

MHC Reconnaissance Survey Town Report

BOURNE

Report Date: 1984

Associated Regional Report: Cape Cod and the Islands

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: May 1984

COMMUNITY: Bourne

I. TOPOGRAPHY

Bourne is the most westerly town in Barnstable County. Except for some areas bordering the town of Sandwich, land surfaces in Bourne are hilly with peaks reaching elevations of over 300 feet and valleys and hollows approaching sea level.

Bourne's topography is somewhat explained through the presence of the Buzzard's Bay or Falmouth Moraine in the western portion of town and the Sandwich Moraine in northern areas. The Mashpee Outwash Plain is present along the Sandwich/Bourne town boundary, explaining level surfaces in these areas.

In terms of drainage, Bourne contains numerous rivers, ponds, and marshes, particularly in eastern areas of town. Major rivers in the town include the Monument, Herring, Back, and Pocasset rivers, and portions of the Scusset River. However, the Monument and Scusset rivers no longer exist in their original form, as they were incorporated into the Cape Cod Canal, which now bisects the northern portion of town. The major pond in Bourne is Great Herring Pond at the head of the Herring River. However, the pond is predominantly in Plymouth. The area included in the Buzzard's Bay Moraine also contains numerous ponds predominantly draining westerly and southwesterly to numerous coastal harbors along Buttermilk and Buzzard's bays. Numerous coastal marshes also exist in Bourne, the most noteworthy of these being the remnants of Scusset Marsh in the northeastern portion of town. Other marshes border Buzzard's Bay.

Soils within the town of Bourne can be characterized as sandy loams with varying potentials for agriculture. In general, soils in the vicinity of the moraines are good in limited areas, but considered thin for grains and grasses. However, in the area of the Mashpee Outwash Plain, soils more favorable for general agricultural use can be found.

II. POLITICAL BOUNDARIES

Part of the territory of Bourne was included in the area established as the town of Sandwich in 1638. Later land acquisitions west of Sandwich were made in the 1650s and 1680s. The northwestern border with Plymouth was established in 1670. The southern boundary with Falmouth was not confirmed until 1880. Bourne was incorporated as a town from Sandwich in 1884, when the eastern boundary with Sandwich was laid out. The western boundary with Wareham was confirmed in 1897.

III. HISTORIC OVERVIEW

Bourne is a residential and resort community, and a transportation focus along the Monument River-Herring River-Scusset River corridor (now the Cape Cod Canal) between Buzzard's Bay and Cape Cod Bay. Contact period native occupancy was likely at Scusset (now Sagamore), Manomet, Pocasset, Cataumet, and other coastal and riverine sites. Plantation period native village at Manomet was regional trade focus, with Aptucxet Trading Post established nearby in 1627. First permanent European settlement occurred by the 1650s as western periphery of Sandwich, with late 17th century Herring River grist mill. Pocasset was established as second precinct of Sandwich in 1772.

The early 19th century economy was based on shipbuilding, fishing, and salt production at Buzzard's Bay harbors, with small-scale iron works at Pocasset and Bournedale. Cranberry production was introduced by mid century. Major industrial development occurred at Sagamore in the 1880s, with the growth of Keith Freight Car Company, resulting in extensive plant facilities, worker housing, and large Italian immigrant labor force. Buzzard's Bay summer resort development was stimulated by 1872 Woods Hole Railroad connection. A secondary resort focus developed at Sagamore Beach in the northeast. Bourne Village became the civic focus after the town separated from Sandwich in 1884. Creation (1880-1914) and enlargement (1930s) of the Cape Cod Canal transformed the Monument River corridor, destroying local archaeological and architectural fabric. Since the 1920s, Buzzard's Bay Village has expanded as the local commercial center along the Route 6 gateway to the Cape, symbolized by the landmark 1930s rail and highway bridges over the canal. Wartime and postwar expansion of Camp Edwards facilities occurred in the southeast.

