

MHC Reconnaissance Survey Town Report

BREWSTER

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: 1984

COMMUNITY: Brewster

I. TOPOGRAPHY

Brewster is located near the elbow of the Cape Cod peninsula. It is bounded in the north by Cape Cod Bay, in the south by Harwich, in the west by Dennis, and in the east by Orleans. The town is situated about 66 miles from Boston by land and about 80 miles by water. Topographically, much of the town is covered by hilly terrain with elevations averaging 100 feet or less throughout much of the town. Ground elevations peak in some areas over 100 feet in the area north of Route 6, sloping southerly to Harwich and the Nantucket Sound and northerly to Cape Cod Bay.

Geologically, the town is covered by numerous surficial deposits. Harwich Outwash Plain deposits cover most of the town south of Route 6A. Sandwich Moraine deposits are present in the western portion of the township north of the Upper Mill Pond area. Extending south of Cape Cod Bay is a succession of deposits originating with Beach deposits along the bay coast to dune deposits, then Lake deposits around Route 6A. Swamp and marsh deposits are also present in areas of freshwater wetlands, ponds, streams, and coastal marshes.

Soils in the town of Brewster are generally characterized by medium to coarse sand and pebble and cobble gravel in the northern portions of town to finer sands and pebble and cobble gravel in the southern part. Till and large boulders are common in the northern portion of town. Clayey soils are present in the northern portion of town in the area of Lake deposits. The best agricultural lands in the town are found in these areas. Vegetation in the town is characterized predominantly by stands of secondary oak and pine, particularly in the southeastern portion of town. Considerable surface drainage is present in Brewster, through numerous ponds and wetlands. The gravelly and sandy nature of soils also permits considerable subsurface drainage as well. Some of the larger ponds in Brewster include Long Pond (the largest and shared with Harwich), Cliff Pond, Upper and Lower Mill Pond, Walkers Pond, Sheep Pond, and numerous others. At least three tidal creeks drain the northern portion of town into Cape Cod Bay. They include Quivett Creek on the Dennis boundary, Stony Brook and Namshaket Creek at the Orleans boundary. Salt marshes are present in each of these areas. However, none of the tidal creeks really afford good harbor facilities.

II. POLITICAL BOUNDARIES

The "Purchasers' Lands" territory between old Yarmouth and old Eastham had original Bound Brook (Quivett Creek) western bounds with Yarmouth and eastern Namskakett Creek bounds with Eastham established in 1641. In 1681, the western line south of Quivett Creek was shifted west to form the present line with Dennis.

Lands subsequently Brewster were included in the town of Harwich, incorporated in 1694 with territory extending across the peninsula. In 1712, native lands to the east were divided between Eastham and Harwich, and in 1772 the eastern land at Namequoit ;and Portanumecut were annexed to Eastham. South Precinct Harwich was established in 1747. North Precinct Harwich separated as the town of Brewster in 1803, with subsequent minor southern border adjustments with Harwich.

III. HISTORIC OVERVIEW

Brewster is a coastal resort community located on the north side of the central Cape Cod peninsula between Quivett Creek on the west and Namskaket Creek to the east. Native settlement occurred along the north shore, with a Sauguatuckett planting field concentration in the northwest at Stony Brook, and secondary sites likely on the shores of many interior ponds. First permanent colonial settlement occurred ca. 1650 on former native planting sites between Quivett Creek and Stony Brook, part of "Old Comers" or "Purchasers" grant of 1641, which extended from Cape Cod Bay to the south shore. Dispersed 18th century agricultural settlement followed, primarily along the Yarmouth-Eastham Road corridor, with a late 17th century mill site at Stony Brook and ca. 1700 Harwich meetinghouse focus southeast of Cobbs Pond. Remaining native population consolidated in the southwest, with possible meetinghouse site west of Seymours Pond. Separation of South Parish as Harwich in 1803 left Brewster with a relatively small population, but early 19th century prosperity followed success in mercantile ventures, development of salt manufacturing, and the establishment of a textile mill focus at Stony Brook. Local 19th century development continued primarily along the County Road corridor, with consolidation of civic and religious activities at the original meetinghouse center. Significant late 19th century population decline followed stagnation of the town's economy, although Brewster did become an important center of cranberry production. Development of major summer estates in the late 19th and early 20th centuries initiated resort development, which has continued more modestly along the north shore. Eastern lands were established as Nickerson State Park. The old County Road corridor (Stony Brook Road-Setucket Road-Main Street) retains significant concentrations of late 18th to late 19th century residential and institutional buildings, including unusual Victorian library and town hall, with important Federal period high-style concentrations at West Brewster and Briar Lane Road, and monumental early 20th century estates at East Brewster.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

