

MHC Reconnaissance Survey Town Report

NORTH ATTLEBOROUGH

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: October 1981

Community: North Attleborough

I. TOPOGRAPHY

While there are some dissected hills in the center of the town the remainder of the terrain possesses moderate topographic relief. There are some swamp lands in the east. Drainage in the east via the Bungay River, in the central portion of town via the Tenmile River and in the west via the Sevenmile River. Soils are generally sandy to gravelly.

II. POLITICAL BOUNDARIES

North Attleborough was incorporated as a town on June 14, 1887 from the northern portion of Attleboro.

III. HISTORIC OVERVIEW

North Attleborough is an industrial town in Bristol County on the Rhode Island Border. Although the town did not have a separate political existence until the late 19th century, development began earlier here than in its parent town, the original Attleborough. European town center appears to have been located on South Street (Old Town section). Some potential Contact period sites, minor European Settlement period. Colonial settlement primarily agricultural.

As in Attleboro, early 19th century industrialization drew settlement away from Old Town eastward to water sites on the Tenmile River creating settlement nuclei at the Falls and at Whiting Pond. North Attleborough's strong ties with Wrentham appear to have encouraged village development. Although residential and industrial development occurred along Elm Street, the remaining settlement outside the two villages (North Attleborough and the Falls) was primarily agricultural throughout the 19th century. The railroad construction that occurred during the late industrial period acted as a spur to North Attleborough's continued industrial development. While the turnpike supported little or no development during the 19th century, its role as a Boston-Providence auto corridor produced some strip development during the late 1930s.

IV. CONTACT PERIOD (1500 - 1620)

A. Transportation Routes:

North Attleborough was the site of a major transportation corridor extending south to the Seekonk River and the Narragansett Bay region. The Bay Path, a major regional route, passed through North Attleborough, probably following Elmwood Street, Washington Street and the Old Post Road. Locally, this route appeared to be the axis of the native trail network. Two conjectured trails extending along routes encompassing Homes Road, Allen Avenue and Mt. Hope Street, respectively, converged at the southern end of the Bay Path. Two additional prospective trails following East Washington Street and Reservoir and Towne

Streets joined the Bay Path at its midpoint. A probable north-south route extended along Kelly Boulevard, skirting along the town's eastern uplands while two likely secondary trails provided access to the Mt. Hope Street, Towne Street and Kelly Boulevard routes. The Ten Mile River probably was utilized as a major water route between the Narragansett and Massachusetts Bays (MHC 1980: 21).

B. Settlement Patterns:

There were no documented native Contact Period sites. The only evidence of native settlement were four unidentified native sites. A large village site was situated at the junction of Abbott Run and the North Attleborough line while two smaller sites were located near the eastern side of the Tenmile River immediately north of its junction with the town's southern boundary. These two sites were probably associated with the complex of native sites concentrated along the Attleborough portion of the Tenmile River. The fourth was a small upland site approximately half a mile west of the West Street and Kelly Boulevard intersection. The presence of potential agricultural land along the Tenmile River and the river's value as a transportation route and food source likely encouraged considerable native Contact period settlement along the river and the Bay Path. Additional native sites may have been established on the agricultural land present in northwestern North Attleborough. Possible native quarrying sites were set up in the outcrops of red felsite adjacent to Mt. Hope Street between Smith and Fisher Streets.

C. Subsistence Patterns:

The Tenmile River and Sevenmile River would have provided the native population with substantial sources of fish. The area's natives probably exploited the extensive marine resources of the Narragansett Bay region during the late spring and summer months. Hunting likely took place in the town's woodlands while planting grounds were probably laid out along the Tenmile and Sevenmile Rivers and the northwestern portion of North Attleborough. Probable trade contacts were established with 16th century and early 17th century European explorers and fishermen frequenting the Narragansett Bay region largely because of the area's access to the Bay region.

