

# MHC Reconnaissance Survey Town Report

## FALMOUTH

Report Date: 1985

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: 1985

COMMUNITY: Falmouth

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### I. TOPOGRAPHY

Falmouth is located in the southwestern portion of the Cape Cod peninsula. It is bounded in the north by Bourne and Sandwich, in the east by Mashpee, in the south by the Vineyard Sound and in the west by Buzzard's Bay or Falmouth Moraine and the Mashpee Outwash Plain. The Buzzard's Bay Moraine is located in the western portion of town extending from the Elizabeth Islands northerly along the shores of Buzzard's Bay to the Sandwich area. Landscapes are hilly in these areas with elevations commonly ranging from 100 to 200 feet.. The remaining areas of town to the south and east are characterized through the Mashpee Outwash Plain, a relatively level area with elevations averaging approximately 50 feet.

Soils in the town of Falmouth are characterized by light sandy loams with gravelly or clayey loams in some limited areas. Soils are rockier in the hilly moraine areas. Agriculturally, while soils are thin, they are said to be better soils than in the more eastern portions of Barnstable County. Hilly moraine areas have traditionally been ignored agriculturally in favor of the more fertile level areas near the coast.

Forests in Falmouth are again divided by the moraine and outwash plain areas. Hilly moraine areas are characterized chiefly by oak while forested areas between the Falmouth and Sandwich are pitch pine and oak.

Drainage in Falmouth is characterized by at least 40 ponds and lakes and numerous coastal/tidal ponds, rivers, and estuaries. Some of the larger ponds in interior areas are characterized by Coonamessett, Long and Jenkins ponds. Most drainage in the town extends north/south in the area of the outwash plain. Otherwise, drainage is to the west from the moraine to Buzzard's Bay. Along Buzzard's Bay, several small tidal harbors are present with tidal marshes, creeks and rivers. These areas include Megansett Harbor, Wild Harbor, Wild Harbor River, Herring Brook, West Falmouth Harbor including Snug Harbor, Great and Little Sippewisset Marsh, Great Sippewisset Creek, and Quisset Harbor. Woods Hole is present at the extreme southwestern portion of town and contains the best harbor in Falmouth; Great Harbor followed by Little Harbor to the east.

The formation of beach areas along the southern Falmouth coast bordering Vineyard Sound has created several salt ponds and harbor areas. Harbors include Falmouth Harbor and Falmouth Inner Harbor. Some of the larger salt ponds include Great Pond, Green Pond, Bourne's Pond, Eel Pond, and Waquoit Bay. Creeks and rivers in these areas include Coonamessett River, Seapit River, Childs River, Quashnet River, and Red Brook.

## II. POLITICAL BOUNDARIES

Falmouth was incorporated as a town in 1686, from Succonesset plantation purchases from natives of 1661 and 1685. The eastern boundary with Mashpee was confirmed in 1735. Mashpee lands on Waquoit Bay were annexed in 1841. Northern boundary with Sandwich (later Bourne and Sandwich) were confirmed in 1880.

## III. HISTORIC OVERVIEW

Falmouth is a resort community and commercial center at the southwest extreme of Cape Cod, with extensive Buzzards Bay and Vineyard Sound coasts. Coastal and pond-side native sites are highly probable, although locations are undocumented. First permanent European settlement occurred ca. 1661 in southeast between Salt and Siders Ponds, with first meetinghouse site established ca. 1681. First mill was located ca. 1700 on Coonamessett River at East Falmouth. Early 18th century Quaker focus developed at West Falmouth. Local prosperity came with late 18th and early 19th century fishing, saltmaking, shipbuilding, and whaling. Linear village developed at Falmouth Center. Scale and fabric of extended west coast development along North Shore Road in West Falmouth and North Falmouth survives. Secondary harbor village developed at Woods Hole, with mid-19th century guano industry. Continuous development of high-income resort economy followed rail connections to Woods Hole in 1872, with early planned resort community at Falmouth Heights. Government and private marine research facilities were subsequently established at Woods Hole. Late 19th century interior agricultural economy was reoriented to cranberry production and market gardening, attracting a Portuguese farming community.

With 20th century population growth, Falmouth Village expanded with new civic center and as regional commercial focus. Coastal resort development has continued to the present, with most of the 19th and early 20th century estate and cottage districts and several hotels surviving intact. More recent widespread conversion to year-round residence has been accompanied by extensive ongoing interior suburban development, threatening rural sites and immigrant farmsteads. Auto oriented strip development threatens all surviving resources east of Falmouth Village on Route 28 and Sandwich Road, with a major shopping mall concentration established at Teaticket. Intensive development of Falmouth Center has left only scattered earlier elements, with notable 19th century cluster at common area. Institutional expansion at Woods Hole has removed much 19th century fabric. Extensive interior cranberry landscapes remain in use.

## IV. CONTACT PERIOD (1500-1620)

### A. Transportation Routes

Native routes followed the general trend of the coasts. The Buzzard's Bay north-south trail followed Shore Road-Palmer Avenue, with a southern extension on Woods Hole Road. The east-west Vineyard Sound trail followed Main Street past Waquoit Bay.

Interior trails branched north toward the Shawme Lake focus on Sandwich Road, and northeast toward the Mattachase area on Old Barnstable Road.

## B. Population

Since Europeans had not settled the Falmouth area during the period, permanent European populations were nonexistent. Transient traders, fishermen, and explorers may have existed periodically, but not for any length of time. Regarding the native population, little information exists on which a concrete estimate of native population can be made. Scattered information exists that natives were present, but where they lived and in what numbers remains a mystery.

## C. Settlement Pattern

European settlements did not exist in Falmouth during this period. However, some contact between natives and Europeans in the Falmouth area undoubtedly took place as European explorers and fishermen frequented the area long before settlement. In addition, contact probably existed between Falmouth Indian and Dutch and later English, who traded from the Aptuxcet Post area in present-day Bourne north of Falmouth on Buzzard's Bay.

Natives had settled the Falmouth area for some time prior to European contact. While specific Late Woodland period sites are not known, artifact listings with general areal provenience exhibit a site locational preference for coastal areas, particularly along Vineyard Sound. However, this preference could simply be the result of the underreporting of sites rather than actual site preferences. The Waquoit Bay area is a documented focus of settlement through surface artifact collections.

No evidence exists at present to identify specific Contact period villages in Falmouth. However, it seems probable that they existed; the problem is pinpointing exact locations. For example, Jenkins (1889:5) discusses a potential Falmouth village site along Buzzard's Bay. He notes, "The New England Memorial mentions the missionary tours of Rev. Mr. Cotton of Plymouth Colony to a small tribe of Indians (about 50) on Buzzard's Bay, but whether this tribe was living on the west side or east side of the Bay cannot now be determined" (Jenkins 1889:5). Jenkins also notes, "considerable Indian villages" in the Cataumet and Chappaquoit areas (Ibid.). However, little documentation is provided for these locations.

