

MHC Reconnaissance Survey Town Report

SCITUATE

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

April 1987

Date: _____

Community: Scituate

I. TOPOGRAPHY

Coastal lowland, drumlin dotted landscape with extensive system of swamps. Tidal marshes along the North River and coast. Sandy to gravelly soils. Drainage south to the North River via First Herring Brook, east to Scituate Harbor via Satuit Brook and north to Cohasset Harbor via Musquashcut Brook. Many of the streams in the town are either intermittent or of low year-round flow. Musquashcut Pond is the only natural pond within the town boundaries. Mouth of the North River at new inlet cut in 1898. Extensive erosion along southern coastal areas during the study period.

II. POLITICAL BOUNDARIES

Town incorporated 1636. That part west of the Third Herring Brook ceded to Hanover in 1727. Town of South Scituate (Norwell) incorporated from the southwest portion of Scituate in 1849. The original bounds of the town were established in 1643, the northwest boundary being the Plymouth-Massachusetts Colony line. Town included the Conihasset Grant and the "Two Mile" in Marshfield; the "Two Mile" ceded to Marshfield in 1788 (Deane: 1831). Early boundary disputes with Hingham over the salt marshes in the northwest portion of the town.

III. HISTORIC OVERVIEW

Scituate is a coastal suburban cum resort town in Plymouth County on the coastal lowlands on Massachusetts Bay. There is a network of suspected native trails in the town and numerous documented and suspected native sites, particularly in the area west of Musquashcut Pond and in the area south of Scituate Harbor. The first European settlement occurred in the area south of Scituate Harbor as the settlers utilized Indian planting grounds on the cliffs. The town was planned by the first settlers exhibited a rectilinear street plan with the major orientation on Kent Street. Early settlement tended to remain in coastal areas although by the time of King Philips War settlement had spread along the North River Valley. By the beginning of the Colonial period shipyards had been established along the North River and maritime activities, shipbuilding and fishing began to gain prominence in Scituate's economic base. Thus Scituate drew away very early from a purely agricultural base. The North River played an important role in the first 200 years of Scituate's development. Transportation during the late 17th, 18th and early 19th century was primarily waterborne with a system of packet boats that made

regular runs to Boston as early as the mid-17th century. Packet landings were made at Little's Bridge during the 19th century. The emphasis on shipbuilding and fishing during the early development of the town precluded the development of a more diversified economic base. When shipbuilding began to decline in the mid-19th century this lack of diversification led to a decline in the town's growth rate, the poor quality of soils also precluded a return to purely agricultural pursuits. The mousing industry and small shoe shops provided some employment during the late 19th century, however, the greatest contribution to the survival of the town was the construction of the Cohasset and Duxbury Railroad which opened convenient communications with Boston and which allowed for resort exploitation of the Scituate coastline. Resort development in Scituate followed a pattern that would be repeated along the Bay Shore of Plymouth County, that of very densely developed beach areas with little or no public access to the water. North Scituate and the Glades represented an upper income counterpart to this type of development. The latter being a private resort and the former representing the only instance of clustering relatively 'high style' late 19th century residential structures in the town, with the exception of scattered estates such as the Lawson Estate in Egypt. Prior to the resort development settlement patterns were primarily linear along colonial roads with the exception of the primitive grid in the area of first settlement. The high density of the coastal resort development resulted in a rectilinear street pattern with major access parallel to the shore. The construction of the Southeast Expressway opened the town to suburbanization and has resulted in the conversion of a large proportion of the summer residences to year round occupancy.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Coastal headlands isolated by North River and Musquashcut Brook from primary corridor of travel. Major north/south trail from Cohasset to North River presumed as Country Way-Branch Street-Stockbridge Road along Satuit Brook to Scituate Harbor and Greenbush with branch trails to shore cliffs as Tilden Road, the Driftway and possibly Kent Street. Primary east/west connector from North River to Plymouth corridor (Norwell) as Main Street (Route 123 from Greenbush with alternate as Old Oaken Bucket Road around Satuit Meadow. Secondary highland trail from Musquashcut Brook to Mt. Hope conjectured as portions of Clapp Road to North Scituate.

