominated by New Bedford interests, perhaps partly because of the difficulty in obtaining mill operatives in the whaling - dominated New Bedford.

E. Architecture:

Residential: Extensive residential construction occurred during the Federal period with clustered settlements developed at Padanaram (South Dartmouth) and North Dartmouth; in addition, farmhouses were constructed along most of the outlying roads of the town, especially along Tucker and Smiths Neck Roads. Many of the houses and cottages built in the period are half plan and three-quarter plan examples, although full five-bay center-entrance houses and cottages are not uncommon. The prevalence of three-quarter and half-plan structures appears to be a regional phenomenon of the Federal period as many other houses with less than the full five-bay plan are known in the area. These do not appear to have functioned as less pretentious forms as most of the houses and cottages with three-quarter and half plans have stylish details such as pedimented entrance surrounds with leaded fanlights. In addition to these structures, the more typical end-chimney plan, hip-roofed houses of the Federal period are also represented with examples observed at Apponagansett, Padanaram and on Tucker Road.

Institutional: Increases in residential construction were paralleled by a rise in the number of institutional structures built in the period. In addition to at least fourteen schools, several churches were founded as well, including a Baptist church at Hixville (1780) and one at Russells Mills and a Congregational Church at Padanaram (1807). Friends meetinghouses were built at Smiths Neck and Allen's Neck. The Congregational Church at Padanaram was not constructed until 1821; it is a story-and-a-half gable-roofed structure with an open octagonal domed belfry. The Friends meetinghouse at Apponagansett was replaced in 1789 with the present two-story, double entrance structure on Russells Mills Road; the only other ecclesiastical structure of the period still standing is the Smith's Neck Friends meetinghouse on Smith's Neck Road, a one-story building with a projecting shed roof double entrance porch built in 1819.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes:

Expansion of grid at Padanaram, little new road construction.

B. Population:

Increase 1830-40, decline to 1850, stable to 1860 then decline to

end of period. Foreign born population 3% of total in 1855.

C. Settlement:

During beginning of period modified grid solidified at Padanaram. Remainder of residential development consisted of infill of farmsteads along existing roads with some expansion at Hixville along the Old Fall River Road by end of period.

D. Economic Base:

The Early Industrial period witnessed the peak of Dartmouth's maritime activity. About 1832 whaling was reinstated out of Padanaram with three ships. By 1845, the peak census year, this number had grown to a fleet of 13 ships manned by 350 men (though by way of contrast, New Bedford that year boasted of a fleet of 242 ships and 5700 men). Large quantities of menhaden were also being taken from Buzzards Bay for use as fertilizer, and Dartmouth farms (numbering 479 in 1865) were said to be unusually productive.

Although 1832 was the peak recorded year for saltworks, salt making operations continued through 1900 at at least two sites. One of the oldest, of Nathaniel Howland on Nonquitt Point (now Apponagansett Point) included an unusual "Bush Works" utilizing racks filled with scrub oak bushes -- instead of the usual evaporating pans - to facilitate evaporation.

E. Architecture

Residential: Steady residential construction continued at Padanaram and Apponagansett with more modest development at Smith Mills, Hixville, and Russells Mills. Most of the houses constructed were sidehall Greek Revival and Italianate structures, many of which elements of late Federal detailing, such as splayed lintels and segmental fanlights in the gable end pediment. Greek Revival cottages outnumber houses although a few well-detailed end chimney Greek Revival houses with five bay facades and freestanding porticos were observed, in Russells Mills and at Padanaram. Fully developed Italianate style houses are rare; most houses and cottages of the 1850s and '60s retain elements of Greek Revival design in addition to Italianate details such as bracketed cornices, panelled cornerboards and the absence of a gable return. At least one well-developed example of the Italianate style, a two-story, three-bay center entrance villa, was observed on Russells Mills Road at Apponagansett. Somewhat more common are mansard roofed cottages, several good examples of which were observed, at Russells Mills and at Padanaram. In addition, a number of double and end chimney Italianate cottages of the 1850s and '60s incorporate center gables. A very few cottages were observed with some Gothic detailing (bargeboards, lancet windows as an accenting feature); these include several early examples with transitional late Federal details as well as later examples with Greek Revival and Italianate detailing. Examples were observed at Faunce Corner and at Padanaram. Roads in the northern half of town were built up in the period with modest mid-century farm cottages and related outbuildings.