D. Observations:

The existing data strongly suggest North Attleborough was included within a transportation/settlement corridor focused along the Tenmile River. Native settlement in the North Attleborough/Attleborough area appears to have been an extension of a suspected core settlement situated at the mouth of the Tenmile River (East Providence, Rhode Island)(MHC 1980: 23). Regionally, the native population was probably affiliated with the Pokanokets (Wampanoags) centered in Mt. Hope, Rhode Island. The dearth of reported native sites in North Attleborough is primarily a reflection of the collectors' biases and the failure to report native sites discovered in the present downtown section of town before their subsequent destruction. The likelihood of surviving Contact Period settlement is greatest in the relatively undeveloped northwestern section of North Attleborough. Fragments of period sites may remain along the southern portion of the Tenmile River and around Falls Pond.

V. FIRST SETTLEMENT PERIOD (1620 - 1675)

A. Transportation Routes:

Incorporation of the native trails into the colonial transportation network. The Bay Path remained the primary overland route providing access to Boston and Narragansett Bay settlements.

B. Population:

There were no figures for a native or white population. One source stated by c. 1661 the area encompassed within the future town of Attleborough (Cumberland, Attleborough, North Attleborough) had virtually no native occupants (Hurd 1883: 556). The author referred only to a small native village located in present Cumberland (Ibid.). The white population probably only consisted of a handful of families, all originally residents of Rehoboth.

C. Settlement Patterns:

The available sources made no reference to post-1620 native settlement in North Attleborough. English settlement first took place along the Bay Road. John Woodcock and his family established a small hamlet in c. 1669 near the junction of Elmwood and Washington Streets. Scattered contemporary homes may have been built further south adjacent to the Tenmile River. The settlement lacked civic/religious facilities. These were probably sought in present Rumford, Rhode Island.

D. Economic Base:

Agriculture was the foundation of the community's economy. Farming was probably undertaken along the Tenmile and Sevenmile Rivers and the northwestern portion of North Attleborough. Subsistence fishing and hunting likely took place in and adjacent to the Tenmile and Sevenmile Rivers and the area's extensive woodlands. There was no evidence of local industrial operations. John Woodcock was licensed to operate an ordinary in 1670.

E. Observations:

The limited evidence indicated the North Attleborough area was a focal point of pre-war colonial settlement in Old Attleborough. The settlement's limited size and the virtual absence of commercial/industrial and civic/religious facilities probably led to the development of strong ties with adjacent communities such as Rehoboth and Taunton. The Woodcock settlement was the scene of considerable overland traffic between Rhode Island and Boston because of its location on the Bay Road.

VI. COLONIAL PERIOD (1675 - 1775)

A. Transportation Routes:

It was difficult to assess development of the town's transportation system because of its limited documentation.

B. Population:

No figure for a native population. At the outbreak of King Philip's War, 14 settlers were residing in the vicinity of John Woodcock's garrison house (Hurd 1883: 524). At the time of the town's incorporation, Attleborough (then consisting of Attleborough, North Attleborough, Cumberland) had a population of between 90 and 190 residents. An additional dramatic increase occurred within the next twenty years (c. 1717) when the population jumped to 500 residents. By 1765, Attleborough had undergone further growth, expanding to 1,739 residents. At the time of the Revolution the town's population stood at 2,200 residents.

C. Settlement Patterns:

Woodcock settlement was attacked during King Philip's War. Two residents were killed and one home destroyed in the course of the native raid. Woodcock's garrison house, however, survived the war providing settlers refuge throughout the fighting. Initial post-war settlement focused on the Tenmile River largely because of its value as a power source and transportation route and the presence of agricultural land adjacent to its banks. One of the first settlers was John Daggett who had land laid out near Attleborough Falls. By the turn of the 18th century, a primary settlement node was centered at the junction of Old Post Road and Mt. Hope Street. Old Attleborough's first meetinghouse was built at this location in 1710-14. A second meetinghouse was built in c. 1728 fifteen to sixteen rods from the first structure. Growth in present Attleborough resulted in Old Attleborough's division into two precincts in 1743. Early-late 18th century settlement infill occurred in the vicinity of the Woodcock cemetery (junction of Elmwood and Washington Streets). Probable early-late 18th century settlement infill took place near the southernmost portion of the Old Post Road.

