

# MHC Reconnaissance Survey Town Report

## PLYMPTON

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.

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



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## MHC RECONNAISSANCE SURVEY REPORT

Date: June 1981

Community: Plympton

### I Topography

Plympton's landscape is characterized by a complex system of up-land and swamp. Drainage is to the east via Jones River and Barrows Brooks, to the west via the Winnetuxet River and Colchester Brook and south via Annasnappet Brook. Swamp lands run on a north/south axis in the western portion of the town and follow the path of Jones River and Barrows Brooks in the eastern portion. Soils are generally sandy. Silver Lake forms the northern boundary of the town.

### II Political Boundaries

Plympton was established as a town in 1707. It was formed from part of Plymouth. Part ceded to create Halifax and part of Middleborough annexed 1734. Part established as Carver 1790. Further annexation of Plympton lands by Halifax 1831. Bounds between Plympton and Carver established 1793. Establishment of bounds and mutual exchange of territory between Plympton and Halifax 1863.

### III Historic Overview

Late 17th and early 18th century settlement on Brook St., at Plympton Center, on Crescent St. and at North Plympton. 17th and 18th century economic base primarily agricultural. Cannon foundry at Ring Road in 1750 (per archeological inventory) other 18th century industrial sites include a grist mill on Barrows Brook and a sawmill opposite the cannon foundry on Ring Road and a possible 18th century iron forge and grist mill on Winnetuxet Road. Early 19th century cotton and linen mill on the latter site. Winnetuxet Road became the industrial focus of

the town by the mid- 19th century with a rolling mill (c. 1822), a second cotton mill, and a grist mill. Industrial axis proceeded southward with construction of paper box mill (1849 California Mills). All industrial activity in this area appears to have oriented toward Middleborough. Settlement patterns during this period remained linear with new residential development represented as infill along existing roads. Railroad construction resulted in small-scale summer resort development at Silver Lake, in conjunction with the Old colony Railroads Silver Lake Grove (c. 1860 - 1880). Small scale industrial node at Bonney Pond in central portion of the town . Lyceum created at Plympton Center in 1852. Small scale shoe factory on Main Street between Palmer and Winnetuxet roads (1870 - 1896). By early 20th century many of the early industrial sites had gone through a succession of occupants, and by the late 20's most had disappeared from the landscape. It is obvious that industrialization did not develop to the same extent as in towns to the west. Presumably, Plympton locked into the Middleborough-Bridgewater economy to some extent, however, the lack of adequate transportation restricted industrial growth. Another problem that Plympton had to face was its lack of habitable land... the extensive system of bogs, swamps, and streams which obviously provided water power to early activities does not allow for much physical expansion, either industrial or residential. This topographic constraint has been evident all through the town's development. It is particularly obvious in the pattern of early roads which were restricted to highland areas. It should be noted that the road network as it exists today differs very little from the network indicated by the 1794 map of the town.

Plympton remains relatively isolated from activity occurring in this sector of the county. It is not directly on the expressway net-

work, and so has managed to escape wholesale suburbanization, although it is beginning to draw residential development. It is doubtful that it will be as heavily affected as towns lying closer to the expressways and growth centers in the county.

#### IV Contact Period (1500 - 1620)

A) Transportation Routes: Intermediate corridor between Plymouth Bay and Nemasket(Middleborough) along Winnetuxet River. No trails documented. Primary east/west route around Turkey Swamp presumed as County Road(Route 106) and probable trail around Silver Lake as Grove Street. Primary north/south route probable as Main Street with former loop around Jones River as Crescent Street. and east/west connectins to Plymouth Bay likely as Ring Road and Brook and Mayflower Streets to Plympton center. Precise crossing of Winnetuxet River unknown with presumed ford near Prospect Hill at Winnetuct Street-Parsonage Road. Possible trail links around Colchester Brook may include portions of West and Cross Roads and Palmer Street(Route 58). Other likely trail candidates may be Lake and Forest Streets to Silver Lake from Harrubs Corner and Spring Street along Annasnappet Brook.