B. Settlement Pattern:

Local history reported two native contact period sites. First situated in the vicinity of Kent Street while second was located immediately west of Mushquashcut Pond (Deane, 1831). An archaeological site with a late Woodland component situated at the junction of Neal Gate Street and Country Way may have been occupied during the pre-settlement period.

C. Subsistence Pattern:

Area possessed abundant food resource base. Eastern shore extending from the Glades south through the cliff lands utilized prior to English settlement as native planting grounds. Eastern shore potentially good clamming area. Interior waterways, North River and Massachusetts Bay rich sources of alewives, shad, mackerel, bass and eels. Marshlands and woodlands excellent habitat for wild game. Possibility of European - Indian trade considering area's proximity to coast.

D. Observations:

Area has high potential for extensive native contact period settlement due to diversity of natural resource base. Native inhabitants culturally affiliated with Manattakesett Indians of Pembroke.

V. FIRST SETTLEMENT PERIOD (1620-1675)

A. Transportation Routes:

Native trails improved as regional highways with primary north/south road as Country Way over Brushy Hill with bridge at Bound Brook to Cohasset (1656). Selection of Scituate Harbor as town center along Kent Street (1633) creates local street grid from Stockbridge Road and The Driftway with bridge to Second Cliff lots (Deane, 1831, pp. 12-16).

B. Population:

Limited native population, no more than a handful of families by the late 17th century (Deane, 1831, pp. 144). Figures for white population limited, are only for "Old Scituate" (Scituate, Norwell, part of Hanover) and record only freemen and males (16-60 years). In 1638 there were 22 freemen, in 1643, 100 males, and in 1670, 39 freemen.

C. Settlement Pattern:

Limited settlement predating the traditional settlement date of 1633. Handful of homes built adjacent to the Third Cliff, c. 1627, by settlers from Plymouth. Settlement that followed occurred primarily west of the First, Second and Third Cliffs and the North River. Original locus of settlement located along Kent Street. First church/meetinghouse built in 1636 and the site of Meetinghouse Lane Cemetery. Secondary settlement loci established at the junction of the Old Oaken Bucket Road and Country Way and in North Scituate. Scattered farms established on Massachusetts Bay and the interior. First settlers immigrate from Kent, England and Plymouth, Massachusetts.

D. Economic Base:

Farming undertaken along the cliff lands and land adjacent to the North River. Early establishment of fishing as an important economic pursuit. Initial focus on interior streams and the North River. Offshore fishing gained increasing importance later in the 17th century. Shipbuilding witnessed an early start with establishment of shipyards on the North River and the Second Cliff in 1643 and 1650, respectively. Several mills constructed on the First Herring Brook and the Third Cliff, the latter the site of the earliest mill (wind, 1636) in the settlement (Deane, 1831, p. 16-17). First tavern reputedly built in 1634 immediately west of Jericho Road (William-Barker House). Considerable property damage during King Philip's War: 12 homes and 1 sawmill destroyed in "Old Scituate."

E. Architecture:

The earliest houses recorded in Scituate are nine palisaded houses built in 1633 at the harbor settlement along Kent Street. By 1635, 31 houses had been built with 20 more added as of 1637. By 1676, Scituate contained four garrison houses as well; it is unclear whether these were built as defensive structures or were simply fortified residences. The Williams-Barker House, believed to be the oldest surviving structure in Scituate, contains, according to legend, "porthole" windows, supposed evidence of its once having been a garrison; it is unlikely that either this assertion or the 1634 construction date given the house, a three-quarter structure with two added bays and an integral lean-to, can be substantiated. In 1636, a meetinghouse was built at the Kent Street settlement.

F. Observations:

Community development and expansion facilitated by area's diversified resource base. Resource and coastal accessibility encourage development of agricultural, freshwater and marine based economy. Maintains economic and political stability despite damage sustained during King Philip's War.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

Highways remained in place from 17th century with primary north/south road as Country Way and focus of road to town center at Scituate Harbor (Kent Street). Expansion of settlement in western highlands created local road network around South Swamp from Scituate Center as Firsh Parish Road, Grove, Lot, Maple and Summer Streets. Access to Scituate Neck over Musquashcut Brook as Hollet-Gannett Streets on presumed trail location. North River maintained as local water route to Norwell shipyards.