Native place names for Falmouth locales also provide clues to the extent which they either inhabited and/or used the Falmouth area. For example, for the first 26 years of its settlement, Falmouth was known as Succanesset or by other variants of the native spelling, such as Sachonesit, Succonesit, Sugknoes, Suconeset, Suckinesset and Saconesett. Other locales which may have been village locations included Tateket, between the principal village and East Falmouth; Wauquoit or Waquoit, in the southeastern portion of the township; Cataumet or Cataumet, in the area of

North Falmouth Harbor lying partly in Bourne; Chappaquoit between West and North Falmouth, also reported to be the location of a native burial place (Freeman 1869: 417; Jenkins 1889: 5); Quisset, between Falmouth town and Woods Hole; Ashimuit or Ashumet, along the Mashpee border; Nobsque, in the Woods Hole area; Sipperwisset, in the Hog Island area, and Waquoit in the area of Waquoit Bay. Ponds and rivers also bear native place names in the Falmouth area. For example, the Coonamessett River drains into Great Pond from Coonamessett Pond. Also, the Quashnet River drains into Waquoit Bay from Johns Pond in Mashpee.

Thus, while the only known or reported native artifacts and site locations in Falmouth area from coastal areas, place names corroborate this trend, but also provide insights into internal areas as well, such as ponds and rivers. Accordingly, we might assume that Contact period native settlement of the Falmouth area follows other regional trends of preferences for coastal areas such as tidal rivers, estuaries and ponds. Inland site areas may be indicated by Indian place names for ponds and rivers. Coastal areas are most often near extensive shellfish beds and in areas of anadromous fish runs. Inland pond and riverine areas represented by native place names are usually the sites of anadromous fish runs as well.

#### D. Subsistence Pattern

Since European settlements were not present in the Falmouth 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 trade, stealing, or the purchase of agricultural products (corn, beans, etc.) from the local natives.

Native subsistence during the Contact period in the Falmouth area was probably similar to that practiced in other Cape areas. The combined use of wild and domesticated 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 Falmouth, virtually all of the existing native place names and suspected village areas are near extensive shellfish beds and areas of anadromous fish runs. In Falmouth, along the Vineyard Sound, the numerous salt ponds contain mixed shellfish beds of quahog (Mercenaria mercenaria), oyster (Crassostrea virginica), bay scallop (Argopectin irradians), and soft-shelled clam (Mya arcenaria). In addition, at least four coastal streams along the Vineyard Sound contain runs of alewives. The Buzzard's Bay area of Falmouth is also rich in shellfish resources. In particular, the West Falmouth Harbor and Megansett Harbor areas are important with the latter area the richer in species diversity of the two locations. Alewife runs

and similar shellfish species as in the Vineyard Sound areas are present.

In addition to alewives, other species of fish are also available in the Falmouth area, both in fresh and salt water. In fresh water areas (streams and ponds), trout and bass would have been available. In salt water areas such as tidal ponds, Buzzard's Bay, the Vineyard Sound and possibly offshore areas near Martha's Vineyard would have provided the availability of numerous species of fish. At various times of the year sea bass, striped bass, tautog, bluefish, flounder, eel, haddock, plus other species would have been present. In the Sound and off Martha's Vineyard pelagic species such as swordfish and shales would also have been present.

The wetlands and forested areas of Falmouth provided numerous species of mammals for hunting. Wolves were present as well as deer, muskrat, raccoon, rabbit and other furbearers.

## V. PLANTATION PERIOD (1620-1675)

### A. Transportation Routes

Main native trails continued in use, and were improved by early European settlers as overland routes to Plymouth, Barnstable and Sandwich.

### B. Population

Again, little information is present regarding the locations and extent of native populations in Falmouth during this period. However, the possibility remains that by this time, major villages may not have been present. Geoffrey (1930: 13) notes that the natives that were found by white settlers around Suckinneset were members of the Praying Wampanoags in the Mashpee area. How reliable this information is remains unknown at this time. However, should this information prove correct, it may indicate native settlement was not concentrated in the Falmouth area. Falmouth may have been a peripheral area to greater population concentrations in the Mashpee area.

The Falmouth area was not settled until late in the Plantation period. Thus, permanent European populations were nonexistent for most of this time period. Jenkins (1889: 28) notes that 14 men settled on a small neck of land during the first settlement of Falmouth (ca. 1660). Assuming those men as "heads of families" and further assuming five persons per family, we might expect a European population of 70 individuals in Falmouth at the end of the Plantation period. European settlement continually occurred at a slow rate after the 1660 initial settlement. However, these statistics are unknown at this time. In addition, Quakers were reported to begin settling Falmouth in ca. 1666, shortly after the original Congregationalist settlers. Little is known regarding the early Quaker settlement numbers.

### C. Settlement Pattern

The Falmouth area was first settled by Europeans as the plantation of Sachonesit in about 1660. The Falmouth settlement kept that name until its incorporation in 1686. Tradition states that the first settlers arrived by boat from Barnstable landing in the area around Sider's and Salt ponds (Jenkins 1889: 11). From this locus settlement spread out along the coast. The first settlers of Falmouth were Congregationalists. However, evidence also exists indicating the Quakers also settled early. Jenkins (1889: 30-31) notes that the Quakers settled Falmouth six years after the first settlers and peacefully coexisted with the Congregationalists.

Documented information regarding native populations in the Falmouth area changed little from the Contact to Plantation periods. However, some evidence exists indicating there may have been no major villages in the Falmouth area at the time of settlement. Jenkins (1889: 13) notes that the natives found by the white settlers around Suckinneset were members of the Praying Wampanoags in the Mashpee area. However, where the natives lived, what they were doing in Falmouth, or how reliable Jenkins' information is remains uncertain.

### E. Economic Base

Little evidence exists describing specific European and native economic activities during this period. However, evidence at hand indicates agriculture and husbandry were practiced from the time of initial European settlement. Cattle and sheep were imported as well as corn agriculture. Since animals were present early, salt marsh bay was probably exploited early as well. Both Europeans and natives still hunted and fished throughout the area, particularly during the early settlement period.

## VI. COLONIAL PERIOD (1675-1775)

### A. Transportation Routes

Established roadways continued to be improved. The route from Barnstable to "Sechoneset" was made the King's Highway in 1686 (Old Barnstable Road-Main Street).

### B. Population

Falmouth's European population grew considerably during the Colonial period over the previous Plantation period. This rate of increase coincides with the increases in settlement areas in Falmouth during this period. While some statistics are conflicting, by 1764-75 population is reported at around 1,000 individuals; 1,255 inhabitants in 1764, including 62 natives (Collections of Massachusetts Historical Society 1802: 128) and 1,063 individuals in 1765 (Massachusetts State Census). In 1776, 1,355 individuals are reported, followed by 1,637 individuals in 1790 and 1,882 individuals in 1800. Thus, Falmouth's population was slowly but steadily rising, a trend that would begin to change by 1840. Quakers continued to settle in the Falmouth area during

the Colonial period. However, their numbers were not recorded in official censuses and it is unknown whether or not their numbers are included in the censuses reported or if they were additional individuals.

