

MHC Reconnaissance Survey Town Report

EAST BRIDGEWATER

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: July, 1981

Community: East Bridgewater

I. TOPOGRAPHY

East Bridgewater is an inland town located in the northern portion of the Taunton River System. Principal drainage via Satucket and Matfield Rivers which merge in the southern portion of town to form the Town River in Bridgewater. The Matfield is fed by the Salisbury River, Beaver and Snell Meadow Brooks. Some swamp areas in the south and eastern portion of the town. One pond, Robbins Pond in the south. Soils tend toward sand and gravel with some clay and muck along river banks. Very moderate topographic relief with several upland areas.

II. POLITICAL BOUNDARIES

East Bridgewater was incorporated as the East Precinct of Bridgewater in 1723. It was incorporated as a town on June 14, 1823. Exchange of territory between East Bridgewater and Bridgewater in 1846. Annexed part of Halifax 1857. Ceded part to South Abington (Whitman) in 1875. Ceded part to Brockton in 1875.

III. HISTORIC OVERVIEW

East Bridgewater is an early industrial town in Plymouth county. Possible Native Contact period sites, suspected seasonal occupation. Limited European settlement during the First Period with major focus at West Bridgewater. Heavy damage to the European sites during King Philip's War. Expansion of European settlement during the Colonial Period. Industry added to agricultural economic base during Colonial period. Late 18th early 19th century industrial nodes in southern portion of the town. Numerous crossroad hamlets with primary residential settlements at Joppa (Elmwood) and East Bridgewater Center. Economic base agricultural with numerous mill and forge sites scattered along water sources. Some scattered residential settlement along Taunton-Bridgewater Turnpike. Settlement patterns remained stable throughout 19th century. Industrial nodes in northern portion of town gradually declined and that area reverted to strictly agricultural base by end of 19th century. Site of East Bridgewater Manufacturing Company became a major industrial node and remains so to the present day. Late 19th early 20th century residential development along trolley lines. Little expansion until post World War II.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Regional junction of routes across Massaquacutckett (Satucket River) from Pembroke Ponds, Accord Pond (Hingham) and Taunton River ford at Wonnocooto across Satucket River survives intact near Route 106 bridge (Hurd, 1884, pp.773, 834). Primary east/west trail to Satucket (Robbins) Pond appears to follow axis of Plymouth-East Streets (Route 106) continuing as Central Street through East Bridgewater center. Several north/south trails are documented

from Satucket ford (E. Bridgewater Historical Commission, 1979, map) as remnant portions of Church Street, Central-Walnut-Washington Streets, and segments of North Water-Harvard Streets around Union Street swamp. Other probable trail routes include West-East Streets along Mayfield River, Oak Street from Washington Street, and portions of Belmont-Summer Streets across Beaver Brook.

B. Settlement Patterns:

Four possible native contact period sites. Two were situated on the northern shore of Robbins Pond. The first site was a multi-component occupation and included Woodland and Contact material (MHC File). East of this site was an unidentified native site which due to its proximity to the first site may have been occupied during a similar period of time. However, a secondary source claimed native settlement in the vicinity of Robbins Pond postdated 1651 (Latham 1882:186). The remaining two sites were located in and adjacent to the Satucket River, respectively. The first was a native fish weir (extant) several hundred yards northeast of the Satucket River and Plymouth Street junction (MHC File). The weir was present at the time of initial white settlement. Native trails are also believed to have crossed the river in this area. Sachem's Rock was situated several hundred yards southwest of the river and Plymouth Street junction. This rock was the site of the 1649 transaction between Massasoit and Duxbury representatives, which officially transferred Satucket (Old Bridgewater) to the English. Site selection may have been dictated by the Satucket natives' pre-settlement utilization of this area.

C. Subsistence Pattern:

Seasonal fishing, hunting, collecting and horticulture. Fishing was possible in the numerous streams, rivers and Robbins Pond. Native establishment of the Satucket River fish weir probably predicated 1620. Abundant sources of large and small wild game were available in the area's marsh and woodlands. Potential planting grounds were present throughout East Bridgewater.