B) Settlement Patterns: No reported contact period native sites. Of total five native sites, three unidentified, two Middle/Late Archaic. Three clustered in southeastern corner of Plympton, adjacent to freshwater sources(Annasnappet Brook and Ricketts Pond). Part of site complex extends into Carver. Two unidentified sites in center of Plympton and Ridge Hill, respectively. Probably primary native settlement areas would be shores of Silver Lake, Indian Pond,with extensive food resources,potential planting grounds,and relatively gentle terrain. Also, the lowlands adjacent to Colchester Brook, Winnetuxet River, and Annasnappet

Brook with varied food resources, interconnected waterways, and potential agricultural land.

C) Subsistence Patterns: Varied resource base. Extensive river/stream network in central and southern Plympton a good source of freshwater fish, also Silver Lake and Indian Pond. Widespread swamp and marshland excellent habitat for wild game, fowl, cedar sought by natives. Lowlands in vicinity of Silver Lake, Indian Pond, southern waterways high potential as planting grounds.

D) Observations: Scarcity of native contact sites probably more a reflection of lack of systematic area survey, dearth of documentation of previously discovered sites than actual settlement patterns. However, doubtful Plympton had large contact period native population due to large areas of marsh and swamp, close proximity to Pembroke Ponds - large number of freshwater ponds/lakes, rich resource base, traditionally claimed as major native site complex. Plympton area probably used during fall, winter, and early spring as part of seasonal coast/interior cycle - less exposure to elements than coast during these cooler seasons.

## V. First Settlement Period (1620 - 1675)

A) Transportation Routes: Native trails improved as regional highways with main east/west route as County Road (Rt. 106) and north/south highway as Main-Crescent Streets with ford at Winnetuxet River.

B) Population: No figures available for native population. White population amounted to no more than a handful of families. Virtually no settlement until c. 1680.

C) Settlement Patterns: Doubtful major changes in native settlement pattern due to absence of widespread competing white population. Extremely limited (post 1660?) white settlement - vulnerability to native attacks, distance from security (northern Plymouth). Those settling in Plympton (primarily

from Plymouth) attracted by expansive meadowlands - Jones River, Jones River Brook, Colchester Brook, Winnetuxet River; timber stands.

D) Economic Base: Native population probably continue to focus on seasonal fishing, hunting, collecting, horticulture. However, probable disruption of late spring, summer fishing, collecting on Duxbury, Kingston, Plymouth Bays with white settlement. Increasing reliance on Anglo-Indian trade for subsistence items. English settlers focus primarily on subsistence farming - livestock, crop production, timber production - from extensive cedar swamps (Turkey, Jones River Brook Swamps). Probably considerable subsistence hunting in swamps, woodland, for wild game; fishing on streams, rivers, ponds (Jones River, Jones River Brook, Colchester Brook, Winnetuxet River, Annasnappet Brook). No evidence of pre-1675 mill industry, despite presence of sufficient water power.

E) Observations: Limited documentation of area during this period. Evidence, however, suggests Plympton area lacked a discrete white community throughout First Settlement Period. Probably served primarily as source of raw materials - timber, livestock fodder, wild game, for nearby settlements (i.e., Middleborough, Plymouth, Duxbury) and immediate white residents. Minimal Anglo-Indian conflict due to lack of white presence.

## VI. Colonial Period (1675 - 1775)

A) Transportation Routes: Location of meeting house at Plympton center by late 17th century created radial road pattern from Main Street axis. Probable period roads include Palmer, Winnetuxet, Mayflower and Center Streets (Wright, 1973, map). Other 18th century highways appear as Brook-Spring Streets and Prospect Street from Winnetuxet River.

B) Population: Native population unknown. White population of 45 families when West Parish of Plymouth (present Plympton/Carver) established in 1695. Population had reached 1390 residents in 1765, population had reached 1707 individuals by 1776.