### C. Settlement Pattern

After settlement in about 1660, the plantation of Sachonesit was incorporated as the town of Falmouth in 1686. During the Colonial period, settlement expanded along the coast from the Village of Falmouth. In 1677 the lands at Woods Hole and Little Harbor were "laid out" and settled. Shortly thereafter, lands at Hog Island and West Falmouth were also laid out. Lands in the extreme northern portion of town began to be settled in 1688. However, general settlement did not occur in these areas until ca. 1710-12. In 1685, permission was granted to buy land from the natives and lay out lots in the eastern portion of the township. Some settlement there occurred between 1685 and 1689. Jenkins (1889: 47) states that, "Following the land record to about 1720 we find the township generally run out."

Both Congregationalists and Quakers continued to settle together peacefully. By 1703 a town house existed for transacting public business as records exist for its repair, though it is unknown exactly where it stood and what it looked like. By 1716 the proprietors' records indicate a meetinghouse lot and training field were laid out in connection with a burying yard lot. However, it was not until 1749 that the actual meetinghouse green was laid out in front of what was later the First Congregational Church in Falmouth Village. Quaker meetings were established in West Falmouth in about 1685. The records of the Friends' monthly meetings at Sandwich indicate that while meetings for worship had existed for some time, it was not until 1709 that a meeting for the discipline was established in Falmouth. The Quaker Meeting House was built on the Pocasset Road not far from Chappaquoit or Hog Island Harbor in West Falmouth.

While we know natives were still present in the Falmouth area during the Colonial period, little is actually known regarding their lives in Falmouth at this time. As Captain Church returned to Plymouth from the Great Swamp field, he noted natives fishing from the rocks at Woods Hole (Geoffrey 1930: 14). Later, we know from the 1764 census that at least 62 natives were living in the Falmouth area (Collections of the Massachusetts Historical Society 1802: 129).

### D. Economic Base

Falmouth's economic base expanded considerably during this period. As European settlements expanded, agriculture also grew. Main crops were now Indian corn, rye, oats, and some wheat and barley. Onions and other vegetables were also now grown. Sheep, cattle, and swine were also still important as attested to by the importance of English hay and salt marsh hay. English hay in Falmouth was said to be more important than in other areas of



Barnstable County. Salt marsh hay was also important, although not as extensive as that in the Sandwich area.

Grist mills were also developed during the Colonial period. Philip Dexter had a water-powered grist mill on Five-Mile Creek or the Coonamessett River as early as 1719. In addition, in 1767 the town voted to provide funds for Benjamin Gifford to erect a dam and grist mill on the Green River. However, no evidence exists at present indicating this latter mill was actually built.

Maritime related industries also developed during the Colonial period. Shipbuilding is said to have been one of the earliest occupations of the first settlers. Small coasting vessels were used for fishing and for trading: often lumber to the southern states and Bahamas. Most of these smaller vessels were locally owned and built. Unfortunately, little documentation exists regarding their manufacture during this period. One of the first records we have dealing with Falmouth shipping is from 1802 when about 60 vessels were owned by the inhabitants of Falmouth (Collections of the Massachusetts Historical Society Vol. VIII 1902: 128-129). The vessels were said to have averaged approximately 55 tons each. Six were reported as fishing vessels: two going to the straits of Belle Isle with four fishing the shoals. The remaining 54 vessels were coasters with 30 carrying lumber and sail to the southern states and West Indies. Thus, at least in 1802 and undoubtedly back to the Colonial period shipping, particularly commerce was important to Falmouth. Fishing was apparently of secondary importance.

Shellfishing and fishing, while important in terms of subsistence during earlier periods, began to gain economic importance during the Colonial period. Various types of shellfish were exploited by offshore fishermen. Oysters were harvested to the point that due to depleted stocks, once extensive oyster beds in Oyster Pond had to be regulated by 1773. Herring continued to be harvested in coastal streams, with a mackerel fishery beginning in coastal waters. Some fishing schooners made the journey to banks but most fished the shoals south of the Cape.

Falmouth also became a ferry point for travel to the islands. By 1729 a ferry between Woods Hole and the Vineyard existed.

#### E. Architecture

Residential: Compared to other Cape towns, Falmouth contains a proportionally high number of 2 1/2-story structures. Interior chimney, double pile, and gable roof in form, they employ symmetrical end gable outlines; examples survive in the well known five-bay variation (ca. 5), as well as the regionally important four-bay (ca. 3) and three-bay (ca. 5) variations. Some of the town's five-bay, center-entry, double interior chimney forms may date to this period. Less than 10 1 1/2-story, interior chimney, double pile, gable roof examples are dated to this period, most of which are five-bay, center entry forms.

Institutional: The town's first meetinghouse was constructed ca. 1687 or ca. 1708, of unknown appearance; this may be the town house referenced in Jenkins 1889, for ca. 1700. A second in 1715 was to be 34 x 30 feet x 18 feet in stud height with "as flat a roof as convenient (Jenkins 1889: 65-66). The third house of 1739 or 1749 was to be 45 feet square with doors on three sides. The Friends in West Falmouth built houses of unknown appearance in 1720 and again in 1775.

## VII. FEDERAL PERIOD (1775-1830)

### A. Transportation Routes

The Colonial period highways continued in use, and road improvement efforts increased after ca. 1810, including local interior connectors to the East End meetinghouse. Outside observers considered the Sandwich Road a good highway in the early 18th century, while the Woods Hole Road was described as of poor quality. Falmouth Village Wharf was located south of the village at the end of Shore Road. Woods Hole harbor assumed greater significance during the period, as did the sheltered Buzzard's Bay harbors at Quisset, West Falmouth, Wild Harbor, and Megansett. Shipbuilding became an important coastal industry.

### B. Population

Between 1776 and 1830, Falmouth's population nearly doubled, rising from 1355 to 2548. Most of this growth took place in the period prior to 1810. Between 1800 and 1810 growth averaged over 3 persons per year ["ppy"]. The two subsequent decades showed rates of 13.3 ppy (1810-20) and 17.8 ppy (1820-30). In 1790, Indians and blacks numbered 38 -- fourth highest number in the study unit after Mashpee, Barnstable, and Sandwich.

The size and population of the town warranted a second meetinghouse in the east after 1795; it became an independent church in 1821. The Quakers continued to meet in West Falmouth. Methodists visited the town in 1807, and in 1809 a society was formed jointly with Sandwich. A grammar school was kept in the town after 1779. Masons were active in the town from 1798. That same year the town operated a poorhouse. The Falmouth Artillery Company was formed in 1807. Jenkins (1889) claims the town was Republican.