B. Population:

A small native population, numbering no more than a few families, lived in the area throughout this period. Documentation of white population is incomplete. Records only list population of "Old Scituate," and they are as follows: in 1676, 32 families; 132 individuals, in 1684, 58 freemen, in 1689, 61 freemen. Figures, however, are a substantial increase from those of previous period.

C. Settlement Pattern:

Surviving native population inhabited an area in vicinity of Hoop Pole Hill. English settlement had spread from the cliff lands and the North River to the interior and the Scituate/Cohasset town line. New loci of settlement established on Walnut Tree Hill and Clapps Corner.

First Quaker meetinghouse built on Walnut Tree Hill in 1678, followed by second meetinghouse (same site) in 1706.

D. Economic Base:

Farming continues. Expansion of fishing, shipbuilding and mill industries. Establishment of saw and grist mills on Satuit Brook and Musquashcut Pond. Tidal mill (1730) built on western shore of Scituate Harbor. Mordecai Lincoln constructed sawmill on Musquashcut Brook. Mill complex developed in proximity of Old Oaken Bucket Pond. Bricks manufactured in 18th century adjacent to the site of the Colman Hills and Hoop Pole Hill. Off-shore fishing surpassed fishing on interior waterways largely due to mills blockage of fish stream routes. By 1770, "Old Scituate" had 30 vessels engaged in fishing.

E. Architecture:

Residential: While a number of substantial double pile center and end chimney houses, including a few more ambitious examples, with Georgian entrance and window treatment are recorded, few Colonial period houses have survived; examples are known at Greenbush, Scituate Harbor and Scituate Center. Far more common are center and end chimney Cape Cod cottages, the full five bay "double house" form predominating. Examples of this house type are found along all early roads with clusters at most corner intersections including Clapp's, Sherman and Mungo Corners. While end chimney plan houses are recorded as early as 1700, the center chimney remained favored through the Federal period, making it difficult to date houses on the basis of plan and chimney placement. Most cottages are simply detailed with little or no embellishment; many incorporate at least one shingled wall. Plank framed construction is relatively common. Four two-story houses, gambrel and hip-roof forms were not unusual although almost no examples have survived.

Institutional: The First Parish meetinghouse was re-built four times during the period with new meetinghouses constructed in 1682, 1709, 1737, and 1774; the 1774 meetinghouse, built near the site of the First Parish Church (1880), was an imposing two-story building with end porches and an end tower with a two-stage belfry and octagonal cupola. In addition to the Firsh Parish, an Episcopal congregation, St. Andrew's (at Church Hill in South Scituate which was moved in 1811 to Hanover), was founded in 1731 and a Quaker society was formed in 1706; the Quaker meetinghouse has since been moved to Pembroke.

Commercial, Industrial: Colonial period commercial structures were few in number and consisted primarily of taverns in residential structures. Many more industrial buildings were built in the period with some half dozen grist, saw and tide mills constructed; none are known to survive.

F. Observations:

Continued expansion of settlement particularly toward interior water sources (mill production) and potential farm land. Continued growth of economy sustained largely by development of fishing, shipbuilding and mill industries. Present Scituate and Norwell area establish reputation as regional shipbuilding center.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Road network intact from 18th century with primary north/south route as Country Way with crossing of North River as Little Bridge (1824) to Marshfield (Route 3A).

B. Population:

Slow growth of population from 2672 in 1776 to 3468 in 1830. Black population relatively stable from 1790 (66) to 1830 (60). Trinitarian Universalist split in 1825, Trinitarian Congregationalist church formed. Baptist Society formed 1821, meetings held at the old Cudworth House. Chapel built at Scituate Center 1825. There seems to have been some dispute over 1830 census figures, town authorized a census by school agents, their 1830 total, 3573.

C. Settlement:

Little documentary evidence of new settlement, the residential and farming development that did occur was at or around existing nodes of First Period and Colonial settlement.