D. Observations:

The presence of numerous freshwater sources for transportation and subsistence would have encouraged moderate native settlement. There was probably considerable contact with the Titicut natives (southern Bridgewater) due to the network of water routes which fed into the Taunton River. Natives probably journeyed to the coast (e.g., Marshfield, Duxbury, Kingston, Plymouth) during the warmer spring and summer months to harvest the abundant marine resources and undertake trade with European explorers and fishermen. The East Bridgewater area natives were probably locally tied to the Titicut natives. Regionally, they were affiliated with the Pokanokets (Wampanoags) centered in Mt. Hope (Bristol), Rhode Island.

V. FIRST SETTLEMENT PERIOD (1620-1675)

A. Transportation Routes:

Native trails improved as regional highways with primary east/west route from Robbins Pond to Bridgewater as Plymouth-Central Streets (Route 106) across Satucket fordway.

B. Population:

No figures for the native population. White population figures limited. The white community in c.1662 (two years after initial settlement) consisted of only five families (Latham 1882:185). At the outbreak of King Philip's War, there were only ten houses in the East Bridgewater area.

C. Settlement Patterns:

Probably minimal change in native settlement patterns from those of Contact period, particularly when considering the limited white settlement. The only native displacement may have occurred between North Central and West Streets, the focal point of white settlement. Samuel Allen is reputed to have been the first white settler establishing a home on the east side of the Matfield River near the present Brockton Edison Company Plant (Old Bridgewater Tercentary Committee, 1956:N.P.). A handful of additional settlers joined Allen in the 1660s and 1670s. They included Nicholas Byram who built a home in c.1662 on the west side of the Snell Meadow Brook near North Central Street and Jonathan Hill who settled in the 1670s adjacent to the junction of West Street and the New York, New Haven and Hartford Railroad. The settlement lacked a meetinghouse; residents travelled to West Bridgewater for religious services and town meetings.

D. Economic Base:

Natives retained their traditional subsistence patterns although access to the resources within the white settlement area would be limited. Native use of the Satucket River fish weir was probably hampered with the construction of a sawmill a short distance from the weir in c.1667. Coastal access was also restricted as a result of the pre-war settlement of Marshfield, Duxbury, Kingston and Plymouth. The presence of a small white community likely stimulated development of local Anglo-Indian trade.

Agriculture was the primary occupation of the white settlers. Subsistence fishing and hunting was probably undertaken in the area's extensive streams and rivers and woodlands. Lumbering, tar and pine pitch production were quite likely additional secondary occupations. The only evidence of local industry was a sawmill established by Robert Latham in c.1667 on the Satucket River. The settlement's limited population base and its vulnerability to native attack probably discouraged considerable industrial/commercial development.

E. Observations:

Native community's period history virtually non-existent. The white settlement lacked a developed, diversified economy. The settlers were closely tied to the West Bridgewater area settlement (original center of Old Bridgewater) since they lacked civic and defensive facilities.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

Location of East Bridgewater meetinghouse created radial road pattern from town center by early 18th century, including Central Street east and Whitman Street south across the Satucket River Bridge (Route 106). Local roads of the period include north/south connector as Bridge Street to Robbins Pond with Crescent Street loop and Summer, Belmont, Grove and Pleasant Streets around Beaver Brook.

B. Populations:

No figures for native population. Considerable post-war growth in the white community. In 1700, the settlement numbered approximately 100 families. By 1764, the East Parish of Old Bridgewater had a population of 157 families, 959 individuals and 142 dwelling houses.