Some 18th and early 19th century landscapes remain at Buttermilk Bay and along County Road. The foundry village at Bournedale retains its residential components, and institutional structures and worker housing survive at Sagamore, although canal widening removed the car manufacturing plant. Functional cranberry landscapes remain. Intensive coastal resort and residential development from the late 19th century to the present has had severe impacts on shoreline archaeological sites. Monument Beach and Sagamore Beach retain much of their ca. 1900 character. Wings Neck and Scraggy Neck remain exclusive estate districts. Postwar residential expansion has been moderate, although conversion to year-round residences has been widespread. Condominium development on Route 3 north of the Sagamore Bridge circle may indicate future trends.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

The area is located along the Scusset River-Herring River-Monument River corridor, the primary portage route between Cape Cod Bay and Buzzard's Bay. Travel concentrated along this route and branched

to native focal points to the north, south, and east. The Cape Cod Bay trail is inferred to have followed Brody Road to Scusset River crossing at Sagamore, then County Road east. An alternate north-south trail from Herring Pond (Plymouth) is inferred along Herring River southwest to Monument River and the Buzzard's Bay trail (County Road). A western trail is inferred on Bournedale Road, Head of Bay Road, with a southern connector on Head of Bay Road to the Monument River crossing. Several branch trails to the shore are conjectured along the Buzzard's Bay coast.

B. Settlement Pattern

No European settlements are known in Bourne during this period. However, potential for Dutch trading settlements (ca. 1620) may exist, for they were trading with aboriginal populations in the Buzzard's Bay area prior to the establishment of the Aptuxet Trading Post in 1627 by Plymouth settlers.

Exact locations for aboriginal settlements (Wampanoag) during the Contact period are not known for the Bourne area. However, accounts of mariners and settlers from Plymouth indicate the area was extensively settled during this period. Numerous shell midden sites, which may represent Woodland or Contact period use, are present in coastal areas along Buzzard's Bay. In addition, aboriginal artifacts of general town provenience are present for the Woodland periods, particularly Middle to Late Woodland, and strongly indicate additional sites may be found. Known sites in the Bourne area follow similar Woodland period settlement locations recognized for other Cape areas. Sites tend to be concentrated on or near tidal estuaries, freshwater lakes and ponds, and also streams. It is reasonable to assume that later Contact period sites followed similar site locations. It is presently unknown when and under what conditions plant domestication was introduced to aboriginal populations in the Bourne area. Therefore, it is unknown to what extent this factor influenced settlement locations.

Only one recognized Contact period site is known for the town of Bourne. That site, a Contact period cemetery, is located on the southern shore of Great Herring Pond on the Plymouth County line. This cemetery may be associated with the Comassakumkanett Contact period settlement on Herring Pond. Other Contact period settlements in Bourne are reported to have been the Manomet or Manametts settlement in the Monument Beach area, the Pokesit or Poughkeesett settlement in the Pocasset area and the Kitteaumett settlement.

C. Subsistence Pattern

Since Europeans did not permanently settle the Bourne area during this period, subsistence patterns were probably similar for both Europeans and aboriginals. In addition to whatever limited stores they carried with them, Europeans frequenting the area presumably hunted and fished and bought or stole corn from the local natives.

Aboriginal populations in the Bourne area exploited the coastal environment in numerous ways. Fishing and shellfish exploitation were important, as attested by the presence of numerous shell midden sites along Buzzard's Bay. Many Contact period sites were apparently near exploitable shellfish beds. Quahog, oyster, soft-shell clam, and scallop were all important. Reported Contact period sites also exhibit a marked preference for areas near tidal estuaries or freshwater pond locations where annual runs of alewives and other species of fish were present. Marine species of fish in the bays and immediate offshore areas were also exploited.

In addition to fish and shellfish, mammals such as deer, seal, and numerous fur-bearers were also available and exploited. Wolves were also present in significant numbers. Deer were plentiful in the Bourne area and increased, as did agriculture and associated clearing. Faunal remains representative of most of the species noted above are found in shell middens throughout the Cape Cod area.

It is unknown at what time agriculture or, more specifically, horticulture, was introduced into the southern New England or Cape area. However, we can assume it was introduced sometime during the Woodland period, as the techniques were quite developed during the Contact period. Corn was the primary crop supplemented by beans and squash. Herring was used as fertilizer in corn agriculture and was introduced to the Plymouth settlers shortly after their initial settlement.

While domestic crops were grown during the Contact period, some gathering of vegetable materials also undoubtedly took place. Numerous wild fruits, nuts (acorns) and other plants (i.e., sassafras) are found throughout the area.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes

Native trails were used by the Europeans soon after 1620. The Scusset River-Herring River-Monument River corridor was quickly perceived to be a critical trade and travel corridor. The Cape Cod Bay trail became more significant after the establishment of the settlements to the east at Sandwich and Barnstable in the 1630s.

