

# MHC Reconnaissance Survey Town Report

## YARMOUTH

Report Date: 1984

Associated Regional Report: Cape Cod and the Islands

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

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

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

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

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: 1984

COMMUNITY: Yarmouth

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### I. TOPOGRAPHY

The town of Yarmouth is located in the Mid-Cape area of Cape Cod. It lies at latitude 40° 41' north and is approximately 69 miles from Boston. Yarmouth is bounded by Cape Cod Bay to the north, the Nantucket Sound to the south, Dennis to the east, and Barnstable to the west.

Geologically, Yarmouth is divided into three general areas which form two natural divisions of the town, the northern and southern part. Approximately one mile south of the Cape Cod Bay shoreline, a range of hills exists representing an extension of the Sandwich Moraine. The hills extend from east to west across the town and the entire southern portion of the Cape from Sandwich and Bourne to Orleans. North of the moraine, land surfaces are uneven and slope downward to the Bay. Geological deposits in this area include lake and lake bottom deposits, swamp and marsh deposits, beach deposits, and some undifferentiated dune deposits. South of the moraine area are Harwich Outwash Plain deposits sloping southerly to the Nantucket Sound. Beach and dune as well as swamp and marsh deposits are found along the southern shoreline as well. Ground elevations in the northern portion of town average 100 feet or less, although higher elevations are present (e.g., Scargo Hill at 100 feet). South of the moraine area, elevations average 50 feet or less.

Soils within the town are generally light sandy deposits characteristic of the surficial deposits noted above. Soils in moraine deposits are mostly medium to very coarse sand and pebble to cobble gravel. Large boulders are common. In outwash plain deposits soils are composed mostly of medium to very coarse sand and pebble to cobble gravel in the northern part and medium to fine sand containing scattered pebbles and cobbles in the southern part (Oldale 1969). Till and boulders are common in the northern part. The Quivett and Sesuit Necks are the most fertile areas in the town, as are low-lying areas in valleys and around ponds. Woodlands in the Yarmouth area, like other Cape areas, were clear cut early in the town's settlement. Oak and pine now characterize existing wooded areas.

Both surface and subsurface drainage patterns exist in the Yarmouth area. In the northern portion of town surface drainage exists through several lakes, ponds, creeks, and brooks. These areas include Dennis Pond, Mathews Pond, Greenough Pond, Chase Garden Creek, White's Brook, and Mill Creek, as well as others all draining northward toward the bay. In the southern portion of town on the outwash plain, drainage is southerly. Surface drainage in the area is through Mill Pond, Follins Pond, Long Pond, Seine Pond, Bass River, Parker's River, Lewis Bay, Mill

Creek, and Town Brook. Significant subsurface drainage is also present in outwash deposits.

Yarmouth also contains several coastal inlets which offer harbor locations for vessels of most classes as well as extensive salt marshes. Salt marshes are present along tidal creeks and rivers on both northern and southern shorelines. Along the northern shoreline, harbor locations are present in the Bass Hole, Chase Garden Creek area and the area at the entrance of Barnstable Harbor, as well as several smaller coastal inlets. Along the Nantucket Sound shoreline, harbor areas are present in the Lewis Bay area, the Parker's River area, and in the Bass River area.

## II. POLITICAL BOUNDARIES

Original eastern and western bounds of Yarmouth territory were established in 1641, and the western boundary with Barnstable from Mill Creek south to Lewis Bay has persisted to the present. The original eastern boundary ran from Quivett Creek to the south shore east of Herring River (in present Harwich), but in 1681 the line was shifted to run west of Herring River. Lands east of Chase Garden River and Bass River were set off as the East Precinct in 1721, and with the incorporation of East Precinct as the town of Dennis in 1793, these water courses became Yarmouth's eastern boundary.

## III. HISTORIC OVERVIEW

Yarmouth is a residential and resort community and a commercial center located on the central Cape Cod peninsula between Lewis Bay and Bass River on Nantucket South and Mill Creek and Chase Garden Creek on Cape Cod Bay. The town is crossed by primary historic east-west overland corridors along the north and south shores. Many coastal, riverine, and pondside native site concentrations are likely, particularly in the northwestern "Matakeese" and southeastern Bass River areas. First colonial settlement occurred ca. 1639 in the northwest, with first meetinghouse site established west of White's Brook. Dispersed 17th- and 18th-century colonial agricultural settlement concentrated on the north side, with a native focus in the Bass River area in the southeast through the late 18th century. Late 18th and early 19th century prosperity from fishing, saltmaking, and shipping stimulated south side village development at Bass River and South Yarmouth, while 1793 south parish meetinghouse focus was established at West Yarmouth along the County Road focus northeast of Lewis Bay. In the early 19th century, Yarmouthport-Yarmouth Village continued to develop as a prosperous bayside commercial center, as the primary local civic and institutional focus, and as an extension of the Barnstable Village regional core along the north shore corridor. Completion of the Cape Cod railroad to its temporary (1854-63) eastern terminus at Yarmouthport further stimulated local development. Decline of the regional maritime economy in the late 19th century resulted in significant local population loss, and the town saw little new development, although resort-oriented growth occurred at the Yarmouth Camp Meeting Grounds (1863) along the rail corridor at the western border,

along Lewis Bay east of Hyannis, and at Bass River in the southeast. South Yarmouth continued as a secondary commercial and manufacturing center. South shore resort development intensified with the rise of automobile tourism and the establishment of Route 28 as a regional highway corridor.

Extensive postwar development with the growth rates among the highest in the region has followed the eastward expansion of the Hyannis regional core. Intensive commercial corridor development extends along Route 28 at West Yarmouth and along the Bass River-South Yarmouth bypass. New south shore residential development extends along Lewis Bay, on Parker's Neck, and at Bass River. Residential growth has also extended north of Route 28 along secondary roads, particularly in the Long Pond area northwest of South Yarmouth. Motel, condominium, and commercial development extends along Route 6A northeast of Yarmouth to Dennis. With gentrification and resort-oriented restoration, the Yarmouth Port-Yarmouth Village area retains significant components of its mid-19th century character. Dispersed 18th- and early 19th-century rural farmhouses remain in the Weir Road-North Dennis Road area in the northeast, with significant cranberry bog landscapes on North Dennis Road north of Route 6. In the west, significant components of the Yarmouth Camp Meeting Grounds survive. Commercial development along Route 28 in the southwest and south central areas has left only fragmentary remains of the pre-1940 historic landscape. However, a significant village cluster remains along the Main Street corridor at Bass River-South Yarmouth in the southeast.

