

MHC Reconnaissance Survey Town Report

KINGSTON

Report Date: 1981

Associated Regional Report: Southeast Massachusetts

Reconnaissance Survey Town Reports, produced for MHC's Statewide Reconnaissance Survey between 1979 and 1987, introduce the historical development of each of the Commonwealth's municipalities. Each report begins with an historic overview, a description of topography, and political boundaries. For the purposes of the survey, the historic period has been subdivided into seven periods: Contact (1500–1620), Plantation (1620–1675), Colonial (1675–1775), Federal (1775–1830), Early Industrial (1830–1870), Late Industrial (1870–1915), and Early Modern (1915–1940/55). Each report concludes with survey observations that evaluate the town's existing historic properties inventory and highlight significant historic buildings, settlement patterns, and present threats to these resources. A bibliography lists key secondary resources.

Town reports are designed for use together with a series of town maps that demarcate settlement patterns, transportation corridors and industrial sites for each historic period. These maps are in the form of color-coded, polyester overlays to the USGS topographic base map for each town on file and available for consultation at MHC. For further information on the organization and preparation of town reports, readers should contact MHC.

Users should keep in mind that these reports are now two decades or more old. The information they contain, including assessments of existing knowledge, planning recommendations, understanding of local development, and bibliographic references all date to the time they were written. In some cases, information on certain topics was not completed. No attempt has been made to update this information.

Electronic text was not available for digital capture, and as a result most of the reports have been scanned as PDF files. While all have been processed with optical character recognition, there will inevitably be some character recognition errors.

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I. TOPOGRAPHY

Coastal town on Kingston Bay. Sandy to gravelly soils. Complex topographic relief in southern portion of the town. Major drainage via Jones River which is fed by numerous smaller streams. Some marsh area along the Jones River.

II. POLITICAL BOUNDARIES

- ✕ Established as a town in 1726, it was originally the North Precinct of Plymouth. Annexed the nook (Ahdenah) from Duxbury in 1857.

III. HISTORIC OVERVIEW

- ✕ Kingston is an historic town located in the Coastal Lowlands on Kingston Bay. Originally the North Precinct of Plymouth, it has maintained its traditional ties via a close relationship with North Plymouth. North Plymouth acting as an industrial focus for East Kingston's (Rocky Nook) residential development. Late 17th and early 18th century development focused at Kingston Center, Landing Road and along the Massachusetts Bay Path with scattered settlement near various ponds. The Jones River acted as a focus for ship building during the late 17th and early 18th century with Rocky Nook providing the rigging for larger ships at its wharves. Exploitation of bog iron began early in the 18th century. Mid and late 18th century settlement remained focused on the Bay area with scattered nodes around industrial sites at Triphammer on Wapping Road and the Mills at Furnace Brook. Early and mid-19th century development continued at the Civic Center with construction of new Town House, 1st Congregational Church and Academy in the 1840s. Civic center lost commercial dominance as coming of railroad drew business to station area at Summer Street just north of present Evergreen Street in the 1850s. Rocky Nook began serving as a residential suburb of North Plymouth with demand for housing for Plymouth Cordage workers. Establishment of tack factory also drew worker residential development to this area which served as one focus of immigrant populations. Irish
- ✕ Community prominent at intersection of Elm and Brook Streets (called Dublin) in the latter half of the 19th century. Trolley line built for Plymouth Cordage workers (1889) extended to serve northern portion of the town in 1894. Ship building gradually phased out by 1874. Early 20th century development at Rocky Nook as summer resort. Residential development of Ahdenah and western portion of Rocky Nook in the 1920s. Western portion of the town underwent some post World War II residential development. Kingston appears to have escaped the intensive development experienced by other Southeastern Mass. towns with the coming of Route 3 due to the construction of the Pilgrim plant which drew development to southern Plymouth. The town is also unusual in comparison with other of Plymouth County's smaller towns in that it has retained a small industrial base to the present time.

