

# MHC Reconnaissance Survey Town Report

## WAREHAM

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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## MHC RECONNAISSANCE SURVEY REPORT

Date: June 1981

Community: Wareham

### I. TOPOGRAPHY

Wareham is on the Coastal Lowlands on Buzzards Bay. Soils are sandy to gravelly. Drainage is provided by the Weweantic, Wareham and Agawam Rivers. Moderate topographic relief and extensive low lying areas suitable for bogs. Numerous man-made ponds in the town.

### II. POLITICAL BOUNDARIES

The Town of Wareham was established on July 20, 1739 (n.s.) as a result of the merger of part of Rochester and Agawam Plantation of Plymouth. Annexed parts of Carver and Plymouth in 1827.

### III. HISTORIC OVERVIEW

Wareham is an historic industrial-resort community on Buzzards Bay.

Early 19th century saw the addition of the cut nail industry to Wareham's economic base. Wareham Center and Narrows and Tremont were the industrial and residential centers of the town. Continued industrial emphasis during the mid-19th century. While there had been some resort settlement along the shore in the 1860's the impetus for resort development was provided by the establishment of the Onset Bay Grove Association in 1877. The association which was dedicated to the "principles of spiritualism and humanism" created a campground on Onset and sold building lots for summer residences, in 1883-4 150 summer cottages were built. Onset and to some extent Point Independence are the most densely settled villages in the town of Wareham. While the summer resort development provided another addition to Wareham's economic base in the late 19th century it was not the only new economic activity, the bog land to the north provided for the introduction of cranberry production. Early-mid twentieth century economic base remained diversified and healthy. Other than Onset and Point Independence there were no other new settlements in the town in the late 19th century, there was however development at existing villages primarily residential. Wareham is the only coastal town in Plymouth County that has maintained a relatively stable economic base through the 19th and 20th centuries.

#### IV. CONTACT PERIOD (1500 - 1620)

##### A. Transportation Routes:

Important regional corridor along shore of Buzzard's Bay with interior connections to inland ponds and Plymouth Bay. Primary east/west trail documented from Head of the Bay to Weweantic River as Red Brook, to Agawam River ford as Route 6 (East Wareham) around Dicks Pond to Wankinco River ford as Elm St-Route 28 (Wareham) and northwest to Weweantic River ford as Tremont Rd-Gault-Main Sts (West Wareham) (Bliss, 1900, p. 20 and Clare, 1970, p. 103). Branches to coastal fishing necks likely follow Point Independence Rd, Great Neck Rd and Main St to Wareham Neck. Connecting trails to interior of Plymouth survive in pine lands with routes conjectured along Agawam River as Glen Charlie Rd., along Maple Springs Brook as Plymouth Rd, along Harlow Brook as Charge Pond Rd with branch to Tihonet Pond and Old Carver Rd. North/south trail to Sippican River appears as County Rd with loop to Blackmore Pond over Cohackett Brook possibly as Blackmore Pond Rd to South Wareham. Trail connections to coastal islands also likely at Onset (Wickets Is), Indian Neck, and Cromeset Neck by dugout canoe.

##### B. Settlement Patterns:

One reported contact/historic period native site (burial ground occupation site) on Conant's Hill immediately east of Horseshoe Pond. Woodland Period component in site at foot of Brandy Hill. High probability of native fishing, collecting and hunting camps adjacent to the shores of Weweantic, Wankinco/Wareham and Agawam Rivers and the Wareham coast (e.g., Indian Neck and unidentified native sites on east shore of Mill Pond, Miller Cove and Intersection of Red Brook and Red Brook Rd.) because of their immediate access of freshwater and saltwater food sources. Probable native occupation of Wickets and Onset Island since these islands are situated in a well sheltered bay. Wickets Island was the residence of several local natives during the 18C.

##### C. Subsistence Patterns:

Seasonal fishing, hunting, collecting and horticulture. Numerous freshwater rivers and streams were the site of seasonal herring runs and water fowl. Additional sources of fish and water fowl and shell fish were available on the Wareham coastal shores, tidal flats and Buzzard's Bay. The interior uplands were the habitat of larger wild game (e.g., moose, deer). Potential planting grounds were situated on the southern coast and the river banks. European-Indian trade probably occurred due to the presence of an extensive and protected coastline.