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

##### A. Transportation Routes

Exact locations of Native trails for the Contact period are difficult to determine. However, several trails are conjectured on the basis of earlier period site locations, the distribution of environmental resources, and the sightings of Natives and explorations by early European travelers. In addition, early colonial roadways were often developed along the routes of earlier Native trails.

At least two and possibly three major Native trails were present. One trail, a major northern coastal route, probably followed the general east/west course of Route 6A from the Barnstable to Dennis area. This trail sketched the southern boundary of creeks and marshes along the coast. A second major trail probably existed in the southern portion of town, possibly in the vicinity of Route 28 and along the Bass River to convenient fording places. A third major trail may have existed connecting the two coastal routes; this trail may have been present along the Bass River or in the vicinity of the West Yarmouth Road. Other secondary trails also probably existed to both northern and southern coastal areas and to interior ponds. Bass River also likely served as a major north/south water transportation route.

European roadways did not exist in Yarmouth during this period.

## B. Population

Little direct evidence exists from which accurate Contact period population estimates can be made for the Yarmouth area. Native populations in the northern area of town are noted as present by Europeans late in the period. However, the exact location and size of these settlements is unknown. Assuming that early ethnohistorical accounts are correct and that settlement(s) did exist in the Mattacheese, Bass River, and possibly Lewis Bay areas, a few hundred (200 to 300) Natives may have lived within the present bounds of Yarmouth. Native populations were likely reduced following plagues and epidemics late in the period.

## C. Settlement Pattern

European settlements did not exist in the Yarmouth area during this period. However, some contact between Natives and Europeans in the Yarmouth area undoubtedly took place, as European explorers and fishermen frequented the area long before settlement. For example, Gosnold may have visited the south shore area as early as 1602, or even Champlain later in 1605. Later, in 1620, explorers from the Mayflower may also have explored or traded in the bay area. Other Mayflower explorers of the area may have included Governor Bradford and a party aboard the Swan in 1622 and Captain Standish in 1623.

Natives had settled the Yarmouth area for some time prior to European contact. Known Late Woodland period sites are present in the town, particularly in the Bass River area. Late Woodland concentrations may also be present in the vicinity of Sesuit and Quivett Necks. The Yarmouth Port area also borders a known Late Woodland concentration in the Barnstable Harbor/Sandy Neck area. Late Woodland period artifact listings with general town provenience also indicate the extent to which this area was settled during that period. All known sites and artifact listings generally exhibit site locational preferences for coastal estuarine areas. However, potential Late Woodland period site locations are also present at inland pond locations.

While Contact period sites are currently unknown in the Yarmouth area, their presence is expected. The location of Native settlements in the Sandwich, Yarmouth, and Dennis area has been documented for the preceding Late Woodland period. In addition, late Contact period Native populations are documented for the Mattcheese area of Yarmouth in the early ethnohistorical accounts. Later, in the Plantation period, known Native populations were present along the Bass River, in Mattacheese and in the South Yarmouth area. Thus while Contact period sites are not currently known in Yarmouth, sites of the preceding Late Woodland and subsequent Plantation period are present. Furthermore, while sites of the Contact period are not physically known in Yarmouth, they are noted in the literature.

Thus, while exact locations of Contact period sites are not currently known for the Yarmouth area, considerable evidence indicates they should exist. Native sites are documented for the

Late Woodland and later Plantation period. In addition, late Contact period ethnohistorical accounts also exist which document Native settlements in the Mattacheese area of Yarmouth during that period. Thus not only are Contact period sites expected to be present but their locations should follow regional and Cape settlement preferences for coastal areas such as estuaries, tidal rivers, and ponds.

#### D. Subsistence Pattern

Since European settlements were not present in the Yarmouth area during this period, European subsistence probably followed that of the Native inhabitants in the area. While some food was undoubtedly carried with early explorers, traders, and fishermen, the bulk of their subsistence was probably secured through hunting, fishing, the gathering of wild plants and shellfish, and the trade, stealing, or purchase of agricultural products (e.g., corn or turkey wheat) from the local Natives.

Native subsistence during the Contact period in the Yarmouth area was probably similar to that practiced in other Cape areas. The combined use of wild and domesticated food resources formed the basis of the subsistence system. It is unknown at present exactly when agriculture or, more specifically, horticulture, was introduced to the Natives in the Cape Cod area. However, by the Contact period, sufficient quantities of corn, beans, and squash were being produced for storage and at times for sale or trade to English settlers. Shellfishing, fishing, and hunting were also important subsistence pursuits. Numerous tidal areas contain mixed beds of virtually every type of shellfish available in the Cape area. In particular, soft-shell clams have been historically important in the area. Both fresh and saltwater species of fish are also available in the Yarmouth area. The town's several freshwater ponds contain numerous species of fish for consumption. In particular, alewives are present and may have had a wider distribution in the past.

Cape Cod Bay and the Atlantic Ocean also provided a wide variety of fish for utilization. Sea mammals, such as whales and seals, were also available.

The wetlands and forested areas of Yarmouth provided numerous species of mammals for hunting. Wolves were present as were deer and various fur-bearers. Various species of ducks were also present in freshwater wetlands and coastal estuarine areas.

#### V. PLANTATION PERIOD (1620-1675)

##### A. Transportation Routes

Native trails continued to be used throughout this period. In addition, several trails were also probably upgraded to roadways and later, highways. For example, following settlement an east/west roadway was present through the town in the general area of Route 6A. The roadway skirted the southern boundary of marshlands and estuaries, possibly along the route of an earlier

Native coastal trail. Much of the early European settlement was along this route--actually an extension of settlements in Sandwich and Barnstable. A roadway was also present in the vicinity of Weir Road during this period. The roadway extended southerly from the Route 6A area south of Mill Pond, then around the northern shore of Follins Pond in the vicinity of North Dennis Road and Mayfair Road. A local roadway in the vicinity of Center Street may also have been present during this period. North/south roadways were present as well as east/west routes during this period. For example, a road in the vicinity of the West Yarmouth road led from Yarmouth Village to the Lewis Bay and West Yarmouth area. The Bass River area from Mill Pond to the Nantucket Sound may have also served as a major route.

### B. Population

Native populations in the Yarmouth and entire Cape Cod area were in constant decline throughout this period. Natives were still present along the Bass River area. A settlement or congregation was also present at Mattacheese or Matakees in the northern area of town. In 1674, Richard Bourne reported 70 Praying Indians in Mattacheese. However, there were likely more Natives present. A Native reservation was created in the South Yarmouth area during the Colonial period. However, little is known regarding Native populations in the area at the time the reservation was created in the South Yarmouth area during the Colonial period. However, little is known regarding Native populations in the area at the time the reservation was established or prior to its establishment.