Institutional: Various denominations established in the Colonial and Federal periods began to expand during the Early Industrial period. Particularly notable is the establishment of several Christian churches during the period. (The Christian church adopted the Bible as its only creed.) In 1807, the Hixville Baptist church became Dartmouth's first Christian church and in the 1830s, two more Christian churches were founded, the Second Christian church (1836) and the Smiths Mills Christian Church (1838); a fourth Christian church (on Bakerville Road?) was founded in 1865, the congregation having

first constructed a church in 1864. A Baptist church was founded at South Dartmouth in 1831 and a Methodist Episcopal church was established in 1837; both of these grew out of existing congregations in New Bedford. Of the ecclesiastical structures built in the period, only two are known to survive, the Hixville Christian Church, a story-and-a-half Greek Revival/Italianate structure (c. 1845) with a two-stage square belfry, and the Second Christian Church (1836) at Russells Mills, a story-and-a-half Greek Revival/Italianate building with double entrances and a one-stage square belfry. Although only one school dating from the period is recorded in the town's inventory (Russells Mills School, c. 1840), others are likely to survive in residential use.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

New Fall River Road developed during this period (GAR Highway). Watuppa branch of the Old Colony Railroad opened 1872. Dartmouth Westport Street Railway opened 1894.

B. Population:

Continued decline to 1890 then increase to end of period. Foreign born population increases from 11% of total in 1885 to 31% in 1915. While the total population increased by only 20% between 1885 and 1915 the foreign born population gained by approximately 330%.

C. Settlement:

Some continued development at Padanaram by midperiod, Nonquitt began to develop as a wealthy summer resort. Remainder of town experienced some residential development along New Bedford boundary and the trolley lines.

D. Economic Base:

In the Late Industrial period, Dartmouth became increasingly residential with development of a Portuguese community at Padanaram and of summer resorts along the south coast. South Dartmouth and Smith Neck also gained substantial communities of New Bedford businessmen's homes.

Several large dairy farms became important milk producers, and the fertilizer business reached its peak in the activities at Moshers Point of the Clark's Cove Guano Co., 1881-1891.

E. Architecture:

Residential: Residential construction was generally less active during the period, with certain exceptions. The area around Bliss Corner began to develop during the period as workers' housing from New Bedford spilled over into Dartmouth; at the same time, more ambitious suburban development related to New Bedford's prosperity occurred at Idlewood in North Dartmouth and extended to south along Tucker Road. Summer resort development occurred at South Dartmouth and at Nonquitt and Round Hill. With the exception of these three areas, little residential construction took place. At Bliss Corner and in some sections of South Dartmouth, simple single and multiple-family dwellings (most of these turn of the century two-family Colonial Revival houses) were built in some

numbers. At South Dartmouth, well-detailed architect-designed Shingle Style and Colonial Revival summer houses were built from the late 1880s through the turn of the century; smaller houses and cottages were built as infill in sections of prior settlement with larger and more extensive houses and estates built along the coastline at South Dartmouth and at Nonquitt and Round Hill. Picturesque Shingle Style and Queen Anne windmills apparently were popular and several were built at South Dartmouth. At North Dartmouth, in the Idlewood section, well-detailed Queen Anne, Tudor and Colonial Revival and Craftsman houses were built for New Bedford commuters with several larger, architect-designed estates located to the south on Tucker Road; most of the Tucker Road houses are elaborately-detailed Colonial Revival mansions, several of which have been converted to institutional use. Very modest workers' housing was constructed along Chase Road after the turn of the century.