D. Economic Base:

Documentation of the settlement's post-war economic base was limited. Agriculture remained an important aspect of the North Attleborough area's economy. Despite widespread evidence of potential mill power sources, there is only limited reference to the town's industrial post-war industrial development. Joseph Daggett established a grist mill at Attleborough Falls in c. 1703 (Daggett 1894: 100). Two additional mills situated at the junction of Abbotts Run and Mendon Road and Tenmile River and Allen Avenue, respectively, may pre-date 1775.

E. Architecture:

Residential: The earliest house in North Attleborough was the Woodcock Tavern, built in 1669 and demolished in 1806. During King Philip's War it was used as a garrison; a portion of the Tavern, an end chimney half house added in 1730, still stands. A few other early houses are known to survive in the town as well. These include a center chimney house with a pedimented entablature on the Old Post Road, which is dated c. 1715 and possibly a few of the center chimney cottages on Allen Road. Several gambrel roofed cottages are recorded in 19th century photographs but none are known to survive.

Institutional: The earliest meetinghouse in Attleborough was located in what is now North Attleborough. The first structure, 30' square, was begun in 1710 but not completed until 1714. The second meetinghouse (50' x 40' with one tier of galleries) was built in 1728. Both stood on the site of the present First Congregational Church (1828) on the Old Post Road. Also established in the period was the North Baptist church, organized in 1769 from a congregation which had been meeting as early as 1747. Apparently the congregation did not construct a meetinghouse until 1784.

F. Observations:

The 18th century witnessed an apparent shift in Old Attleborough's population and economic base to the southern portion of the community (present Attleborough). Unfortunately, the existing secondary sources do little to detail the extent of this shift. The absence of extensive development in the vicinity of the Old Post Road suggests there is a good likelihood of surviving archaeological evidence of the area's post-war primary settlement node.

VII. FEDERAL PERIOD (1775 - 1830)

A. Transportation Routes:

Late 18th century post road (East Washington/Old Post Road) superceded by turnpike (South Street) in 1829. 18th century roads intact.

B. Population:

Population figures not available prior to North Attleborough incorporation.

C. Settlement:

Small religious/residential nodes at Old Town and at North Attleborough. The former Congregational, the latter Baptist. By end of period industrial nodes developed at Lanesville (Adamsdale) and the Falls, as well as addition of industrial function to North Attleborough (was also early commercial node).

D. Economic Base:

Small grist and sawmills remain in operation along Tenmile River and at Lanesville (Adamsdale), with fulling mill at Falls. In the 19th century's first decade, nail factories in operation at Whiting Pond and at Falls.

However, these activities were rapidly eclipsed in importance by the introduction of cotton spinning mills, as investors from Pawtucket and Providence, spurred by the import restrictions imposed by the Embargo and the War of 1812, sought out potential mill privileges and other local investors. Between 1809 and 1813 two important cotton mills were built along the Tenmile River. At Lanesville in 1826 was built the largest of all, running 2,000 spindles. By 1832 the three mills together showed a product value of over \$68,000, with a work force of 120 men and women.

By 1832, however, the highest production figures were devoted to the manufacture of buttons, and, to a lesser extent, of jewelry. Traditionally,

the earliest jewelry manufacture in the Attleboros has been assigned to an unidentified Frenchman, who set up a forge about 1780 at Chestnut and South Washington Streets and began making brass butts. (Stone reports that his name may have been LeFornier, later corrupted to "the Foreigner.") At what date he began making jewelry is unclear. In 1795 Nehemiah Dodge began making jewelry in Providence, and the growth of the industry in that city paralleled the development in the Attleboros, with frequent exchanges in expertise.

It is not clear whether North Attleborough can claim a continuous record of jewelry manufacture since the 18th century, as can Providence. Instead, the first substantial industry appears to have been in buttons. Edward Price came to the Falls area in 1794 from Birmingham, bringing with him British machinery. In 1804 another Falls resident, George W. Robinson, patented an improvement in coat and waistcoat buttons, and for the next 30 years the button industry in Robinsonville showed the greatest product value of any in North Attleborough. Robinson began making metal buttons in 1812; glass buttons, in 1823; and gilt buttons in 1826. By 1834 the firm was said to be the most extensive producer of metal buttons in the U.S., winning numerous awards and a national market. The value of his product (in 1832) was \$93,600, produced by 65 hands.