IV. CONTACT PERIOD (1500-1620)A. Transportation Routes:

Located along primary coastal corridor from Plymouth Bay to Pembroke Ponds. Main coastal trail from Plymouth documented along axis of Route 3A, including Crescent St. loop over Smelt Brook and ford over Jones River at Landing Road (Melville, 1976, p.13), with branch to Rocky Nook probable as Howland Ln. From Jones River ford coastal route extended north across Halls Brook ford along axis of former railroad to Duxbury. Primary route west to Pembroke Ponds appears as Pembroke st. (Route 27) with likely alternates

north as School and Brookdale Sts. and connection to Jones River ford as Evergreen St. through Kingston center. Conjectured route to Bridgewater ponds follows Wappaing Rd. (Route 106) with documented ford at Jones River as "Indian Bridge" (Melville, 1976, p.13) and route to Winnatuxet (Middleborough) as South-Elms Sts. (Route 80 in part). Other probable trail candidates include Parting of the Ways Rd. to Plymouth and connections to Smelt and Goose Ponds along Smelt Brook as portions of Raboth Rd. Some original trail survivals likely in Kingston State Forest to Wolf and Muddy Ponds.

B. Settlement Patterns:

Three native sites with late Woodland, contact and/or early historic period components were reported. A late Woodland component was found adjacent to Lucas Pond while a Woodland/Contact/Early Historic period component was exposed in a shell heap on the northern shore of Foundry Pond (MAS 1960: XXI, 17-19). A probable Christian Indian burial (c.1650-75) with associated grave goods was unearthed on the former site of the Patuxet House, corner of Green and Summer Sts. (MHC survey, Willoughby 1935: 243). The complex of unidentified native sites extending from the southern shore of Smelt Pond to the northern shore of Foundry Pond; the banks of the Jones River, particularly area running from Main St./Jones River junction to the river mouth (including Kingston shore) and shores of Indian Pond and Silver Lake are also likely native contact period sites due to access to diverse freshwater, marine and woodland environment. Martin Pring travelled up Jones River around 1603, identified native planting grounds and villages.

C. Subsistence Patterns:

Seasonal fishing, hunting, collecting and horticulture. The Jones River and its tributaries, interior ponds and Kingston Bay were rich sources of fresh and saltwater fish. Interior woodlands, ponds and coast provided an excellent habitat for wild game and water fowl sought by native population (see MAS Bulletin XXI No. 2, pp. 17-19). A variety of shellfish (i.e., soft and hardshell clams, oysters, scallops, lobster) were available on coast and mouth of Jones River. Potential planting grounds exist in northern Kingston, particularly Jones River lowlands. Coast accessibility suggests high probability of 16C. and 17C. European-Indian trade.

D. Observations:

Coastal access and environmental diversity indicates Kingston area capable of supporting a considerable native contact period population. Jones River, Smelt Pond and Smelt Brook probable settlement focal points. Kingston probably utilized during late spring and summer months by natives when seeking coastal resources. Sought the less exposed interior; probably concentrating around Pembroke Ponds (Pembroke), Monponsett Pond (Halifax); during the cooler fall and winter months. Locally probably affiliated with Mattakeesetts of Pembroke Ponds. Probable regional association with Pokanokets (Wampanoags) centered in Mt. Hope (Bristol), Rhode Island. Documented early 17C. European-Indian trade in Plymouth/Kingston area and extensive coast (Duxbury, Kingston, Plymouth) suggest high possibility Kingston area site of pre-17C. European exploration and temporary occupation.

V. FIRST SETTLEMENT PERIOD (1620-1675)

A. Transportation Routes:

Native trails improved as regional highways with Plymouth path along axis of Route 3A and bridge at Jones River ford (1639) (Melville, 1976, p.13). Ferry from Rocky Nook to Duxbury across Jones River (1636) operated briefly (Melville, Ibid).

B. Population:

No figures on native or white population. Plymouth, of which Kingston was part of until 1726, had 180 residents in 1624 and 150 in 1640. The vast majority of these individuals

lived in northern Plymouth. Kingston's pre-1675 population probably number no more than a dozen families. Many of these settlers had left the present Plymouth area probably for better land-grazing crops, while a smaller number moved from Boston and Duxbury c.1630s-1675.