D. Observations:

Varied resource base capable of supporting a sizeable native population. Area's extensive marine environment probably attracted natives residing further inland during the warm months of the late spring and summer. Groups abandoned the coast with the onset of cooler weather returning to their less exposed inland encampments. However, expanding European-Indian coastal trade probably resulted in an increased native focus on coastal occupation. Agawam natives probably locally affiliated with Middleboro Pond natives (Nemasket). Regional affiliation with Pokanokets (Wampanoags) centered in Mt. Hope (Bristol) centered in Mt. Hope (Bristol), Rhode Island. Coast may have been site of short term occupation by European fishermen and explorers in the region during the 16C. and 17C. Possible surviving contact period sites on minimally developed Great, Indian and Cromset Necks and portions of the banks of the Weweantic, Wankinco and Agawam Rivers. A portion of the Horseshoe Pond contact period sites remains undeveloped.

V. FIRST SETTLEMENT PERIOD (1620 - 1675)

A. Transportation Routes:

Native trails improved as regional highways with main east/west path along Route 28 axis including fords as Weweantic, Wankinco and Agawam Rivers, reportedly "on poles driven into river bed" (Clare, 1970, p. 19).

B. Population:

No recorded population figures for native or white occupants. Probably a substantial native population since they retained legal ownership of the land within present Wareham until 1666. White population most likely numbered no more than a handful of families. Vast majority of white settlement postdated King Philip's War.

C. Settlement Patterns:

Probably minimal change in native settlement patterns due to limited white presence in area. However, it is likely there was some native displacement with the 1666 purchase of land within Wareham by Plymouth residents. The earliest reputed dates of white settlement is claimed to have occurred in c. 1634 when John Bump (us) settled on "cold Mackie farm" (Lovell 1970: 17). This is more likely pre-war settlement post dated 1649 when the "Sippican lands" (Rochester, Marion, Mattapoissett, Wareham) were offered to Plymouth townsmen as pasture land and a wintering area for cattle. Great Neck (good pasture land) was probably the focal point of the seasonal overseers hired by the Plymouth townsmen to tend their cattle (Ryder 1934: 18-19). Increasing Anglo-Indian tension discouraged extensive white settlement.

#### D. Economic Base

The native population maintained their seasonal subsistence rounds although increased Anglo-Indian contact did have some impact on the native economic system. White utilization of Great Neck as grazing land and settlement area restricted native access to valuable planting grounds and marine resources. Expanding Anglo-Indian trade resulted in increasing native dependence on the English for subsistence items. White residents engaged primarily in overseeing Plymouth livestock, subsistence crop and livestock production, hunting, fishing and collecting. All commercial production was virtually non-existent because of occupation demands and the transitory nature of the white settlement.

#### E. Observations:

As with the remaining portions of the Sippicanlands (see Marion, Mattapoisett, Rochester), Wareham lacked a discreet white settlement. The pre-1675 white residents were primarily hired overseers occupying the Wareham area on a seasonal basis. As a result, the area lacked civic, religious and industrial facilities. These were sought in neighboring Plymouth. During the "off season", the majority of the white occupants probably travelled back to Plymouth.

### VI. COLONIAL

#### A. Transportation Routes:

Formation of town center at Wareham by mid-18th century created radial roads from meeting house including Tihonet Rd. to Tihonet and Main St. to South Wareham. Ferry reported across Wareham Narrows, replaced by bridge during late 18th century (Clare, 1970, p. 104). Local north/south connectors of the period likely include Toby, Cross and Paper Mills Rds around South Wareham.

#### B. Population:

Continued small native population throughout this period. White population figures limited. In 1683, Old Rochester (included Wareham) had a population of 60 white families. Thirty-three Wareham residents lost their membership in the First Church of Rochester when Wareham was incorporated in 1739. 1742 witnessed the town's loss of 100 residents who moved to Connecticut to establish the town of Sharon. The first complete figures occurred in 1765 when the town had a population of 503 residents. This number increased 29% to 711 in 1776. A handful of French Neutrals (Acadians) were resettled in Wareham in the late 1750's.