C) Settlement Patterns: No documentation of native settlement areas. However, post-King Philip's War influx of white population suggests displacement of remain-

ing native population from habitation sites, particularly on (1) Main Street between c. 1702 burying ground and Mayflower/Main junction, and (2) North Plympton - primary white settlement nodes. No documentation of King Philip's war impact on the community, residents probably abandoned area for safety of Northern Plymouth. Noticeable English settlement initiated c. 1680 with termination of Indian threat. Settlers attracted by extensive meadows, timber stands, water sources (fish, industrial power). Primarily from Plymouth, some from Duxbury. By 1695, a primary settlement node existed on Main Street between c. 1702 burying ground and junction of Main Street/Mayflower Road. Also served as civic center - Meetinghouse built c. 1698 on east side of Main Street. opposite present Plympton Post Office. Two succeeding meetinghouses (c. 1716, 1772) erected in vicinity of original structure. Also location of 18th C. town pond, stocks, and whipping post. Secondary settlement node located at Harrubs Corner - Isaac King, c. 1689; Dr. C. Loring, c. 1703. Early/mid 18th century settlement on Main Street between Plympton, N. Plympton; Prospect Rd.; Mayflower Rd.; Lakenham(Carver); South Meadow(Carver). Latter two communities request establishment as southern precinct in 1731, too far to travel to 1698 meetinghouse. Erect meetinghouse c. 1732 in vicinity of Lakenham cemetery (Carver).

D) Economic Base: No documentation of native economic activities. Probably increased sedentary lifestyle, less seasonal movement due to expanding white settlement. Likely some turn to whites for employment - servants, laborers. White population primarily dependent on farming - extensive meadowlands for grazing, good potential cropland adjacent to both sides of Main St. and Colchester Brook. Woodlands harvested for building material, charcoal production (iron industry). Limited industrial development - grist and sawmills, iron forge and furnace, generally dispersed locale, majority adjacent to Main St. First operation - Adam Wright grist mill, late 17th C./early 18th C., Junction Main St./Winnetuxet River. Two 18th C. sawmills nearby, vicinity of Parson-

age, Winnetuxet Rds., respectively. Early 18th C. sawmill at Borney Pond, two probable 18th C. sawmills on Barrows Brook (Kingston/Plympton line), junction Harrub's Corner/Barrows Brook. Iron industry flourished c.1740-1775, earliest iron forge/furnace established 1730-50 adjacent to Denmet's Pond (Mass. Hist. Soc. 1816: 269, Wright 1973: 10). Two mid-late 18th C. iron forges, one opposite site of Plympton Nail Factory. Upper Factory Pond, adjacent swamp provide industry with raw iron.

E) Architecture: Residential - At least three houses in Plympton are dated to the late First Period (1675 - 1725). The earliest of these, at Harrub's Corner, is a one-and-a-half-story, central-chimney cottage with paired roof dormers, which, if original to the 17th century, as they appear to be, would be an extremely rare surviving feature. Other early structures include a two-story, center-chimney house on Lake Street (1719) and a center-chimney house with integral lean-to (1703). All three of these houses are located at Harrub's Corner. At least one other late First Period house, restored to its 17th-century appearance, stands on Ring Road: The Bradford House (1700), a two-story, central-chimney house with an integral lean-to. Comparatively few two-story houses are known for the rest of the period, gable-roofed, more modest central-chimney, one-and-a-half-story cottages being the most common house type built. Full five-bay-by-two-bay plan cottages predominate, but at least a few smaller and more modest half-plan and four-bay cottages are known. Most incorporate at least one shingled wall. Also known is one four-bay wide, central-chimney cottage with a shallow end-wall overhang, indicating a potentially early construction date. With the exception of the earliest houses at Harrub's Corner (which appear to have been fairly ambitious structures to judge by their size and early date), the Colonial period houses of Plympton are simple and unpretentious.

Institutional: The first meetinghouse in Plympton was constructed in 1698 as the West Precinct of Plymouth; it was located at the south end of the present Green. It had no steeple, but is said to have



been gabled on all four sides, indicating an unusual cross plan. It was replaced in 1714 by another modest structure, without porch or steeple, but with a plastered interior, galleries, and an open attic. The third meeting-house (57'x45') was constructed in 1772. Although the town first voted funds for a schoolmaster in 1708, no schools are known to have been constructed in this period.

F) Observations: Modest demographic and economic development throughout the period. Extensive meadowlands possibly a major factor inhibiting community growth. Primarily an agricultural settlement with secondary emphasis on light industry. Present community retains rural nature, suggesting a good probability of surviving archaeological remains of early settlement. High archaeological potential - Harrub's Corner, Town Green, Winnetuxet River.