C. Settlement Patterns:

Some displacement of native populace due to limited white settlement, particularly in the Jones River and Rocky Nook areas. Probable resettlement further inland. Occasional pre-1630 white settlement --- Abraham Pierce, one of first blacks in "Old Plymouth", may have lived on land between Landing Rd. and Summer St. as early as 1623 (Melville 1976: 29,362). Phineas Pratt lived on Jones River c. 1626 (Ibid:29). Post-1630 settlement congregated around Jones River mouth (present Kingston/Duxbury line to Rocky Nook) and west along Jones River banks. Settlement adjacent to Kingston/Duxbury line likely associated with early Island Creek settlement (Duxbury). Early settlers attracted by fertile Jones River lowlands and diverse freshwater/marine resource base of the Jones River and Kingston Bay. Minimal settlement in southern interior due to vulnerability to Indian harrassment and rough, hilly uplands (little potential as crop or grazing land).

D. Economic Base:

Probable continuation of native seasonal subsistence rounds. However, white settlement in Jones River lowlands and coast (prime subsistence areas) would limit native coastal access and disrupt seasonal inland/coastal subsistence cycles. Probably results in increased native focus on inland resources and European-Indian trade for subsistence items. White settlers place early emphasis on agriculture --- utilization of meadowlands of norther and central Kingston for grazing, livestock fodder production and planting grounds. Access to extensive freshwater and saltwater sources suggests considerable fishing (subsistence and commercial). Woodlands of southern Kingston provided timber, tar, etc. Jones River early focal point of mill industries. Jones River and Elm St. junction site of a sawmill and fulling mill established at junction of Jones River and Wapping Rd. Additional secondary activities (c.1670) included blacksmithing, carpentry and coopering.

E. Observations:

Pre-1675 Kingston closely tied to Plymouth. Majority of incoming residents moved from area within present Plymouth. Kingston lacked civic, religious and educational facilities; these were sought in northern Plymouth until early 18C. Prior to 1640s settlement also lacked industrial operations. However, erection of local mills in 1640s signalled initiation of developing community autonomy eventually culminating in early 18C. establishment of Kingston.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

Major regional highways remain from 17th century with relocation of Plymouth Road as Route 3A (1708) with new bridge over Jones River (1715) (Melville, 1976, p.13). Establishment of town center created radial meeting house roads as Grove St. west along Jones River and Tarklin Rd. north along Halls Brook (Route 3A) replacing original Plymouth path. Ferry to Rocky Nook apparently discontinued during 18th century. Prospect Rd. along Smelt Brook to Smelt Pond of period date.

B. Population:

Period lacks native population figures. Native and black population, however, substantial enough that galleries were built in Kingston meetinghouse in 1752 for Christian natives and blacks. White population numbered 48 families by 1717. At time of Kingston incorporation population had grown to 550 residents. In 1765 settlement had expanded to 759 resi-

dents. Substantial influx of Scot-Irish immigrants during first half 18C. Handful of Acadian families forcibly settled c.1756.

C. Settlement Patterns:

Expanding white settlement continues to cut into settlement area available to natives. Probably move further inland to less desirable lands (i.e., southern uplands). Piegan Hill, 18C. documented site. Native harassment of white settlers during King Philip's War although unclear degree of destruction suffered by white community. Jones River remains focal point of white settlement. Primary settlement node developed on Main St. between Evergreen and Summer Sts. in late 17C./early 18C. Meetinghouse erected c.1720 on corner of Main and Green Sts. Contemporary secondary node established on Main St., eastern side Jones River and Rocky Nook. Great Bridge (c.) connected node with town center. Area's high potential for mill industry, marine based activities (i.e., fishing, shipbuilding) and farming were important factors in development of these two nodes as Kingston's residential, commercial/industrial and civic center. Limited inland settlement, clustering primarily around 18C. mill, iron production and shipbuilding facilities located on Jones River and interior streams and ponds (see economic section for locations).