Exact locations of Contact period native American trails are unknown for Brewster during this period. However, regional and local settlement locations, the distribution of environmental resources and the sightings of natives and explorations by early European travelers indicate several probable trails. One trail likely existed along the Cape Cod Bay shoreline in the general

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area of Route 6A. This trail probably connected native settlements to the west in present-day Dennis with Nauset settlements in the Eastham/Orleans area. Additional trails also probably existed from the coastal trail noted above southerly to the Chatham and Harwich areas. These trails probably skirted major ponds such as the Mill Ponds in West Brewster as well as Seymour, Long, and Cliff ponds. The West Brewster area may have been a center for native settlement. If this were true, the several north/south trails may have joined in this area.

B. Population

Little direct evidence exists from which accurate population estimates can be made regarding native populations in the Outer Cape area. Furthermore, while individual accounts often subdivide Outer Cape native populations into subgroups such as Nauset, Pamet, Sauguatucketts, Monomoyicks, etc., the term Nauset Indian generally applies throughout the Cape area. Mooney (1928:4) lists 1,200 Nauset natives before the 1617-19 epidemics. This number was reduced to ca. 500 by 1621 (Mooney and Thomas 1910:40-41). As indicated above, these statistics probably refer to the entire native population of the Outer Cape area. Furthermore, it is doubtful whether or not those estimates are entirely accurate.

In Brewster, local native tribal populations were known as the Sauguatucketts. However, it is unknown at present whether or not the Sauguatucket population was included with Nauset estimates or whether they were politically considered separate. The latter conclusion may be true. If so, the Sauguatucket population was likely small and in constant decline, particularly toward the end of the period.

C. Settlement Pattern

European settlements did not exist in Brewster during this period. However, some contact between natives and Europeans in the Brewster area may have taken place as European explorers and fishermen frequented the area long before settlement. For example, Gosnold explored the Outer Cape area as early as 1602, followed by Champlain in 1605. Later, in 1620, explorers from the Mayflower may also have explored the area.

Native Americans had settled the Brewster area for some time prior to European contact. Known Late Woodland period sites are present in Brewster, particularly along the bay shore and in the Stony Brook area. Late Woodland period artifact listings with general town provenience also indicate the extent to which this area was settled during that period. All known sites and artifact listings generally exhibit site locational preferences for coastal areas, particularly stream and pond locations. No known Contact period sites are present in Brewster.

Native American place names also provide indications of the extent to which natives either inhabited and/or used the Brewster area. Today, these place names mainly survive for roadways and bodies of water. These include Setucket Road, Sauguatucket River (Stony MHC Reconnaissance Survey Town Report: Brewster

Brook), Namskaket Creek, and Sachem's Neck. Most Indian names survive in the northern coastal areas of town.

Thus, numerous sources of evidence are present, indicating that Contact period native settlement likely was present in the Brewster area. Late Woodland period site,s artifact listings, and surviving native place names support this conclusion.

D. Subsistence Pattern

Since European settlements were not present in the Brewster area during this period, European subsistence probably followed that of the native inhabitants in the area. While some food was undoubtedly carried with early explorers, traders, and fishermen, the bulk of their subsistence was probably secured through hunting, fishing, the gathering of wild plants and shellfish and the trade, stealing, or purchase of agricultural products (e.g., corn or turkey wheat) from the local Native Americans.

Native American subsistence during the Contact period in the Brewster area was probably similar to that practiced in other Cape areas. The combined use of wild and domesticate food resources formed the basis of the subsistence system. It is unknown at present exactly when agriculture or, more specifically, horticulture, was introduced to the natives in the Cape Cod area. However, by the Contact period sufficient quantities of corn, beans, and squash were being purchased for storage and at times for sale or trade to English settlers. Shellfishing, fishing, and hunting were also important subsistence pursuits. In Brewster, tidal areas contain mixed beds of most types of shellfish available in the Cape area. Both fresh and salt water species of fish are also available in the area. Brewster's several fresh water ponds contain numerous species of fish for consumption. In particular, alewives are present in the Stony Brook and may have had a wider distribution in the past. Cape Cod Bay also provided a wide variety of fish for utilization. Sea mammals, such as whales and seals, were also available.