## VII Federal Period (1776 - 1830)

A) Transportation Routes: Local road system remained focused at Plympton Center, along Main Street axis. Period highways include cross roads at Maple and Pleasant Streets, with surviving flatstone culvert at Winnetuxet marshes (near Main and Pleasant Streets).

B) Population: Sharp drop in population in 1790 due to incorporation of Carver. (From 1707 in 1776 to 956 in 1790). Virtually no change in population during remainder of period.

C) Settlement: Settlement concentrated at Plympton Center and at North Plympton, with some growth south of Plympton Center near mill sites.

D) Economic Base: Both watersheds of which Plympton sits astride continued to provide mill sites for Plympton industry, although by the middle of the Federal period, Winnetuxet Village, with four separate privileges on the Winnetuxet, already dominated the economic life of the town.

Forge and triphammer shop for shovel manufacture, begun by Jonathan Parker, 1786, expanded by son Oliver after 1803; producing 12,000 shovels annually

by 1822. In rush to textile manufacture initiated by Jefferson's Embargo , another son, John Avery Parker, fresh from shipbuilding and textile experience in New Bedford, formed Plympton Cotton Factory Co., incorporated 1812, with financial support from seacoast towns including Duxbury (Ezra Weston, father and son), Kingston (Isaac Bartlett), and Plymouth (Wm. Goodwin). Although Plympton Cotton had the longer life (under only two managements, continued until 1906), Plympton Wool Mfg. Co., incorporated the following year, apparently with primarily local support, the more immediately successful. By 1832 the latter company producing \$ 35,000 worth of satinet or woolen cloth. Fourth Winnetuxet River industry begun 1822 with erection of large nail rolling mill for Plympton Iron Co., incorporated 1825 by Ebenezer Lobdell with Boston backers. By 1832, with a new tack factory on a Jones River privilege at Dennetts Pond, the company employed 35 men, and with an annual product worth \$ 93,000, was the largest industry in town.

Small-shop shoe production probably also begun by this period, though figures not available until 1837, when 26 shoemakers recorded, in addition to a small tannery.

E) Architecture: Residential: Modest story-and-a-half central-chimney cottages continued to be the most common house type of the period. While center-chimney examples predominate, some two dozen twin chimney examples are known across town. Among these twin-chimney cottages are several cottages with interior end-wall chimneys; this feature appears to have been introduced c. 1809 (Dexter House, Elm Street) and may have been a more ambitious alternative to the more usual twin interior chimneys or it may indicate the work of an individual builder working in the area. Federal period cottages are identified by their more elaborate entrance treatment with sidelights to the dado. At least a few cottages retain full shed dormers across the facade, a feature which appears to have been common elsewhere in the Plymouth County region. Most Federal cottages exhibit the full five-bay facade with half-plan cottages being rare. Several more ambitious two-story Federal

houses are known , with the largest concentration at the town center along Main Street. Most of these are twin interior end-chimney plan houses a full five bays in width with hip roofs; at least a few exhibit the steeply-pitched hip roof popular in the coastal areas of the region around the turn of the 18th century, but more shallowly-pitched hip roofs predominate. The presence of a few two-story Federal houses with four-bay wide facades indicates the modesty of the community during the period.

Institutional: The present meetinghouse was constructed in 1830. Its location was shifted from the east to the west side of the Green at the town center; it is a two-story Greek Revival structure with three-bay, pilastered facade and two-stage tower with spire. Although it is likely that some schoolhouses were constructed during the period, none are noted and none are thought to survive.

Industrial: The year 1822 is said to have been the zenith of Plympton's industrial activity. A rolling mill, shovel factory, four grist mills, five sawmills, and two textile factories were in operation at that time. The only structure thought to survive is a two-story frame building, six bays long and three deep with an interior chimney, located on Ring Road.

#### VIII Early Industrial Period (1830 - 1870)

A) Transportation Routes: Road system remained in place from early 19th century, with additions of Parsonage and Upland Rds as cross links. Main line of Old Colony railroad located along Silver Lake (1845) to Plymouth.

B) Population: Population fluctuates during this period, reaches peak in 1855 (1000), begins to decline at end of period. Small Irish population (55) in 1855.

C) Settlement: Growth that did occur concentrated at Plympton Center. Some scattered residential development in other areas of the town. (Silver Lake Grove).