Jewelry production, reintroduced in 1821 by Draper, Tifft & Co., by 1832 was carried on in four shops and had an annual product value of \$33,000.

In the 1832 statistics, 500 women are noted producing \$60,000 worth of straw braid and bonnets, but it is unclear in what section of old Attleborough this cottage industry was taking place.

E. Architecture:

Residential: Approximately a dozen Federal houses were observed in the town. These include an almost equal number of center chimney and double interior chimney examples, while end chimney and twin rearwall chimney Federal houses are comparatively rare, with only one example of each type noted in the town. Among the Federal houses noted is a double pile plan hip roof center chimney house on Mt. Hope Street at Attleborough Falls. Most of the town's Federal houses are located along outlying roads in rural settings, although a few were noted at the town center. Cottages are comparatively rare, with the few examples observed being center chimney plan cottages of a full five-bays' width. Standard Federal embellishments employed consist of segmental or elliptical fanlights with sidelights framed by a pair of slender colonettes.

Institutional: Several institutional buildings were constructed in the Federal period including the meetinghouses of the First Congregational and the First Universalist churches (1828; 1818) and the first (completed 1784) and second (1817) meetinghouses of the North Baptist church. Of these, the First Congregational (1828) and North Baptist (1817) meetinghouses are still standing. The North Baptist church is a conservative two-story gable roofed structure with a projecting square tower on the facade; it was updated probably in the 1850s with bracketed Italianate eaves and pediment and round head windows in the belfry. The First Congregational church is more stylish with a shallow projecting frontispiece with double entrances and a pediment as well as a well-detailed two-stage belfry with an open octagonal domed cupola. It was built by Ezra Walker, a local builder. The earliest schools in the town were

constructed in the period, with a number of schoolhouses built around 1804; none of these are known to survive.

VII. EARLY INDUSTRIAL PERIOD (1830 - 1870)

A. Transportation Routes:

No railroads during this time. No new road construction.

B. Population:

Population figures not available prior to 1890. St. Mary's Catholic Church at Attleborough Falls 1857.

C. Settlement:

Residential and industrial expansion primarily linear at North Attleborough village and the Falls, although house lots platted west of South Street in North Attleborough Village by end of period. Little or no growth at Old Town during latter portion of period.

D. Economic Base:

The period is characterized as one of tremendous growth and innovation, particularly in the jewelry industry.

During this period, Robinson dropped out of the button business, replaced about 1848 by the button factory of D. Evans, also in Robinsonville. By 1837, the manufacture of jewelry had surpassed the product value of buttons, \$92,000 to \$90,000.

The 1830s and '40s saw the number of jewelry firms increase. One of the earliest, formed by a former partner of Draper, Tifft & Co., was Ira Richard & Co. (1834), which by the last half of the 19th century, had become the largest jewelry firm in North Attleborough. Stephen Richardson & Co. (1837) was probably the first to establish a New York office in 1854, and among the first to experiment in exports to Europe. Joseph J. Freeman, at Robinsonville by 1848, became the first in the U.S. to manufacture rolled plate curb chains. J.F. and J.H. Sturdy came to Robinsonville a year later from Providence with a new method of producing rolled gold-plated stock. Until 1855 clippings and sweepings were sent to New York for refining. In that year, C.E.W. Sherman set up a refining business near Davis Bridge, the first in the Attleboros, moving two years later to the existing Elm Street location.

By 1855, 24 establishments in both Attleboros were making jewelry worth \$946,200--a value over ten times what it had been a decade before. The 1850s also saw the movement north into Plainville and south into Attleboro of several jewelry makers, marking the beginning of Attleboro's rise as a jewelry center. In the 1860s many firms in both Attleboros received boosts by U.S. Army orders for large quantities of gold, silver, and rolled plate Army badges and other emblems.

