

MHC Reconnaissance Survey Town Report

DEDHAM

Report Date: 1981

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.

The activity that is the subject of the MHC Reconnaissance Survey Town Report has been financed in part with Federal funds from the National Park Service, U.S. Department of the Interior. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior. This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, disability or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity or facility as described above, or if you desire further information please write to: Office of Equal Opportunity, National Park Service, 1849 C Street, N.W., Washington, D.C., 20240.



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MHC RECONNAISSANCE SURVEY REPORT

Date: 1981

Community: Dedham

I. TOPOGRAPHY

Town occupies 10.7 square miles of the Neponset and Charles River watersheds. Much of the south and east portion of the town sits on a plateau above the Neponset meadows. Through this plateau Mother and East Brooks carve a meandering route between the Charles and Neponset. The western part of the town, bisected by Route 128, is dominated by Wilson Mountain (about 290 feet in height). The northern part of the town contains Dedham Island, a 1200-acre peninsula of higher ground surrounded on three sides by the Charles River meadows. On the fourth side the island is cut off from the adjacent town of Needham by an early drainage canal, the "Long Ditch," constructed in 1654. The construction in 1639 of a mile-long canal out of the Charles River converted East Brook, a small Neponset River tributary, into a major source of water-power, and during the 18th and 19th centuries five important privileges (including one in Hyde Park) were established along "Mother Brook."

II. POLITICAL BOUNDARIES

Granted as town of Dedham from Massachusetts Bay Colony (1636) with original Roxbury-Dorchester boundary (1638) surviving as West Roxbury line with Boston at East Dedham and Neponset River. Large grants extended territory to Old Colony Line and Watertown grant during 17th century with subsequent division as independent town formation during 18th and early 19th centuries. Northern boundary of Charles River with Needham established by 1712 and southern boundary with Westwood established in 1897. East Dedham portion annexed to Hyde Park (1868), now Boston city limits, with Dedham Island boundary on Charles River adjusted with West Roxbury (1852), now Boston city limits. Dedham originally within Suffolk County (1643) and later included as part of Norfolk County (1794) and established as the county seat.

III. HISTORICAL OVERVIEW

Historic suburban industrial town on principal southern corridor of metropolitan Boston. Located at edge of Blue Hill highlands between Neponset and Charles River valleys with suspected native sites around Wigwam Pond and Motley Pond at Dedham Island, although no documentation of Contact settlement. Established as early inland plantation at Charles River bend with surviving evidence of mid-17thcent. drainage projects around Dedham Island at Mother Brook and Long Ditch and notable First Period house of documented English construction on original farm lot and later period examples around East St.

Dedham Center established as civic focus during Colonial period with industrial development along East Brook mill sites with some surviving 18th century houses of vernacular plan at East Dedham and Georgian style around Dedham Common. Location of Norfolk County court house at Dedham Center during 19th century stimulates development of town district with remarkable survival of period brick hotel and meeting house and several innovative Federal style houses on High St. with well preserved residential district on Court St. County buildings remain intact with monumental granite court house of early Greek Revival design and Victorian prison of original character. East Dedham developed as industrial village with notable monitor stone mill complex of Rhode Island type and related period housing with outlying Federal houses on Washington St. turnpike. Regional railroad junction during mid-19th century with industrial fringe activities along East Brook to Readville. Status residential district developed on High St. axis to Dedham Common with well-preserved Mansard and Gothic house along Charles River waterfront. Dedham center remained as civic and commercial focus through Industrial period with notable Romanesque library and bank buildings. Extensive suburban expansion during early 20th century with estate district from Dedham Common around Charles River highlands, including many examples of Craftsman style stucco and Historic Revival houses and landmark stone castle of Noble and Greenough School at Dedham Island. Secondary suburban district developed around Oakdale area on Walnut St. with industrial activity expanded in East Dedham to West Roxbury and Hyde Park along trolley routes. Suburban development continued through mid-20th century with modest single and two-family housing on Dedham Island, Readville and East Dedham. Commercial activity reoriented to Route One auto-highway with surviving examples of period diners, restaurants and gas stations around Route 128 junction. At present, development pressures are most evident along Route One axis around Wigwam Pond and Mother Brook with continued expansion from Route 128 activity. Town center remains remarkably well-preserved although Norfolk County expansion threatens residential fabric along Charles River. Estate district along Westfield St. is suffering from rising maintenance costs, while historic period industrial buildings in East Dedham appear isolated by strip development along Milton St.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Important focus of connections between Charles and Neponset Rivers and Stony Brook and Dedham highlands. Primary N/S trail reported as East St.