### C. Settlement Patterns:

Dwindling land available to native population with expanding white settlement, particularly on the Wareham coast and the riverine lowlands. Remaining native populace settled within the white community or accepted lands less desirable to white settlers. Wickets Island, as mentioned previously, was occupied by several natives during the 18C. There was no documentation of King Philip's War impact on the area's white populace. However, the lack of a pre-war community suggests that the damage was limited. Termination of King Philip's War, the area's diverse environmental base and settlement incentives offered by the Rochester proprietors encouraged postwar settlement. Initial postwar settlement commenced in the early 1680's with the establishment of a settlement node centered around the Agawam cemetery (c. 1685). Additional settlement occurred in South Wareham (Fresh Meadow Village) clustered about Isaac Cumpus' grist mill situated near the junction of the Weweantic River and Marys Pond Rd. Scattered homes were established on Cromeset and Great Necks, including that of John Wing (Great Neck) one of the individuals responsible for organizing a Quaker church in "Old Rochester" (Meetinghouse near the present Marion/Wareham line). Settlement infill occurred in these four areas in the early - late 18C. The northeastern corner of Wareham remained virtually uninhabited throughout this period probably because of the area's rugged, rocky terrain. The community's first church was erected in c. 1735 adjacent to the corner of Main St. and Gibbs Ave. Four years later the expanding settlement successfully petitioned for incorporation. Further community growth resulted in the razing of the first meetinghouse and construction of a new structure on the original site.

### D. Economic Base

Increased disruption of native subsistence patterns due to expanding white settlement. Community development (domestic and economic) on the coast and adjacent to the major rivers limited native access to valuable riverine and marine resources and adjacent planting grounds. Growing reliance on white community for employment and financial assistance. Some natives employed as laborers, servants, whalers and military personnel. Agriculture, husbandry, fishing, lumbering and light industry were the focal points of Wareham's economy. Grazing and crop land was sought on the southern coast and the lands adjacent to the three rivers. Extensive sources of herring and saltwater fish were caught in the Weweantic, Wankinco, Wareham and Agawam rivers and Buzzard's Bay. Lumber products were utilized for house construction, barrel staves or rendered into turpentine and tar. Early 18C statutes regulated production and prohibited export of local lumber, some indication of these resources importance to the community. Establishment of local mill industry occurred C. 1685-90. In C. 1685 a grist mill was built on the Agawam River at the junction of Elm St. and the Agawam River. Contemporary with this mill was a second grist mill built by Isaac Cumpus near the junction of Mary's Pond Rd. and the Weweantic River. This area was also the site of a C.1770 paper mill (still operating in 1830) and a pre-1760 brick kiln. A second possible pre-1775 brick kiln was located on the Weweantic River. A pre-1733 tannery run by Ichabod King was possibly situated on the east side of the Mankinco River a half a mile above the Parker Mills bridge.

## E. Architecture

Residential: Conflicting evidence on the oldest house in Wareham (Burgess House) dates the house alternately to the 1680's or c. 1709; a centre-chimney, two-story structure, the Burgess House appears to have been constructed as an end chimney half-house. The more modest end-chimney half-house plan is consistent for the house's early date and the town's outlying location. While other late First Period structures are known, most of the town's half dozen documented surviving colonial houses date from the 1730's and '40s and are two-story, center-chimney houses of full five-bay-by-one or two-bay configuration. At least a few of these undoubtedly were constructed as end-chimney half-house structures and were later enlarged to the full double-celled plan. Very few cottages are recorded for the colonial period, although the form would seem to have been common in the period and has apparently not survived well. Many surviving colonial houses incorporate some simple Georgian detailing, either a straight or pedimented entablature or occasionally a pedimented porch, but for the most part, Wareham's period houses are unembellished vernacular structures. Most of the period houses are concentrated along Elm Street with other examples on Great Neck Road and at South Wareham.

Institutional: The first meetinghouse was constructed in 1735 and replaced in 1770 with a nearly square meetinghouse with a domed belfry and a three-bay facade. In 1739, a two-story parsonage with a three-quarter facade was constructed, its facade of less than five-bays' width an indication perhaps of the parish's modest circumstances.