### C. Settlement Pattern

Development continued to be scattered along the main north-south and east-west coast highways in the western and southern parts of town. Falmouth Village remained the main commercial center, and a linear residential concentration developed along Main Street. A new meetinghouse was built in 1796 on the square at the west end of the village, and a Masonic Hall/academy was located nearby in 1800. A Methodist church was built here in 1811. Perpendicular to Main Street, Shore Street led to the town's wharf to the south. In the town's northern interior, a secondary meetinghouse center was established south of Coonamessett Pond with the

building of the East End Church in 1797. At Woods Hole in the southwest, a hamlet developed after ca. 1800 with increased use of the harbor. In the west, residential development extended along North Shore road, with a focus at the Friends meetinghouse in West Falmouth, and a cluster of houses at North Falmouth.

#### D. Economic Base

In 1802, Falmouth contained eight mills, one of which was a fulling mill. Most were windmills. Indian corn, rye, oats, and small quantities of wheat and barley were consumed locally, as well as sent to neighboring towns and to the islands. More English hay was cut in Falmouth than in any other township in the county. Salt marshes, compared to those of Barnstable and Sandwich, were not extensive, though nevertheless yielded 500 tons of hay. Sheep raising was the "central theme of agriculture" from the beginning. By 1831, Falmouth was the leading sheep-raising town in the county, with 2974 animals. Much of this activity was in West Falmouth, which had the greatest amount of natural pastureland.

The town's chief industry, however, was maritime: the inhabitants owned about 60 vessels -- six of which were fishing vessels; the rest were coasters. The 54 coasters outnumbered the rest of the study unit's fleet altogether. Half of the coasters -- 30 -- were in the business of carrying lumber, sailing to the southern states and to the West Indies. At that time, Falmouth vessels went south in the early Fall, carrying lumber and as passengers, young carpenters and mechanics who found ready employment in the Carolinas and Georgia during the winter, while the vessels picked up charters frieghting cotton, molasses, rice, and sugar on the sea islands and the coast. In the spring, they returned with their cargoes to the north, bringing the Cape men in time for work on the farms or at fishing (Wayman). (Eli Whitney's confrontation with the needs of the cotton plantations was born out of just such a southern venture.) As late as 1832, housewrights and shoemakers were reported spending eight months of every year in the south. (This activity appears to be unique to Falmouth in the study unit.) Typical of the lumber merchants, and later the town's most successful merchant, whaler, and shipbuilder, was Elijah Swift (1774-1852).

Of all the Barnstable County towns, only Falmouth and Provincetown engaged in the whaling industry to any extent. Of the two, Falmouth was the earliest to engage in off-shore whaling, possibly because Woods Hole was the principal embarkation port for Nantucket. Its own off-shore industry dates to the successful return of the brig Sarah Herrick from the South Atlantic in 1822. However, Swift withdrew the Sarah Herrick after its return, and for most of the rest of the decade, it was his 350-ton ship Pocohontas (built by Swift in Wareham in 1821) that was the chief whaling vessel from Woods Hole, and the first Falmouth vessel to reach the Pacific whaling grounds. (The Pocohontas made five Pacific whaling voyages before being sold in 1838 to Thomas Bradley of Holmes Hole, where it became the most successful of that port's whalers.) The first Falmouth-built whalers were

Swift's ships Uncas (1828) and the Awashonks (1830), following the Pocohontas into the Pacific whale fishery.

Falmouth's saltworks, lining both Buzzards Bay and Vineyard Sound, were also extensive. The business had begun about 1770, but solar evaporation was only been introduced in 1802. By 1832, 52 works produced over 46,000 bushels, the third highest production in the county. Swift's 10,000 feet -- much the largest in the town -- were among the third or fourth largest works in the county and state.

Falmouth's Federal-period prosperity brought in the first bank on the Cape, the Falmouth Bank of 1821, which numbered among its shareholders, Elijah Swift.

### E. Architecture

**Residential:** During the early years of the period, 2 1/2-story, interior chimney houses remained popular in the town; nearly equal numbers were constructed in three-, four-, and five-bay variations with gable roofs (ca. 5 each); small numbers were constructed with hip roofs (ca. 4). Increasing numbers were constructed with double interior chimneys behind five-bay, center entry facades; the ca. 8 examples include some of the town's most ambitious houses, located around the common; smaller numbers were built employing exterior wall chimneys. The Capt. Warren Bourne house is an outstanding example of the former, the Silas Bourne House of the latter; both have two-story, pedimented porches at their entry bays, and stylish hip roofs. Single-story porches are common details on the large houses in this area. The largest number of surviving houses, however, are smaller, 1 1/2-story houses, interior chimney, double pile, and gable roofed in form; most (ca. 11) are five bays across the facade, with center chimney, but significant numbers were constructed of three bays and four bays (ca. 8 each); one double interior chimney version of this form also survives.

**Institutional:** With the division of the parish into two areas (remaining a single church), a meetinghouse was constructed in 1797 in the east; this large, nearly square structure is two stories in height, was originally constructed with a porch entry; in 1842 it was turned gable end to the street, its porch removed, and its low steeple added in compliance with a bequest. The center church was rebuilt on the town common in 1798 of unknown appearance due to changes in 1858 (see below). In 1811 the Methodists built a house of unknown appearance, moved in 1829 and replaced in 1848. The Masons built a lodge in 1800 with classrooms, of unknown appearance.

**Commercial:** The Peter Yost Tavern survives as the Art Association building; it is a 2 1/2-story, gable roof structure, double pile in depth, wide five-bay, center-entry facade.

## VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

### A. Transportation Routes

The early 19th century roadways continued in use, as did local harbor facilities. Woods Hole continued to increase in importance as a deep-water harbor.

### B. Population

Although Falmouth didn't reach its peak population of 2621 until 1850, its growth after 1830 was very slight, advancing by only three or four persons per year. After 1850, the number of residents began to decline, losing 173 in the Civil War years.

Falmouth had 21 blacks in 1855 -- more than anywhere else in the county, though the number was exceeded in Edgartown and Nantucket. A decade later, however, the number had fallen to 7 and Falmouth's rank in the county to third. In the same period, Falmouth's foreign-born population -- less than 1% -- was the smallest of any town in the county and nearly four points below the county average.

With increasing population, the existing denominations increased their societies to serve emerging villages. The Congregationalists added a third church at North Falmouth in 1832, and at Waquoit in 1848; the Methodists added a second church in West Falmouth in 1857, and at East Falmouth prior to 1859. An Episcopal church of the Messiah was organized in Woods Hole in 1852. At mid-century, the number of school districts peaked at 19; the number was reduced in 1866, and the district system abolished in 1867. Lawrence Academy was founded in 1833. With anti-Masonic feeling running high, the Lodge disbanded during the 1830s, later reconstituted in 1856. Odd Fellows used the lodge during mid-century. The temperance movement was active here from 1830.

### C. Settlement Pattern

As whaling, shipbuilding, and saltmaking continued as important economic activities, local coastal villages and hamlets developed both on Buzzard's Bay and Vineyard Sound. Expansion of Falmouth Village continued into the 1850s, as the center remained the primary local commercial focus. New construction extended north and south on Palmer Avenue on the west, and south on Shore Street. A town house was built in 1840. The Methodist church was replaced in 1848, and the Congregational church was replaced in 1857. A new rural cemetery (Oak Grove) was established northwest of the village in 1850. The first summer estates in the village were built by the Beebe family in the 1850s.