C. Settlement Patterns:

Documentation of native settlement areas inadequately covered. One source reported the settlement of natives, mixed bloods and blacks from Marshfield, Assawompsett Pond (Middleboro or Lakeville) and South Kingston, Rhode Island, in the vicinity of Robbins Pond (Latham 1882:186). A number of natives reputedly lived in the vicinity of the Satucket River fish weir throughout this period (N.A. 1899:13). The white community suffered heavily during King Philip's War. Nine of the ten homes in the area were destroyed during the fighting. However, none of the community's residents were killed. Development of a primary settlement node centered around the Central Cemetery (c.1685), the first meeting-house (c.1721) and school (c.1720) on Central Street in the late 17th century and early 18th century. Additional homes were established in the late 17th century and 18th century a considerable distance from the community center. Many settlers selected sites adjacent to area streams (potential mill power, food and transportation sources). Isaac Alden (c.1685) and Joseph Shaw (c.1699) erected homes in the vicinity of Jones Mill Pond and the junction of Pleasant and Summer Streets, respectively. Whitman (c.1680), Thomas Latham (c.1748) and Israel Hill (c.1750) settled along Plymouth Street. There was some mid-late 18th century settlement close to the present East Bridgewater, Whitman and Hanson lines. William Hersey (c.1756) built a home near the junction of Washington and Pine Streets while Thomas Philips (c.1760) settled adjacent to the junction of Cedar and Crescent Streets. By the mid-late 18th century, community development necessitated the erection of a new meetinghouse (c.1753) east of the first structure and the division of the East Parish into seven school districts (seven district schools). In addition, the East Parish Library was organized in c.1770.

D. Economic Base:

Expanding white settlement seriously inhibited native subsistence patterns, particularly in the western half of the East Parish between Forge Pond and Elmwood (the most heavily developed area within the parish). The early 18th century creation of inundated the Satucket River fish weir. The native population probably turned increasingly to a sedentary lifestyle (e.g., agriculture, employment in white households and businesses). Additional income was probably derived from sale of basketry, trinkets, etc.

Agriculture remained an important facet of the East Parish economy. Termination of King Philip's War was probably a major factor in the settlement's postwar industrial/commercial fluorescence. The majority of the parish's industrial operations were concentrated between Forge Pond and Elmwood. A tannery was established near Elmwood by Experience Mitchell in c.1700. A sawmill was erected in c.1700 by John Mitchell on the Snell Meadow Brook. This operation was terminated in c.1726 with the establishment of John Bass' iron forge on Forge Pond (sawmill was inundated by Forge Pond). An industrial complex was established in the mid-18th century on the Matfield River. Hugh Orr erected a grist mill and iron forge in c.1740 near the Matfield River and Union Street junction. David and George Keith built a slitting mill in c.1760 (operated until 1829) on the same river a short distance from Orr's operation. Several mills were established north of the

settlement's industrial area. Isaac Carey and Squire Alden erected saw-mills in c.1715 adjacent to the junction of the Salisbury Plain River and Pleasant Street and the Beaver Brook and Winter Street intersection, respectively. Byrum's mill was built on Snell Meadow Brook northwest of the Union and Old Church Street junction in c.1735. At least two taverns operated in the parish during this period. The first was established in c.1711 (location?) while the second was operated by Joshua Pratt on the north side of Central Street between c.1760 and 1772.

E. Architecture:

Residential: The earliest house standing in the town is a story-and-a-half, gable-roofed cottage of 1680 on Plymouth Street; the house is two bays wide and is entered on the gable end. It is unusual in that it retains corner fireplaces, not common in the area. Other houses known to date from the period include a gambrel-roofed center-chimney cottage of 1750 and a double interior chimney cottage of 1761; the introduction by 1761 of double interior chimneys in cottage architecture indicates some sophistication and suggests that the center hall plan associated with interior chimneys was probably in use for houses prior to that date if it was being used in cottages in the 1760's. At least two houses with double interior chimney plans are known in the town with several center-chimney houses surviving as well. Most numerous, however, are central chimney cottages, numbers of which survive in the town with many period cottages likely. Concentrations of colonial dwellings are located on Plymouth, Crescent, Highland, Central and Elm Streets. Most houses of the period are simply detailed with entrance surrounds with pilasters carrying either pediments or entablatures, porches being uncommon. Five-bay, center-entered facades and double-celled plans predominate, although at least one cottage with a half-house, end-chimney plan is known.