European population estimates for the Yarmouth area during the Plantation period are difficult to determine since Yarmouth town records were destroyed when the town clerk's house burned in 1674 (Deyo 1890: 462). Initial settlement was probably slow, speeding up during the Colonial period. In 1643 Deyo (1890: 455) lists 52 men as capable of bearing arms in the town. However, it is unclear how many of these men lived in present-day Yarmouth or Dennis. Later, in 1670, Deyo (1890: 462) lists 19 freemen in the town. However, again, it is unclear how many individuals are from Dennis and Yarmouth. It is also unclear how many men were present besides freemen. In any event, by 1675 it is unlikely that 200 individuals resided within the present town bounds.

### C. Settlement Pattern

Little in general is known of the Yarmouth area prior to its settlement by the English. The area was partially included in Barnstable until 1641, when the General Court settled the boundary line between the towns. Originally, Yarmouth included all of Dennis and part of western Brewster. During the early phase of its settlement, Yarmouth was known as Mattacheese.

Prior to its settlement, the Yarmouth area was explored frequently by Plymouth colonists. However, the first settlement of the area was not until 1638 when Stephen Hopkins, one of the original Mayflower company, was given permission by the Colony Court to erect a home at Mattacheese and cut hay for his cattle. Other

settlers followed Hopkins in the following fall. During the next year, in 1639, the actual permanent and authorized settlement of the town began. Three grantees were listed for the original settlement along with ten to fifteen other settlers. Within the next year, the original settlers were joined by at least ten other persons (males). During this phase of settlement, settlers were forbidden from purchasing two houselots or more and laying them together for the placement of one house. This restriction was intended to make settlements more compact for safety. Most of the original settlers of Yarmouth were from the eastern, midland, and southern counties of England. Some settlers were also from Wales.

The methods of dividing up early settlement lands in Yarmouth created considerable discontent among the early settlers. Specifically, lands were divided by the grantees according to the "state and quality" (Deyo 1890: 460) of each land applicant. As a result of this method of division, settlers felt land had been divided unequally. In order to clear up the matter the General Court in 1648 appointed Captain Standish as a commissioner to deal with the problem. Standish immediately abrogated all former land grants, reverting lands to the possession of the town. Subsequently, lands were then reassigned by the commission, apparently clearing up the problem. By the end of the Plantation period most of the Yarmouth area was settled. Some settlement was concentrated along the coast in the northern area of the town, particularly in the Mattacheese or Yarmouth and Yarmouth Port area. However, settlement in other areas was sparse.

The presence of Native settlements in the Yarmouth area is attested to by a number of factors. For example, at least two sachems in the area participated in land sales to white settlers. Masshantampaigne was sagamore of the Nobscussetts, apparently the sachem for the entire northern half of the present Dennis area and possibly part of east Yarmouth. Janno, a successor of Jyannough, held authority over the western portion of Yarmouth to Masshantampaigne's lands on the east, and from there southeasterly to Bass River. All land claims were apparently settled by 1648. Christian missionary activities with the Natives in the Yarmouth/Dennis area were begun by John Elliot in 1647-48. A Native congregation was reported at Matakees by 1674 (Conkey, Boissevain, and Goddard 1978). Other congregations and settlements were reported in the neighboring Dennis area. In 1674 Richard Bourne reported 70 Natives in Mattacheese, probably a variation of the Matakees noted above.

#### D. Economic Base

Yarmouth was inhabited by both Europeans and Natives during this period. Wampanoag Indians, known locally as Mattacheese, Hakanom, Nobscusset, and Pawkunnawkuts continued to combine wild and domesticate food resources as their subsistence base. Corn agriculture was important and may have been concentrated in the northern portion of town and later in southern areas and along the Bass River. Even the terms Mattacheese and Mattacheeset refer to Native farming in the area. Mattacheese signified old lands or planting lands, whereas Mattacheeset signified old lands by the



bodies of water. Hunting and fishing were still important in Native subsistence. Drift whales and shellfish were also likely exploited in coastal areas.

Following the initial settlement of Mattacheese (Yarmouth) in 1638-39, agricultural pursuits and husbandry were the primary emphasis of the settlers. Native corn, rye, barley, wheat, vegetables, and fruit were grown, as was some English hay. Salt hay was also harvested, particularly from marsh areas in the north. Salt hay provided grazing material for animals which were present from initial settlements. Cattle were present as were sheep, pigs, horses, and oxen. Domesticated fowl such as chickens, ducks, and geese may also have been present.

In addition to agriculture and husbandry, European settlers also hunted, fished, and gathered wild plants and shellfish to supplement their subsistence base. Limited attempts at commercial fishing may also have begun at this time. Bass River, the largest river on the Cape, in the southern portion of town, provided a harbor and shelter for vessels of most classes. In the northern portion of town, the Chase Garden Creek area and the Yarmouth Port/Mill Creek area at the entrance to Barnstable Harbor also provided harbors for vessels. The herring, cod, and whale fisheries where the earliest fisheries probably originated. Fisheries at first probably supplemented agricultural pursuits on a seasonal basis. In time these efforts became increasingly commercial. Shipbuilding was also probably started during this period with small vessels being built in the north. No record of mills are present for Yarmouth during this period. However, at least one mill may have been present in the Mill Creek area along the Barnstable/Yarmouth town line.

## VI. COLONIAL PERIOD (1675-1775)

### A. Transportation Routes

Some Native trails continued in use during this period. However, colonial roadways were now clearly the major travel routes. Plantation period roads continued in use, in many instances upgraded to highways. The east/west coastal route continued in use. In addition, in 1691 a roadway 40 feet wide was opened extending from the Sawtucket River westward to the County Road of Barnstable. Roadways were also developed in the southern portion of the township during this period. However, the Bass River continued to obstruct travel to other Cape areas as bridges had not yet been built. The major roadway in this area skirted the western shore of the Bass River in the vicinity of Route 28 and North Main Street. Other roads may also have been present by the end of the period, such as South Sea Ave., the North Deming Road, and possibly segments of Station Ave. near Long Pond.

### B. Population

Native populations in Yarmouth continued to decline during this period to the point of near extinction by 1775. Extinction was accelerated by disease in 1763, which wiped out many Natives. In

South Yarmouth a Native reservation was created during the period later known as Indian Town. However, how many Natives lived here and for how long is unknown. Praying Indians were also present in the northern area of town in Mattacheese or Matakees during the Colonial period. However, populations here and their history are also unknown.