D. Economic Base:

Land available to natives for seasonal subsistence rounds continues to dwindle with expanding white settlement resulting in increased sedentary lifestyle and dependence on white community support. Some natives probably seek white employment --- servant, laborer, fishing. Mill and iron industry and shipbuilding challenge farming as primary white economic activity in early to mid 18C. Mill industry developed on every major stream: Pine Brook - 1 sawmill (c.1713), 1 forge (c.1734); Forge Pond - 1 forge (c.1735), 1 gristmill (c.1751); Jones River Brook - 1 gristmill (c.1767); Halls Brook - 1 forge (c.1727); Furnace Brook - 2 sawmills (pre-1721, c.1761), 1 furnace (c.1735); Mile Brook - 1 shovel works (late 18C.); Jones River - 1 gristmill (c.1704), 1 dyewood "manufactory" (c.1727); Barrows Brook - mill (probably early 18C.). All but one of town's iron production facilities in close proximity to Silver Lake (major source of bog iron) minimizing costs of transporting raw iron to forges and furnace. Likely mill and iron industry development spurred expansion of related bog iron, timber and charcoal production. Shipbuilding concentrated on Jones River shore, adjacent to Landing Rd., and Rocky Nook. Initiated with establishment of a shipyard at Stoney Brook Landing Place (near John Bradford House) and a second yard adjacent to Landing Rd. by Caleb Stetson and Samuel Drew, respectively, c.1713. Additional yards added later in 18C. facilitated by post-1737 breakup of John Bradford's property in vicinity of Landing Rd. Additional marine activities undertaken at these two locales. Landing Rd. and Rocky Nook wharves focal point of import/export trade (Boston, Salem, West Indies, Great Britain) throughout 18C. North of Landing Rd. wharves, on Jones River, were a tryworks and soap factory probably erected to render whales brought in by whalers shipping out of Rocky Nook in 2nd half 18C. Rocky Nook also site of early 18C. fish drying racks. By early 18C. substantial commercial district had developed in town center, extending from junction Main and Summer Sts. to slightly west of 1720 meetinghouse.

E. Architecture:

Residential: Only one house, the Bradford House (1674), a two-story two-bay, end-chimney house extended to four bays in 1717, is known to survive from the late First Period (1675-1725). Several other residences, including an end-chimney half-cottage (c.1690) and a gambrel-roofed two-story, three-quarter house (1713/14) are dated to the period. The gambrel, if original, would be an early example of the form indicating a certain degree of sophistication. Generally, however, Kingston's Late First Period houses, all originally less than five bays in width, are modest, vernacular structures. Apparently, full five-bay facade, center-chimney houses were not constructed before the mid-18th century. The most common house type of the Colonial period was probably the center-chimney Cape-type cottage, but by the 1750s, more ambitious, two-story, center-chimney houses, some with Georgian pedimented porches, were being built in some numbers. The willingness to incorporate highstyle detail-

ling on smaller half and three-quarter houses and also on cottages reflects Kingston's relative affluence and sophistication during the Colonial period. Gambrel roofs remained a common form, both for cottages and houses. At least a few double houses were constructed at the town center.

Institutional: The first meetinghouse (43' x 36') was built in 1720, with the first schoolhouse, a one-story, three-by-two bay structure with a single side entrance, was built in 1714 (demolished 1922). Another school was constructed on South Street in 1738.

Commercial: Several taverns are known to have operated during the period, but only two are known to survive: The Little Tavern (1713/14), a two-story, center-chimney Georgian house standing on Main Street, and the Washburn Tavern, a two-story Georgian house with an unusual gable-on-hip roof.