At the Falls, textile production had not been abandoned. In the 1820s, Attleborough's John Thorpe had patented a braiding machine. By 1848 Handel N. Daggett was using these braiders to produce shoe lacings and stearine candle-wicking. Up to 1861, no domestic braid had been successfully produced in the

U.S. With important restrictions imposed during the War, Daggett's factory turned to domestic braids, a business that by the end of the war amounted to over \$400,000 yearly. H.D. Daggett was also responsible for the North Attleborough Gas Light Co. (1855), the Attleborough Branch Railroad (1871) through the Falls to North Attleborough, and, with H.F. Barrows, for the North Attleborough Water Co. (1883).

E. Architecture:

Residential: During the Early Industrial period, a great many houses in a range of styles and sizes were built, particularly at Attleborough Falls and at North Attleborough center. Few of these appear to date earlier than the 1840s, with the highest proportion probably dating from the 1850s and 1860s. Comparatively few Greek Revival houses and cottages were observed in the town: most Greek Revival style residences are center and double chimney cottages (most of these located in rural settings) with rare examples of sidehall plan houses and cottages in the town center. Far more common are five-bay double chimney Italianate cottages with kneewall framing and center gables, a great number of which were constructed as the earliest form of workers' housing in North Attleborough. Concentrations of Early Industrial period workers' housing are found east of the town center on East Washington, Smith and Mt. Hope Streets and along the cross streets between them. Similar housing in a more open setting is found at Attleborough Falls. A more substantial residential neighborhood began to develop west of North and South Washington Street at the town center. On the cross streets leading west off Washington Street, double chimney, center-entrance plan and asymmetrical sidehall plan houses in the Italianate, Gothic Revival, Stick Style and Second Empire styles were constructed in some numbers. Particularly significant are several villas of the 1850s whose wide eaves, shallow pediments and finely scaled incised trim suggest the influence of Downing's cottage architecture. The quality of surviving woodwork on verandas, window hoods and gable screens is very high and a great many houses survive with trim intact. Also significant is the high proportion of well detailed suburban houses dating from the 1850s with several fully developed Italianate houses and at least one very unusual late Greek Revival house observed. The Greek Revival house (Willard Robinson House, now Dyer Funeral Home), located on Commonwealth Avenue at Attleborough Falls, has a five-bay wide first floor with a large three-bay wide "monitor" on the second floor which is in turn surmounted by a square belvedere. The house is finished with flushboarding articulated with panelled pilasters. Although they are uncommon, at least a few Italianate double workers' cottages were built; several of these survive at Attleborough Falls. At least one very elaborate Italian villa (Whiting House) was also constructed but has been razed.

Institutional: Among the churches established in the period were St. Mary's Roman Catholic church, founded at Attleborough Falls in 1850 and later relocated at North Attleborough center, the Free Evangelical church (1858) and the Central Congregational church at Attleborough Falls (c. 1865). None of these are known to have constructed buildings until after the end of the period. A number of schools of the period have survived, particularly in rural locations. Among these are the Hoppin Hill school (1843), a story-and-a-half center-entrance Greek Revival/Italianate building, the Adamsdale school and the Old Town School, both one-story Greek Revival schools built c. 1845 with double entrances and square belfries with antefixae; all three schools are very well-preserved examples of their type.

Commercial: Only one commercial building which may date from the period was observed in North Attleborough, although other commercial buildings which apparently have not survived must have been built in the period. The surviving structure is a three-story brick Italianate building (once North Attleborough National Bank) on North Washington Street; although it may date as early as the 1860s, it also may not have been built until the Late Industrial period. Another building was noted which may have served commercial purposes; this is a two-and-a-half story Italianate building on Cumberland Road at Washington Street.

Industrial: A number of industrial structures were constructed during the period, particularly along the Tenmile River at North Attleborough center. Most of these dated from the 1850s and '60s; only a few of the early factories have survived. Among these are the B.S. Freeman factory (1865), a three-story frame structure with a mansard roof and several ridge-roofed additions, and the Gold Medal Braid Company on Washington Street, a now-altered building which was probably built c. 1860 to judge by the early quality of the concave mansard roof which once topped its stair tower; the Richards factory survives with portions of its water power system evident (sluices). Probably the most outstanding industrial structure of the period is the Gasometer on Commonwealth Avenue at Towne Street in Attleborough Falls. This is a round brick structure, built in 1865, with a conical roof topped with a ventilator cupola.