Institutional: The first meetinghouse was constructed in 1721; a small square structure (40' x 40' x 16'), it was replaced in 1754 with a larger structure (56' x 45' x 22') built slightly to the east of the old meetinghouse. Neither building still stands. The first school was constructed at the west end of the Common in 1723; this is a comparatively early date for the construction of a school as most communities in the region held classes in private dwellings across the town until the 1790s. Seven school districts were in operation in 1773.

Commercial: At least two taverns operated in the town during the period, one established in 1711 in the Sears House and the other (Pratt Tavern) started in 1760. It is not known whether either survives.

F. Observations:

A small but poorly documented native community survived throughout the Colonial period. The influx of natives, mixed bloods and blacks from outlying areas and Rhode Island into the Parish' native community illustrates the major racial and cultural changes the natives of southern New England underwent during the post-King Philip's War period. The white community flourished with the development of a substantial industrial base complementing its

agricultural operations. The large number of mills and iron production facilities were probably capable of servicing the immediate community, the less industrialized west (W. Bridgewater) and north (Brockton) parishes and outlying towns. The Keith brothers' slitting mill bears special attention since it is one of the earliest reported slitting mills in the southeastern Massachusetts study unit.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Highways remain from 18th century with focus of routes on town center. North/south axis improved with New Bedford turnpike (Route 18) from Boston (1807) through East Bridgewater center. Other period roads include Union Street and Washington Street to Robbins Pond.

B. Population:

Population figures not available prior to 1810. Population in 1810 was 1195; increased to 1653 by end of period.

C. Settlement:

Continued residential and industrial development at intersection of Whitman and Plymouth Streets. Small settlement nodes, probably farming, at Northville, Eastville, Auburnville, Matfield and Westdale; some in conjunction with small mill sites. Major settlement nodes at East Bridgewater Center and at Joppa (now Elmwood). Some scattered residential development along Bridgewater-Taunton Turnpike.

D. Economic Base:

Continuation of iron industry initiated at Jonathan Bass forge (c.1727) and Hugh Orr's foundry and machine shop. Orr (1717-1798) is claimed to have built, c.1740, "the first triphammer known in this part of the country" (Thacher) to manufacture scythes, axes, and other edge tools. "For several years [Orr] was the only edge tool maker in this part of the country, and ship carpenters, mill-wrights &c. in this county and state of Rhode Island constantly reported to him for supply" (Thacher, 264-5). Through Orr's example scythe and axe manufacture is thought to have spread to Connecticut and Rhode Island. Orr's son Robert (later master armourer at Springfield) introduces the manufacture of iron shovels, in subsequent years produced in Middleborough, West Bridgewater, and Easton; and a former Orr associate, David Keith, built a rolling and slitting mill (1760) about 400 yards downstream of Orr's shop on the Matfield River. (Although this is sometimes claimed to have been the first such rolling and slitting mill in the country, it was preceeded by mills at Middleborough, Milton and Saugus.)

By 1748 Orr had been making muskets, a trade to which he returned during the revolution. Orr has also won a considerable reputation for cannon. Cannon cast solid at Titicut Furnace in Bridgewater (during the war, run by the provincial congress) were bored at Orr's shop in East Bridgewater under the direction of Col. De Maresquelles. Local historians claim this as the first instance of this method of cannon manufacture in the country.

(Although Whitman historians claim Benjamin Hobart produced the first cannon, De Maresquelles' activity there appears to have been limited to altering the configuration of the furnace stack, and Hobart continued to cast his cannon hollow. From Whitman, De Maresquelles is thought to have gone on to Orr's works in East Bridgewater, and he is later reported at the Stoughtonham Furnace in Sharon, by 1779.)

After the war, Orr became a member of the General Court as Representative (1782) and Senator (1784-86). While there been a strong promoter of infant industries, including textile manufacture. Orr installed two Scottish mechanics, Robert and Alexander Barr, at his shop in East Bridgewater to build "machines for carding, roping, and spinning cotton and sheep's wool." The machines were completed by May of 1787 and were ordered exhibited at Orr's house (Legislative Resolve, May 2, 1787). The machinery at Orr's is thought to have influenced the erection of spinning mills at Beverly (1787) and Providence (1788), as well as being at least "examined" by Moses Brown and Samuel Slater in 1789.