F. Observations:

Community maintained strong agricultural base with rapidly developing marine based and mill and iron industries. Large number of suitable streams and river permit some of the more extensive 18C. industrial development documented in the southeastern Massachusetts study region. Extent of local industry suggests these operations served a broad based (local, regional) market. General economic growth of 18C. Kingston enabled establishment of relatively strong, autonomous community, no longer tied to Plymouth. Continued rural nature of present town, excluding center of Kingston and Rocky Nook, indicates high probability of surviving 17C. and 18C. domestic and industrial archeological sites, particularly on minimally developed streams and ponds. Recent local history (Melville 1976) excellent source for early Kingston development.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Road network remains from 18th century with improvement of routes south across Jones River to Dublin mill area as Indian Pond Rd. (Route 80).

B. Population:

Slow growth prior to 1800, slight increase in growth rate to 1820 then static until 1830. (Population 980 in 1776, 1321 in 1830). First Congregational built new meeting house in 1799. Baptist meeting house in 1806. Second Congregational Society 1829.

C. Settlement:

Growth occurred at Kingston Center and south along the Bay Path to Plymouth. In 1815 there were 240 dwellings in the town, one-third of that total focussed around the Meeting house and Town House. Other foci Brook St. Landing Road, Indian Pond, Silver Lake and Rocky Nook.

D. Economic Base:

By 1815/six grist mills, four saw mills, carding mill, and colonial-period furnace (now receiving New Jersey ore). Commercial cod and mackerel fishing from Kingston and Rocky Nook wharves with large salt works at latter. Shipbuilding, begun in Colonial period at the Landing, received principal fame from Joseph Holmes yard begun about 1810. Holmes himself had begun an anchor forge at Forge Pond in the last decade of the 18th century that would last until post-Civil War years. Nevertheless, ship timber nearly exhausted in Kingston; by this time being imported from Middleboro, Halifax and back towns.

Strong emphasis on early Federal period iron and nail making activities with early experiments by John Washburn in developing two-step nail making process. Development picked up by Jesse Reed, in Kingston by 1807, and by implication (according to Drew) Reed's all-important nail machines were developed here, with patents issued 1809, 1810, 1811. Nail and tack manufacture not recorded, however, until early 1830s. Washburn also credited with local development of screw auger (c.1790?), another product with long 19th century history of manufacture in Kingston. By 1815 there were two makers of gimlets, bits and augers.

In the rush to textile manufacture initiated by the Embargo and the War of 1812, two cotton and woolen factories begun 1813 on Jones River --- Kingston Cotton and Woolen Mfg. Co. at the Pumping Station privilege (Elm St.), 3/4 mile below. The list of incorporators of the latter, refugees from maritime commerce including Joseph Holmes, Duxbury shipbuilders Ezra Weston, father and son, Jesse Reed, and others.

Shoemaking probably also begun during this period. By 1830s, shoe shops produced annually over \$10,000 worth of boots and shoes.

Early gravity water supply system constructed by Kingston Aqueduct Co. c.1804 from source on Fountain Head Brook.

E. Architecture:

Residential: During the Federal period, the percentage of ambitious houses constructed increased with both late Georgian and Federal style examples surviving. Brick houses, apparently unknown in the Colonial period, began to be constructed in some numbers; some half dozen two-story, five-by-two bay brick houses are known (most along Wapping Road) along with a number of brick end-wall chimney Federal houses at the town center. Only one highstyle, three-story Federal house is known, on Main Street at the Western edge of town, but many other substantial Federal houses, most with hip roofs and interior end chimneys, were built, with concentrations along Wapping Road and on Main Street, the town center. Double houses remained a fairly common form, even for more substantial and well-detailed construction. Also constructed were a number of gable-roofed, end-chimney, full, three-quarter, and half-plan cottages, most of these concentrated in outlying areas and along back roads.