IX. LATE INDUSTRIAL PERIOD (1870 - 1915)

A. Transportation Routes:

Attleborough Branch Railroad connecting North Attleborough with Attleboro joined Boston and Providence and Taunton Branch 1871. Walpole and Wrentham Branch Railroad during this period from west side of Whiting Pond south to Lanesville. Street railways along Elm to North Street to Attleboro and Washington Old Post Road to South Attleborough. Little new road construction.

B. Population:

Population figures show growth from incorporation (1887) to 1910, then dip at end of period. Foreign born population in 1915 was 23% of total, majority Canadian. St. Mary's moves from the Falls to North Attleborough in 1877.

C. Settlement:

Considerable expansion of North Attleborough village during this period; almost total infill of the area bounded by Broadway/Chestnut/South and West Streets by 1895. Considerable development also noted along Elm Street trolley line as well as Old Post Road (First house built in 30 years at Old Town as well 43 house lots sold on the line 1 year after the line was opened in 1891 (Daggett: 1894, 450)).

D. Economic Base:

Until 1895 it is not possible to separate the jewelry statistics of North Attleborough and Attleboro. Although North Attleborough business continued to expand, it seems that this growth occurred at a slower rate than in Attleboro. More firms were initiated in Attleboro in the 1870s and '80s than in North Attleborough, and a number of existing firms in the northern town moved south, probably for better rail connections. Thus it is probably during the

late 1870s or early '80s that Attleboro jewelry production overtook that of North Attleborough. By 1895 the value of Attleboro goods (probably 75 percent "metal and metallic goods") was nearly 1½ times that of North Attleborough. Nevertheless, the jewelry business continued to build important factories in this period--among them the landmark wood-frame mansard factory of B.S. Freeman & Co. at Robinsonville (1865), the 3-story brick crenellated Manufacturers Building, the wood-frame Webster Co. factory on Broadway, and the H.F. Barrows jewelry factory (1906) at Chestnut and South Washington. For much of the period, the "Company's Shops" (E.I. Richards & Co.) as they were called, on the Tenmile River at the center of town, were the largest firm in North Attleborough, employing 200-225 hands.

E. Architecture:

Residential: Extensive residential construction continued at the town center. In the area between Grove and Church Streets west of Washington Street, large well developed Stick Style and early Queen Anne style houses were built in some numbers. Similar houses were also constructed at Attleborough Falls. Ornately detailed Second Empire cottages and houses were popular in the early years of the period and several outstanding examples are known, with one very fine mansard-roofed cottage with extensive dependencies observed on Towne Street at Attleborough Falls. Other more modest middle class and workers' housing was built north and south of the elite district at the town center and also east of Washington Street between Orne and Fisher Streets. The most common form of workers' housing constructed was the sidehall plan two-story Queen Anne house, but by the turn of the century, two-family houses, two-deckers and, occasionally, three-deckers were being built as well. Well detailed Queen Anne houses, most with elaborate towers, continued to be built along South Washington Street into the 1890s with Colonial Revival and Craftsman houses of similar quality built in the years after the turn of the century, particularly in the area south of the center. Other more modest but nonetheless well developed Colonial Revival and Craftsman houses were built along Elm Street east of the town center. At least one small apartment block of yellow brick was observed at the town center on South Washington Street.

Institutional: A number of institutional buildings were constructed in the period, among them two churches, both of which share similar plans with offset square towers on the facade being the most prominent common feature. These are the Central Congregational Church (1874) and the Universalist Church (1882). The other church of the period is the Cushman Union (1883), a Stick Style chapel. Also built in the period was the Richards Memorial Library (1894), a one-story hip roofed brick Queen Anne structure with terracotta details, designed by the Boston architect, W. H. McLean, as well as several schools, the most prominent of which is the Woodcock School at the town center, a two-story brick Jacobethan design of c. 1910.