Successor to Orr in his role to attract new industry was Gen. Silvanus Lazell (1752-1827), prominent nail manufacturer, organizer of the Boston & New Bedford Turnpike (1804), a founder of Federal Furnace in Carver (1793), director of the Plymouth Bank (1812), etc. Lazell is credited with attracting several mechanics to East Bridgewater, including Samuel Rogers (clock maker from Hanover and inventor of nail machines) and Nathaniel Cross, carriage maker from New Hampshire. Rogers (1766-1838) is occasionally credited with important innovations in nailmaking machines (Nathaniel Russell of Plymouth bought several c.1806), though the relative positions of Rogers, Melville Otis (an early associate) and Jesse Reed in the industry remain unclear.

Spurred by the century-old tannery of Experience Mitchell in Joppa, East Bridgewater also had a thriving boot and shoe industry, begun probably by the mid-18th century. By 1825, Seth Bryant was shipping large quantities of shoes to New York. With Charles Mitchell, owner of the Joppa Tannery, he erected c.1829 one of the earliest boot and shoe "manufactories." By 1832 Mitchell and Bryant's shoe business was the town's largest industry--with a product worth \$140,000, more than all other recorded industries combined. Mitchell also joined with Charles Keen to build an adjacent factory for shoe machinery, beginning in the 1820s.

In the rush to textile manufacture stimulated by the Embargo and the War of 1812, two cotton mills began--Matfield Mfg. Co. (incorporated 1814 and reorganized 1827 as Orr Mfg. Co.) at the site of Orr's machine shop on the Matfield River; and a cotton mill at Whitman mills on Satucket River, c.1815, (incorporated 1827 as the East Bridgewater Mfg. Co. with the same owners as Orr Mfg.), a site later developed by the Carver Cotton Gin Co.

Both a furnace, producing fire frames, pumps, and machinery; and a tack factory were begun in the 1820s. Z. Bisbee began making shovels on Winter Street in the same period; and Levi and Zenas Keith continued to operate the Matfield River slitting mill.

E. Architecture:

Residential: In developing centers at Elmwood and Northville, as well as at the town center, hip-roofed, two-story houses with double end and interior chimneys began to be built in the Federal period. Outside of the town and village centers, somewhat more conservative center-chimney and end interior chimney gable-roofed houses with post-Colonial (late Georgian) detailing continued to be built. These include a hip-roofed end chimney house on Washington Street at Northville, a center-chimney gable-roofed house with an enclosed pedimented porch on Washington at Crescent Street, an end-chimney hip-roofed house at Elmwood as well as a number of substantial houses at the town center. Brick end-wall houses are unusual with only one example known on Central Street; only one double pile end-chimney house was noted as well, on North Central Street. All other period houses are of frame construction. At least a few elaborately detailed Federal houses with pedimented entrance surrounds and quoins are known on Central Street while a number of houses in the town incorporate semicircular leaded fanlights and sidelights in the entrance surrounds; at least one center-chimney cottage (on Central Street) with leaded fan and sidelights was noted in an unusual instance of such embellishment for cottage architecture. In addition to two-story houses, story-and-a-half cottages were built in some numbers in the period. Most of these retain the more conservative center-chimney plan, although some half dozen double interior and end-wall chimney cottages are known. Notable concentrations of Federal cottages stand at Northville, on Plymouth Street and at the town center on Elm and North Streets.

Institutional: The third (present) meetinghouse was built in 1794 on the site of the original meetinghouse on Central Street; a two-and-a-half story gable-roofed structure with a shallow projecting porch and three entrances and a square belfry, the church (54' x 68' x 28') was consciously retardataire in design, as the comment that it was "built after the model of a former generation" (Hurd,) indicates. The other meetinghouse built in the period was the Union Trinitarian church (1826-1844). The East Bridgewater Academy was founded in 1818 as a Female school; the two-story, center-entered building with two-story projecting pedimented porch which housed the Academy still stands on Keith Place. The number of school districts in the town increased to eight during the period. The Beaver Village School (1794), a side-entered story-and-a-half building, stands on Summer Street.