Institutional: The most significant institutional structure of the period was the second meetinghouse (1798-1851), a two-story, hip-roofed highstyle structure, 60' x 55' x 25', with cupola-ed double end-towers flanking a monumental Doric portico. The meetinghouse is particularly notable for its unique double-towered form, local design precedents for which are unlikely, for its size and for its Roman-derive Jeffersonian Classicism, virtually unknown outside the South. A number of other institutional structures were built in the period; Kingston is unusual in that many of these survive. Other ecclesiastical structures include the 2nd Congregational (Mayflower) Church (1829), a one-story, gable-roofed Greek Revival building with a pilastered facade, end pediment, lancet windows, and end tower with spire and a Baptist meetinghouse (1805-1900), a two-story, gable-roofed building with an octagonal cupola. By 1815, Kingston had four schoolhouses and a grammar school as well as an Academy (established 1815). A poorhouse was established in 1827 on Landing Road in a 1772 end-chimney half house.

Commercial: The most notable commercial structure of the period was the Beal Store (1794), a two-story, gable-roofed addition to a 1785 late Georgian house.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes:

Road system intact from early 19th century. Improvement of Plymouth corridor with Old Colony Railroad (1845) along Jones River valley through Kingston center (Melville 1976).

B. Population:

Slow steady growth to 1860 then slight drop to 1870. Foreign born population 138 in 1855, majority from Ireland.

C. Settlement:

Irish Community at Brook and Elm Streets. Other residential settlement at existing nodes.

D. Economic Base:

Kingston reached peak of manufacturing activity during this period. Of the 24 separate privileges on the Jones River and tributaries, probably most in use by 1830's. In 1837 there were 40 men at work in the shipyards, which in the preceeding five years had produced

19 ships. Last ship not launched until 1887, though by 1840 number of vessels produced had begun to decline as shipwrights and shipbuilding activity began migration to Boston area. In 1837 19 ships were at sea in cod and mackerel fisheries furnishing employment for 276 seamen.

As shipbuilding declined, land-based industries strengthened. By 1845 there were three tack and brad manufacturers with an annual product value of \$17,400 and 15 employees. Boot and shoe production, amounting to \$30,000 in 1845, reached its peak recorded census year in 1865 when 125 men and women worked in small shops.

E. Architecture:

Residential: As is true for the Federal period, Kingston retains an unusually broad range of Early Industrial house types and architectural styles. Although the most common housetype of the period is the sidehall Greek Revival cottage, of which a number of good examples, with pedimented end-gables, transomed entrances and peaked lintels, survive across the town, Gothic Revival houses and cottages, rare in the study unit, were also built in Kingston; these include a board-and-batten cottage on Main Street and a number of steep-gabled center-entrance Gothic Revival cottages at Silver Lake and along Main Street at the town center. A few cottages retain some Egyptian Revival detailing: one octagon house (1855) stands on South Street. By the 1860s, sidehall cottages were being updated with polygonal bays and bracketed cornices. Only one highstyle Italianate house is known, an interior end-chimney house (possibly originally a Federal house remodelled in the 1860s) on Main St. with a rusticated facade and molded window caps.

Institutional: Several important institutional structures were built in the period, most of these located in close proximity to each other on Main Street. These include the Town Hall, a story-and-a-half Greek Revival structure with a raised center gable, built in 1841 and remodelled c.1870; the third church of the First Parish (c.1852), a two-story Romanesque Revival building with a projecting pedimented porch, quoins, roundhead windows and a three-stage tower; and the town's first High School (1866-1962), an elaborately-detailed two-story, hip-roofed Italianate building with double side entrances, quoins, rustication, and roundhead windows. Also built were several Greek Revival schools, at least two of which survive, both one-story double-entrance schools with wide pilasters and pedimented end-gables. Also standing is the second Baptist meetinghouse (1835), a one-and-a-half story Greek Revival church with lancet windows and a two-stage tower with spire.

Commercial: A number of commercial structures were built in the period including the Patuxet House, a two-and-a-half story Greek Revival/Italianate hotel (1854), in operation as the Bay View Inn, until its demolition in 1970; the Keith Store (1848) and the Old Colony Depot (1845), a hip-roofed, brick Italianate building three bays square with round-arched bays, moved to Summer Street c.1890.