The wetlands and forested areas of Brewster provided numerous species of mammals for hunting. Wolves were present as well as deer and various furbearers. Various species of ducks were also present in fresh water wetlands and coastal estuarine areas.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes

Major transportation routes in the present-day Brewster area continued to be native trails throughout most of the period. As European settlement began late in the period, roadways also began to be developed. Major European travel routes were centered around the Old Yarmouth and Eastham Road (County Road), laid out in 1665. The road roughly followed the present location of Route 6A. As settlements grew, additional roadways were also developed to interior and coastal areas off the main road.

B. Population

Native American populations were in constant decline throughout this period. In fact, by the end of the Plantation period, it is unlikely that 100 natives remained in the township. In 1675, Richard Bourne, in a report to Major Daniel Gookin of Cambridge, lists 172 Praying Indians at five native villages in the mid to outer Cape area. One of these villages was Sawkattucket, which may have been in the present-day Brewster area or in Harwich to the south. In any case, the number of Praying Indians in Brewster would have been quite small.

European populations in Brewster were also small during this period. Deyo (1890:895) lists 17 male settlers in the area before 1700. It is unknown whether or not this list represents the complete list of settlers by that date. However, it is likely that many settled after 1675, leaving the Plantation period settlement very small, possibly between 50 and 100 individuals.

C. Settlement Pattern

Most of what is now Brewster and part of western Harwich was occupied well into the Plantation period by a tribal or subtribal native American grouping known as the Sawkattukets or Sauguatucketts. The Sauguatucketts occupied a rather large area. However, its limits cannot now be precisely determined. Village locations are also unknown; however, local traditions indicate the Sauguatucketts were centered in the West Brewster area near the Mill Ponds. All lands on the east side of the Sauguatucket River were reportedly cleared at the time of settlement and known as "Indian Fields." The Sachem's Neck area is reported to be the village area of the Sachem Sachemas.

Richard Bourne began missionary work with the Sauguatucket natives late in the Plantation period, establishing a congregation of praying Indians there by 1675 or earlier. A meetinghouse was reportedly established in the Mill Pond area. However, some sources place the congregation farther to the south in the Harwich area. Present sources indicate that by the end of the Plantation period, native settlements were dispersed in nature rather than in concentrated villages.

The territory of Brewster was partly a tract granted to "Purchasers or Old Comers" (Puritans) in 1641 for a plantation (Deyo 1890: 893). However, actual settlement did not occur until after 1650. Most of what is today Brewster was purchased in 1653 from Wano and his son Sachemas, sachems of Sauguatucket. At that time the native Americans sold a large tract of land to Thomas Prentice which included lands extending from Central Brewster easterly to Namskaket Meadow at East Brewster and southerly from the seashore to Long Pond. Lands between the first purchase of 1653 and the Sauguatucket River (Stony Brook) from the Cape Cod Bay shore to Harwich (South Precinct) were purchased at different times from various natives. It is unknown when the West Brewster territory between Quivett Creek and the Sauguatucket River (Stony Brook) was purchased from the natives. However, lots (usually in MHC Reconnaissance Survey Town Report: Brewster

20-acre parcels) were laid out in the area in 1653. Much of this land west of Stony Brook from 1659 until the incorporation of Harwich in 1694 was within the bounds of Yarmouth. Initial settlement for the present town of Brewster began in this area. The territory on the eastern side of the Sauguatuckett River (Stony Brook) was within the bounds of Eastham until the incorporation of Harwich in 1694.

Brewster was not extensively settled during the Plantation period. Deyo (1890: 895) lists 17 male settlers before 1700. It is doubtful this list is complete; however, even if so it is likely several persons settled after 1675 in the Colonial period. Brewster's early settlers included several persons from the Sandwich, Plymouth, and Eastham settlements as well as settlers from England. Quakers from Sandwich were also included among the first settlers. As previously noted, much of Brewster's early settlement in West Brewster in the Stony Brook area. However, some settlement was also present on the east side of Bound Brook (Quivett Creek) (Deyo 1890: 895) and along the main Yarmouth and Eastham Road.