To the east, a small whaling village developed at the head of Davis Neck. North of this, at East Falmouth, a linear settlement extended along Main Street, mostly east of the Coonamessett River, with an 1859 Methodist church. Further east, another village developed at Waquoit, mostly northeast and east of Bourne Pond. A Congregational church was built here in 1848.

To the southwest of Falmouth Village, Woods Hole grew with the increased importance of the harbor facilities, and a small village developed around Little Harbor. As in Falmouth, the first summer estates were built in the 1850s here by the Fay family. In 1853, a Protestant Episcopal church was erected. Development in Woods Hole was further stimulated toward the end of the period by the location of the Pacific Guano Company works at Penzance Point after 1859. North of Woods Hole on Buzzard's Bay, a small hamlet developed at Quisset Harbor. Further north, growth continued at North Falmouth and West Falmouth along the North Shore Road. North Falmouth Congregational Church was built in 1833, and linear development extended north toward Megansett. The third Friends meetinghouse was erected at West Falmouth in 1841, and a Methodist church was constructed here in 1857. Shore Road development intensified, with some growth northwest toward the harbor.

Little interior development took place, with the only concentration around Coonamessett Pond. A small cluster developed north of the pond, and the East End meetinghouse became the focus of a small crossroads settlement at Sandwich Road/Hatchville Road.

#### D. Economic Base

For many years the production of wool had been a staple product of Falmouth farms. The tariff of 1828, as it was initially sought by the Mass. woolen manufacturers seeking protection from foreign goods, brought a dramatic increase in the number of woolen mills erected, as the new demand for American-produced wools, made the woolen industry a lucrative prospect. Two woolen mills, the Lewisville Woolen Mf'y and the Pacific Woolen Mf'y, were both begun in this period. Among the organizers of the Pacific Woolen mill were Alexander Clark of Nantucket and Baker & Goddard of New Bedford. Elisha Parker (1814-1893) of South Yarmouth opened a store in South Yarmouth in 1836. It was Parker who purchased the wool from the surrounding country, taking it to East Falmouth to be made into cloth and yarn. This mill and Parker supplied stores on the Cape with what became the noted "Falmouth jeans and kerseys" (Deyo: 486, 498). Its kerseys were popular with whalemens. By 1845, the two woolen mills produced \$25,000 worth of satinets, flannels, and yarn -- the single largest manufacturing industry at this time. It employed 14 men and 17 women.

Falmouth remained the leading sheep-raising town throughout the period, but by 1865, with a third of the county total, the number in Falmouth was down to less than a quarter the figure at the start of the period. In part, this has been blamed on an 1854 town ordinance excluding animals from the roads, thus cutting down their ranging (Wayman: 144).

Falmouth was also the largest producer of cordwood in this period. Over 5,000 cords were harvested in 1855, nearly 40% of the entire county production. It was chiefly shipped to Nantucket and other towns less wooded. Falmouth agricultural production was also one of the highest in the county, with production figures ranging 2-3 times the county average.

The highest employment, however, was still reserved for the maritime industries. In its peak year, 1837, 250 men were employed on nine whaling vessels. In the early '30s, Falmouth continued shipbuilding with the whalers Bartholomew Gosnold (1832, for Ward M. Parker), the William Penn (1832, for Stephen Dillingham, built at Hog Island, West Falmouth), and Elijah Swift's own Hobomok (1832), at 412 tons, the largest vessel to come out of Falmouth yards. Few large vessels seem to have been built after that. Between 1838 and 1943, six of Falmouth's ten whaling vessels were sold, though both the Awashonks and Hobomok remained in service through the 1850s. Both were sold in New Bedford in 1860. Falmouth's last whaler was Oliver Swift's Commodore Morris, which made five Pacific voyages between 1841 and its sale to New Bedford in 1864. Among the survivals of the whaling business today, the most prominent evidence is the stone sperm candle factory, built by that patriarch of the business, Elijah Swift.

The most successful industrial undertaking in Falmouth's history was the Pacific Guano Company, organized in 1859 by New York and Boston shipping capitalists. The company produced fertilizer from Chilean nitrates, Silician sulphur, German potash, and Pacific guano, blended with oil from locally caught menhaden. Works were erected in Woods Hole about 1863, through the influence of Dennis capitalist Prince Sears Crowell (1813-1881), who became the plant's agent. In 1867, they began the manufacture of sulphuric acid (Deyo: 555, 699).

Another local, though short-lived industry, was the ambitiously named United States Glass Company, incorporated in 1849. Stephen Dillingham (1799-1871), the Falmouth merchant who ran coastal sloops and the whaling ship William Penn, was connected with the firm, which built a plant near the wharf at the foot of Shore Street. Deyo described it as a plant of "considerable importance, costing \$25,000 or more, with steam engine and proper fixtures" (Deyo: 660). Dillingham later converted the works to the manufacture of oilcloth and moved some of its buildings to West Falmouth.

## E. Architecture

Residential: Gable roofed, 1 1/2-story houses remained the most popular general form during this period. Interior chimney, double pile examples persist in the early years, primarily in three- and four-bay facade types; stud height was extended to accommodate more attic space and cornice ornament, but consistent with the regional pattern, few (two inventoried) provide small windows or grills under the facade eaves. The vast majority received Greek Revival ornament, but a handful of examples survive with facade gables and other Gothic detailing. Even more widespread in the town, however, was the adoption of the three-bay, gable front form. Story-and-a-half types are the single most common surviving house type here, as in so many of the region's towns; over 25 are inventoried, at least ten of which have ells. Most are ornamented in the familiar pilaster and entablature, wide cornice board elements of Greek Revival; exceptional detailings include recessed facade or side porches with Ionic columns. Larger examples

include houses of four bays (ca. 3), with full L-plans (ca. 2); 2 1/2-story, three-bay forms (ca. 10), and 2 1/2-story, four-bay forms. Later in the period, these gable front forms received Italianate ornament, including porches, roundheaded windows, and brackets, and predominantly in the larger forms. Small numbers of large, elaborate houses were constructed in the 2 1/2-story, center entry, gable roof form, including an elaborate three-bay Greek Revival Albert Nye house, with porch and cupola, and several Italianate houses with bracketed cornices, porches, cupolas, including one in brick, one with a center tower. Mansard roofed houses are exceptionally rare here.

**Institutional:** A third Congregational society was formed in North Falmouth in 1832, constructing its meetinghouse the same year; it is a gable front single-story structure with center entry, three-staged tower with octagonal dome, facade pilasters, and lancet entry and windowheads. A fourth society in Waquoit organized and built a similar but smaller structure in 1848, substituting a spire and paired entry. The First Congregationalists remodeled their house in 1858 in the Italianate mode with a bracketed cornice, quoins, and roundheaded windows. The center Methodists built their second house in 1848; it is a gable front structure with paired entries, facade pilasters, and wide cornice board, square tower with pinnacles, and squareheaded openings. A second society formed in West Falmouth constructed a house after 1857; it is a gable front structure with a low pitched roof, square tower with similarly low pitched roof of segmental eaves, paired entries, and roundheads on all openings. The house of the East Falmouth Society was constructed the next year; this gable front structure has a square tower and spire, paired entries, and squareheaded openings. The Friends built their third house in 1841, a wide gable front structure with paired entries and squareheaded openings.