Industrial: The only known surviving industrial building of the period is a mill on Pembroke Street, two-and-a-half stories tall with a gable roof.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Further extension of railroad routes with Duxbury and Cohasset line from Kingston center (1871) with bridge over Halls Brook (now abandoned). Trolley line to Plymouth opened to Kingston center along Route 3A (1893) extended to Pembroke and Brockton along Pembroke St. (Route 27) after 1900 (Cummings, 1959).

B. Population:

Slight decline to 1880 then steady growth to 1915. Foreign born population 154 in 1885 grows to 685 in 1915, 1885 figures show small German colony with largest ethnic group Irish, by 1915 the ethnic composition had changed considerably (305 Italians, 133 Canadian, 116 German) Roman Catholic Church of the Visitation built 1882.

C. Settlement:

Italian community at Rocky Nook from the 1880s. Subdivisions at Rocky Nook in 1904. Some expansion at existing nodes.

D. Economic Base:

By 1875 Kingston had five manufacturers of tacks, brads, rivets, and nails, with an annual product worth over \$134,000. It was a prosperous period for tack factories. One historian wrote (without further substantiation) that in the late 19th century "there were more tack factories in Kingston than in any other place in America" (Thompson). By 1907, there were eight manufacturers listed in the town directory.

Arrival of the Duxbury Branch Railroad after 1879 added Boston wealth and summer residents to a community already noted for its prosperous retired sea captains. Despite the presence of both of these groups, the loss of both shipbuilding and fishing industries provided little incentive in the early 20th century for the inheritors of this wealth to remain in town (Thompson).

Municipal water system constructed 1886 with construction of brick reservoir tank south of Russell Pond and pumping station of Jones River.

E. Architecture:

Residential: As few mansard-roofed houses or cottages are found in Kingston, it is apparent that residential construction was very limited during the 1870s and '80s although it is probable that at least a few of the simpler Italianate houses of the town may date to the 1870s. By the end of the 1880s, however, some Stick Style/Queen Anne houses with elaborate gable screens and clipped-gable roofs were being built on Main Street with similar Stick Style and Queen Anne cottages constructed at Rocky Nook. More modest vernacular Queen Anne single-family houses, two-and-a-half stories tall with patterned shingles in the gable and simple porches with turned and sawn woodwork, were built at the intersection of Grove and Pembroke Streets with a second community, probably dating somewhat later, c.1905, at Main Street and Smith Lane; Main Street/Smith Lane community includes more varied workers' housing with at least a few multiple-unit dwellings. Very little highstyle construction occurred but at least a few ambitious highstyle houses are known to have been constructed; only one survives, a one-and-a-half story, gambrel-roofed Shingle Style/Colonial Revival house at Rocky Nook. Also built was a Second Empire house of some pretention Keith House, (1887-1930) and one large and elaborate Queen Anne house. By the end of the period, shingled Colonial Revival and Craftsman cottages and bungalows were being constructed in some numbers at Rocky Nook; a few of these are quite well-detailed.

Institutional: Many of Kingston's Late Industrial institutional structures are still standing, including at least one of three fire stations built in 1887 (a shingled Queen Anne building on Main Street), several schools of the turn of the century (Green Street School, 1895, a hip-roofed, T-plan, shingled Colonial Revival School), the Stick Style Church of the Visitation (1882), a one-story church with a gable-end cupola, and the Third Baptist Church (1886), a well-detailed Queen Anne church with an asymmetrical plan and offset tower with a pyramidal spire. Also built in the period was the Adams Library (1898), a one-and-a-half story brick Federal Revival building.

Commercial: Several commercial buildings were constructed at the town center and also at Main Street at the eastern edge of town. Most were large two and three-story "general" stores with gable-roofs and Italianate or Colonial Revival detailing; a few combined residential space above. Most of the surviving stores have been lowered to one or two stories.

Industrial: Several industrial buildings of the period survive, the most notable being the towered, brick Queen Anne pumping station (1886) on Elm Street. Other well-preserved industrial buildings include a two-story frame factory on Elm Street and another similar building at Triphammer.