B. Settlement Pattern

Most of Bourne was included in the town of Sandwich during this period. However, two main loci of settlement were started, one at Pocasset, the other at Manomet. While these settlements were the earliest residential/agricultural attempts, an earlier settlement was present. In 1627 a trading post was established, called Aptucxet, on the southern shore of the Monument River near Buzzard's Bay. This settlement was established by Plymouth

settlers strictly for purposes of trading, and in that respect, was different from the settlements noted above.

During the Plantation and early Colonial periods, Christian missionaries, particularly Thomas Tupper and Richard Bourne, Christianized many Indians in the Sandwich and Bourne area. Several praying towns were established in the Cape area. Among them was the Bournedale area around Herring Pond, where the first meetinghouse was built for Christian natives.

D. Economic Base

This period witnessed the first extensive settlement of the Bourne area as we know it today. Accordingly, agricultural development increased steadily with corn followed by other grains such as oats, rye, and wheat. Livestock, particularly sheep, were important from the initial settlement. Cattle were also raised. Fish and shellfish were also important during this period. Shellfish beds were present along both town shores along Cape Cod and Buzzard's Bay. Alewives were exploited at numerous locations with cod, haddock, flounder, and lobsters, etc. being found in coastal bays and offshore areas.

Aboriginal populations, while declining during this period, continued their subsistence base much the same as during the earlier Contact period. Agriculture formed the basis of subsistence with hunting, fishing, and the gathering of shellfish and plants as additional sources of food.

Trade was also important in the Bourne or the Sandwich area during this period. The Aptucxet Trading Post in the Manomet area provided a link between European and aboriginal Plymouth to the north and settlements to the south and east. Shipbuilding was also begun during this period in conjunction with the development of Aptucxet.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

With settlement of the western area of Sandwich, a direct route from Sandwich meetinghouse to Pocasset was established (Pocasset-Forestdale Road, Pocasset-Sandwich Road). The north-south County Road along Buzzard's Bay was laid out in 1684. Other overland routes already in use were improved during the period. The Buzzard's Bay coast provided many good harbors. Buttermilk Bay in the north and Pocasset Harbor in the south became the most important. As early as 1676, the Scusset River-Herring River-Monument River corridor was surveyed as a potential canal route.

B. Population

There are no independent figures for Bourne in this period, though there were early settlements both at North Sandwich (later

Bournedale) and Pocasset, in addition to the original settlement at Monument (now Bourne Center). In old Sandwich, 136 heads of families were reported in 1730, "exclusive of Quakers," of which probably the majority lived in what is today Sandwich. By 1765, the total number of families was reported as 245, represented by 1,449 individuals. Following Barnstable, Yarmouth, and Harwich, old Sandwich was then the fourth most populous town in the county. Five percent of the population, as in Falmouth and Harwich, were made up of natives (73 men and women). At that time, 200 houses sheltered the town's 245 families.

C. Settlement Pattern

Bourne was still part of Sandwich during this period. In Bourne, as we know it today, Plantation period settlements continued to develop. These areas included Pocasset and Manomet or Monument as it is presently known. In what was then North Sandwich, Bournedale was also settled. Indian villages (e.g. Manomet) in the Cape area, including Bourne, were among the few remaining after King Philip's War, since the Cape natives in general did not fight against the English. Praying villages also continued, particularly in the Bournedale area.

D. Economic Base

Early grist mills were established at both North Sandwich (by Elijah Bourne, c.1695) and Monument (by Elijah Perry, by 1739). As in other towns, corn was the chief crop, supplemented by oats, wheat, and rye. Alewives in the Herring River and large quantities of cod and other fish in Buzzard's Bay provided an important source of livelihood, as did extensive flocks of sheep and herds of cattle. In 1717, local residents discussed actively a project for building a fence across the isthmus to keep the wolves out of the county.

One of the most significant industries, however, was the wood industry, said to have begun in Bourne by the early Monument family of Perry. At first local residents did the cutting, but in later years crews were hired from out of town. Cutting was done in the winter, when woodsmen would build small huts at some convenient place in the woods. "In season," the wood was drawn out of the forest, piled along wharves and landings, nearby roadsides, and fields to await shipping on coasting vessels. [Keene, p. 65]

Pine also supplied quantities of turpentine, tar, and pitch for export from the town.