European settlement and town growth was rapid throughout the Colonial period. As the town records were burned in 1674, population estimates at the beginning of the period are difficult to determine. Furthermore, since official censuses were not taken until 1765 and Dennis was not incorporated apart from Yarmouth until 1793, population estimates at the end of the Colonial period are difficult to determine. The official census of 1765 lists 1,740 individuals in Yarmouth, followed by 1,899 individuals in 1776. Assuming that the population of Dennis may have been slightly less than one-half that of Yarmouth, the population of Yarmouth may have been around 900 to 1,000 in 1765 and around 1,200 in 1776.

### C. Settlement Pattern

While much of the area in the present town of Yarmouth was settled during the Plantation period, it was not until the Colonial period that settlement density significantly increased. In North Yarmouth (the entire northern side of town), settlements were present along the east/west coastal highway in the area of Route 6A. Both Yarmouth Port and Yarmouth were really the same village, although the oldest settlement was in the latter area. Other small village areas were also present, such as the coastal village of Hockanom and the rural community of Weir Village (Mill Pond/Weir Road area?).

Settlement density in South Yarmouth lagged behind settlement in the north. A small village was present in the West Yarmouth area, although most development occurred here later in the Federal period. Between 1710 and 1715 the common lands in the town were divided, at which time lands were reserved for the Natives as a reservation. These lands were essentially the ones now represented by the village of South Yarmouth, later known as Indian town. All Native lands were sold in 1778 in order to reimburse the town for expenses suffered during the earlier smallpox epidemic. While Natives were settled in the South Yarmouth area, evidence at hand indicates whites were also settled in this area. A small fishing hamlet was reportedly present during this period as well as some boat-building areas. Dennis remained part of Yarmouth until 1793.

While most Natives were apparently living on reservation lands in the South Yarmouth area, Natives may have also been living in other town areas as well. Little is known of what happened to the Praying Indians at Mattacheese or Matakees. These Natives were probably relocated to reservation lands in ca. 1715. Isolated pockets of Native settlement may also have been present along the Bass River. As late as 1779, a small cluster of wigwams was

reported in the southeastern part of town about one mile from the mouth of Bass River.

#### D. Economic Base

As the population of Yarmouth continued to grow during the Colonial epriod, its economic base also expanded and diversified. Agriculture and husbandry continued to grow, particularly in the northern area of town. However, it was industrial growth, particularly in the maritime area that was now receiving considerable emphasis. This emphasis may have been accelerated as the fertility of the land was depleted. In the northern area of town, a business community never really developed. However, industrial activities were centered in several areas. The village of Hockanom became a cener for 18th-century farming and shipbuilding. Coasting vessels also likely traded in the area between Mill Creek and Chase Garden Creek. Fishing was also likely pursued from similar locations. At least one windpowered mill was present on the common during this period, as was possibly a waterpowered mill on Mill Creek. Yarmouth Port and Yarmouth developed as one village of North Yarmouth on the north side of Yarmouth.

Whaling was also important in Yarmouth during the Colonial period. However, whaling activity declined to a virtual halt by the end of the period. As early as ca. 1680 bounties were paid for the sighting of drift whales. By 1690, shaling in Yarmouth was apparently renowned to the point that a native of Yarmouth, Ichabod Paddock, was hired by the people of Nantucket to teach them whaling techniques (killing and oil extraction) from shore-based boats.

Developments in South Yarmouth lagged behind those in the north. Other than dispersed farmsteads, fishing and some small boat-building were pursued primarily in the South Yarmouth area along the Bass River. Natives were still in occupancy of lands in the area through the Colonial period. However, all Native lands were sold by 1778. Developments in the South Yarmouth area boomed after the Revolutionary War, particularly during the late 18th and early 19th centuries.

Native subsistence during the Colonial period was likely characterized by hunting, fishing, and the gathering of shellfish and plants much the same as they did in earlier periods. Corn agriculture was also probably conducted on a limited scale. Natives may also have served as crew aboard shore-based whaling vessels and on codfishing vessels. However, little, if any, documentation exists describing these activities.

#### E. Architecture

Residential: Unreliable dating makes period structures difficult to identify. Several of the 1 1/2-story, interior chimney houses date to this period, primarily in the five-bay, center entry form. Although most are gable roof in form, two gambrel examples are known. A small number of 2 1/2-story, five-bay, center

chimney and entry houses are also known, including the Old Yarmouth Inn and Squire Doane houses. As late as 1765 there were six wigwams on the reservation.

**Institutional:** The town's first meetinghouse, constructed ca. 1640, was 30 x 40 feet, with 13 1/2-foot posts. A second house, of unknown appearance, was constructed in 1716; the house was enlarged in 1768 when it was cut in half and 15 feet added to the center, and a 14-foot square porch added to the south end.

**Industrial:** The Baxter Mill is on the National Register.

## VII. FEDERAL PERIOD (1775-1830)

### A. Transportation Routes

The established 18th-century highways remained in use. On the north side, the primary east-west corridor remained the County Road through Yarmouth Port and Yarmouth (Cranberry Highway-Hallett Street-Main Street), which then passed south of Mill Pond to North Parish Harwich (Brewster) on Weir Road-North Dennis Road-Mayfair Road. East of Yarmouth Village, an alternative branch led northeast to Dennis (Main Street). By 1800, routes led south from the north side to Hyannis (Summer Street), West Yarmouth (West Yarmouth Road), and South Yarmouth (Union Street-Station Avenue). The south shore corridor entered town from Hyannis to the west, but Bass River continued to be a barrier to eastward movement, and the overland route had to pass northeast from South Yarmouth along North Main Street and around Follins Pond. By 1795 ferry service was established across Bass River between South Yarmouth and West Dennis, and an 1815 toll bridge increased the flow of traffic across the south.

Maritime transport intensified during the period. A town dock was built at Grays Beach in the north in 1811, and by period's end other docks had been built on Whites Brook and at the head of Hockamon Road. Packet service to Boston was initiated ca. 1821. In the southeast, maritime activity focused on Bass River. By 1802, six wharves were reported on the Yarmouth side: three near the mouth (Bass River), and three a mile north (South Yarmouth). By period's end, a lighthouse had been established at Gammon Point on Great Island in the south, and a road led there (South Sea Avenue) from West Yarmouth.

### B. Population

Much of the remaining Native American population died in a smallpox epidemic in 1777, and later their reservation lands were sold. Periodic outmigration occurred: 20 families to Ashfield during the Revolution, several to Meadville, Pennsylvania in 1817, and later to western New York and Ohio.

A second parish was formed in the South Sea area in 1794 just after the former East Precinct became Dennis. With neighboring Barnstable townsmen formed a Baptist society in 1809, and a South Yarmouth society was formed in 1824. Some town Methodists

worshipped nearby, and in 1819 a Yarmouthport society was followed by a church in 1821.