E. Economic Base

The present-day Brewster area was inhabited by both European and native American during this period. Pokamoket natives, locally known as the Sawka Huketts or Sauguatucketts continued to combine wild and domesticate food resources as their subsistence base. Corn agriculture was important and may have been concentrated in the Stony Brook area. Cleared farmlands were present in the area at the time of settlement. Hunting and fishing were also likely important. Shellfish, whales, seals, and fish were probably exploited along the Cape Cod Bay shoreline. In addition, the Stony Brook area was and still is today a major alewife area.

Agricultural pursuits characterized all the early settlement in Brewster. Corn was the main agricultural crop grown with lesser amounts of cereals such as rye and wheat. Vegetables were also grown, and fruits such as apples and pears. Some English hay may also have been grown. However, most hay was the product of salt hay cut from the marshes. Cattle, pigs, sheep, horses, and oxen were also present. Domesticate fowl such as chickens, ducks, and geese may also have been present.

In addition to agriculture and husbandry, European settlers also probably hunted, fished, and gathered wild plants and shellfish to supplement their agricultural subsistence base. Some commercial fishing may have also been pursued at this time. Quivett Creek and Stony Brook may have served as early harbors, as did Namskaket Creek. Europeans may have also exploited drift whales at an early date. At least one grist mill was present by 1662 on Stony Brook, reportedly for the benefit of Eastham settlers (Deyo 1890: 904).

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

Brewster remained a part of Harwich from its incorporation in 1694 throughout the Colonial period. Most settlement was located along the main Yarmouth and Eastham Road (County Road, Route 6A area) laid out during the previous period. Main north/south roadways were the Old Harwich Road or Old Road in the vicinity of Route 124, Old Harwich and Chatham Road in the area of Route 137, Freemans Way and probably the Millstone Road route. Numerous secondary roads were also still in existence at this time. Numerous native trails were also probably still used, many of which were upgraded to cartways or secondary roads.

B. Population

Brewster's European population grew at a slow but steady rate throughout the Colonial period. Separate census reports are not present for the town until 1810 after incorporation. However, other informational sources are present. Deyo (1890: 895) presents a list of 17 male settlers (Deyo 1890: 895) in the Brewster area before 1700. Subsequently, between 1700 and 1750, as Deyo reports, there were 21 additional settlers (Deyo: 899). Thus, if Deyo's information is correct and barring any deaths or births, there may have been up to 190 settlers (assuming five persons per family) in the Brewster area by 1750. In actuality, Brewster's population may have been considerably larger. In 1765, the population of Harwich was 1,681 individuals. It would seem reasonable to assume that Brewster's population approached at least one-half that number.

C. Settlement Pattern

While European settlement increased at a steady but slow rate during this period, native settlements declined at an equal or greater rate. Praying Indians were present and probably concentrated in the southerly or southwestern portion of town. At least one and possibly two meetinghouses were present in southwest Brewster. One meetinghouse is mentioned in 1731 and another in 1746. However, it is unknown whether they were the same or not. The last native American meetinghouse is noted on a path west of Seymour's Pond near Margin Swamp. Natives appear to have been settled in dispersed farmsteads during this period.

As noted above, European settlement increased at a steady but slow rate throughout this period. Most settlement was located along the Old Yarmouth and Eastham Road (County Road; Route 6A) where the villages of West Brewster, Brewster, and East Brewster were developed. In time, the West Brewster area included what was formerly known as Factory Village, Winslow's Mills and Brewster's Mills. West Brewster was the mill center. A public house and store was located in Brewster by 1709.

The first Congregational church and meetinghouse was organized in 1700, followed by a second meetinghouse in 1723. In 1747 Harwich MHC Reconnaissance Survey Town Report: Brewster

was divided into two precincts or parishes when the second or South Church was organized.

D. Economic Base

As Brewster's population grew during the Colonial period, as did the town's commercial interests and economic base. Agriculture was still important. However, mill interests and whaling were also now important. At least two and possibly as many as four water-powered mills were present during this period. One grist mill was built before 1662 to service the residents of the Eastham settlement. Later, prior to 1700, William Griffith, purchased part of a corn mill on the Sauguatuckett River from Thomas Prince, probably the same mill as noted earlier. A fulling mill was also present on the Sauguatuckett River which burned in 1760, but was probably built by ca. 1700. At least one additional mill was present: a tidal mill built ca. 1750 on Stony Brook.