X. MODERN PERIOD (1915-1940)

A. Transportation Routes:

Abandonment of trolley line in 1920s and improvement of local roads as regional auto highways. Primary north-south connection between Plymouth and Boston through Kingston center as original Route 3 (now 3A), with western connections as Route 27 (Pembroke St.) to Pembroke and Route 106 (Wapping St.) to Halifax.

B. Population:

Slow and steady growth to 1940 (2580 in 1915 to 2783 in 1940) foreign born population declines somewhat to 590. Church of the Visitation becomes St. Josephs with construction of new building in 1935. Post World War II population increased considerably to 6776 in 1975.

C. Settlement:

Ahdenah developed 1925. Area between present Route 3 and Main Street developed late 1920s.

D. Economic Base:

By Early Modern period, all but two of tack factories closed, as industry-wide consolidation and competitive pricing forced out smaller plants in out-of-the-way locations. About 1900 Silver Lake, source of the Jones River, had been taken for Brockton's water supply, further limiting available water downstream. Major new concern, Mayflower Worsted, opened at former "Triphammer" privilege on Wapping Road c.1919, followed in 1945 by Barnes Worsted at next privilege below (Elm St.). Principal industries included poultry raising and cranberry growing, though neither appear to have reached the production levels of some neighboring towns.

E. Architecture:

Residential: Residential construction consists primarily of bungalows and cottages built at Rocky Nook and along Elm and Main Streets. Most houses are modestly-detailed with Colonial Revival and Craftsman trim but a few more ambitious Dutch Colonial and Colonial Revival houses, some with masonry detailing were built at the Town Center. Highstyle houses of the period are unknown with one exception, a modest International Style house which may date as early as 1940.

Institutional: The most notable institutional structure of the period is the Reed Community House (1926), a two-story shingled Georgian Revival building with a portico, on Main Street. Also built in the period is Saint Joseph's Church (1935), a two-story, brick church with a basilican plan, end-gable parapet and elements of both Georgian and Renaissance Revival detailing.

Commercial: The most notable commercial structure of the period is the Post Office block, a well-preserved 1926 Colonial Revival storeblock, one-story in height with a pedimented parapet at the center and well-detailed Georgian arched door surrounds with keystones at each store bay.

XI. SURVEY OBSERVATIONS

Kingston's survey has forms on only a half dozen of the oldest houses in the town; future inventory work should concentrate on the following areas --- west of town along Wapping Road to Silver Lake; south of town along Elm and Indian Path Roads; in addition, the town center should be thoroughly-documented as its excellent state of preservation make it one of the study unit's most compact and varied districts of residential, commercial and institutional architecture. Vacancy threatens the 1887 Fire Station and 1895 Green Street School. Also unusual are the number of Colonial houses in Kingston with gambrel or gable-on-hip roofs.

Industrial: Kingston's limited survey includes no industrial buildings, yet unlike many of its neighboring towns, Kingston has a surprising number --- including three tack factories, representative of a period when Kingston led the rest of the county in tack making. Probably the oldest is the Cobb & Drew complex, a firm which has been and remains in operation since the 1840s; most of the buildings date from the late 19th century and should be considered NR eligible. The town also retains both its Old Colony Railroad depot and its pumping station, two Queene-Anne brick structures from the 1880s. The Elm Street bridge next to the latter is an 1889 pin-connected Pratt truss with bridge plates identifying the maker as the Groton Bridge and Manufacturing Co. of Groton, NY, an unusual survivor, though a recent automobile accident at one end probably has limited its future. There are also two stone-arch bridges over the Jones River: an 1845 railroad culvert near Grove Street and the 1895 Route 3A bridge. The Kingston Aluminum Foundry now uses part of the former Plymouth & Brockton Street Railway carbarn on Pembroke Street.

Development Pressures:

Intense commercial development along Route 3A corridor from Route 3 (Boston-Plymouth expressway) interchange with immediate threats to historic integrity of original Kingston center. Strip activity also evident along Route 27 with suburban residential pressure throughout southern ponds area (Smelt-Indian Ponds) to State Forest lands.

XII. SOURCES

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