D) Economic Base: During the 1830s, Plympton's iron and textile industries continued to expand. By 1837, the woolen mill, employing 19 men and women, produced over \$ 40,000 worth of cloth. The woolen mill burned in 1845, the year the railroad arrived, though cotton production survived until the Panic of 1857. Two years later the cotton mill was reopened by a Boston-based firm, Jenkins Mfg. Co., and in 1865 was the town's largest manufacturer, producing \$ 68,000 worth of cotton goods. The O. & I. Parker shovel works, probably stimulated by the railroad, expanded in this period. The firm built a 45-foot long granite forge and triphammer shop, and by the 1850s, with a national reputation, was producing 72,000 shovels annually, worth \$ 30,000. The Plympton Iron Co. had not done as well: probably by 1837, a depression year, Lobdell's firm had been sold, first to Nathaniel Russell's nail company in Plymouth, and finally to the adjacent shovel works, which used the site for their own expansion. The shovel works in turn collapsed financially in 1860, and though reorganized three years later, closed for good when a fire destroyed the major buildings in 1869.

By the end of the period over 100 men and women were employed bottoming and stitching shoes with leather and thread from factories in Whitman and Brockton. Most farms had small shoe shops in this period.

In the 1860s, the Old Colony Railroad, which built its line along the far northern edge of town in 1845, opened Silver Lake Grove, for 15 years a popular resort area on the shore of Silver Lake.

E) Architecture: Residential: Well-detailed sidehall and center entrance Greek Revival and Greek Revival/Italianate cottages were built through the mid-century. The center entrance cottage with interior end chimneys, which had been introduced in the Federal period, continued to be built in the early years of the period, and are among the most stylish and substantial cottages built in the town. Good examples stand at Prospect

Hill, Plympton Green at Center and Main Streets, and on Palmer and Center Streets. Other, more substantial Greek Revival cottages incorporate inset side porches with Doric columns. Broad, gabled roof dormers, either paired or, if single, centered on the facade, were another embellishment for high-quality Greek Revival cottages. The sidehall plan became the most common form later in the period, but elements of the Greek Revival remained popular throughout the period and became incorporated into the local Italianate style. By the end of the period, roof configurations had begun to change and at least a few Italianate cottages incorporate an attic atop the standard story-and-a-half cottage form. Another later feature is tall wide dormers with shallowly-pitched roofs. No highstyle houses are known, but one unusual roadhouse, first constructed in field stone in 1857, and rebuilt in wood a few years later, stands on Mayflower Road; built in the Italianate style, the house is topped with a round cupola and incorporates two inset porches on the second story. Concentrations of later houses stand in the northern half of town (Grove/Lake/Oak Streets) in the area of the Silver Lake development of the 1860s and '70s, and on the roads leading away from the town center.

Institutional: Two important institutional buildings were constructed just at the mid-century; the first, the Town Hall (1850), built on Main Street at the Green, is a two-story, Greek Revival structure with a triangular light in the pediment. Shortly thereafter, a second, almost identical Greek Revival building, the Union Hall, was constructed at Main and Center Streets. Other buildings of the period include at least a few schools, none of which are known to survive.

#### IX Late Industrial Period (1870 - 1915)

A) Transportation Routes: Rail and road system intact from mid-19th century. No trolley routes through area.

B) Population: Population decline noted at end of previous period continues, bottoms in 1900, then shows slight increase to 1915. Congregational Chapel at Plympton Green 1886. Chapel at Silver Lake 1880. Foreign born

population peaks in 1915 (112).

C) Settlement: Some summer resort development at Silver Lake.

D) Economic Base: The shoe industry peaked in Plympton about 1890.

The new mechanization of factories in Whitman and Brockton drew many Plympton shoemakers away from town, despite the success for 20 years of George Randall's shoe factory on Main Street, built probably in the mid '70s.

Several boxboard mills sent boxes to Whitman, Brockton, Kingston, Plymouth, and Taunton, and shooks by carload to Fall River, New Bedford, and Providence. Though cranberries were never extensively harvested (the Randall Brothers were pioneer cranberry growers about 1890), eleven growers were listed in the Plympton directory in 1914, and barrel-making had become a big business. For much of the period, the cotton mill operated by the Jenkins Mfg. Co. produced shoelacs for the shoe factories in Whitman and Brockton.