Prior to the Revolution, that part of Harwich now represented by Brewster was largely engaged in the whale fishing (Deyo 1890: 899). Numerous sloops and schooners were reportedly engaged in the industry. However, it is unknown whether or not these vessels were actually harbored in the town. Brewster did not afford good harbors for most vessels. Accordingly, while numerous fishing, whaling, and merchant vessels were owned and crewed by residents of Brewster, few of these vessels were actually harbored in the town. Some cod and mackerel fishing were also pursued in the town. However, these industries did not actually develop until the early 19th century. Salt works did not develop as an industry until ca. 1785. Other commercial interests in the town included taverns and stores which developed in Brewster and West Brewster along the main road.

E. Architecture

Residential: The majority of the town's inventoried houses are story-and-a-half, gable roofed form; about fifteen are the common five-bay, center entry and chimney type; a small number are four-bay types with entry into the third bay with interior chimney. An unusual number of three-bay examples survive in the town (ca. 10), most with lateral ells; two examples have high studs and second-story facade windows. Two examples survive in the town of "salt box" type houses, 2 1/2 stories in height, gable roof, five-bay facade with center entry and chimney with a rear leanto; they are the Sears and Dillingham houses.

Institutional: The town's first meetinghouse was built in 1700, unknown appearance; expanded to the rear by eighteen feet in 1713. The second house, also of unknown appearance, was constructed with galleries in 1722; in 1760 it was repaired and a porch and steeple were added to the front, presumably the long side.

Industrial: An octagonal smock form windmill survives.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

The 18th century roads continued in use. The main highway corridor remained the east-west County Road (Stony Brook Road-Setucket Road-Main Street) parallel to the Cape Cod Bay shore, with an alternate southwest branch on Setucket Road. Southern routes connected to the South Parish center (Harwich after 1803) along Brewster-Harwich Road, and to Chatham along Tubman Road-Long Pond Road, with an Orleans branch on Freemans Way. The road from Harwich to Orleans passed through the southeast corner of town. Secondary branch and cross roads were established between the main routes, as were connectors to the bay shore, with the most important local loop on Briar Lane Road west of Brewster Village.

B. Population

Prior to the separation of Harwich and Brewster, the old town of Harwich had a total population in 1800 of 2,857, second largest town on the Cape after Barnstable. Based on the population of the two towns a decade later, Brewster separated from Harwich with about 36% of the old town's population--or 1,112 persons in 1810. Between 1810 and 1820, Brewster grew by an average of 17.3 persons per year--substantially more than Harwich's 3.8 rate in the same period, though still less than Dennis's 25.8. In the 1820s, however, Harwich increased to 47.3, while Brewster's growth shrank to 13.3--trends that would be extended into the following period, and which relected the growth of the south shore as a population center at the expense of the north shore. By 1830, Brewster had a population of 1,418, the smallest population of any town on the Cape but for Mashpee and Eastham.

Several new denominations were active in the town late in the period, including Reformed Methodists (1822), Baptists, and Universalists (both 1824).

C. Settlement Pattern

Settlement continued to extend along the length of the County Road corridor (Stony Brook Road-Setucket Road-Main Street) in North Parish Harwich (Brewster after 1803). The primary local focus remained the early 18th century meetinghouse center, with concentrated linear residential development to the east along Main Street. Universalist and Baptist churches were built to the west on Main Street in 1828. Large, stylish period residences were also built primarily west of the meetinghouse center, particularly along Briar Lane Road and Setucket Road. A textile mill focus developed on Stony Brook at West Brewster after 1814. Near the northwest border, a Methodist meetinghouse was built at Red Top on Stony Brook Road in 1822. In the early 19th century, saltworks were located at Quivett Creek, Stony Brook, and at other points along the town's bay shore, and cottage residences were dispersed along the roads connecting the bay to the County highway. Interior settlement was lightly scattered south of the County

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Road, most notably along the southeast highway to Chatham (Tubman Road-Long Pond Road), with a small hamlet at South Brewster.