## F. Observations:

Development of a community with a mixed agricultural, marine and light industrial base. Establishment of a diversified economy by the early 18C appears to have enabled the community's break from Old Rochester and incorporation as a town in the early 18C. However, Wareham's economic ties with Rochester persisted after incorporation as exemplified by Rochester's reception of rights to a herring weir on the Weweantic River. Future research should focus on investigating the extent of the **community's** late 17C and 18C maritime and industrial development. The existing secondary sources have dealt with these areas inadequately.

## VII. FEDERAL

### A. Transportation Routes:

Road system remains from 18th century with improvement of east/west coastal highway (Route 28), including bridge over Wareham Narrows with portions still intact at Main St (Nail Factory dam). Canal constructed to Tihonet iron factory on Wankinco River with Locks at Wareham narrows, Col 1815), portions still intact along Tihonet Road.

B. Population (1775-1830) :

Some fluctuation in population but basically an increase from 711 in 1776 to 952 in 1820. The population doubled in 1830 due to the annexation of parts of Carver and Plymouth.

C. Settlement (1775-1830):

Tihonet annexed from Carver and Plymouth in 1827, area included a small industrial village. Other industrial settlements at Gremont, Wareham Narrows and Wareham Center. Farming settlement scattered along colonial roads.

D. Economic Base:

For most of the 19th century, Wareham's economic development was dominated by iron-related industries made possible by the fortuitous combination of excellent waterpower (Weweantic, Wankinco, and Agawam rivers), ready access to the 18th century iron skills of interior Plymouth-County towns, and, most importantly, a rapidly developing coastal trade in iron ore and products. These factors made Wareham a strong magnet for ironmasters from all over the country.

A hollow-ware blast furnace had been established by four Leonard brothers (from Taunton?) on the Weweantic by 1805, but the nail business, which played such a large role in the development of local industries, was not begun until 1819 when Isaac and Jared Pratt arrived from Middleborough with Jesse Reed's new nail machines. Two parallel nailing operations virtually simultaneously on the Wankinco and Weweantic rivers. On the Wankinco, I & J Pratt & Co. (later organized as the Wareham Iron Co.) by 1822 had built a small successful rolling mill at the present Tremont Nail works site, with an additional plant built at Tihonet, c. 1828, about 1-½ miles north on the Wankinco. The Tihonet works, consisting of one of the largest and best rolling mills in the country according to N.W. Everett, in addition to puddling facilities and 50 nail machines, was linked to the lower works by a transportation canal with two locks, allowing tidewater shipping to reach Tihonet.

Simultaneously with Pratt's development on the Wankinco, Bartlett Murdock, a former associate of Benjamin Ellis in Carver, initiated the Washington Iron Works, 1822, on the Weweantic in West Wareham. Like the Pratt operation, Murdock's also included an 1828 subsidiary iron operation upstream at "England" (Five Corners), though this was disused after 1845. Murdock and George Howland built an additional rolling mill and nail factory in 1827 on the Weweantic at South Wareham. By 1832 the two nail empires of Pratt and Murdock were producing annually over \$800,000 worth of nails and barrel hoops (roughly in proportion of 5:3).

In addition to a substantial coasting trade, Wareham-built vessels also engaged in whaling and cod and mackerel fishing. During both wars and the Embargo years, Wareham salt pans produced large quantities of salt, in extensive yards along the coast between Nobska Point and Onset (originally "Old Pan" from the evaporation pans used in salt manufacture).



In the rush to textile manufacture initiated by the Embargo and the War of 1812, cotton mill begun 1812 at lower Wankinco privilege by local fulling mill owner Noble Everett. Mill does not appear to have been expertly equipped and was abandoned with Everett's death in 1819. Two later mills were constructed on the Weweantic: a stone mill by Curtis Tobey in 1816, and, in 1823, the Wareham Cotton Mill Co.'s mill. Both mills appear to have been in operation into the 1840's.

One of the only paper mills in Plymouth County was begun in 1824 by Pardon Tabor on the Weweantic. Though little is known about the mill, it was still in use in 1837 with 14 employees.