The Lawrence Academy of 1836 (now the Legion Hall) is a 2 1/2-story gable front structure of three bays with center entry behind a colossal Ionic portico, but it was apparently originally a four-bay facade with a pair of side entries; a similar structure was built as a school in 1857 with a Corinthian portico. Most district schools were, apparently, simpler structures with gable front, ornament at cornice and entry, and end belfry, of one or two stories. A town hall of unknown appearance was constructed in 1840.

## IX. LATE INDUSTRIAL PERIOD (1870-1915)

### A. Transportation Routes

The Woods Hole Branch Railroad opened service in 1872, from Buzzard's Bay Village along Falmouth's west coast, through North Falmouth, West Falmouth, and Falmouth Village, and terminus at Woods Hole Harbor. In 1886, a wharf was built at Falmouth Heights by the New Bedford, Martha's Vineyard, and Nantucket Steamboat Company.



## B. Population

Between 1870 and 1915, Falmouth grew by 75.1% -- the highest growth rate of any town in the study unit. Most of this growth occurred erratically in two distinct five-year periods: 1895-1900 and 1910-15. Between 1875 and 1895, the growth rate varied between 9 and 42 persons per year. In the succeeding five years this rate jumped to 169 ppy. In the decade 1900-1910, the population fell almost as dramatically. In the period's last five years, it rose again by 154 ppy to a high of 3917.

The largest component of this growth appears to be the new Portuguese community. From 81 in 1895 (ranking fourth in the county) it rose to 283 in 1905 (rank 2), to 658 in 1915 (rank 2 in the study unit after Provincetown).

The growth in the town's nonresident and seasonal population was even more spectacular. Both the elite and the middle class were attracted to the scenic qualities of the Falmouth shores. While the Falmouth Heights area became the focus of middle-class resort seekers, the wealthy built summer homes, led by the Beebe family at Falmouth Center and the Fay family at Woods Hole. Soon the nonresident elite occupied much of the Buzzards Bay shore, and the estate district on Penzance Point was known as Bankers' Row.

In 1875, foreign-born residents made up only 4% of the town's population. The Irish made up 60% of the town's immigrants, and most probably found employment at the Pacific Guano Works at Woods Hole. By 1905, the proportion of foreign-born had grown to 18%, greater than the study unit average of 14%. The dominant group by this time was the Portuguese West Islanders, who made up 48% of the immigrant population. The Irish proportion dropped to 12%. The remaining foreign-born population was remarkably diverse, and the presence of more than a dozen nationalities in smaller numbers must have lent a cosmopolitan air to the town. Employment opportunities for males nearly doubled between 1875 and 1905. In 1875, employment in manufacturing stood at 41%, second only to Sandwich in the region. Agriculture employed 27% of the male workforce. The percentage of laborers grew to 15%. In addition, 12% of the male workers were government employees, a reflection of the importance of the U. S. Fisheries Commission at Woods Hole.

Population growth and diversification led to the formation of new religious societies. Wealthy summer residents built a new Episcopal church at Woods Hole in 1888. The same year others formed an Episcopal parish at Falmouth Center, and in 1889 they erected a landmark edifice. St. Joseph's Roman Catholic parish was formed at Woods Hole in 1882. St. Patrick's mission was established subsequently at Falmouth Center, and in 1899 an edifice was located there. After 1903, local Catholic masses were held at North Falmouth. The Universalists briefly held camp meetings at Manuhant in the early 1870s. Christian Science meetings were held locally after 1900.

Temperance organizations were formed during the 1880s at Falmouth Center and Woods Hole. Woods Hole's role as an

intellectual/academic enclave for seasonal researchers at the Marine Biological Laboratory was reflected by the establishment of a Children's Summer School of Science in 1913. An Equal Suffrage League was formed here in 1913, and a Women's Club in 1914. The Woods Hole Yacht Club was established in 1896.

### C. Settlement Pattern

Local settlement expansion was in part stimulated by the Woods Hole Branch Railroad connection (1872), and significant summer resort development took place along the Buzzard's Bay and Vineyard Sound shores. Falmouth Village continued to serve as the primary local center, with commercial activities reoriented west toward the railroad depot, and the civic focus shifted east. Woods Hole, a resort with a deep-water harbor and important governmental research facilities, became an important center during the period.

Initial speculative summer resort development took place at Falmouth Heights, southeast of Falmouth Village, after 1871. A radial plan settlement was designed by Eldridge Boyden, and cottages, hotels, observation tower, and recreational facilities were built on the highland overlooking Vineyard Sound. By the 1890s development extended into the lowlands to the east. By period's end, summer residences extended south from Falmouth Village to the west of the Heights along Shore Street and King Street. Growth continued in the central village, as a new brick, commercial block focus emerged at the Walker Street/Main Street intersection and a new civic center was located on the north side of Main Street to the east, including the town hall (1881), high school (1895), and library (1901). St. Barnabas Episcopal Church (1890) was located on the south side of the green, while St. Patrick's Catholic Church (1899) was erected to the east of the civic center.

Some resort development occurred to the east of Falmouth Heights along Vineyard Sound during the period. At Mara Vista, some cottages were built after 1906, and some camps erected on Great Pond. Universalist camp meetings took place after 1870 at Manuhant. In 1874, the Manuhant Land and Wharf Co. was incorporated, and in 1900 a hotel was built, but little development had taken place by period's end. Further east, some summer houses were built at Waquoit in the 1890s.

Much more significant was the resort development that occurred from Woods Hole north along Buzzard's Bay. At Woods Hole, a summer estate district was created at Penzance Point in the 1880s. More modest residential development took place north of Eel Pond, and Buzzard's Bay Road, and on High Street. Village development was stimulated by the location at Great Harbor of the United States Fisheries Commission Headquarters (1884), and the Woods Hole Biological Institute (1889). By period's end, four churches were located in the village: a People's Methodist Church (1878), St. John's Catholic Church (1882), a new Protestant Episcopal Church of the Messiah (1889), and a Congregational Church (1889). North of Woods Hole, resort estate development took place along Quissett Avenue and around Quissett Harbor.

Further north, at Sippewisset, Shingle estates were built in the 1890s. The Cape Codder Hotel was built in 1898 at Hamlin Point, and estates were built at Saconeset Hills after 1912, east of the railroad. At West Falmouth, exclusive, luxury summer homes were erected at Chappaquoit Point from the 1890s. At North Falmouth, Silver Beach was laid out in 1897, a hotel was built in 1904, and houses were built along Wild Harbor. Megansett Shores was developed after 1900. A new Methodist church was built at West Falmouth in 1901, and the Immaculate Conception Church was built in 1915 at Megansett to serve the growing Catholic summer population.