D. Economic Base:

Scituate's most prosperous period. Town said to exceed parent Plymouth both in property value and in population. Period saw the peak of shipbuilding on the North River and Scituate Harbor. Briggs Yard said to have built great ship Massachusetts (1780), though this is disputed by Quincy historians who claim this of Briggs in Germantown. By first decade of 19th century, North River towns said to be building as many as ten ships annually. Village also had extensive

mackerel fishing trade (in 1828 Scituate fishermen took more than 15,000 barrels). Large crops of saltmarsh hay and products of saltworks added to town's business, and the coasting trade brought extensive maritime commerce to port. Early lighthouse constructed 1811 at Cedar Point, and tide mill, washed out 1786, rebuilt at new harbor location 1802 by Jesse Dunbar.

Though economy was primarily related to Scituate Harbor, some activity attempted on First Herring Brook and Greenbush vicinity where short-lived nail works begun by Lemuel and Samuel Turner, 1825. Both tanning and shoemaking also undertaken, but until political separation of South Scituate, 1849, proportion of products in each town difficult to gauge. By end of Federal Period, value of boots and shoes in combined Scituate/Norwell put at \$20,000.

E. Architecture:

Residential: As in the Colonial Period, there are few pretentious houses, however, at least a few substantial Federal style houses were constructed; the most stylish of these are brick end-wall chimney houses with shallow hip roofs and double pile plan, several examples of which stand at Scituate Harbor, on Common Street, at Greenbush and at Scituate Center. More modest houses have similar end-chimney, hip-roofed configuration but single room depth; few houses have ornamental fanlights or porches. As in the Colonial Period, cottages with either central or end chimneys, remain the most common house type; most have entrances with sidelights to the dado.

Institutional: In 1825, three churches were built; Baptist, Methodist and Trinitarian. A post office was established in 1800 with three offices (all in private residences) added in 1829. In addition, at least nine schools had been constructed by 1830. None of these structures are known to survive. In addition to these buildings, in 1811, a granite and brick lighthouse still standing, was constructed at Cedar Point.

Commercial: As toll bridges and turnpikes opened during the period, taverns were established to accommodate the increased commercial traffic; of some half dozen taverns operating within the town, perhaps half were built in the period; most were probably similar to the Halfway House Tavern (c. 1800), a capacious and simply-detailed double chimney, double pile structure under a gable roof. In addition, in 1830, a resort hotel, the South Shore House, was opened at Scituate Harbor.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes:

Little direct improvement of highway network with Country Way as primary north/south route to Cohasset and Marshfield over North River Bridge.

B. Population:

Drop in population due to incorporation of South Scituate in 1849. Comparison of 1840 - 50 figures for Scituate and South Scituate indicate little growth in Scituate which remains true throughout the period. Influx of Boston Irish beginning after 1847.

C. Settlement:

x In 1847 the first residence was built on Third Cliff; by 1857 an Irish colony was established on Third Cliff (D.A.R., pp. 203-4). Beginnings of summer community along coast.

D. Economic Base:

Marked decline in shipbuilding in this period as demands for larger ships outstrip depth of North River. Numerous shipwrights and mechanics headed to yards in East Boston, Medford, Chelsea, and South Boston in 1840s. Mackerel fishing also down sharply; by 1865 only 40 barrels taken. Both trades partially replaced by "sea-mossing." Harvest of carrageen (*chondrus crispus*, or Irish moss) introduced by immigrant Irish family of Daniel Ward, 1847, and this period, 1847-1860s saw peak of an industry in which town has consistently maintained national lead. By 1865, 59 men and 20 women engaged in moss gathering, chiefly from shore rocks north of Scituate Harbor. Period also saw rapid growth in boot and shoe production, from 67 hands producing \$35,254 worth in 1855 to over four times that amount in 1865, though the latter year appears to have been the peak year of production.

Despite presence of Scituate Light (some said because of it), forty vessels wrecked on Cohasset-Scituate reefs 1832-41. Resulting demands for new navigational aids led to construction of Minot's Ledge Light. Though built from Cohasset base, lighthouse constructed in Scituate waters 1847-50. An iron frame consisting of nine wrought-iron piles supporting a living room for keepers and lantern above blown down in great gale of April, 1851. Replaced by granite lighthouse constructed 1855-60 designed by General G. J. Totten. "It

ranks, by the engineering difficulties surrounding its erection, and by the skill and science shown in the details of its construction, among the chief of the great sea-rock lighthouses of the world" (Putnam, pp. 72-76). Use of Scituate Light, too often confused with Boston Light, was discontinued in 1860.