Temperance reform became popular ca. 1817. A Union Library was active from 1808-18, followed by the forming of the Society for the Improvement of Useful Knowledge in 1829. An Academy was formed in 1809.

Yarmouth still had a small native population in 1765, primarily in what was called "Indian town," now South Yarmouth. Thirty-one natives were reported in that census. As late as 1779, Timothy Alden noted, there was a cluster of wigwams inhabited by the remains of the Pawkunnawkut Indians. Many of them, he said, died in a smallpox epidemic about that time. The 1794 division of the old town of Yarmouth left Yarmouth with approximately 55% of her population (based on 1800 counts) and 54% of the land area. Thus, Yarmouth had a population density seven years after incorporation of 71.0 persons per square mile--fourth highest among the 13 other towns in Barnstable County. Unlike Dennis, which grew rapidly in the Federal period, Yarmouth's major period of growth appeared before 1810. In that year, the town was the fourth largest town on the Cape and the largest west of Barnstable. In the 1820s, when other towns saw an expanded fishing trade, Yarmouth's population was virtually stagnant.

### C. Settlement Pattern

Through the period, the primary local settlement focus remained the Yarmouth Port/Yarmouth Village area in the northwest. However, most of the period's new development occurred in the south part of town, and by period's end a strong secondary focus had developed at South Yarmouth on the Bass River in the southeast. East Parish separated in 1793 as the town of Dennis, and by that time, settlement in the southern part of what remained of Yarmouth was sufficient for a South Sea Parish to be formed.

The 18th century Congregational meetinghouse at Yarmouth Village on Main Street at Union Street remained in use through the period. To the west, a Methodist meetinghouse was built at Yarmouth Port near the Hallet Street/Summer Street intersection ca. 1819. Earlier, an academy (1809) had been opened at Yarmouth Port. In 1825, the Barnstable Bank also was located here. By period's end, linear settlement extended along the County Road corridor from the Barnstable line to the Congregational meetinghouse. Residential development also extended south on Summer Street and Strawberry Lane at Yarmouth Port, and north on Center Street toward the wharf at Bass Hole from Yarmouth Village. Saltworks were located along the bay shore, and numerous docks were located along tidal creeks north of the village.

Fragmentary native settlement continued in the southeast at the Bass River reservation in the first years of the period. As late as 1779, a cluster of wigwams was reported one mile north of the river mouth. After ca. 1776, however, the town began to sell native lands in the area, and rapid development followed. In general, period growth in the south extended along the Main

Street-North Main Street corridor from Hyannis to the west to South Yarmouth. Along this road, the South Sea Parish meetinghouse was located in 1794, west of Parkers River near West Yarmouth Road. Subsequent period religious additions in the south took place further east at South Yarmouth. In 1809, a Quaker meetinghouse was erected on North Main Street near Bass River, and in 1825 a Baptist church was built on Main Street at River Street. A Methodist church was also located at South Yarmouth, between Main and Willow Street southwest of the Baptist church. Saltworks were located along Lewis Bay in the southwest and extensive saltworks were built at South Yarmouth southeast of the Baptist church and west of the Main Street/North Main intersection. A rope walk was built in 1802 along Bass River at the head of Main Street. By period's end, this area around the South Yarmouth ferry had the greatest concentration of settlement in the south, and side streets led from Main Street southeast to numerous Bass River docks, while a second focus developed south of the Baptist church at the head of River Street at Bass River to the southwest.

#### D. Economic Base

The limited sources for Yarmouth are relatively silent on the town's late 18th-century economic growth, but it is evident that in the 1790s the south shore district between Hyannis and Dennis Port was the most economically active area of the county. The 1795 map of Yarmouth (a series not known for gratuitous information) identifies at South Yarmouth a ropewalk, a large "fishworks," and a potter, in addition to two of the town's five windmills. On Lewis Bay across the water from Hyannis were marked "Gages wharf," and another large "fishworks." Freeman in 1802 commented on the "present flourishing state of the south shore" and noted that in Yarmouth there were six wharves on Bass River for ten coasters and ten fishing vessels; and on Lewis Bay were another ten fishing vessels. Shipping also sailed from Bass Hole on the north shore. At the same time shipbuilding was also said to have been carried on at Hockanom on Chase's Garden River. In 1815 the Federal Government erected a lighthouse on Point Gammon. The fieldstone tower, abandoned as a light with the construction of Bishops & Clerks in 1858, is today the oldest light tower in the study unit.

In the early Federal period, Yarmouth, along with other mid-Cape towns, was also among the most prosperous agriculturally. In 1791, 897 acres were under cultivation, 3.1% of Yarmouth/Dennis -- second highest in the study unit after her neighbor Harwich/Brewster. The two towns had over 40% of the county tillage acreage. Cattle numbered 962, third highest in the region after Sandwich and Harwich/Brewster.

In company with the fishing industry, the manufacture of salt by solar evaporation, as invented by John Sears in Dennis, expanded dramatically in the first decade of the new century. As in Dennis, salt had first been produced on the north shore beginning about 1780. In 1802 Yarmouth ranked third in the study unit (after Dennis and Harwich/Brewster) with a production capacity of

16,630 feet. Under the influence of the Embargo, seven years later this figure had swollen to 30,750 feet. Not until 1811, however, were salt works first constructed in South Yarmouth (and not in West Yarmouth until 1829). By the 1830s the salt works dominated South Yarmouth, which retained the business far longer than any other community on the Cape.

In addition to two Rope Walks (Kelley's and Doane's), Yarmouth also had a small manufacturer of tackle blocks -- one of two known on the Cape, the other being in Chatham, used to manufacture equipment for the salt works.

As in Barnstable, despite the active fishing and salt trades of the south shore, the municipal and civic functions of the town remained on the north shore, perhaps because of the location there of regular packet service to Boston and other points. Yarmouth Port was also for many years the end of the stage coach route from Boston and the point from which stages to P'town and Chatham diverged. In 1825 the Barnstable Bank, the county's second bank (after the Falmouth Bank of 1821), was established at Yarmouth Port. The Barnstable County Mutual Fire Insurance Company (1833) located here, the first fire insurance company in the county. Amos Otis was its first secretary. The county's two oldest papers, the Barnstable Patriot (1829) and the Yarmouth Register (1837) were founded within a decade of one another. (The Register was founded by John Reed (1781-1860), Amos Otis, and others in large part to counter the impact of the Patriot, supporters of the "Jackson and Van Buren dynasty" [Deyo: 260], and to promote John Reed's Congressional career. The early years of the two papers were filled with bitter and personal controversy.) Later Yarmouth Port would become the location of the town's first railroad station (1854).