D. Economic Base

The Rev. John Simpkins, in in 1806 account of Brewster, described the "irreparable injury" done to the soil during the Revolution:

Interrupted in their maritime pursuits, and deprived of employment in the fisheries, many of the inhabitants were compelled to resort to the land for subsistence. They were driven by necessity from year to year to diminish the value of their lands by severe tillage, roads connecting the bay to the County highway. Interior settlement was lightly scattered south of the County breaking up a large quantity at a time, giving it little or no manure, until a soil, naturally free from grain, became reduced to the extreme of poverty.

In Brewster, by the 1790s, there was some effort made to improve cultivation, and several orchards were set out. Corn and rye were raised, but not enough for town self-sufficiency.

"More than three-fourths of the inhabitants," Simpkins wrote, "are employed at sea. The greater part of these enter on board merchantment. There are more masters and mates of vessels, who sail on foreign voyages, belonging to this place, than to any other town in the county." Unlike Harwich and the south shore towns, Brewster had only two fishing vessels, "the fishery [having] given way to merchant voyages."

Brewster shared with East Dennis a leading role in salt manufacture. Reuben Sears invented the rolling roof for salt vats in 1793, and the organization of the Mass. Salt Works in 1797 was probably in old Harwich's north precinct, now Brewster. By 1809, Brewster was the second largest salt producing town on the Cape after Dennis.

Brewster's hilly terrain also gave the town one of the best water-power privileges on the Cape in Stony Brook. In 1814, the grist mill and site of an 18th-century fulling mill was joined by the "Winslow Factory"--initially set up for wool carding and cloth dressing only, but about 1831 converted to cotton spinning by a Mr. Walker.

E. Architecture

Residential: The most popular remaining house types remain variations of the story-and-a-half, gable roofed, five-bay, center entry and chimney form, numbering ca. ten examples; small numbers of four-bay, and several three-bay (ca. six) also survive. Ornament is limited to entry surrounds in the early years, with cornice treatment added later; stud height is also often extended during this period. The town also has an unusual number of 2 1/2-story, five-bay, hip roofed houses; most are double pile with double interior chimneys (ca. seven); one is three bays in width with quoins, a large porch, and later bay windows; many have fine entry treatments. A smaller number of houses survive with

single-pile brick end chimney wall and rear ell variation (ca. three), and one is full double pile.

Institutional: The 1796 enlargement of the second meetinghouse added a tower and steeple to the west end, presumably to shift its orientation from meetinghouse to church. The Reformed Methodists constructed a house in 1822 in the west known as "red top." The Baptist meetinghouse, still standing (1824/28) was gable front in form with square tower set into the nave, and ornamented by quoins and a steeple and reflects latter changes of unclear dates. A Universalist house of unknown appearance was constructed in 1828, replaced in 1852.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

The early 19th century roadways continued in use, with the addition of the Lower Road west to Yarmouth, along the edge of the bay side coastal wetlands. By mid 19th century, local packet service was established on the bay from Packet Wharf, north of Brewster Village at the end of Breakwater Road. The major transport development came late in the period, in 1865, when service through town was initiated on the Cape Cod Central Railroad. The rail corridor entered town in the south between Seymour and Long ponds, then extended north to the depot southeast of Brewster Village on Long Pond Road. The line then continued northeast to the East Brewster depot and beyond to Orleans.

B. Population

Brewster continued to grow through about 1850, though at a much slower rate than Harwich and the other towns around her. Her rate of 10.4 persons per year in the 1830s fell to less than 1 p/y in the 1840s, and after 1855 the town began a decline which most mostly uninterrupted until the 20th century. The town's peak population--1,525 in 1850 and in 1855--was not reached again until the early 1960s.

Brewster's 4% foreign-born population in 1855 was about average for the county and consisted primarily of Irish, who made up over 70% of this group.

The Congregational Society became Unitarian in the 1860s. A Ladies' Literary Association was formed in 1852.

C. Settlement Pattern

New development took place almost exclusively on or near the County Road corridor from West Brewster east to the Orleans border. Institutional additions were made at Brewster Center, as the Congregational church was replaced in 1834, and a new town house was built across the road in the next year. A new Universalist church was built just to the west in 1852, and the Baptist church was replaced in 1860. By the mid 19th century, boot and shoe shops were clustered along Main Street east of the

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meetinghouse, and new residential development extended west. The town's poor house was located at the eastern edge of the village. In 1868 the Ladies' Library Association built a library to the west of the Baptist church.