E. Architecture:

Residential: Cottages remain the predominant house type with Cape Cod style cottages probably constructed as late as the 1850s. During the period, however, a major innovation in plan type occurs with sidehall plans introduced for most Greek Revival style cottages; the sidehall plan, story-and-a-half Greek Revival cottage, most often with a simply-treated entrance with transom and sidelights and sometimes with a flush-boarded pediment, is the most common house type built in the period. Later examples, probably built in the 1860s, often include small-scaled bracketed cornices and panelled cornerboards. Very few Italianate houses are known with several surviving at North Scituate while the more romantic asymmetrical, towered Italianate villa is unknown. The Gothic Revival appears to have had only minimal impact, the only common Gothic Revival feature assimilated being the steeply-pitched dormers occasionally found on more ambitious Greek Revival cottages.

Institutional, Commercial, Industrial: A town house (demolished) and several churches were built in the period; the only surviving structure is the First Baptist Church (1870, Woodcock and Fuller), a Romanesque Revival building with an offset tower. Also surviving are a Gothic Revival board and batten cemetery shed on Common Street (the only known Gothic Revival structure surviving) and a late Greek Revival/Italianate school (c. 1865) on Clapp Road. In 1846, a hotel was constructed at the Glades, prompting additional resort construction in the Minot section. Industrial construction consisted of the re-building of earlier saw and grist mills with the addition of several new mills in South Scituate and at Second Herring Brook; none of these structures are known to survive.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Road system remained from mid-19th century with shoreline railroad from Cohasset to Plymouth along Satuit Brook and Greenbush (1871), now abandoned way with Stockbridge Road overpass intact. (Portland Storm (1898) cuts pass at Third Cliff for North River isolating Humarock Beach). No trolley lines constructed to area.

B. Population:

Year-round population relatively stable (2350 to 2661) although a slight decline was evident from 1880 to 1895. By 1885, 10% of the population was foreign born, primarily Irish with some individuals from Nova Scotia. By 1915 the Irish population declined somewhat and the Canadian population dominated the foreign born. Church of the Nativity built 1872; summer chapels built at North Scituate Beach (1903) and Sand Hills (1913). Baptist Church moved from Scituate Center to North Scituate in 1870.

C. Settlement:

With the opening of the Duxbury and Cohasset Railroad, intensive new development at North Scituate. Substantial summer community on Minot's Beach from 1876 to 1898 when the area was almost totally destroyed by the storm of '98. No residential development between Musquashcut Pond and First Cliff along coast prior to 1879. Area near Sand Hills opened to summer cottages in 1910. Densest residential settlement around the railroad stations in North Scituate, Ryapt and Greenbush.

D. Economic Base:

Little new identified industrial activity. Probable slow decline of shoemaking from 5 shops noted in 1875 producing \$114,900 worth of boots and shoes annually. With construction of Duxbury and Cohasset Railroad in 1868 through Greenbush, gradual shift of town focus away from harbor and developing residential prosperity. Rubber cement factory in operation on First Herring Brook, and rail-associated grain, coal, and lumber facilities at Greenbush depot. Cranberry bog and several spring-water bottling firms also begun in this period. Waterworks constructed 1901. Major event of period was the storm of 1898 which did heavy shore damage, opening up a new mouth for the North River between Third and Fourth Cliffs, shortening by some 3½ miles the river's route to the sea.