### E. Architecture

**Residential:** The most common building type surviving from this period remains the 1 1/2-story, interior chimney form. Overwhelmingly, the most numerous are those of five bays and center entries, including about forty inventoried examples. Of these, about 30 continue the low proportions with windows located just at the cornice line; ca. ten employ extended stud height. An addition ca. 20 are three bays in width, and ca. 10 are four bays in width; half of each group also employ extended stud height. Two-and-a-half-story interior chimney houses were also constructed in small numbers; five-bay, center entry examples include SPNEA's Winslow Crocker House of 1780, and three- and four-bay variations are known among the ca. ten known. An additional five are hip rather than gable roof in form. Georgian plan center entry/passage plans are far more rare; fewer than five two-story, hip-roofed, five-bay, double interior chimney houses are known; houses employing end chimneys are similarly scarce, two employ gable and two hip roofs, one uses brick end walls. Ornament on these structures is limited primarily to doorways where simple entablatures are most common, occasionally over fanlights.

**Institutional:** After a second "South Sea" parish was formed, a meetinghouse was constructed in 1794, unknown in appearance. The Friends Meetinghouse is a gable roofed structure of 1809 dominated by the entry porch on its long wall housing paired entries. The Baptist church of 1826 is a gable front structure with center entry and square tower on its roof ridge; the trim and orientation are the result of an 1860 remodeling.

**Industrial:** A smock mill of 1791 survives.

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

##### A. Transportation Routes

The early 19th century road system remained in use. New roads were extended in the east to the ca. 1833 upper Bass River toll bridge to South Dennis. Central Wharf was built on the north side in 1832, and Bass River remained the south shore shipping focus. The lower toll bridge at South Yarmouth was in place by 1858. Both bridges were made free in 1869. In 1854, the Cape Cod Branch Railway looped through the northwest corner of town on its route to Hyannis, and Yarmouth Station was located just south of Yarmouth Port. Eleven years later, in 1865, the line, later the Cape Cod Central Railroad, was extended east through the middle of town to Orleans, crossing Bass River south of Kelly's Bay.

##### B. Population

In 1836, Universalists established a society in the town, followed in 1843 by the Church of the New Jerusalem (Swedenborgian). In 1853 a second Methodist Society was formed in South Yarmouth; Methodist camp meetings began in 1863. In 1843 the Yarmouth Institute was formed. In 1854 the town district system was abolished. A public library was formed in 1866. The West Yarmouth Women's Benevolent Society was formed in 1840, and a Royal Arcanum mutual benefit society was formed in 1869; Masons were formed in 1870.

Yarmouth grew erratically in the Early Industrial period. According to census reports, Yarmouth had only two substantial periods of growth: 1830-40 and 1855-60. In both periods, the town grew on average by over 30 persons per year. But for a relatively stagnant period in the 1840s (4 ppy), the number of Yarmouth residents declined at other times.

In 1855, 3.2% of the town population was foreign born, about a point under the county average. Of these, most were Irish or Canadian.

##### C. Settlement Pattern

Period development continued both in the northwest in the Yarmouth Port/Yarmouth Village area and in the southeast in the South Yarmouth/Bass River neighborhood. Outside these places local growth extended along the primary east-west roads in the north and south. Little development occurred in the central interior,



although in 1835 the town house was located near the town's geographic center (Forest Road south of Old Town House Road). At the western border, the Sandwich District Camp Meeting Association established a Methodist campground along the railroad corridor in 1863.

At Yarmouth Village, the Congregational church was taken down and replaced in 1830. In 1836, a Universalist church was built to the west on Church Street. After ca. 1843, a Swedenborgian church was also erected in the village. A Lyceum Hall was built at Yarmouth Port further west in 1850. Period commercial development concentrated in the Yarmouth Port area on Hallet Street west of Summer Street, and intensive residential infill continued along the Hallet Street-Main Street corridor from the Barnstable line to the Congregational church. Although development continued on side streets leading north to the bay side wharves, after 1854 orientation was increasingly toward Yarmouth Railroad Station on Willow Street south of Yarmouth Port. The town farm was located along the road to Bass Hole wharf in 1831.

In the southwest, linear development continued to extend along the Main Street corridor and south along South Sea Avenue toward Great Island. A new West Yarmouth Congregational church was built in 1840. However, growth in the south continued to concentrate near Bass River where South Yarmouth remained a focus of maritime activity, light industry, and salt production. A new Methodist church was built here in 1852 on Main Street near the North Main intersection. An undenominational chapel, Kelley Chapel, was built west of North Main in 1860. Linear residential development continued on Main Street from the lower Bass River bridge to the Baptist church, and development extended east to the river from the Quaker Meetinghouse south to Crosby Street. Further south, development continued on River Street and Willow Street at the Bass River focus.

#### D. Economic Base

The Early Industrial period saw the boom period for the salt works in Yarmouth. In an as-yet-unexplained rise, Yarmouth's production of salt rose from 50,000 bushels in 1832 to 365,000 bushels (valued at \$109,560) five years later -- substantially more than half the entire county production, though both the number of works (52) and the number of men employed (52) were less than the figures of six other towns. Eight years later, Yarmouth's salt production was given as 72,840 bu. (\$18,099) -- still more than twice the value of its nearest competitor, Dennis (with 34,600 bu. worth \$8650), though Dennis works employed 2-1/2 times as many men and had 23 more salt works. In 1865, Yarmouth had 19 works producing 13,780 bushels (third in the county following Brewster and Dennis); a decade later it would be the only town reporting salt manufacture.

Associated with the production of salt was the manufacture of "magnesia" -- magnesium sulfate and magnesium chloride -- begun about 1850 in South Yarmouth. Previous to that time, the solution remaining in the salt works, after the common and Epsom salts had

been taken out, was allowed to remain upon the ground as useless. A factory on Clapp's Point proposed to extract the sulfate and chloride under the direction of Roxbury chemist Franklin Fearing and Yarmouth native Abiel Akin. The factory remained in South Yarmouth into the 1880s, when the diminishing production of the regular saltworks made the operation unprofitable.

For most of the period, however, it was the cod and mackerel fishery which provided most families with their livelihoods. The business reached its peak in 1845 when 24 vessels were at sea with 297 hands. In both the value of cod and the value of mackerel caught that year, the town ranked third in the county. Though the last of the Yarmouth Port fishing fleet was sold in 1863, probably South Yarmouth continued the business longer. There was one vessel still reporting in 1865.

In the alewife fishery, Yarmouth and Dennis together were the leading towns on the Cape in 1855. In 1843, the Long Pond Fishing Company was incorporated to improve Parker's River and to open a connection between Long and Swan ponds. In 1855, Yarmouth men reported 831 barrels of alewives, second highest in the county after Dennis's 2,125 bbls.