E. Architecture

Residential: The absence of an inventory and the destruction of the county's colonial deeds makes sure identification of period buildings difficult. The small number that survive appear to have been built as story-and-a-half, center chimney, double pile dwellings of three or five bays. At least one two-story,

five-bay, center entry, center chimney, double pile house survives from this period on Crowell Road.

Institutional: A meetinghouse for the Christian Native Americans was built in Bournedale in 1765, but all that is known about its physical appearance is that it was moved and rebuilt in Cataumet as a Methodist church.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

Colonial period highways and harbors continued in use. A canal route along the Scusset River-Herring River-Monument River corridor was surveyed under order of the United States government in 1824. In 1830, wharves were in use at Buttermilk Bay, Pocasset Harbor, and Red Brook Harbor.

B. Population

It is impossible to distinguish Bourne's population, at this date, from that of old Sandwich, whose population rose 68% between 1790 and 1830, its greatest rise in any historic period. Much of this rise took place in the two decades 1800-1810 (amounting to 35.8 persons per year) and 1820-1830 (represented by 87.7 persons annually). The latter period, representing the single largest period of growth, was probably almost entirely due to the development of the glass works in Sandwich.

In 1791, Jesse Lee visited the town and a Methodist class was formed in 1794, sharing the Congregational meetinghouse. A second group of Reformed Methodists, who rejected episcopal organization, took over the Cataumet Meetinghouse in 1822. Baptists had worshipped at Cataumet in this meetinghouse (1796-1806); the latter worshiped in Sandwich at Snake Pond.

C. Settlement Pattern

By the early 19th century, several small hamlets had developed in the western part of Sandwich (Second Precinct). In the north, a cluster developed on the County Road at Scusset (later West Sandwich, now Sagamore) where an important inn was located. A Methodist Church was built here in 1828. Along the Herring River at North Sandwich (now Bournedale), small-scale industrial development took place, including a triphammer and woolen factory. A third hamlet developed south of Monument River at Monument (now Bourne), where a Congregational church was located in 1794. North of Monument, salt works were built along the Cohasset Narrows. South of Monument at Pocasset, Barlow's Landing became an important transport focus, and hamlets developed here and to the east where a forge was built in 1822. Further south, a Methodist Episcopal church was located at the Second Precinct center. The central-eastern area of town remained largely woodland.

D. Economic Base

Salt-making was more widespread in Bourne, on the Buzzard's Bay side of old Sandwich, than it was on the Cape Cod Bay side. The first Monument salt works was said to have been built by Caleb Perry. The largest salt works in Bourne was on Mashpee Island, where Bangs & Swift had 6,700 feet in 1831. Bangs & Swift, together with eight other owners, operated a total of 20,500 feet in 1831, though this represented less than 2 percent of the county activity as a whole. Some shipbuilding was also carried on c.1800 by William Handy and others, but the size of this business is unclear.

In the early 1820s, probably under the influence of the successful Wareham examples across the bay, two iron works were established in Bourne to utilize local bog ore and the plentiful supply of wood. In North Sandwich, in 1821 a triphammer and axe factory were erected, and the following year Hercules Weston built a blast furnace at Pocasset on Barlow's River. After changing hands in the late '20s, the furnace was continued under Boston and Middleborough management as the Pocasset Iron Foundry, producing a variety of stoves, kettles, and hollowware.

E. Architecture

Residential: The most common house type remains the story-and-a-half, double pile, interior chimney house. Examples are known of three and five bays, but four bays appear with particular frequency. Full two-story houses were built during this period, of five bays, with double chimneys, both double pile and single pile, with rear service wing.

Institutional: In 1794, a meetinghouse was built for use of area residents, of unknown size, but finished on the interior with two rows of boxed pews and three galleries. In 1799 the Baptists moved the disused Indian meetinghouse to Cataumet, and rebuilt it as a gable entry house with square bell tower, center double door entry, with windows above and on either side, ornamented by corner pilasters; it later became a Methodist meetinghouse (1822) and was repaired and a bell installed in the tower. At Sagamore, a Union Free Church was built, of unknown appearance, for use by the Methodists (1828).

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

The early 19th century highway network continued to be improved. In 1848, the Cape Cod Branch Railroad opened service from Middleboro to Sandwich Center, across the northern part of town, and later eastward extensions were made during the period.