along Charles River and around Wigwam Pond with E/W link to Neponset along Walnut-River Sts. axis. Critical ford over Wigwam Brook (Dwight's Bridge) at East St. with radial routes west from High St. as Westfield and High Sts. around The Rocks and Weld Pond. Alternate trail around Lowder Brook reported as Sandy Valley Rd.-Highland-Lowder Sts. to High St. Possible routes west may include Common St. to suspected ford at Charles River (Needham) and branch trail to Dedham Island across Charles at Bridge St. following Fuller-Ames-Pine-Needham Sts. to Riverdale area. It is also likely that a route-way along the Neponset marshes at Readville followed from Spragues Pond south around the base of Greenlodge hill.

B. Settlement Pattern:

No documented period sites known; a site with reputed 17th century occupation southeast of Wigwam Pond. Period sites are likely on well-drained terraces along both Charles and Neponset Rivers as well as Mother Brook and Wigwam Pond meadows. Rockshelters and wintering sites possible in the rockier western portion of town especially around Weld and Rodman Ponds.

C. Subsistence Pattern:

Area is a natural bottleneck and funnel between Charles and Neponset. Access to both rivers, their extensive marsh/meadow lands, seasonal fish runs and other resources.

D. Observations:

Despite the wealth of resources provided by two river systems, the rocky and rugged upland character of much of the town suggests a pattern of seasonal use rather than large period settlements. Part of the Massachusetts group core area along the Neponset corridor.

V. FIRST SETTLEMENT PERIOD (1620-1675)

A. Transportation Routes:

Native trails improved as regional highways with main road from Boston as East. St. and highway to Natick as Westfield-High Sts. Dedham town plan (1636) apparently laid out High St. as principal axis along Charles River with causeway over Lowder Brook as Highland St. and south to Walpole saw mill as Washington St. by mid-17th century. Fords over Wigwam Brook at High St. and Charles River at Bridge St. improved as cart bridges. Cedar St. laid out as loop highway around East Dedham hill.

B. Population:

Earliest European settlement by 1635. Three years later, 30 families recorded. By 1664, 95 houses, most in the vicinity of Dwight's Brook.

C. Settlement Pattern:

Dedham established as formal town plantation (1636) at base of Charles River loop and Wigwam Brook, apparently as extended nuclear village with farmsteads on Lowder, Court, High and East Sts., including Fairbanks House as original home lot (1636). Meeting house and burying ground established civic center on High St. (1638) with river landing at Bullard Lane, and training field at Dedham Common (1644). Early hydro-engineering projects with Mother Brook (1639) from Charles River to East Brook (Neponset) and Long Ditch (1652) through Dedham Island marshes, both locations intact as water channels. Mother Brook project created mill site on East Brook by 1642 at Mill Lane (East Dedham).

D. Economic Base:

Primarily agricultural economy with vegetables and garden fruits grown in abundance. Early attempts at grist mill frustrated by lack of waterpower. First "power canal" constructed by order of the town in 1639 connecting Charles River with East Brook, small Neponset River tributary, establishing 3½-mile power canal with five privileges sold by town to prospective mill owners. Earliest grist mill built 1640 by John Elderkin of Lynn at 2nd privilege (Bussey St.). Second mill by Morse, 1664; fulling mill, 1682.

E. Architecture:

The central chimney, two-room plan Fairbanks House (c. 1637) on East St., the earliest surviving framed house in New England, is the only house known to survive from the First Settlement period.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

Highways remain from 17th century with primary N/S road from Boston as East St. through Dedham Center with radials south and west from High St. as Highland, High, Common and Westfield Sts. Major improvement of western route across Charles River to Needham with Great Plains causeway (1701) from Dedham Island as Needham St. with connecting bridge across Charles at Bridge St. (Riverdale) by early 18th century. Extension of local roads in East Dedham to Neponset marshes appears as Sprague St. to Sprague Pond (Readville).