#### E. Architecture:

**Residential:** Most of Wareham's more substantial houses date from the Federal period with concentrations at West Wareham, along Elm Street and on Main and High Streets at the town center. Brick end-wall, hip-roofed two-story houses with five-bay, center-entrance plans were the quality houses form of the period. It appears that end-chimney half-houses continued to be built into the period with examples surviving on Blackmore Pond Road and at West Wareham. In addition to the more modest half-houses, at least a few modest five-by-one twin rear wall chimney houses were built. For the first time, large concentrations of center and paired interior end chimney cottages, many of them double cottages of six-bays width, were constructed. Most are associated with nail factories founded in the period with well-detailed cottages surviving in good numbers at West Wareham and Tihonnet, where an intact grouping of end-chimney double factory-worker's cottages (1828) stands on Tihonnet Road.

**Institutional:** In 1824, the third meetinghouse (45' x 64' x 26') was constructed. Although it was destroyed by fire in 1904, the meetinghouse was apparently an imposing structure with a Doric portico and two-state belfry/steeple; the design is said to have been taken from a larger Boston meetinghouse and incorporated the Town House on the first floor. A Baptist society was founded in 1830 and a meetinghouse constructed on High Street. This is the present St. Patrick's church, a two-story, gable-roofed Greek Revival structure remodelled with Romanesque detail when it was purchased by the Roman Catholic Church in 1865. Several schools were undoubtedly constructed in the period and probably survive in altered form as residences although only one school was identified, a one-story, gable-roofed, center-entrance building on Great Neck Road.

**Industrial:** Well-preserved factory buildings stand at Tihonnet and on Elm Street. The Tremont Nail factory (1819) on Elm Street is a two-and-a-half story frame structure with a very broad gable roof and clerestory; the factory at Tihonnet (1828) is a story-and-a-half, gable-roofed structure.

## VIII. EARLY INDUSTRIAL

### A. Transportation Routes:

Improvement of coastal corridor to Cape Cod with Sandwich railroad (1847) through West Wareham, Wareham Center and East Wareham including bridge over Wareham Narrows. Local road connections from Wareham to East Wareham improved as Sandwich St (Route 6) from Wareham Narrows bridge.

### B. Population (1830-1870)

Slow growth to 1855 then decline to end of period. Foreign born population in 1855 was 524 of this total 467 were from Ireland. Methodist Episcopal Church at Wareham Center in 1831 (one of the founders was from Sandwich). Catholic Church in Narrows Village in 1865.

### C. Settlement (1830-1870)

Continued residential growth at Narrows Village and Wareham Center.

### D. Economic Base:

Wareham's iron business continued to expand through the Early Industrial period, with increasing amounts of both money and expertise introduced both from other parts of Plymouth County and from Boston. Both Pratt and Murdock nail works went through several ownership changes in 1830's, both emerging in 1845 under new firms. The Wankinco plants were incorporated as the Parker Mills by John Avery Parker of Plympton (his father initiated Plympton shovel business and John Avery had built the successful Plympton Cotton Factory Co. mill), though he had already been involved in the Wankinco works for over a decade. (Parker built the present nail mill on Elm St. (Now operated by Tremont Iron) at this time.) The Wewiantic works were taken over by the Tremont Iron Co., incorporated the same year by a group of Boston investors. Tremont also enlarged their works, building the existing stone dam at West Wareham, puddling furnaces, and rail mill (the company returned to nail manufacture four years later).

Other iron operations begun in this period included Samuel Tisdale's Agawam Nail Works (1836) with its subsidiary rolling mill two miles up river at Glen Charlie (1845). The works closed with the death of their owner in 1869. Although a steam operation, the Franconia Iron Works, was begun on a Narrows wharf in 1864, the peak of the nail industry appears to have been reached in the 1855 census year when 860 men in 12 (?? ; probably 7-8) rolling, slitting, and nail mills produced over \$867,000 worth of nails, hoops, and bar iron, supported by five nail cask manufacturers. One barrel manufacturer, Lewis Kinney, had successfully developed 1829, a machine for cutting barrel staves -- an innovation widely adopted by other barrel manufacturers.

The financial health of the Wareham iron industries was augmented both with the establishment of the Wareham Bank (1833) and the Cape Cod Branch Railroad (opened, 1848). (The charter for the latter described its route from Middleborough Four Corners to Buzzards Bay entirely in terms of the Wareham iron works it should touch or lie adjacent to.