D. Economic Base

Brewster, like Sandwich, was the only town without a coastline along Nantucket Sound or the Atlantic, and like Sandwich did not share in the fishing prosperity of most other Cape towns. And though Brewster was famed for her merchant mariners, most of them sailBrewster's chief employment. Freeman noted that in 1857 the amount invested by Brewster owners in vessels ("especially large freighting ships") was about \$228,400. The saltworks, by Freeman's time, were "fast disappearing." From 60 works in 1837, the number of plants had failed to 12 by 1865. (An unexplained anomaly is the quantity of salt produced in 1865: 50,000 barrels--ten times the amount a decade before despite steadily declining facilities--and the highest quantity and value [\$25,000] of any town on the Cape! A state census reporting error?).

Brewster had 56 farms in 1865--the highest of any town on the lower Cape but for Orleans, and four time the number of Harwich. More English hay was grown in Brewster in 1855 than in any other town east of Barnstable. In 1865, Brewster had 136 acres devoted to cranberry bogs, third highest quantity on the Cape after Harwich and Dennis.

By the 1860s, Brewster's water-powered manufacturing experience had come to an end, but in the 1830s and '40s, after the failure of Walker's cotton mill (employing 7 men and 20 women in 1837), it was given over briefly to the manufacture of paper (employing 3), and to wool carding.

E. Architecture

Residential: Small numbers of story-and-a-half, gable roofed, five-bay, center entry, center chimney types were built in the early years of the period (ca. four); one has three facade gables in a Gothic rather than the more common Greek vocabulary. More common during this period were gable front houses, also of 1 1/2 stories, three bays in width, with side entry (ca. eight); exceptional examples are a three-bay example with a porch within the main block, and a four-bay example with entry on one end into a recessed porch. Larger gable front houses are more rare, with only a handful of three- and five-bay examples 2 1/2 stories in height. Several T-plan 2 1/2-story houses are known, with porches on the lateral ell; an exceptional example consists of a gable front central block with two side ells, with porches across the facade, flushboard facade, cornice, and corner pilasters. This complement of ornament is the most common on these houses until mid century, when Italianate brackets were added to cornices and hoods to entries; a similar central block with lateral ells is ornamented in Italianate elements. A small number of houses were built using Second Empire mansard roofs, including a 1 1/2-story,

three-bay example with center entry into a taller tower, with porch and bay windows; other examples include the Brewster Inn, with multiple blocks and later additions, and the Manse, composed of elements of Federal, Greek Revival, and Second Empire design.

Institutional: The Congregational Society built its third house in 1834, a gable front house with a central tower primarily within the nave, with belfry and spire, and Gothic windows. The Universalists built a second house, in 1852. The former was a small gable front structure with square tower set into the nave, with entries on either side, and round headed openings on all windows and belfry. Later in the period the town built a Stick Style library (1868) composed of a hip block with two facade clipped gables over large paired gables and divided by center entry with a shed hood. Schools built during this period were gable front structures with Greek and Italianate ornament, in South Brewster 1 1/2 stories with paired entries, in Factory Village 2 1/2 stories with recessed paired entries with belfries, similar in form and size to the high school. An early town house (1835) attribution is given to a center gable entry, three-bay, 1 1/2-story structure no longer extant.

Commercial: An 1853 Italianate structure combined retail space on the first floor with center entry and large windows and roundheaded windows lighting the hall on the second floor, with bracket cornice.

Transportation: The East Brewster railroad depot (1865) is a Stick Style, 1 1/2-story structure now serving as a beach house, with three-bay facade, ornamental shingles, and a wide overhanging roof. The nonextant Brewster depot was built in the common, 1 1/2-story hip roof with deep overhang form.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

The mid-19th century road and rail network remained in use, and packet service on the bay was discontinued by the early 1870s.

B. Population

Brewster experienced an unusually sharp loss in population during this period, losing half its population in the 40 years between 1870 and 1910. (The even sharper drop and sudden gain in the 1880s is at the moment unexplainable except as a state census undercount in 1885.) After 1910, the number of residents began growing again, interrupted 1915-20 by losses related to World War I. The 30.4 p/y rise between 1910 and 1915 is tentatively ascribed to a significant increase in the number of servants and cranberry pickers.

Brewster's foreign-born population had grown to 10.4% by 1915, though still under the county average of 16.7%. The Irish dominated each census year; the earliest appearance of foreign-born Portuguese was in the 1915 census.