B. Population:

Little identifiable change. Earliest census records (1765) include Dover, Norwood, and Westwood, with combined population of 1,909 including 36 blacks and 6 Indians. There were 239 houses for 309 families.

C. Settlement Pattern:

Civic focus remained at Dedham Center on High-Court Sts. with gradual shift of development west to Common with Charles River bridge and causeway to Dedham Island by early 18th century. Industrial activity expanded on East Brook mill sites with formation of village at East Dedham by mid-18th century. Agricultural expansion limited by topography to Cedar St. (Oakdale), Highland St. around Wigwam Pond, and Pine St. on Dedham Island.

D. Economic Base:

Little change over preceding period. Three Mother Brook privileges continue in use, with some tanning at first privilege.

E. Architecture:

Residential: A number of houses survive from the period, including many with late First Period dates (1680-1725). Among these are approximately a dozen central chimney houses along with at least as many twin chimney, center hall examples, a few end chimney houses and at least one twin rear wall chimney colonial house. The variety of house types constructed and the number of center-hall plan houses surviving suggest Dedham's relative sophistication. At least a few double hip-roofed houses are recorded, further reinforcing that suggestion. High-style Georgian houses are, however, rare, most houses being well-detailed and substantial rather than stylish exponents of the style and the presence of at least one center-chimney hip-roofed house (Needham Avenue) indicates that local taste was not universally sophisticated. A number of the town's center chimney houses appear to have been end chimney, half houses later enlarged to a full two-room plan.

Institutional: Dedham's first meetinghouse was built in 1636. It was replaced in 1672 and again in 1763; portions of the 1763 meetinghouse are thought to survive in the present First Church. Although no structure survives, the Anglican Church was established as early as 1732 and a church built in 1761. In 1766, the hip-roofed, brick Powder House was built. No other period structures are known to survive.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Improvement of N/S corridor through Dedham Center with turnpike from Boston to Walpole as Washington-Court Sts. (1805) and parallel route across Dedham Island as Bridge St. by early 19th century. Other roads of the period include Bussey St. and High St. extension to East Dedham mills.

B. Population:

Very little growth during most of period. In 1790 population of combined towns of Dover, Westwood, Norwood and Dedham stood at 1,659. By 1820 the number had risen by only 830 -- a growth of about 25-30 people a year. With success of textile mills, Dedham experienced a boom period in the 1820s, growing by over 25 percent, a rate exceeded by only three other Norfolk County towns. In the mid-1820s a number of families arrived from Halifax, MA, to work in the woolen mills.

C. Settlement Pattern:

Location of Norfolk County court house (1796) reinforced Dedham Center as civic focus with status district on High St. to Dedham Common and residential growth along Court St. axis, while commercial center shifts east to Washington St. turnpike junction. Industrial activity expanded along East Brook mill sites with development of mill village at East Dedham. Remaining areas continued as small market farms on East, Westfield and Pine Sts.

D. Economic Base:

Although Dedham remained predominantly agricultural during this period, its developing industries along Mother Brook attracted entrepreneurs, mechanics, and laborers alike. Key to this growth was the establishment of Dedham as shire town to Norfolk County in 1793. The influx of lawyers and officials introduced a body of trained, educated, and ambitious men who were quick to see the opportunities of manufacturing (Davis). The Dedham press were among the earliest boosters for local manufacturing, and the nearby cotton mill of James Beaumont in Canton was a favorite attraction for Dedham visitors. First to incorporate (after declaration of the Embargo) was the Norfolk Cotton Mfg. Co., operating what was essentially a family-run mill which failed in 1819 with a large stock of overpriced goods. Its successor, the Dedham Woolen Mills, was a successful corporate mill on the Waltham model founded with Boston capital and managerial experience. Benjamin Bussey, "Boston merchant turned gentleman farmer," had been among the

first to introduce merino sheep into New England. After acquiring the Norfolk Cotton Mill in 1819, he slowly began converting it into a large integrated wool spinning and weaving factory. With John Golding, an exceptionally experienced mechanic-entrepreneur, the Dedham mill became "one of the most advanced in the world" (Davis).