With the addition of Provincetown, the leading towns for coastal trading were the Nantucket Sound communities between Barnstable and Harwich. Although Yarmouth had only a quarter as many coastal vessels as Dennis or Barnstable on either side of it, the 70 men in the business in 1865 that year far outnumbered those in the fishing fleet. After 1860, one of the largest of the coastwise trading businesses was Hiram Loring's West Dennis grain and flour firm, which carried on a \$50,000 trade with New York. The institution of a regular packet service between Boston and Yarmouth Port was an important factor in the early introduction of summer visitors who by the 1840s came to the salt marshes of the north shore to hunt and fish.

Other manufacturers included a short-lived oil-cloth factory (1848-51), which until it moved to Fall River was housed in the old ropewalk in South Yarmouth.

#### E. Architecture

**Residential:** Early in the period, town builders continued to construct 1 1/2-story, interior chimney, gable roofed houses, with extended stud heights and Greek Revival door surrounds and wide cornice boards; five-bay, center entry examples remain the most common (ca. 10), followed by three-bay (ca. 7) and a handful of four-bay examples. A single example adds a portico, while ca. five use facade gables in a Gothic mode. In addition to these familiar double pile types, ca. ten single pile variations with rear ells or lean-tos survive. At the same time, builders began to construct a new house form, gable front in form. Here, as in the region as a whole, 1 1/2-story, three-bay, side entry examples are the most numerous; ca. forty are inventoried. A large number have secondary ells, including an additional group of ca. ten with an ell flush to the facade of the main block. The next most

common version of the gable front is the 2 1/2-story, three-bay, side entry type, about a dozen, and another small group with entry on the long wall. Only ca. ten examples are known of 2 1/2-story, five-bay, center entry houses. The most unusual of these houses are two examples, of three and four bays with central entries, with lateral ells, somewhat neoclassical in design. The vast majority of these are ornamented with Greek Revival elements, including square transom and sidelights, entablature and door surrounds, and wide cornice boards; a small number have Doric entry porches, and the Sears Arms employs a full Ionic portico over two-story porches. Far smaller numbers employed either Gothic or Italianate elements. A similarly small number of mansard roof houses, including both two- and three-story examples.

? → Institutional: In 1835 the West Yarmouth Congregational Church was constructed, gable front in form, 1 1/2 stories in height, with a belfry, paired entries, and lancet windows; it had been in South Yarmouth until 1907. In 1836 the Universalists constructed a gable front of similar design, with a three-staged square tower, paired entries, lanced windows. In 1852 the South Yarmouth Methodist Church was constructed in a Greek Revival mode, gable front in form with square tower and steeple, center entry, and square-headed openings, and facade pilasters. A smaller structure now known as the Quaker School is a former district school, gable front, side entry. With the abolition of school districts in 1854, new schools were constructed, including one that survives in West Yarmouth: gable front in form, 2 1/2 stories in height, with a three-bay, center entry facade, ornamented by pilasters and wide cornice board. The undated Lyceum Hall is a 1 1/2-story, gable front structure of eight bays with a door at each end and a Palladian window in the peak.

Commercial: A small number of 2 1/2-story gable front center entry stores survives, ornamented with Greek and Italianate elements.

Industrial: A 1 1/2-story gable front carpenter shop of 1860 survives.

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

### A. Transportation Routes

The mid 19th century road and railroad system continued in use. In 1871, packet service to Boston ended, no longer able to compete with the railroad.

### B. Population

Yarmouth's population declined steadily throughout the period, from 2,423 in 1870 to 1,415 in 1915. In the latter year, a small Finnish colony (numbering 22) replaced the Irish as the largest foreign-born group.

Yarmouth's population declined 42% during the period, among the highest rates of loss in the region. In 1875 its foreign-born

population stood at only 3%. Of this, 42% were Irish. By 2905, with the general population decline, the foreign-born population had risen to 7%. Employment opportunities shrank during the period. In 1875, 29% of the town's male workers were listed as mariners, 18% as fishermen, and 19% as mechanics and manufacturers. By 1905, only 9% were employed in transportation, and 5% as fishermen. Meanwhile, employment in manufacturing rose slowly to 22%, while 27% of the town's working men were classified as laborers. Agriculture employed 11% in 1875, 12% in 1905. Sacred Heart Roman Catholic Church was built at Yarmouthport in 1899. New voluntary associations included the Knights and Ladies of Honor and the New England Order of Protection at Yarmouthport, and a Mason lodge and temperance society at South Yarmouth. The Yarmouth Camp Meeting Grounds continued to be a focus for Methodist summer gatherings, as the number of seasonal visitors increased through the late 19th century.

### C. Settlement Pattern

With economic stagnation and population decline, relatively little residential development took place, although a number of institutional additions were made. Local summer resort activity focused at the Yarmouth Camp Meeting Grounds in the west, and in Lewis Bay and Bass River areas. Yarmouth Village/Yarmouth Port remained the main local institutional center. In 1870 a new Congregational church was built here, located several blocks to the west of the earlier structure. The same year a new Swedenborgian church was erected opposite the common on Main Street. A year later, a library was built at Yarmouth Port. When Lyceum Hall burned in 1880, it was promptly replaced. Sacred Heart Roman Catholic Chapel was also located at Yarmouth Port, on Summer Street in 1899.

At South Yarmouth the masonic lodge built a hall on Main near Crosby Street (ca. 1875). By period's end resort homes were built along Pleasant Street, River Street, and South Street. A small commercial focus developed near the Bass River bridge, and to the north the American Metallic Fabric Company located its factory on Kelley Road in 1885. In the west, the Camp Meeting Grounds were expanded to forty acres. By the late 1870s, the seasonal meetings were made of several circles of forty society tents surrounding the central, open air canvas tabernacle. An estimated 400 smaller family tents were also set in the grounds, and numerous campground cottages were built. A keeper's house and Association building were also erected. In 1890, a wooden tabernacle was built. Secular resort development meanwhile extended into the Lewis Bay area in the southwest from Hyannis after the 1880s. By period's end, development had begun at Hyannis Park near Harbor Bluff, and a dozen houses had been built at Englewood Beach, along with the Englewood Hotel on Massachusetts Avenue, and a yacht club at the head of Berry Avenue.

### D. Economic Base

Yarmouth in the Late Industrial period had a curious mix of economic activities, probably reflecting its central location in

the county more than any other factor. In 1875, the total value of manufactured goods, \$114,985, was the third highest in the county, exceeded only by Sandwich and Falmouth. Over half of this total, however, was the product of seven clothing establishments, shops which put out work to women in the town. This was the largest value reported in the county for clothing manufacture, an industry which Yarmouth shared with Harwich, Orleans, Wellfleet, and Provincetown.