Institutional: Institutional structures built in the period include a story-and-a-half shingled Colonial Revival Town Hall at Apponagansett, several hip roofed one story Colonial Revival schools in shingled frame or brick construction at Lincoln Park, Padanaram, and Smith Neck, a small Queen Anne Congregational chapel (c. 1895) at Smith Mills and a small Episcopal chapel at South Dartmouth as well as a small Romanesque Revival library of rubble construction at Padanaram.

Commercial: Utilitarian one and two story frame commercial buildings with storefronts were built at South Dartmouth along Elm Street and at North Dartmouth on Kempton Street (Route 6).

Industrial: The only industrial structure noted is a two-story brick warehouse of the early 20th-century along Apponagansett Bay at South Dartmouth; a utilitarian structure with articulated pier and spandrel construction, it was probably built c. 1900.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

No new road construction, New Fall River Road designated Route 6 during this period.

B. Population:

Large increase in population between 1915 and 1930, growth slowed somewhat from 1930 to the end of the period. Foreign born population down to 27% of total.

C. Settlement:

Continued New Bedford related expansion on south eastern border as well as at Padanaram. Remainder of town experienced residential infill along trolley lines.

D. Economic Base:

Most activities of a manufacturing nature disappeared altogether from Dartmouth, as New Bedford's prosperity spilled over into Dartmouth with

residences and summer resorts of New Yorkers and other families. Farming and dairying remained to continue the agricultural character in the interior parts of Smith Neck and other parts of the town.

Beginning in 1925, the Col. Green Mansion began the site of numerous research projects of MIT scientists, including experiments with radio waves, water particles, and lightening discharges. The property was also provided with a hugh blimp dock.

The period was brought to an abrupt end by the devastation of the Hurricane of 1938.

E. Architecture

Residential: Limited residential construction continued at South Dartmouth with more intense construction activity at Bliss Corner. Well-detailed Craftsman summer houses and cottages were built at South Dartmouth with simpler single-family and two-family Colonial Revival and Craftsman houses built at Bliss Corner. Similar workers' housing construction occurred on Chase Road. In addition, limited residential construction began to take place along Route 6, with single and two-family houses built in the late teens and 1920s. More substantial suburban single-family houses in Colonial Revival, Tudor Revival and Craftsman designs were built at North Dartmouth on Tucker, Hathaway and Slocum Streets. The most outstanding residential structure of the period is the Edward R. Green mansion (1920) at Round Hill, a three-story French provincial chateau in stone, reputed to have cost \$4 million. The Green mansion retains an intact dirigible mooring tower.

Institutional: At least two schools were built in the period, the Gidley School (1922) on Tucker Road, a two-story brick Georgian Revival structure, and the Cushman School on Dartmouth Street, a one-story concrete building with simple Moderne details probably built in the 1930s. Saint Mary's Church at South Dartmouth, a one-story Colonial Revival building, probably was built in the 1930s, as well.

XI.

SURVEY OBSERVATIONS:

Existing survey concentrates on the Russells Mills area, the town's original settlement center and on surviving institutional buildings of the 18th and early 19th centuries. Extensive survey should be completed in the Apponagansett Padanaram/South Dartmouth/Smiths Neck areas with inventory of isolated structures at North Dartmouth, Hixville and Faunce Corner. Particularly threatened is the area at the intersection of Hixville Road and Route 6, where extensive 1970s commercial development of shopping malls has begun to overwhelm the Smith/Mills village, otherwise well preserved, especially on Tucker Road. Also threatened are houses along Faunce Corner Road, especially a center chimney gambrel-roofed cottage probably dating to the early 18th century, as large scale light industrial development encouraged by the construction of Route 195 has encroached on otherwise well-preserved agricultural landscapes. Other threatened structures might include the Green mansion at Round Hill, owned by the Federal government, but vacant as far as is known, and an oversized milk can dairy store on Smiths Neck Road; the milk can, if obsolete in its present location, could be easily relocated. Potential districts include South Dartmouth, Apponagansett, Hixville and Russells Mills. Particularly well-preserved period landscapes survive on Potomska Road at Little River Road, on old Fall River Road and at Russells Mills.

XII. SOURCES:

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