John Golding had previously built woolen machinery in Hurd's woolen mill at Lowell, before moving to Halifax, Mass., and finally to Dedham in 1822. In 1823 he installed in Bussey's upper mill the first power broadlooms. At Bridge Street he built a shop for woolen machinery and there, in conjunction with Isaac Whiting, developed the Golding Condenser, a key element in the integration of textile mills. (Whiting himself built a carding mill on Fisher's Pond in which he installed "machines of his own invention.") Other active mechanics included Silas Mason, whose carding machine became an important element in the machine manufacture of wool hats, and Clarke and Holmes, builders of large wooden water wheels for many New England mills.

Paper-making was begun in Dedham in 1799 by Hermann Mann, whose son Daniel began manufacture of marbled paper about 1816, believed to be the earliest instance of its manufacture. A wire mill, begun by 1794, was under the direction of Ruggles Whiting of Dover, suggesting a possible connection with the nearly contemporary slitting and rolling mill in Dover. In 1818 the Dedham wire mill was converted to nail manufacture.

Between the construction of the Norfolk and Bristol Turnpike (1804) and the building of the Boston and Providence Railroad (1834), carriage makers flourished in Dedham. By 1827 there were five in town, several extensive. Gay's Coach Factory, employing 25 men in 1832, may have been one of the largest.

About 1800, Isaac Whiting established a tinware business with Connecticut tinsmith Eli Parsons, followed by several other tinsmith families from Connecticut.

E. Architecture

Residential: Many late Georgian and Federal houses, a few of considerable pretension, survive in Dedham. Most of these are brick end-wall chimney Federal houses with shallow hip roofs with an almost equal number of twin chimney plan houses, and a few rear wall chimney houses. A few more substantial brick houses were built at the town center. Several houses with unusual angled corner entrance bays were built around the turn of the century and attributed to a single builder, Eliphalet Baker. Another rare house is the Samuel Haven House (1795), a highstyle Federal house with a full two-room deep plan, brick end walls, double piazzas, and an unusual half-story parapet; elaborate molded scrolls and pilasters were apparently added to the facade ca. 1830, although further research should establish whether the ornament may in fact be original. In addition to the many Federal houses surviving, a number of Federal cottages, most of them end chimney examples, were built at the town center (Church, Worthington, and School Streets).

Institutional: In 1793, Dedham became the shire town in the newly-established Norfolk County. As a result, several important county-related structures were built, including an end-gabled court house with quoins and an open, domed cupola, replaced in 1827 by Solomon Willard's granite amphiprostyle Greek Revival temple. Other institutional buildings include the Allin Congregational Church (1819), an end-gabled church with a three-stage tower and the re-built First Parish (1818) with projecting pedimented portico and three-stage belfry and spire. There were 11 schools in Dedham in 1830, none of which are known to survive.

Commercial: The most significant commercial building to survive is the three-story brick Norfolk House Hotel (1801), rebuilt and updated in 1828, the only brick hotel of the early 19th-century known to survive in the Boston area. Other taverns surviving are the gambrel-roofed center-hall Gay Tavern (1782) and another late Georgian structure, Howe's Tavern (1801). In addition, an early brick bank building (1805) survives on Court Street.

Industrial: In 1830, 2 woolen mills, 2 cotton mills, 4 sawmills, and 5 factories were operating in Dedham but none of these structures is known to survive.

VIII. EARLY INDUSTRIAL (1830-1870)

A. Transportation Routes:

Turnpikes and highways intact from early 19th century. Introduction of railroads along Neponset and Charles River marshes with original Boston and Providence route across Fowl Meadows (1835). Branch railroad to Dedham center (1847) along East Brook E/W from Readville, and junction at Dedham Center with N/S Norfolk County line (1849) from West Roxbury-Norwood (now abandoned on Route 1A). Mid-land route from Readville extended across East Dedham to Wigwam Pond (1855).