E) Architecture: Residential: Comparatively few houses were constructed during the period, and most of these are very simple cottages with little embellishment or pretention. The sidehall plan cottage remained almost universal and little shift to the more elaborately-massed and detailed late 19th century styles can be discerned. Cottages of the period have broadly-massed gable roofs and larger window openings than earlier cottages, but in their simplicity of ornament they remain closely linked to the Greek Revival and Italianate cottages of the Early Industrial period.

Institutional: The most magnificent institutional structure of the period, and one of the town's most stylish, is the Library (1904), a low, hip-roofed, one-story building with a Colonial Revival portico and Beaux-Arts inspired sash. Other, simpler structures are the Congregational Chapel (1886), a one-and-a-half story building with very simple Stick Style detailing and the Silver Lake Chapel, a former dance hall remodelled c. 1880 for use as a chapel. Six schools were noted in 1883,

but none are thought to survive. The district school system was disestablished in 1876.

Commercial: A few commercial structures were built at the town center at least one of which survives, a two-and-a-half frame Queen Anne building with a two-story verandah.

Industrial: The only known surviving industrial structure in the town is the Russell Shoe Factory, a mansard-roofed two-story building on Main Street at the town center; the Shoe Factory adjoins a two-story gable-roofed Greek Revival house, built c. 1840.

X Early Modern Period (1915 - 1940)

A) Transportation Routes: Local highways improved as autoroads with east/west Route 106(County Rd) through North Plympton and north/south Route 58 (Main Street-Palmer Road) through Plympton Center.

B) Population: Population dips between 1915 and 1920, rises again in 1925, and remains stable to 1940. Post WW II population begins to climb. 1975 population triple that of 1940.

C) Settlement: No new development during this period.

D) Economic Base: Between 1910 and 1925, the business of making cranberry barrels boomed. At the end of that period, a change in marketing virtually "overnight," Wright wrote, introduced quarter-barrel boxes in place of barrels; by the end of the Second World War, cellophane cartons had replaced wooden boxes almost as quickly. Poultry farming, begun as early as 1871, and cranberry raising remained major town industries. For a few years following the boom caused by WWI, Roy Keith's Plympton Mills (1917) operated at the woolen mill privilege producing shoe sewing threads.

E) Architecture: Residential: Very little residential construction took place during the period and almost all of it was extremely modest in character. Gable and hip-roofed one-story cottage/bungalows with very restrained Craftsman and Colonial Revival details (often no more than a porch

with shingled posts or a lunette in the gable end) were built at scattered locations throughout the town, mostly in outlying areas and on back roads. Examples of this simple housing are located along Colchester/Mayflower Road, Winnetuxet Road, Palmer Road, and Forest Street. Very few two-story houses were constructed, but a few hip-roofed two-story houses with a very simple square plan are known (on County Road).

Institutional: Almost no institutional construction took place; the present Town House, probably built as the Union School (1935), is the only known structure. A two-story brick Colonial Revival building with a cupola and segmental-arched portico, it stands on Palmer Road.

#### XI Survey Observations

X Existing survey is adequately documented and includes most of the town's significant surviving resources. Potential districts exist at Harrub's Corner (very well-preserved 17th and 18th-century residential settlement with significant late First Period cottage retaining possible original facade gables), the Town Center (mid 18th-century civic core with colonial, Federal, Greek Revival, and later structures surviving), and Plympton Green (intersection of Center and Main Streets; secondary and competing Federal/Early Industrial residential and civic node). Well-preserved period streetscapes along Ring and Crescent Roads (17th to early 19th century).

Industrial: Plympton's survey has identified all the town's mill sites in an effort unparalleled in any other town examined to date. However, in one or two instances the information is misleading, and in all cases the historical information noted on the survey forms should be amplified. The sites include Plympton's one standing factory structure, the George W. Randall shoe factory (MHC #916), built about 1870 at 268 Main Street. Now a residence, the building could conceivably be included as part of a village center historic district.

Developmental Pressures: No obvious commercial threat to the historic



fabric, although the pressure of suburban development is evident throughout the area, especially on outlying back roads.

## XII SOURCES

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