Both whale and cod and mackerel fisheries also peaked in this period. The 1845 Census reported six whale ships which returned with over \$100,000 worth of whale and sperm oil. The coasting business at this time was also substantial. The year before (1844), 240 arrivals reported over 50,000 tons of goods exchanged.

#### Architecture:

Residential: Cottages continued to be built as the standard modest house form in outlying villages of the town, with more elaborate and stylish houses at the town center. One-and-a-half story, end-chimney double cottages were built at Tremont, West Wareham and around the Tremont factory on Elm Street for factory workers, while elsewhere end-chimney, five-bay cottages prevailed for single-family dwelling. In addition to the double cottages built in the town, several well-detailed Greek Revival double houses, with an outstanding example at West Wareham, were also built for mill works. A few very modest half-cottages are known on Great Neck Road. Most cottages are simply-detailed and conservative with elements of the Federal style remaining in use through the 1830's. Sidehall plans were adopted at the town center, but are more unusual in outlying villages. At least one temple-front Greek Revival house is known in the town center along High Street where Wareham's more stylish houses are located. The presence of an octagon house at South Wareham indicates the somewhat expansive character of the town's architecture during this period of factory-based prosperity. By the end of this period, Italianate houses are known. Later houses of the period often retain one-and-a-half story appearance but incorporate an additional half-story attic below the gable peak.

Institutional: The Methodists built a chapel at the fork of Tihonnet and Tremont Roads in 1842 (no longer extant); also built and no longer standing was a Congregational chapel on High Street (1859). A High School was established in 1867, at which time 13 schools were in operation across town.

Commercial: Two banks were founded in the period, the Wareham Bank (1833) and a Savings Bank (1847); neither is known to survive but as the two were probably housed in domestic structures, they may still stand in residential use. The town's first railroad station, a through-shed design, was built in 1847 and stood until 1892.

Industrial: Additions were made to the Tremont Nail Factory during the period with a number of structures dating from 1848.

## IX. LATE INDUSTRIAL

### A. Transportation Routes:

Continued elaboration of coastal corridor with branch railroad to Onset Neck and street railway lines from New Bedford on Marion Rd across Weweantic River to Wareham and from Middleborough through West Wareham on private way along mainline railroad to Wareham over Main St. from Wareham trolley route extended to bourne through Onset along railroad way and Onset Ave to Point Independence.

### B. Population (1870-1915):

Slight dip in population 1870 to 1880 then steady growth to end of the period. Foreign born population 482 in 1885, down from 1855 total, Irish dominance begins to decline 1915 foreign born population 1390, over 45% Portugese, 16% Italian, 10% Canadian. Adventist Church built near the site of the Adventist Campground. Spiritualist Temple built at Onset in 1903.

### C. Settlement (1870-1915):

Camp meeting grounds established at Tremont (Adventist) and Onset (Spiritualist). The investment of the Onset Bay Grove Association produced the densest settlement in Wareham by the turn of the century. Spurred resort development of Point Independence.

### D. Economic Base:

Existing plants on the Wankinco and Weweantic remained in operation throughout period, though competition grew steadily from operations outside New England. Three nail factories reported an annual production of \$538,391 in 1875, though statistics are unavailable after that date. Probably sometime during the late 1880s, the Parker Mills, run 1881-86 by the Bridgewater Iron Co., were acquired by present owner, the Tremont Nail Co., which has run them ever since. South Wareham iron site acquired by the Wareham Nail Co. in 1872, by 1890 had turned to the manufacture of horseshoes under the Standard Horseshoe Co.

The important growth of cranberry and oyster growing dates from this period. One of the earliest bogs, White Island, was constructed c. 1860; A small cranberry preserving factory operated by R.C. Randall 1898-1901. is said to have been the earliest example of such a factory (Fellers, p. 7). By 1907, the year Marcus Urann formed the United Cape Cod Cranberry Co., 37 cranberry growers were listed in the town directory; 9 years later, 42 growers. A cranberry-equipment manufacturer, the Hayden Cranberry Separator Mfg. Co., formed in 1895.