B. Population

Bourne's population is impossible to distinguish from that of Sandwich in this period. Old Sandwich, like most of the towns on the Cape, reached its peak population in the Early Industrial period, though as an independent town, Bourne would continue to grow. In 1855, 4,496 people were counted in the State Census, of which probably the majority still lived in what is today Sandwich.

Baptists reestablished a society at Pocasset in 1838. The Reformed Methodists at Cataumet rejoined the Methodist Episcopal group in 1866. Camp meetings were held in the town by Methodists at Monument Neck prior to moving to Martha's Vineyard.

C. Settlement Pattern

Growth continued in the hamlets established by the early 19th century. Monument (later Bourne) became the main civic focus for Second Precinct Sandwich, with a new Methodist Episcopal church (1831) and Congregational Church (1834). A small, linear village developed here and extended south on County Road and southwest on Shore Road. Development also extended north across the Monument River to the crossroads at Bourne Corners and beyond to the east of Buttermilk Bay. Small-scale industrial activity continued on the Herring River at North Sandwich (now Bournedale) in the 1830s, with a foundry and nail factory, and worker cottages were built on Bournedale Road west of the river. In the northeast, West Sandwich (Sagamore) continued to develop along the County Road, stimulated by its location on the railroad. In the west, development continued at Pocasset along the Pocasset Road from Barlow's Landing east. At Cataumet, linear development extended south of the meetinghouse along the County Road.

D. Economic Base

In the early '30s, Bourne's industrial base expanded along the Herring River. A small woolen mill, the Herring River Woolen Mf'y, was constructed at Sagamore in 1831, which produced small quantities of satin and did custom fulling. The same year, the Herring River Nail Manufactory was begun by Ephraim Ellis and Isaac Bent. Though the advent of puddled iron and the business depression of 1837 forced out Ellis and Bent, the iron works was continued by Sandwich's Deming Jarves, who converted the nail works to a foundry, the Manamet Iron Works, which, with an employment role of 60 men in 1850, was the largest employer in Bourne. The same year, the Pocasset Iron Works reported employment of 40 men and the town's largest product value, \$43,000. Pocasset introduced "the first fancy top and bottom for an airtight stove." [Deyo, p. 338]

The coming of the Cape Cod Railroad to Cohasset Narrows in 1848 brought a new and growing prosperity to that community, where wharves and coasting facilities provided ready transshipment of coal. The railroad was also an inducement to the raising of cranberries: Seth Maxim in Monument is credited with their first

culture in Bourne, though the industry never reached the scale that other Cape communities further east witnessed.

Bourne retained its predominant agricultural base. Though Bourne statistics are still inseparable from those of Sandwich, in 1865 the state census reported 242 farms in Bourne and Sandwich -- the largest number of any in the county. The old town's 33,597 acres of woodland was more than three times the acreage of the next nearest town, Barnstable, and amounted to nearly half the total area of woodland in the county. Thus the collection of firewood for commercial sale was also a major business, employing 139 men in the winter months. The value of firewood sold, \$15,328, was more than any other town in the county.

E. Architecture

Residential: By far the most common house type is the gable front, three-bay, double pile, interior chimney, story-and-a-half dwelling. Corner pilasters, cornices, and door surrounds in a Greek Revival vocabulary provided ornament for the first half of the period. One example in Sagamore employed a Doric columned porch and screened windows in the cornice in a more elaborated version. Occasionally, the form was expanded to a full 2 1/2 stories, and a small number of four-bay examples survive. One 2 1/2-story, center passage, five-bay house with Greek Revival trim, but otherwise Georgian in plan, also survives. The three-bay story-and-a-half form persisted throughout the period, later ornamented with Italianate labels and brackets, but quite simple in most examples. Two large and heavily elaborated examples survive, two stories, five-bay, center entry, double chimney, with a full bracketed cornice and porch, a facade gable with window. A more sophisticated plan was found in examples employing asymmetrical facades, crossed gables, porches, and Gothic windows.

Institutional: Methodists built a third meetinghouse in 1831, measuring 46 x 33 feet, gable entry, in Bourne. Congregationalists rebuilt in 1834, but the design is unknown except for the presence of a steeple and bell; it burned in 1862. Baptists built a meetinghouse in North Pocasset in 1838, also entered from the gable end into an enclosed porch with square tower and corner plain pilasters.