C. Settlement Pattern

With the late 19th century rail connections came the introduction of high-style summer residences along the County Road corridor at Brewster Village and near the East Brewster depot. A new Universalist chapel was built just east of the Congregational church in 1870, but the new Queen Anne style Town Hall (1881) was located away from the Congregational church, on Main Street to the west near the Depot Road. New development at East Brewster included the 1906 Immaculate Conception Catholic Church, and the major local additions of the period: two monumental estate mansions (1907, 1911), built north of the County Road.

D. Economic Base

Continuing the factory tradition of West Brewster ("Factory Village"), by 1890 it featured "the only important manufacturing establishment" in the town, a knitting factory operated by Robbins & Everett.

Cranberries remained an important crop: in 1905 Brewster's production was valued at \$74,822--second highest in the study unit after Barnstable.

Sources are inadequate to give a more detailed account of economic activity, probably dominated by the formation of estates by summer residents and long-time families like the Crosbys (who completed Tawasentha) in this period, and the Nickersons (Fieldstone Hall). Sometime immediately prior to World War I was organized Brewster Park, a group of private summer homes along the shore.

E. Architecture

Residential: With the continuous drop in population the town's year-round residents had little need for new housing. A small number of large Shingle Style homes are known, including La Sallette Seminary, a 2 1/2-story hip block with two ells, an octagonal tower and projecting bay, many dormers, and a fieldstone base. Its neighbor is as a 2 1/2-story hip block with ells, shed dormers, and porch. Other examples include a 2 1/2-story gable block with tower, facade gable and porch, a 2 1/2-story crossed gambrel house, and a 2 1/2-story Italianate plan porched structure, now a summer camp. Tawasentha is a large house built in 1887 around an existing structure in an eclectic combination of Renaissance/Palladian elements. Smaller houses were built at Brewster Park, including 1 1/2-story gambrel, gable, and hip forms with wraparound porches; the Sears clubhouse there was a similarly small structure, its gable roof with extension forming a porch and wide decks.

Institutional: The Universalists built a small chapel in 1870 with a gable roofed main block with a lower perpendicular segment at one end with a porch covering the entry and hip roof, ornamented with stickwork and shingles.

The town hall of 1881 is a Queen Anne style structure composed of a large hip block with two stories of ornamental shingles and with a corner tower and pedimented porte cochere on the facade.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

By the mid 1920s, local roadways had been paved and improved as automobile highways. The primary route remained the east-west corridor through Brewster and East Brewster, improved as U. S. Route 6 (Lower Road-Main Street), now 6A. By period's end, other local roads had been improved as regional highways, including Route 24 south from Brewster Center to Harwich (Pleasant Lake Road), and Route 137 southeast to Chatham (Depot Road-Long Pond Road). Other improved highways included Setucket Road through West Brewster, Gideon Road to Nickerson State Forest from Route 6, and the Orleans-Harwich Road through the southeast corner of town.

B. Population

Despite a population rise in the early 1920s and late '30s, Brewster lost population in three of the five 5-year periods between 1915 and 1940, unlike most other Barnstable County towns, though growth in the latter period was sufficient to give the town an overall growth rate of 5.6% for the period, still one of the lowest of any Cape town. By 1940, Brewster's population stood at 827, with a foreign-born component of 56, or 6.7%--about half the average for the county.

C. Settlement Pattern

The period saw the development of local resort cottage clusters along the Cape Cod Bay shore. By 1940 these included concentrations on Center Street, north of Myricks Pond, at Point of Rocks Beach, and at Ellis Landing Beach. Some auto-oriented commercial development occurred along Route 6. In the east, the large pond area between Route 6 and Freeman's Way was established as Nickerson State Park, with a 1930s Civilian Conservation Corps Camp along its western border.

D. Economic Base

"Knitted Products" were reported manufactured in Brewster about 1920, but the town's principal livelihood was universally reported as "catering to summer visitors." Sources are inadequate for a more detailed account.

E. Architecture

Residential: No structures of this period have been inventoried.

Institutional: An elementary school was constructed (1930), a large, two-story, hip block with center entry, large windows, and shingled wall surface.

XI. SURVEY OBSERVATIONS

Brewster's inventory is incomplete. It uniformly emphasizes early dwellings over later, small resort and suburban type residences. Economy-related structures are neglected.

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