Commercial: East Bridgewater is unusual in that it retains several early 19th-century commercial buildings, including a Federal period Brick Store (1806), a two-and-a-half story brick building originally constructed with a hip roof and six-bay wide double-entrance plan. Also operating in the period were taverns at Satucket (Harris Tavern, 1787), Byram's Plain (Chamberlain Tavern, 1790) and at the intersection of Central and Bedford Streets (Hudson House hotel, 1781-1857).

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes:

Continued improvement of north/south axis from Boston with Abington branch railroad (1846) through town center to Bridgewater junction (portions

abandoned) and mainline of Fall River railroad (1846) along West Bridgewater town line. Period roads from town center include Center and Spring Streets to railroad depot.

B. Population

Continuous population growth to 1860 (peak population for the 19th century, 3207), then decline to end of period. Foreign born population 301 in 1855 (271 Irish). New Jerusalem Church organized in 1830 in Elmwood. St. Bridget's Roman Catholic Church established 1863.

C. Settlement:

Continued residential development at East Bridgewater Center and at Joppa in conjunction with industrial development at these villages.

D. Economic Base:

Boot and shoe manufacture remained much the largest industry in town. By 1837 the industry already employed 414 men and women full or part time, with an annual product value of \$277,800. By 1865 this figure had doubled to \$555,203--making it still twice the second largest industry, that of tack and brad manufacturing. Much of the shoe industry remained in the Joppa area. The success of the men's boot and shoe industry in the area generally during the Civil War has been attributed to Seth Bryant and the McKay stitching machine. At the outset of the war, Bryant went to Washington to show Secretary of War Edwin M. Stanton samples of machine-sewn shoes. Stanton agreed to award a contract to Bryant if he would guarantee the stitching. Bryant agreed, providing the Secretary would issue an order requiring that the manufacturer's name be on every pair of shoes accepted. (Thompson, p.479). Although Bryant in the end lost money on the arrangement (because of the high price of oak-tanned leather in Massachusetts) the popularity of Massachusetts machine-stitched shoes was thereafter guaranteed.

Several new firms located in East Bridgewater in the 1840's. In 1843 Eleazer Carver, from Bridgewater, formed the Carver Cotton Gin Co., buying out the complex of the East Bridgewater Mfg. Co. Five years later the construction of the Bridgewater Branch Railroad from Whitman through East Bridgewater stimulated James Brown and Joseph Eaton to build a trackside complex including steam saw and grist mills, machine shop and foundry, incorporating two years later as the Matfield Mfg. Co. In 1853 the company was authorized to build locomotives (they are said to have built five) and other machinery. The same men also incorporated the Matfield Railroad Co. to build a branch line to the East Bridgewater Iron works, the successor of the 1835 Keith Iron Co. rolling mill on the Matfield River. By 1855, with a product value of \$160,000 and employing 75 men, the iron works was the second largest industry in town (after shoes). In the same year were recorded two manufacturers of cotton gins and two tack and brad makers. By the end of the war, the manufacture of tacks and brads (probably Scott Keith on Central Street and a similar works on Forge Pond) had risen to second place with a product of over \$264,000 annually.