#### E. Architecture:

**Residential:** The most important construction of the period occurred at Onset, where the Onset Bay Grove Association, founded in 1867, established a camp-meeting site. While elements of camp-meeting-related architecture survive at Onset, with a number of story-and-a-half, center-entered Gothic Revival, Stick Style and Queen Anne cottages standing around Onset Avenue, the plant of the camp-meeting is not well-preserved. In addition to the individual cottages of camp-meeting followers, other similar cottages and summer houses began to be built at Onset and Point Independence in the 1870's and '80s. Construction in the remainder of the town was not as active during the period, although modest sidehall-plan Stick Style and Queen Anne cottages continued to be built at the town center, along Elm Street, at Five Corners and at Tremont. Several large and well-detailed shingle style and Colonial Revival houses were built on High Street south of Route 6. Also constructed were several tenement-like two-story workers' residences at Tremont and West Wareham. Several end-chimney Federal houses at the town center were updated during the period with bracketted mansard roofs and polygonal bays. After the turn of the century, a few more imposing Colonial and Mission Revival summer houses were built along the shore at Onset and at other locations along the coast.

**Institutional:** Wareham retains a very fine and well-preserved grouping of turn-of-the-century schools, most of them built in the Colonial Revival style with elements of Craftsman detailing. These include the High School (1908), a two-and-a-half story brick Renaissance Revival building with hip-roofed frame elementary schools. Also built in the period was a Town Hall (1902), also a hip-roofed Colonial Revival structure. One of the study unit's earliest surviving Episcopal churches (1883), a story-and-a-half, gable-roofed Gothic Revival chapel with an end-gable bellcote, stands on High Street; The Congregational Church, burned in 1904, was not rebuilt until 1914-1915; it is a story-and-a-half, gable-roofed Gothic Revival building of cobblestone masonry with an offset square tower.

**Commercial:** The most significant commercial construction took place at Onset where as many as a half-dozen three-, four- and five-story frame hotels were built along Onset Avenue in the 1880s and '90s. These are the best preserved late 19th century resort hotels of the study unit; the group includes several elaborately-massed Shingle Style, Queen Anne and Colonial Revival examples with at least one mansard-roofed hotel probably dating from the 1870's. In addition to the hotels, smaller one and two-story commercial blocks were also built at Onset and at Wareham Center.

Industrial: The most prominent industrial structure of the period is a two-story, brick Renaissance Revival pumping station at Wareham Neck. Other less imposing industrial structures along Route 6, along with a hip-roofed depot at Onset Station.

X. EARLY MODERN

A. Transportation Routes:

Abandonment of trolley lines through Wareham and branch railroad to Onset. Improvement of auto highways to Cape Cod along coastal corridor with Route 28 (Tremont-Elms Sts) from West Wareham to East Wareham, including early by-pass around Wareham Center with date concrete bridge (1924) over Wankinco River. Similar upgrading Cape Cod-New Bedford Highway as Route 6 with dated bridges across Head of Bay (1935) and Wareham Narrows (1938). Local north/south highway to Carver as Route 58, now relocated as Route 15 (I495) interchange.

B. Population (1915-1940):

Steady increase during this period, substantial drop in foreign born population in 1930 to 603. Steady post World War II population growth with greatest increase between 1965 and 1975.

C. Settlement (1915-1940):

Residential development during this period consisted mainly of infill at existing nodes although summer cottage development continued along all habitable shore areas.

D. Economic Base:

In Wareham, as in much of New England, oyster growing peaked about the first decade of the century. Twenty oyster growers were listed in the local street directory in 1907; 15 nine years later; and 10 in 1926. The same trend was visible also in poultry raisers -- numbering 4 in 1916 -- and in boat construction -- reduced to 4 builders over the decade 1916-1926, though at least two of these yards are still in use.

Consolidation among large growers appears to have been the trend in the cranberry industry. A.D. Makepeace, with headquarters in Wareham, became one of the largest growers. With the construction of the Ocean Spray Cranberry plant on the Sandwich Road, Wareham became a major distribution center for cranberries.