#### D. Economic Base

Falmouth's maritime -- and even manufacturing -- interests were overwhelmed in this period by the onslaught of "the summer visitor." While wealthy Boston families had begun summering in Falmouth ("the Naples of America") as early as the 1840s, the coming of the railroad in 1872, at the request of the Pacific Guano Company, brought the seasonal residents here with a vengeance. Saltworks and guano mills alike fell before the developers' transits and the picnic-hamper and carpet-bagger hoards. The last saltworks was replaced by the Tower Hotel and the new development of Falmouth Heights in 1871-72. The guano works was removed in 1888, and its location, Penzance Point, became the most exclusive enclave of expensive summer homes, owned mostly by New York and Boston bankers. By 1889, the town's assessed value was over \$4 million.

Smaller industries did survive for part of the period. A tag factory, established in 1859 by Framingham's Dennison Company, put out the stringing of tags to women as far distant as Wareham and Martha's Vineyard; by 1890, the company had a local payroll of \$12,000. The business appears to have been established in Falmouth by a Mrs. Gilbert Boyce (1830-1914). As in Barnstable, a brick kiln made use of the local glacial clay along the terminal moraine. Falmouth's new immigrants, the Portuguese, developed cranberry raising in a major way. By 1895, the town was the third highest cranberry producer in the county, with nearly \$43,000 worth of cranberries produced annually (nearly 14% of the county total).

In Falmouth in 1905, cranberries made up 75% of the value of the berry harvest (though the town ranked 4th in the county). The other 25% was the strawberry harvest. Although strawberries had been commercially grown on the Cape before the Civil War, it wasn't until the turn of the century that Falmouth excelled all others in the production of strawberries. By 1905, Falmouth had 76% of the Barnstable County strawberry harvest, and ranked fourth in the state following Dighton, Concord, and Worcester.

#### E. Architecture

Residential: During the period, construction of year-round housing was restricted. A small number of mansard houses of two stories were built, as were a large number in the Queen Anne

style, 2 1/2 gable blocks ornamented with projecting front bays or facade gables and porches, and in several instances with corner towers. The largest numbers of residences, however, were constructed by seasonal visitors, primarily in planned speculative developments. The first of these on Falmouth Heights included designs by Elbridge Boyden, including those of the unusual Y-shaped cottages ornamented by bargeboards. Others used the T-plan with front parlor and rear service rooms well known from Oak Bluffs. Later developments were planned for more wealthy investors. At Chappaquoit the Shingle Style houses were to be valued at over \$3000, and many were architect-designed. The home of the developer Franklin King was designed by John William Beale of Boston, composed of a large gambrel block with lean-to on a high granite base. Other designs for these houses included the use of wide segmental arches, large facade gables, towers, and uniformly, porches. Their boathouses have been converted to homes. Penzance Point included still larger lots and costs, common use of historic references including Georgian. Several are no longer extant (Jenkins, *passim*). Smaller homes characterized the ca. 1906 Maravista development.

**Institutional:** The town's Fifth Congregational Society built a meetinghouse in Woods Hole in 1890; the gable front structure has a tower on its long side housing the entry. A fourth Methodist society built in 1884 in Woods Hole is a gable front structure with a pedimented, enclosed porch entry, a small belfry, corner pilasters, and squareheaded openings. The town's first Episcopal organization, the Church of the Messiah, was built in Woods Hole in 1889; the stone structure includes a full cruciform plan, small baptistry, and corner bell tower to one side of its gable end, enclosed porch entry. The same year a second church, St. Barnabas, was constructed on the edge of the common according to plans of Henry Vaughn; the simpler nave plan also employs a corner bell tower, a porch entry with vestibule, and contrasting shades in granite and sandstone; the complex includes a parish hall, a carriage shed converted to a chapel, and connected by a cloister to the church. A small chapel was built at Manuhant, gable front with hooded center entry flanked by lancet windows, undated; presently, a more complex church survives with a corner entry tower and transepts, oriented with the entry and long side to the street, shingled, and ornamented at its entry with double doors, strapwork hinges, and eyebrow hood. The town's first Roman Catholic Church, St. Joseph's, was built ca. 1882; this small, gable front church has a hooded central entry and lancet windows. St. Patrick's was built ca. 1900 on a more complex cruciform plan, including a projecting vestibule and tower at the crossing. An octagonal observatory was constructed at the Heights, but converted for worship in 1891; it was two stories in height with a steepled belvedere and porch, also octagonal.

The town constructed a new town house in 1881; this structure is 2 1/2 stories under a high hip on hip roof, with a projecting pavilion on the short side, including a belfry and primary entry; its wall covering employs bands of contrasting colors between stories, and the cornices and entry porches are ornamented by stickwork. A similar use of wall bands of ornamental shingles and

stickwork can be found on the Masonic Lodge composed of a three-bay, 2 1/2-story gable roof block with lateral ell of similar dimensions. Only 1 1/2 stories in height, the Megansett Grange Hall (1886-87) is also treated with contrasting bands of shingling. The expansion of the Woods Hole Elementary School (1886, NR) was also embellished by this combination of intersecting gable blocks, banding, and spindle and stickwork porches.

During the 1890s, the town's institutional architecture was executed in the Shingle Style; the Lawrence High School consisted of a main block with high hip roof and hip dormers, hip entry porch of two stories with segmental arch openings, lateral hip pavilions with shed roof-porches, and four large chimneys. Considerably smaller, the West Falmouth Library is a 1 1/2-story block under a high hip roof over a fieldstone basement with pedimented central entry and asymmetrical arrangement of narrow eave windows and rectangular sash.

Transportation: The railway station (ca. 1872) is a 1 1/2-story building with wide overhanging eaves from its hip roof, bracketed cornice, and segmental arch window heads. With the expansion of tourist trade, hotel construction increased. Known examples include the 3 1/2-story, mansard roofed Manauhant Hotel; the Towers Hotel at Falmouth Heights, composed of a central gable roof block of 2 1/2 stories with shed dormer and at each end a cross gable ell extending to the rear, with triangular headed windows and ornamental bargeboards and porches; the Breakwater at Woods Hole, 2 1/2 stories under a hip roof with hip-roofed wall dormers and simple porch; the extant Cape Codder at Sipponissett has undergone several modifications; its 3 1/2-story in height, with two cross gambrels, two belvederes, and a flat-roofed lateral ell.

Commercial: Queen's Byway is an exceptional complex of shops with shingle wall cover and classical detailing.

## X. EARLY MODERN PERIOD (1915-1940)

### A. Transportation Routes

The main coastal highway was improved as Route 28 by the 1920s (North Shore Road-Palmer Avenue-Main Street-Waquoit Road). Other local roads were paved, and the town had notably good auto highways by the 1930s. Falmouth airport provided local service at Hatchville by the early 1930s.