E. Architecture:

Residential: The Early Industrial period marked a period of increased residential construction with growth at the outlying villages of Northville, Beaver Village and Elmwood; significant innovations in plan occurred in the Greek Revival style with a distinctive local variant on the sidehall plan with the chimney located on the front wall and rising on the ridge. At least one two-story house with this plan is known, a hip-roofed sidehall plan house of 1835 on Plymouth Street; several cottages with the gable end chimneys were built on Bedford Street at Elmwood. Also notable is a sidehall plan, two-story Greek Revival house at Elmwood with a two-story veranda; the house is dated c.1829, an unusually early date for the introduction of the Greek Revival style in the region. While two-story houses are comparatively rare in the town, a variety of cottages were built in the period, with sidehall Greek Revival and transitional Greek Revival/Italianate cottages being built through the 1860's. Center-entered, end interior chimney Greek Revival cottages were built in the 1830's and '40's with most center-entered cottages of the 1840's and '50's incorporating single or paired facade gables. A more modest variant built during the period was the three-bay wide, center-entered Greek Revival cottage; that the less space-efficient center entrance remained popular even for very small cottages demonstrates the continuing regional preference for the generally more substantial center entrance plan. Concentrations of well-preserved period cottages stand at Northville and Elmwood with numerous other examples scattered across the town. Recessed sidehall porches were used occasionally, but the simple entrance treatment of full-length sidelights and sometimes transom lights was more common. Two-story houses were generally conservative with five-bay center-entered facades remaining popular through the end of the period. Two-story Greek Revival and Italianate houses are known at Elmwood and at the town center. At least a few double workers' cottages were built on Whitman and Spring Streets during the period.

Institutional: The church of the New Jerusalem (Swedenborgian) was built at Elmwood in 1854; a two-and-a-half story Romanesque Revival structure, it was updated at the end of the 19th century with a broached spire. Other churches which have not survived include the Methodist church of 1834 (moved to Brockton, 1865) and the Methodist church of 1851, while the Trinitarian Union church of 1844 may still stand, on Pleasant Street. Although several schools were probably built in the period, only two are known to survive; the Forge Pond School (1847), a center-entrance Greek Revival story-and-a-half structure with a pedimented gable end, and a Greek Revival school at Northville with double entrances on the facade.

Commercial: The Flagg Store (c.1838), a two-and-a-half story gable-roofed Federal/Greek Revival structure with the typical three-bay, center-entered commercial plan, was built in the period, along with a few other simple center-entrance Greek Revival/Italianate structures at the town center and at Elmwood.

Industrial: The only known surviving industrial building of the period is the 1842 Carver Cotton Gin Division, a two-and-a-half story brick structure

with segmental arched windows and stair tower. Also surviving is a two-story structure on Union Street with a shallow gable roof and swan bargeboards, possibly a freight shed relating to the nearby railroad.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Extension of suburban trolley lines from Whitman and Brockton to East Bridgewater center by 1890s. Primary north/south route follows New Bedford-Plymouth-Whitman Streets through town center to Bridgewater with east/west connector to West Bridgewater-Brockton on Central-Pleasant Streets.

B. Population:

Decline in population to 1880, then growth to end of period. Foreign born population 392 in 1885, in addition to Irish (219), some Canadians (primarily French speaking). By 1915 foreign born population reached 686, with a majority Canadian and some Italian.

C. Settlement:

Continued residential development at East Bridgewater Center and along Bedford and Whitman Streets possibly as a result of construction of Brockton, Bridgewater and Taunton Street Railway. Some residential development at intersection of Central and Pleasant Streets also along a trolley line.

D. Economic Base:

In the face of competition from other more central places, both the iron and shoe industries declined. For a few years the Standard Chain Works and Joshua Dean's foundry were in operation in the Matfield Mfg. Co.'s buildings. (Though the chain works moved to Boston, a foundry survived well into the 20th century at this location.) In 1875 the manufacture of tacks and nails by the East Bridgewater Iron works led all other industries in annual value (\$94,000), though when the complex burned in 1877, it was not rebuilt.

Principal development in this period was the discovery of valuable clay beds, as much as 30 feet in depth. By 1875 there were two brick yards in operation.

In 1907, Brockton Edison Co., requiring larger facilities to serve both Brockton and the surrounding communities, built a new plant in East Bridgewater on the Matfield River, close to an ample source of condensing water.