B. Population:

Population continued to rise through 1837, but in the aftermath of the Panic of 1837 many mill workers left Dedham. Between 1837-40 Dedham lost 242 persons. Despite setback, by 1840 Dedham's agricultural and non-agricultural populations were exactly equal. Between 1840 and 1870 the town grew by somewhat over 4,000 with an average growth rate of about 135 people a year. In the five years 1850-55 the town saw its greatest rise, reaching 240/year. In 1868 the town lost about 1/10th of its population (though 1/20th of its land area) with the incorporation of Readville as part of the new town of Hyde Park.

In 1865, 27 percent of the population were foreign born, of which nearly three-quarters were Irish. The second largest group (about a tenth of the immigrants) were Germans.

C. Settlement Pattern:

Dedham Center remained civic and commercial focus with shift of activity to railroad depot at Walnut St. and development of residential districts along Highland and Village Sts. High St. continued as status district to Dedham Common with expansion to Charles River waterfront. East Dedham expanded as industrial center along East Brook railroad axis with adjacent workers' housing. Outlying areas maintained as market farms on Dedham Island, East and Common Sts.

D. Economic Base:

The Dedham Woolen Mills dominated the town's economic growth in this period -- an era which witnessed the transition from a basically agricultural economy to one devoted to manufacturing and commerce -- and both woolen and cotton mills continued to expand, the Norfolk Mfg. Company building the still extant stone mill at the 4th privilege in 1835. Silk industry in the state promoted actively by Jonathan Cobb, who as a young man had come from Sharon to train in a law office. By the 1820s he had become an enthusiastic promoter of silk, pouring forth a torrent of advice, pleas, and hard information to whomever would listen (Davis). In 1832 he built in Dedham the first partially integrated silk factory for his New England Silk Company.

The construction of the Dedham Branch (through Readville) of the Boston and Providence Railroad gave added impetus to several local industries including boots and shoes, straw bonnets, and chairs and cabinetware. By 1865 two furniture manufacturers employed 200 men making goods valued at \$275,000 -- the second highest product valuation (after woolens) in the town. William Ivers, a former associate of Chickering in Boston, for many years operated a piano factory until the company's move to Cambridge in 1882. At least two broom factories saw operation near Connecticut Corner.

E. Architecture:

Residential: Almost no temple front Greek Revival houses were built, substantial and well-detailed sidehall houses being the most pretentious manifestation of the style. In addition, many somewhat more modestly detailed sidehall Greek Revivals were constructed, along with a number of cottages. The influence of the Federal style remained strong and can be noted in the substantial number

of traditional five-bay facade, center entrance Greek Revival and Italianate houses built in the period. New styles were apparently not quickly assimilated, to judge by the number of transitional Federal/Greek Revival and Greek Revival/Italianate houses built. No high-style asymmetrical or towered Italianate villas are known, most Italianate houses being modest structures with the traditional rectilinear massing. Despite a seeming resistance to the Italianate, aspects of the Gothic Revival appear to have been accepted; two well-detailed Gothic Revival cottages with sawn bargeboards stand on River Street and some half dozen examples are known across the town. In addition, Gothic Revival lancet windows were often incorporated in Greek Revival cottages of the 1840s and '50s. One of the most popular Greek Revival forms is a story-and-a-half cottage with a recessed portico supporting an overhung front roof; at least one such cottage in brick, an unusual material for the type, is known, on Worthington Street. With the incorporation of the Norfolk Manufacturing Company in 1835, workers' housing began to be built at East Dedham. Houses built include a number of double cottages along with at least one two-story, multiple-bayed boarding house.

Institutional: A number of institutional structures, many of them architect-designed, were built in the period, including St. Paul's Church (1857, 1869; Arthur Gilman), a granite Gothic Revival design with an offset tower, Memorial Hall (1868, Ware and Van Brunt), a High Victorian Gothic/Second Empire design much compromised by the client's alterations, and several Greek Revival and Italianate schools, one of which survives (Dexter School, 1846).

In addition, the Court House was enlarged (1862, G.J.F. Bryant) with flanking wings at one end and a high dome with an octagonal lantern at the crossing.