The town also had more than its share of other small "manufacturers:" in 1875 three of the county's six tanneries were in Yarmouth; four of the county's eight carriage factories; and it had the only sawmill in Barnstable Co. In addition, Yarmouth was the only town with as many as four grist mills still in operation.

But for its coastal shipping, Yarmouth's maritime business had dwindled away to almost nothing. In 1875 there were still 16 schooners in coastal trading (placing the town fourth in rank after Provincetown, Barnstable, and Dennis) as well as 2 barks and a schooner in "ocean commerce." In 1885 Yarmouth came the closest to rivaling Dennis in tonnage credited to the town. The largest coal schooner on the Cape, a 725-ton vessel, delivered coal from Baltimore to Boston (and Yarmouth?), and two small schooners carried mixed cargoes of coal, grain, and ice. The remaining 90% of Yarmouth's shipping, however, was ocean traffic. The 1885 Census credits Yarmouth with four ships with a total tonnage of over 6600 tons (though only two were detailed). One ship sailed with coal to San Francisco and Hong Kong; another with general merchandise to Liverpool and Australia. The owner of the latter ship also ran a 1174-ton bark to Liverpool and Japan with a similar cargo. A second bark (813 tons) sailed with coal, lumber, nitrate of soda, and petroleum between Philadelphia, Chile, and Australia.

Nor was the town any more than a moderate farming community (rank 10) among other Barnstable county towns. Cranberries were an exception: in 1895 the product of her bogs was valued at \$25,166 -- fourth highest after Harwich, Barnstable, and Falmouth.

One of the most unusual industries (relatively speaking) to be initiated in this period was the American Metallic Fabric Company, begun in 1886 by the Yarmouth native and Boston architect Samuel D. Kelley (1838-1948) not far from the South Yarmouth location of the ropewalk and oil cloth factory. Kelley reputedly developed the first loom to weave wire, and its earliest product was woven brass mesh. At an early date a majority of the stock was acquired by the Sheany Bigelow Wireworks of Springfield, though the South Yarmouth company remains in operation today.

#### E. Architecture

Residential: The cluster of campground cottages are the town's most important period resources; about 20 of these small structures have been inventoried. In form these are 1 1/2-story, three-bay structures with center entries into the principal front room; most are gable front in form, though occasionally this is

achieved by only a small facade gable. Side ells are common additions to these, although many have been more significantly altered. Surviving ornament includes lancet windows, small balconies, canted corners. Later in the period, and particularly in West Yarmouth, larger seasonal homes were constructed; both 1 1/2 and 2 1/2 stories in height with gable roofs, full porches, and ornamented by clipped gables, canted corners, ornamental shingles, and dormers; gambrel roof examples are also known.

**Institutional:** In 1870 the First Congregational was rebuilt, with gable front and center entry tower with roundheaded windows and labels. That same year, the Society of the New Jerusalem constructed a Stick Style church with tower. The 1899 Sacred Heart Church is constructed in the Shingle Style with a wide porch on the long side over its center entry and a side tower. The Christian Science Church (1904-43), now used as a travel and real estate agency, was built in a Spanish Mission style with gable roof with wide overhang, tiny belfry, chimneys, and quoins. The library of 1870 is composed of a central hip block with porch entry flanked by gable roofed ells. The Masonic Lodge of ca. 1875 is a five-bay, center entry, gable front structure with a one-story Ionic porch built originally as an entertainment hall.

**Commercial:** Stores continued to be constructed as 2 1/2-story gable front forms with center entry and flanking bay windows.

**Industrial:** A gable front, center entry, 1 1/2-story print shop of 1901 survives.

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

### A. Transportation Routes

By the mid 1920s, the primary east-west automobile highway corridor had been established through the north side as U. S. Route 6 through Yarmouth Port and Yarmouth (Cranberry Highway-Hallet Street-Main Street). In the south, Main Street was improved as Route 28 with a bypass of Main Street through Bass River by the mid-1930s. Upgraded local roads included Station Avenue-Union Street from Yarmouth to South Yarmouth, Follins Pond Road to Dennis, and Willow Road parallel to the railroad corridor from Yarmouth Port to Hyannis.

### B. Population

Yarmouth's long period of decline ended abruptly in the 1920s when the automobile brought the town's relative isolation to a close and a sudden surge to the number of residents. In the two decades between 1920 and 1940, the town grew by 86%, making it one of the fastest growing towns in the study unit. In the early '20s and early '30s, the town grew by over 60 persons per year, closing the period with 2,286.

Yarmouth saw a 62% rise in population during the period, among the highest in the region. In 1915, the foreign-born made up 8% of the town's population, with 21% Finns, and 20% British. By 1940

the foreign-born population remained 9%. In 1915 employment opportunities had grown slightly, as employment in manufacturing rose to 39%. Agriculture and fishing combined employed 26% of the working males, and 13% were employed in trade.

### C. Settlement Pattern

Period development consisted largely of summer resort development along the Main Street (Route 28) corridor. Resort development continued to extend east from Hyannis on Lewis Bay, at Hyannis Park along Bayview Street and Park Avenue; and at Englewood Beach along Standish Way, Lewis Road, and Berry Avenue. Further east, new residences were built on Parker's Neck (Seaside Avenue, South Shore Drive), along South Street at Bass River, and Pleasant Street at South Yarmouth. A high school was located on Main Street at South Yarmouth in 1930. New commercial development, including gas stations and motels, extended along Route 28 to serve the tourist traffic.

### D. Economic Base

In 1922, the "two most lucrative industries" in town were the cranberry business, particularly in West Yarmouth; and the shellfisheries. In 1923 "about 35 men were engaged in shellfishing, and the value of oysters, clams, quahaugs, and lobsters shipped from the town to various parts of Massachusetts was between \$30,000 and \$40,000. A large cold-storage plant, called the Bay State Freezer, has recently been erected at Yarmouthport at a cost of \$200,000 or more" (Population & Resources, p. 80).

### E. Architecture

Residential: The small number of inventoried houses dating to this period include a number of small three-bay pyramidal houses and isolated bungalows.

Commercial: Gas stations survive from this period, including a small stucco example with a hip roof as well as one greatly altered.

## XI. SURVEY OBSERVATIONS

This inventory, conducted primarily in 1979, exhibits many of the problems common to surveys of this region. Structures considered emphasize those dating before the mid 19th-century and consist nearly exclusively of housing. Dating is almost exclusively based in visual inspection, unspecified, and statements of significance dwell on ownership and anecdote.

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