E. Architecture:

Residential: The most significant residential construction consisted of extensive development of Scituate's long coastline with great numbers of simply-finished Colonial Revival and Craftsman beach cottages and houses built primarily after 1900. With the exception of North Scituate Beach, most of these beach houses are very plain, shingled structures with little or no surviving detailing; several older Queen Anne cottages, dating from the 1880s and '90s survive at Minot, with at least one towered Queen Anne house surviving along Kent Street. Storms have done much to diminish the original character of many sections. Elsewhere in the town, limited residential construction took place with vernacular sidehall Queen Anne cottages constructed in the 1880s and '90s; these follow in form the Greek Revival and Italianate sidehall cottages of the 1850s and '60s, although entrance details such as bracketted door hoods with decorative Stick work and a general lightening of scale in trim and proportions indicate their later date. A few simple Craftsman, hip-roofed bungalows may date from the early years of this century. More substantial suburban construction is confined to the North Scituate area where well-detailed and sometimes ambitious shingled Colonial Revival and Craftsman style houses were built around the turn of the century. Highstyle and pretentious oceanfront summer houses are found directly along North Scituate Beach; most of these are shingled Colonial Revival structures although at least one imposing stuccoed, tile-roofed Mission Revival house was built there with another very large stuccoed Tudor Revival house near the Hatherly Country Club. The most ambitious summer residence is "Dreamwold" (1901, Coolidge and Carlson), a shingled Colonial Revival mansion on Branch Street.

Institutional: Most of Scituate's institutional structures date from the Late Industrial Period; these include the First Parish Church (1880), a wood-framed structure with an offset tower and Queen Anne detailing, the Pierce Library (1893, E.A.P. Newcomb), a stuccoed Craftsman building with a tiled roof and half-timbering, the Church of Nativity (1872), a Stick Style/Gothic Revival church with an offset tower, a late Greek Revival chapel (1885) at Sherman's Corner, the Seaside Chapel (1894, H. T. Bailey) at North Scituate and several schools.

Commercial: Late Industrial commercial buildings were built at Scituate Harbor and at North Scituate, but these are few in number, small-scale and semi-domestic, dating primarily after the turn of the century.

Industrial: Notable industrial structures include the Lawson Tower (1902), a landmark shingled Chateausque water tower at Scituate Center and the North Scituate Depot, a stuccoed Mission Revival structure of c, 1910.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

Local highways improved as auto roads with relocation of north/south route as Cushing Highway (Route 3A) in 1930s and connecting link west to Norwell as Route 123 (Main Street) from Greenbush junction.

B. Population:

Relatively dramatic increase in population from 2661 in 1915 to 4130 in 1940. Foreign born population remained stable. Dramatic increase in post World War II population.

C. Settlement:

Continued summer development along coast. Large scale residential development in the town did not occur until after World War II. The only open space left in the town can be found in marsh areas.

D. Economic Base:

No new industrial activity identified, though some fishing and collection of Irish moss still active. Prosperous economic base entirely residential in nature with developing emphasis on tourism. Both Scituate Light (1917) and mill at Greenbush (1923) restored in this period. Period ends with cessation of passenger service on New Haven's South Shore Division.

E. Architecture:

Residential: Resort construction continued through the 1920s along Scituate's beaches with small, closely-set, simply-finished hip and gable-roofed bungalows constructed in substantial numbers. In interior sections, residential construction was more limited with small bungalows along back roads and more substantial Dutch Colonial and Colonial Revival suburban houses at Scituate Harbor, Center and North Scituate.

Institutional: Institutional construction consisted primarily of several Georgian and Colonial Revival schools, the most notable being the Junior High School.

Commercial: At Scituate Harbor, a number of brick and concrete one-story commercial blocks with Beaux-Arts derived trim were constructed in the 1920s; similar limited construction took place at North Scituate.

XI. SURVEY OBSERVATIONS

Industrial: Both lighthouses, Scituate Light (1811, MHC #86 and recorded by HABS in 1934) and Minot's Light (1855-60, determined eligible 1/26/81) should be nominated to the National Register, as should the Lincoln Grist Mill (MHC #20) area. As to the grist mill in Greenbush, the claims for it seem extreme, and with little documentation. It has been twice restored in this century alone. One rather suspects it is like "grandfather's axe: two new heads and five new handles."

No other industrial sites (other than the Lawson Tower, NR 9/28/76) have been surveyed. Structures remaining to be surveyed include two railroad stations, Scituate and North Scituate; a small plain pumping station on First Parish Road (1901), and the Fitts Mill in Greenbush, a 20th-century grain mill on the abandoned rail line.

Development Pressures: Shoreline beaches continue to attract development despite severe storm hazards and erosion. Town center undergoing tourist growth with traffic congestion and pressure on period buildings. Remaining area largely suburban with well-preserved crossroads at Clapps and Sherman Corners with commercial nodes at North Scituate and Greenbush.

XII. SOURCES

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