Commercial: Three railroad depots were built in the town: at Monument Beach the 1 1/2-story building was constructed of brick in Flemish bond with glazed headers with Tudor detailing; at Cataumet and Buzzard's Bay the 1 1/2-story stucco depots had hip roofs with wide kicked bracketed overhangs, the latter retaining its tile finish.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

In 1872, the Woods Hole Branch Railroad opened service south from Buzzard's Bay along the eastern part of town through Monument,

Pocasset, and Cataumet. Soon, special "Dude Trains" brought summer tourists and vacationers, and a resort boom followed. In 1880, the Cape Cod Canal Company was chartered, but the project was abandoned after some initial work was completed. The Cape Cod Ship Canal was again authorized in 1883, but the company failed after over one million cubic yards were excavated. In 1909, construction began a third time, and the canal officially opened in 1914. Meanwhile, by 1900 electric streetcar service was initiated in town by the New Bedford and Onset Street Railway Company. The line extended along Washington Avenue to Buzzard's Bay Road, then over the bridge to Bourne Center, along County Road to Beach Street and Monument Beach Station.

B. Population

The period was Bourne's largest period of real growth. The 96.0 percent rate exceeded all other towns, in a period when all but four Barnstable County towns were actually declining. Of these, the two with the largest growth rates, Bourne and Falmouth, were witnessing the new and growing traffic in summer visitors, in both cases made possible by the new Woods Hole Branch Railroad, which opened in July 1872. By 1915, Bourne, the youngest town of any on the Cape, had the fourth largest population, following Barnstable, Falmouth, and Provincetown.

Also in common with Falmouth and Provincetown, Bourne experienced a rapid influx of foreign-born residents, growing from 3.3 percent in 1885 to 25.9 percent in 1915. The largest group of newcomers were Portuguese.

C. Settlement Pattern

The opening of the Woods Hole Branch Railway stimulated summer resort development all along the town's Buzzard's Bay shore. Incorporation as the town of Bourne in 1884 resulted in growth at Bourne Village as the civic center. New industrial development occurred at Sagamore, and a distinct resort cluster was established at Sagamore Beach in the northeast. Completion of the Cape Cod Canal at period's end divided the town into two distinct sections, and construction removed some settlement fabric from both Bourne Village and Sagamore.

In the west, Buzzard's Bay Village began to develop as a railroad junction and commercial center, with hotels near the depot and some residential construction north along Washington Street. Summer resort estates were built along Buzzard's Bay and Buttermilk Bay after the 1870s.

To the south, civic related growth occurred at Bourne Village after incorporation. A library was built in 1897, a high school in 1905, and a town hall in 1914. To the west, summer estates were established at Gray Gables on Agawam Point and Rocky Point. Resort development extended south along the rail corridor. Major growth occurred at Monument Beach, where cottages and hotels were built along the shore, north and south of the depot on Shore

Street, and to the east on a plat laid out along the Beach Street axis. Estates were built on Toby's Island. A Methodist Episcopal church on Elm Street served the new population.

At Pocasset, resort development concentrated west of the railroad at Wenaumet Bluffs north of Wings Neck Road, along Barlow's Landing Road, at South Pocasset Heights on Pocasset Harbor, and around Hen Cove (Circuit Avenue). At South Pocasset, development took place along Cataumet Avenue west of the railroad. Wings Neck was transformed into an estate district with a yacht club.

At Sagamore in the east, growth of the Keith Freight Car Manufacturing Company resulted in extensive factory construction along the Scusset River corridor, and the development of a large rail yard. Factory-owned worker housing was built north of the plant, and also made up much of the new residential development along County Road. Large worker tenement rows were built to the west on County Road in the Adams/Jefferson Street area, which was laid out for cottages and multifamily housing as well. Liberty Hall was built in 1879. North of Sagamore, a resort development was laid out along Cape Cod Bay by the Sagamore Beach Company, and by 1910, two dozen houses and a hotel had been built, mostly along Sagamore Road.

D. Economic Base

Bourne's independent existence and its status as a Buzzard's Bay summer colony were both made possible by the Woods Hole Branch Railroad, completed in 1872. The first hotel at Cohasset Narrows, the Parker House, was built in 1872, as was the Manamet House. The village's commercial prosperity likewise expanded as the a railroad junction for the Cape Cod and Woods Hole branches. Resort villages all along the coast sprang up, from Monument Beach to South Pocasset. A good part of this new popularity, particularly for Monument Beach in the 1890s, was the arrival of President Grover Cleveland in 1891 at Gray Gables.