Commercial: At least one Greek Revival commercial block, two stories tall and eight bays long, is known to have been built, along with the brick bowfront Federal/Greek Revival Phoenix House Hotel (1843; demolished).

Industrial: The Norfolk Manufacturing Company mill (1835), a three story stone structure with a central stair tower and clerestory monitor, is the only surviving industrial structure.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Railroads remain in place with depot junction at Dedham Center. Extension of suburban streetcar routes

from West Roxbury by early 20th century with primary N/S line through town center on Washington St. with radial route to Westwood on High St. Connection trolley lines to East Dedham from Readville on River-Milton-High Sts. and from West Roxbury to Oakdale on Bussey-Walnut-Oakdale Sts. Cross link between West Roxbury and Needham followed Needham St. over Dedham Island.

B. Population:

The removal of South Dedham as the new town of Norwood in 1872 sharply reduced Dedham's population to 5,756 in 1875. In 1897 West Dedham became the new town of Westwood, throwing in doubt the population figures for the century's last five-year period. Nevertheless, from 1870 until 1900 the town seems to have maintained an unusually slow growth rate (67 persons/year average). Only in the last decade, 1905-15, did the town's population pick up any of the suburban growth going on in adjacent towns. The town's foreign-born population remained constant throughout the period at about 28 percent. Within this group, the Irish continued to decline, from 56 percent in 1865 to 36 percent in 1905. The German population remained about constant over the same period at 13 percent.

C. Settlement Pattern:

Dedham Center expanded as civic and commercial focus along High St. axis. Estate district developed from Dedham Common along Westfield St. to Weld Pond and along Charles River wetlands around Motley Pond to Dedham Island with Noble & Greenough School. Industrial fringe activity extended along railroad axis from East Dedham to Readville, with suburban residential growth at Oakdale on Walnut-Cedar Sts.

D. Economic Base:

Relatively few new industries established in this period. The woolen mills, limited by their location, went through several owners. In 1894 they were acquired by Malden's Cochrane Manufacturing Company to produce carpets and prints, and for the remainder of the period was the town's largest concern. Small chocolate and pottery firms took advantage of sites close to the railroad. The Dedham Pottery Company, which moved from Chelsea in 1908, built up a nationally recognized line of "crackleware." Dedham Water Company established 1881 with pumping station at Bridge Street bridge.

E. Architecture:

Residential: High-style construction was concentrated in the western half of town and around the town center with imposing Colonial Revival (with both Federal and Georgian Revival examples) houses predominating. While a few high-style Second Empire and Stick Style houses were built (notably a stone, pavilioned Second Empire house on Town Landing Road), these styles and the Queen Anne and Shingle Styles were employed primarily for more modest suburban housing with most workers' housing consisting of very modest Queen Anne single and two-family houses or mansard cottages. In contrast to the conservatism of previous periods, a number of Colonial Revival designs incorporated progressive Prairie style details, such as wide, overhanging or kicked eaves. Further, toward the end of the period, high-style stuccoed Craftsman and Spanish Colonial Revival houses began to be constructed. Also built were a few rare English Vernacular Revival houses, characterized by their stucco finish, slightly battered walls and eyebrow-dormered roofs in imitation of thatch (Lowder Road).

Institutional: The Norfolk County Courthouse was further enlarged with the addition of a second set of flanking wings at the rear of the original Willard building (1892, Wait Cutter). In 1905, the Registry of Deeds (Peabody and Stearns), a limestone Neoclassical structure, was constructed. Also built were a Romanesque Revival Public Library (1886, Van Brunt and Howe), the Romanesque Dedham Historical Society (c. 1880), High Victorian Gothic St. Paul's Chapel (1876), and a number of Gothic Revival churches in brick and granite (St. Catherine's, 1878; St. Mary's, 1880). In addition, several Renaissance and Georgian Revival schools were built around the turn of the century (Quincy, 1910; Oakdale, 1904) along with one shingled Colonial Revival example (Ames, 1898). At least one Stick Style chapel is known (Good Shepherd, 1876) along with two later Arts and Crafts-related Gothic designs (St. John's, 1907; Riverdale, 1913).