By 1930, Wareham still retained two representatives of the iron industry -- the Tremont Nail works at Elm Street and the Standard Horse-shoe Co. at South Wareham. Tremont's West Wareham plant was out of service by the late 1920's, though a hydroelectric installation on the dam continued to provide electric power to the town until 1938.

## E. Architecture:

Residential: Although comparatively little construction took place, Wareham retains some well-detailed stucco bungalows at the town center along with a number of very simply-detailed hip- and gable-roofed cottages along Tremont, Elm and County Roads and at Oakdale. Similar construction occurred at the beaches along the shore.

Institutional: Two schools were constructed at East Wareham (1919) and the town center, (1920) both being well-detailed one-story Colonial Revival structures with hip roofs and modest Georgian Revival detailing. Also built were the Town Hall (1939), a three story brick Colonial Revival building with end gable parapets, wall arches, cupola and a shallowly-projecting pavilion on the facade.

Commercial: Modest commercial blocks were constructed at Onset and at Wareham Center, most being one-story structures. A few more ambitious bank buildings were also constructed including the Wareham Savings Bank (1924), a brick Colonial Revival structure with large arched windows and the Wareham National Bank, a two-story domestically-scaled, hip-roofed Colonial Revival building. As a promotional scheme for tourism, two small cobblestone lighthouses with plank gates were erected during the period at the edge of the town center on Route 28; the "Gateway to Cape Cod" is a rare surviving example of 1920's recreational architecture. Also surviving in good condition is a period motor court with small cabins on Route 6 near Oakdale.

Industrial: The largest period industrial structure is the two-and-a-half story gable-roofed, frame storage shed on Route 6 at Onset Station; other smaller period structures surround the shed, now a boat storage shed.

## XI. SURVEY OBSERVATIONS

Existing survey adequately documents surviving domestic buildings of historical significance and identifies a few areas of architectural significance, such as the Great Neck Road area; many important individual structures and areas are not surveyed however, including Onset, outstanding for its surviving late 19th century resort architecture, West Wareham and Tihonet, both very well-preserved early 19th century mill villages, and High Street, mid- to late 19th century core of elite residential and institutional construction; also noteworthy are Wareham's early 20th century school buildings. Abandonment at Tremont village could threaten existing resources at West Wareham.

Industrial: The town's survey has identified no industrial buildings but the present Tremont Nail Works (NR, 10/22/76). The town has significant remains, however, from two other nail operations -- the original Washington/Tremont Iron Works at West Wareham, and the Tihonet Nail Works at the foot of Tihonet Pond. The former site includes a

1200-foot stone-faced earthen dam (1945) and extensive foundations and raceways landscaped into a park-like setting under a 1976-77 CETA grant. Currently underway (completed?) is a project to reinstall hydroelectric equipment in the 1923 generating station on the dam. The Tihonet works includes a stone-faced dam and over 1000 yards of an 1820s transportation canal built to link the nail factory with tidewater. Both nail factory sites should be considered NR eligible.

Further study should also be given to the former New Bedford & Onset Street Railway Co. car barn and powerhouse -- monumental brick structures on lower Main Street.

Other sites which should be examined include the Agawam nail works site on the Agawam River on Sandwich Road and two cranberry-related facilities: the plant of the Hayden Separator Co. on Carver Rd. and the United Cape Cod Cranberries preserving factory on the Sandwich Road in East Wareham, now part of the commercial strip created by Cape Cod traffic.

Developmental Pressures: Extensive commercial strip activity along Route 6 corridor from East Wareham to Bourne Bridge (Cape Cod) has overwhelmed the local landscape and will be further disrupted by reorientation of the Rt. 25-28 connector across the Agawam River (now under construction) with potential destruction of native sites around Cedar and Dicks Ponds. Similar commercial development evident along Route 28 and 195 junction to West Wareham. Expansion of summer coastal resort areas at Onset and Wareham Center remains very active threatening native site locations along shore. This area is also subject to coastal hurricanes damage and flooding. Historic fabric is under constant pressure at Wareham Center-Route 28 bypass, although West Wareham, South Wareham and Tihonet have remained intact as isolated villages. Attraction of coastal locations will continue to transform area from local resort to metropolitan suburb of Boston, although older communities at Onset and Wareham appear to suffer from aging and gradual decline.

## XII. SOURCES

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