Despite its new tourist popularity, Bourne's industrial base remained active, and after the closing of the Sandwich glass works, Bourne became the leading industrial town in Barnstable County. A good part of this stature was due to the building of railroad freight cars by the Keith Manufacturing Company at Sagamore. The business had begun as a wheelwright and blacksmith business in 1829, and was aided by the arrival close by of the Cape Cod Railroad in 1848. The company did a substantial business in miners' tools in 1849, but its real growth appears to have been in the post-Civil War period. By 1875, the value of railroad cars produced amounted to \$45,000, more than any other Bourne product.

Other industries, however, continued to prosper for much of the period. In 1870, Jarves' old Manamet Iron Works was purchased by Ezra Howard who supplied castings both to the Keith firm and to factories in Wareham. The axe factory in North Sandwich was still in operation in 1890, and a new drill factory was erected the same year there. At Pocasset, the iron works was under new owners and

operated as the Tahanto Iron Works, producing "ornamental articles" [Deyo, 338].

The construction of the Cape Cod Canal, planned since 1624, was begun in earnest in 1883-89 by the Cape Cod Ship Canal Company, which succeeded in excavating a 7,000-foot ditch before going bankrupt. In 1899 the company's rights were acquired by the Boston, Cape Cod & New York Canal Company, backed, and later acquired, by the New York subway builder, August Belmont. The 8-mile canal, engineered by William Barclay Parsons, formerly civil engineer on the Panama Canal Commission, opened for business as a toll route. Three drawbridges, high tolls, shallow depth, and narrow width all discouraged the traffic by which Belmont hoped to make the canal pay.

E. Architecture

Residential: The significant shift during this period was the town's development as a summer resort, with the building of many waterfront homes. A range of Queen Anne styles were employed in these homes, located at first on the promontories and peninsulas on Buzzard's Bay, and later filling in private residential communities along the coast. At the same time, this style was employed for large homes in the town's older villages, including Monument/Bourne and Sagamore. Later examples employ motifs such as fieldstone foundations, wide overhangs on roofs, or oversized gambrel roofs.

Institutional: The Methodist church in Bourne was remodelled in the 1880s by the addition of a new facade that employed two enclosed porch entries, one rising to a three-story bell tower, with hooded doorways. The Baptists added side Gothic windows to their meetinghouse. A small chapel was built at Monument Beach, Shingle in style, with side gable entry, small cupola, semicircular windows with triangular dormers above. A second chapel, also Shingle in style, gable entry, was built in North Pocasset; it is now a water district office. In Sagamore the Methodists built (1911) a fieldstone church, with its entry under an arcade on the long side of a gable roofed building, with two-story square tower with pyramidal roof. In Bournedale, the village hall/school is a frame, 1 1/2-story building with paned doors divided by a window, a facade gable, bell tower, and bargeboards. A public library was built in brick Colonial Revival style (1897) with center projecting pediment and cupola. A high school was built of brick in a similar style with projecting pedimented central bays, 2 1/2 stories in height (1905).

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

In 1918, the federal government took over the Cape Cod Canal as a war measure, and in 1928 it completed the purchase of the canal from its private owners. Improvements followed, and the landmark Bourne and Sagamore highway bridges over the Canal were completed

in 1935, as were the monumental Buzzard's Bay vertical-lift railroad bridge. In 1936, dredging to widen and deepen the canal removed ten million cubic yards of earth. Early highway improvements were made through Bourne to provide access for automobile touring on Cape Cod. A new north-south Route 3 corridor was built to Sagamore by the mid 1920s. U. S. Route 6 from the west was also improved by the mid 1920s through Buzzard's Bay and Sagamore. The County Road south to Falmouth was upgraded as Route 28. With the construction of the canal bridges in 1935, traffic circles were built north of the canal at Sagamore, and north and south at Bourne. By 1940, a new Route 28, four-lane, high speed corridor extended south from the Bourne Bridge to the Pocasset circle, and a new Route 6 Sagamore bypass rerouted traffic east of the Sagamore Bridge.

B. Population

Bourne's growth seems to have slowed after the construction of the canal. Between 1915 and 1940, Bourne grew only by 24 percent, well under the rate of Falmouth and Barnstable. Nor was the growth regular, with declines alternating in five-year cycles with advances. The foreign-born population declined sharply in the same period.