Commercial: The finest commercial block at the town center dates from the period; this is the Dedham Institution for Savings, an outstanding example of the Romanesque Revival (c. 1885, Hartwell and Richardson), executed in buff brick with terra-cotta trim. Other commercial structures are more modest Georgian and Colonial Revival brick structures, two and three-stories tall, dating largely after the turn of the century.

Industrial: Most of the town's industrial structures date from the period and are concentrated east of the town center. Most are smaller in scale and more utilitarian in design than the Norfolk Manufacturing Company of the previous period, but at least one large, Romanesque factory with a central stair tower and heavy corbelled cornice is known (c. 1890).

X.

EARLY MODERN PERIOD

A. Transportation Route:

Streetcar and Norfolk Co. railroad lines abandoned by 1920s, replaced by improvement of local roads as auto-highways. Primary N/S route constructed as expressway Route One (1932) with bypass around Dedham center including period Art Deco concrete bridges and original Route 128 beltway around Dedham Rocks with interchange at Washington St. (1931) now destroyed with former roadway preserved intact between present Route 128 median. Other N/S period highways include Route 1A (Washington St.) and Route 109 (High-Bridge Sts.).

B. Population:

After a small decline during WWI, Dedham's population jumped 29 percent in the quinquennium beginning in 1920, 8 percent in the succeeding period, and 1 percent during the 1930s. By 1940, the town had a population of 15,508. Dedham experienced considerable suburban growth in the war and postwar periods. By 1965 it had doubled its 1925 population, reaching in that year 26,618.

C. Settlement Pattern:

Civic and commercial focus remained at Dedham Center with growth at Washington-High Sts. junction. Commercial activity developed along Route One axis from Dedham circle with secondary centers at Route 128 junction with Washington St. and along Bridge St. axis on Dedham Island to West Roxbury. Substantial residential development in East Dedham with suburban districts around Oakdale and Ashcroft to Readville Manor on East St. axis, while industrial fringe is maintained along East Brook. Affluent residential district expanded west to Dedham Rocks along Westfield and Common Sts. from Dedham Common-High St. Modest residential districts developed on Dedham Island at Riverdale and on Central Ave. around Wigwam Pond.

D. Economic Base:

Dedham's industrial base was largely dominated by the worsted and textile finishing plants on the Mother Brook privileges. Dedham Pottery continued in operation, and the town boasted the region's only manufacturer of lightning rods.

E. Architecture:

Residential: High-style stucco Craftsman and Colonial Revival houses continued to be built to the west of the town center while to the north at Dedham Island and also east of the center, at Oakdale, Ashcroft and East Dedham, more modest suburban Tudor, Dutch Colonial and Colonial Revival single-family houses and Craftsman and Colonial Revival two-family houses were built. Although modest in character, these neighborhoods each contain at least a few well-detailed bungalows, usually with cobbled basements, in addition to one or two more eccentric stuccoed Mission Revival bungalows.

Institutional: Many of the town's schools date from the period, most being Georgian or Colonial Revival designs in brick (High School, 1932; Avery School, 1921; Capen School, 1931). The only known Moderne building is the District Courthouse (1938), a severe and conservative example.

Commercial: One and two-story commercial blocks in concrete and brick were built at the town center with similar construction at neighborhood centers; at least one well-preserved store block survives at Oakdale. Also surviving are two restaurants along Route 1A, the Apple Tree Diner, a well-preserved early "Worcester lunchcar" diner, and Dutchland Farms (1933), the probable prototype for Howard Johnson's restaurant designs, a Georgian Revival building with its original yellow-tiled hip roof and center cupola intact.

XI. SURVEY OBSERVATIONS

The existing survey was completed in 1969 and is, for an early effort, thorough and comprehensive, although, as usual, industrial structures are poorly represented. The documentation and stylistic analysis is, in general, in need of upgrading. Further survey efforts should include more extensive research of individual structures. The survey should also be expanded to include domestic, commercial and institutional structures of the Early Modern period as well as all industrial buildings.

XII. SOURCES

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