### B. Population

As it had in the preceding period, Falmouth led the study unit in growth rate with population expansion of 75.5% -- a good 45 points above the county average. But for a 5-year decline during World War I, Falmouth's population continued to expand after 1915 with the greatest expansion occurring in the early 1920s and early 1930s -- periods which grew on average by 238 and 343 ppy respectively.

The number of Falmouth's foreign-born declined only slightly over the period, finishing 1940 with a rate of 13.6, second highest in the county after Provincetown.

Falmouth's resident population continued to increase during the period at the highest rate in the study unit (76%), making it the second most populous town in the region by 1940. The number of summer visitors also increased, and by period's end an estimated 15,000 people were present in town during the July and August seasonal peak, more than twice the resident figure. The distinctive coastal summer colonies continued to grow, and many had specific regional or professional associations. Worcester area residents congregated at Falmouth Heights, Brockton natives summered at Silver Beach, and Watertown inhabitants came to Megansett. At the same time, Woods Hole attracted a summer scientific community in the "Professor's Row" area, and an academic colony developed at Seapit and Waguoit Bay.

In 1915 the foreign-born population had increased to 26%, far above the regional average of 17%. Portuguese-speaking immigrants continued to dominate, making up 66% of the town's foreign-born. British (8%), Irish (7%), Canadians (7%), and Swedes (5%) represented much smaller minorities, and several other nationalities continued to be present in lesser numbers. By 1940, the town's foreign-born population had declined to 14%, following the general drop throughout the region. At the same time, the town had a relatively high nonwhite population of 11%, probably composed mostly of Portuguese West Islanders. Employment opportunities for males continued to grow. In 1915, manufacturing (including the house construction trades) again became dominant, with 41% of the workforce. Agriculture occupied 23% of working males. A relatively high proportion, 12%, were engaged in trade in what had become a regional commercial focus.

New religious societies were formed for both permanent and summer residents. In 1915, a summer Catholic mission (Immaculate Conception) was established at North Falmouth, and in 1928 St. Thomas summer Catholic chapel was located at Falmouth Heights. Meanwhile, in 1921 a Portuguese Catholic mission was formed at East Falmouth, and in 1923 a church was built. A Christian Science Society was formed in 1934.

### C. Settlement Pattern

Resort development continued along the Vineyard Sound and Buzzard's Bay coasts, and Falmouth Village grew as the commercial and civic focus. Commercial development extended along Main Street in the village, and a Junior High School was added to the civic focus in 1925. Summer colony development extended to the southwest along Oyster Pond Road between Salt Pond and Oyster Pond. St. Thomas Chapel was opened at Falmouth Heights in 1918. St. Anthony's Catholic Church was erected to serve the Portuguese at East Falmouth in 1923. Cottage development continued in the 1920s along the town's south shore at Mara Vista, Acapesket, and Davisville. At Manuhant, new development in the late 1920s

included a yacht club, and the Grace Memorial Chapel was built here in 1931.

Residential development continued at Woods Hole. In 1916, the Gansett Woods area was created as a residential area for Biological Institute scientists, next to the Woods Hole Golf Course. The Oceanographic Institute was added to the research focus on Great Harbor in 1930. To the north, the Quisset Yacht Club was built, and Racing Beach was developed as an exclusive summer home area. At West Falmouth, resort construction took place at Falmouth Cliffs and Old Silver Beach, and at North Falmouth development continued at Silver Beach and Megansett.

#### D. Economic Base

It was the Portuguese who brought the strawberry industry to its peak. In 1915, most of the growers formed the Cape Cod Strawberry Growers Association as a way of marketing crops. By 1921, Falmouth was the largest shipping point for strawberries in the state. By 1930, there were more than 200 individual strawberry growers in the town with extensive strawberry and cranberry beds in East and North Falmouth, Hatchville, and Teaticket.

Another agricultural advance was the formation of the Coonamessett Ranch, controlling about 14,000 acres in Bourne, Mashpee, Sandwich, and Falmouth. The company was organized about 1917 by Charles R. Crane, Wilfrid Wheeler, and others to demonstrate the value of Cape Cod land in the production of ordinary farm crops and to attract new farmers to this section of the country. Crane (1858-1939), Chicago-born manufacturer and diplomat, was a key donor to the Marine Biological Laboratory after his family became summering in Woods Hole about 1899. Wheeler (1876-1961) was the state's first commissioner of Agriculture before he moved to Falmouth in 1919 to run the Ranch. Although it lasted less than a decade, the model farm was credited with being "the largest agricultural project of its type east of the Mississippi" (Faught: 20). Wheeler moved to Ashumet Pond developing a 20-acre tract of land on which he produced 21 new species of holly. The Ashumet Holly Reservation was donated to the Mass. Audubon Society in 1964.

Attamansett Farm, also in Hatchville, was noted for its pure-bred cattle. The raising of oysters was also developed in this period.

The only manufacturing activity in 1930 was a cement block plant in Teaticket.

Much of the Coonamessett Ranch was taken for the Otis Air Force Base in 1940. And in other respects the town's agriculture declined in the face of the growing automobile tourist traffic. By the end of the Early Modern period, the town had come to depend on the summer resort business for over 75% of its normal annual income. In 1945, it was said that the town's summer population ranged from three to five times that of the permanent population.

## E. Architecture

Residential: Summer resort development continued strongly through the 1920s. Many involved smaller houses, although exclusive developments, such as Racing Beach. Many of the smaller examples are 1 1/2-story gable in form with shed and wall dormers, as well as a number of bungalows. Larger houses include pyramidal houses and a number of revival styles, including Dutch Colonial.

Institutional: The town's third Catholic Church, St. Anthony's, was built in 1928, a small center entry gable front church that has been expanded and modified several times. A Catholic chapel, St. Thomas, was originally a tea room, gable front in form, with both center double door and side doors, flanked by roundheaded windows in both the main block and its low-roofed wings.

The town's new public library (no date) is constructed in a Renaissance Revival style in yellow brick, story-and-a-half in height under a high hip roof, central entry with entablature supported by consoles and a band of three roundheaded windows on each side. Both the Elementary and High School (probably dating from the 1930s) were constructed of brick in a Colonial Revival vocabulary; the former is 1 1/2 stories with a pedimented entry and cupola; the latter is 2 1/2 stories under a hip roof, central and lateral projecting pedimented bays, with square tower and belfry over central entry. Similar, too, is the school administration building, with a central pedimented pavilion and cupola. The Woods Hole Oceanographic Institute's labs are large brick Georgian Revival structures of three and four stories.

Commercial: On Main Street, several exceptional commercial blocks, two to three stories high, were constructed during the period in revival styles including half-timbered Tudor, Colonial Revival, and brick Georgian. Also surviving is a small gas station with green tiled pyramidal roof.

## XI. SURVEY OBSERVATIONS

The Falmouth inventory includes only structures within the town's historic districts. The forms on these structures are often incomplete, seldom providing accurate material for dating or typing. The town's significant 19th-century component is scarcely considered, nor are 20th-century buildings.

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