C. Settlement Pattern

Summer resort residential infill and expansion continued along the Buzzard's Bay and Cape Cod Bay coasts. Buzzard's Bay Village developed as the town's main commercial center, and military base facilities were constructed in the southeast. Route 6 through Buzzard's Bay developed as a civic and commercial corridor, with automobile related services, and Catholic and Episcopal churches. Residential expansion occurred north of Route 6, and included a new Christian Science church. Along Buzzard's Bay, residential development continued at Gray Gables, Monument Beach, and Pocasset. At Pocasset, a Catholic church was built, and the County Sanitorium was located west of the County Road. In the northeast, residential development continued at Sagamore Beach and Sagamore Highlands, as well as along Hunter Brook Road. Otis Air Force Base was established in 1937 along the border with Sandwich, and by 1940 development from Camp Edwards spread into Bourne.

D. Economic Base

In part, Bourne's decline in tourist popularity may be attributable to the new automobile traffic, which now had the flexibility to get further out onto the Cape. The availability of hotel rooms in 1920 seems to suggest the same story: Bourne's 174 rooms was considerably eclipsed by Falmouth's 798 and Barnstable's 730. Based on these figures, Bourne in 1920 had slightly more than 5 percent of the hotel traffic on the Cape.

Through the 1920s, Bourne remained the most industrial town in Barnstable County. The 300-plus men employed by the Keith Mfg. Co. outnumbered by several times the entire manufacturing workforce of

MHC Reconnaissance Survey Town Report: Bourne

the rest of the county. In addition, both the foundries at Bournedale and Pocasset remained in (limited?) operation for part of this period.

The completion of the canal failed to bring the looked-for prosperity which Sandwich and Bourne had hoped for. The canal was taken over by the U.S. government in 1918, but not purchased for another decade. The last major project of the period was the widening of the canal undertaken as a WPA project 1933-35 and the construction of three bridges. With a new 480-foot width, the canal became the widest sea-level canal in the world. The Bourne and Sagamore Bridges, designed by the engineering firm of Fay, Spofford & Thorndike with the architectural guidance of Cram & Ferguson, won design awards from the American Institute of Steel in the year of their construction.

The Keith Manufacturing Company closed in the 1930s, and in 1935 the plant itself was taken for the widening of the canal. By 1937, Bourne's chief industries were cranberry growing, dairying, and "catering to visitors."

E. Architecture

Residential: During this period the range of wealth groups building in the town, as more middle class summer communities were built in the town. In these areas smaller homes, still covered in the traditional shingles, were built of three to five rooms, single pile and story, on Buttermilk Bay and Mashpee Island. Moderate-sized homes were added in the communities of Grey Gables, Monument Beach and Buzzard's Bay. Year-round housing in familiar suburban styles were also added during this period: pyramidal roofed houses were common, of 2 1/2 stories, side and center entry, with porch and central dormer elaborations, many in Sagamore. Bungalows were also an occasional choice in the town.

Institutional: The Catholic Church built three houses of worship in the town in the early years of this period. In Buzzard's Bay, St. Margaret's was constructed of brick, entry by way of three doors under a hood in the wide gable front (1915). St. John the Evangelist was built in Pocasset (1924) of brick with Tudor detailing, gable entry into a small projecting porch, lancet windows, false buttresses, dormers, and a small hexagonal bell tower. In Sagamore, St. Theresa's was built (1926), shingled, with gable entry into a small projecting porch, lancet windows, false buttresses, dormers, and a small hexagonal bell tower. Thomas Kelcher designed both St. Margaret's and St. Theresa's. In Buzzard's Bay, a Christian Science church was built in 1919-21.

The town constructed at this time a fire station for two engines under a hip roof ornamented with pilasters and frieze. In 1924 a grammar school was built of brick in Colonial Revival style, 1 1/2 stories high, with central projecting bays with parapet and cupola.

Commercial: In Buzzard's Bay, brick and concrete single-story commercial blocks, including a car showroom. One concrete

single-story commercial building survives in Sagamore. Clusters of tourist cabins were also built at this time.

XI. SURVEY OBSERVATIONS

This inventory considers only a very small number of the town's historic structures. The town's resources are rich, particularly in the area of vacation homes of the last century, covering a wide range of economic groups. A high priority survey project.

XII. SOURCES

Keene, Betsey D., History of Bourne from 1622 to 1937 (Reprint: Bourne, 1975).

Reid, William James, The Building of the Cape Cod Canal, 1627-1914 (pp., 1961).