E. Architecture:

Residential: Modest sidehall plan cottages in the Italianate and Queen Anne style were built in some numbers across the town with two-story houses remaining comparatively rare. While cottages are the norm, a number of well-detailed examples stand in the town, especially for the period after 1890, when Colonial Revival style cottages with hip, gambrel or jerkinhead roofs, Shingle Style kneewall porches, polygonal dormers and overscaled classical detailing began to be built. A number of older 18th and 19th century cottages

were updated with such detailing during the period. Notable concentrations of well-detailed cottages stand on Cottage Street in Elmwood, at Eastville and at Beaver Village, as well as on Grove, Pleasant and Central Streets. At least a few notable houses of some pretension were built in the period including a stuccoed Craftsman style hip-roofed house with pantiles on Oak Street and a large brick Colonial Revival house on West Street. A few well detailed Stick Style and Craftsman cottages were built, including one well preserved brick bungalow with cobblestone trim on Central Street. As an alternative to the cottage, very modest two-story Colonial Revival houses with hip roofs and four-square plans were constructed in some numbers, particularly after 1900.

Institutional: The East Bridgewater Public Library (Waldo V. Howard, Brockton architect), a one-and-a-half story brick Romanesque Revival hip-roofed structure with an offset hip-roofed tower, was built in 1897. Also built was a Stick Style fire station at Elmwood, a story-and-a-half hip-roofed Queen Ann school (c.1890) at Beaver Village (abandoned) and a hip-roofed school (c.1910) on Central Street. In 1912, a two-story brick Tudor Revival high school was built on Union Street. The only church constructed in the period (Saint Bridget's, 1885) does not seem to have survived; it was a two-and-a-half story frame High Victorian Gothic structure with an offset square hip-roofed tower.

Commercial: Several notable commercial buildings of the period survive at the town center on Union Street, including two Queen Anne buildings, one three stories tall and the other two stories tall, both with original detailing intact.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

Streetcar lines abandoned by 1920s with improvement of local highways as auto roads. Primary north/south corridor as Route 18 (New Bedford turnpike) through town center with east/west regional axis as Route 106 from Pembroke (Plymouth-Whitman-West Streets) through Elmwood.

B. Population:

Population relatively stable 1920-30, after drop from 1915 total. Growth began again in 1935 and until end of period. Post World War II growth relatively moderate.

C. Settlement: Some residential development at East Bridgewater Center and infill along existing roads.

D. Economic Base: No major industrial development identified within town. At least one brick yard remained in operation; Eastern States Steel, new tenant of Dean's Foundry.

E. Architecture:

Residential: Very few houses were built in the period, but at least a few well-detailed Dutch Colonial and Colonial Revival houses were built, on

Highland Street, on Union Street and at the town center. With the exception of some modest one- and two-story commercial blocks at the town center, no other important construction was noted.

XI. SURVEY OBSERVATIONS

The present survey appears to be well-documented and covers 18th- and early 19th-century resources, primarily residential and institutional. One notable omission is the Beaver Village school (1794). Later institutional structures should also be noted in future survey, particularly as abandonment appears to be a growing problem. Late 19th-century commercial blocks at the town center should be inventoried along with notable Italianate, Stick, Queen Anne and Colonial Revival houses. Potential districts exist at Beaver Village (Federal to Late Industrial workers'), Elmwood (Federal to Late Industrial workers' with notable Greek Revival component), and Northville (Federal to Early Industrial; very well-preserved residential and institutional node) with well-preserved residential streetscapes on North Central, Plymouth, and Elm Streets.

Industrial: East Bridgewater's town survey includes three mill sites and the Carver Cotton Gin Co. buildings on the Satucket. Two even more important Matfield River sites should be documented, with a view toward National Register nominations: the sites of Hugh Orr's shop and of the East Bridgewater Iron Co. Both sites have adjacent Late Industrial period stone-arch bridges which could be considered part of the sites; and the iron company site, by extending it some 200 yards down river, could include the site of the 1760 rolling and slitting mill. Activity at both sites, however, would probably be limited until the serious pollution in the Matfield River could be eliminated. Two smaller stone arches carry Central and West Union Streets over Forge Brook.

Developmental Pressures: Limited commercial expansion evident along Route 18 from town center and at junction of Route 106 at Elmwood. Suburban pressure is obvious throughout area from Brockton and South Shore development, although agriculture still remains viable in east section of town.

XII. SOURCES

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