Commercial: A number of one and two-story brick and frame commercial blocks were built after the turn of the century at North Attleborough center. Most of these are of modest architectural character with Colonial Revival and Beaux Arts designs predominating; they are, however, generally well preserved, with many storefronts preserved intact with original fenestration, etc.

Industrial: Most of North Attleborough's many jewelry factories date from the Late Industrial period. These include several substantial and well detailed factories of brick with Romanesque or Renaissance Revival details. Among these are the Whitney Shop, a three-story brick Romanesque Revival building and a three-story brick factory built in 1906 on Chestnut Street, as well as a number of smaller frame and brick factories along Washington Street at the Tenmile River.

X. EARLY MODERN PERIOD (1915 - 1940)

A. Transportation Routes:

Street railways ceased operations by 1930s. South Street designated Route 1.

B. Population:

Population growth to end of period. Foreign born population 20 percent of total in 1930.

C. Settlement:

Continued expansion at North Attleborough Village as well as infill along existing roads.

D. Economic Base:

In the early 20th century, North Attleborough's economy continued to expand, though at a much slower rate than in Attleboro to the south. In the 27 years between 1895 and 1922, the total value of goods made and work done climbed from \$2.9 million to \$7.4 million. Of this amount in 1922, the jewelry industry accounted for about 60 percent. Within the state, North Attleborough trailed Attleboro with 20 percent and 61 percent of the state's total value in jewelry production. No new jewelry plant construction was encountered, with an increasing economic dependence on Attleboro.

By 1930, the largest jewelry firm was the Evans Case Co. with 375 hands (now the Balfour Plant No. 2), followed by the Webster Co. on Broadway, and the Mason Box Co. (300 hands each).

E. Architecture:

Residential: Houses continued to be built into the 1920s at the town center, especially at Grant and Smith Streets east of Washington, south of the town center along South Washington as well as along Broadway west of the town center. Most of these houses are Dutch Colonial and Colonial Revival structures, many of which incorporate Craftsman details such as exposed rafters, stucco finish, etc. Hip roofed two family houses with Craftsman details were built as well, along with at least a few bungalows.

Institutional: Among the buildings constructed are Sacred Heart church (1923, Louis G. Destramps) and school (1923), brick Colonial Revival buildings with Beaux Arts massing, the North Attleborough High School (1918), a two story brick Colonial Revival building on South Washington Street, and Grace

Episcopal Church (Smith and Walker, 1931), a nave plan English Gothic church on Church Street, executed in fieldstone laid in random rangework.

Commercial: A number of one and two-story commercial blocks in brick and concrete were built along Washington Street at the town center; a few of these incorporate decorative details in stylized Moderne pattern, but most are Georgian or Colonial Revival in style. One of the best preserved buildings is a Colonial Revival garage/auto showroom on South Washington Street; this is a one-story, yellow brick building with elliptical arched show-windows and a green tiled shed roof.

Industrial: Several concrete factories, most of them one story in height with minimal detailing, were built at North Attleborough center and Attleborough Falls.

XI. SURVEY OBSERVATIONS

North Attleborough's inventory adequately documents most major institutional buildings and most surviving early residential structures in the town as well as some outstanding industrial structures. It does not, however, record the town's outstanding collection of mid to late 19th-century houses, particularly those in the neighborhoods west of Washington Street at the town center and those along Elm Street. Especially significant are the town's several Italianate villas (comparable in quality and development to the Italianate houses of Taunton) and its early Queen Anne (some with rare Eastlake details) and Stick Style houses. Also significant are surviving factories of the mid-19th century (Richards Factory and probably others) and fragments of the water power systems associated with them. Another important resource are the town's Federal and Greek Revival schools, of which several very good examples survive.

Industrial: The North Attleborough survey identified three industrial structures. Of these, at least two, the 1865 B. S. Freeman & Co. shops at Robinsonville and the North Attleborough Gas Light Co. gasholder are probably worthy of National Register designation. The latter is probably one of the finest surviving brick gasholders in the nation. Two stone factories survive at opposite ends of town: the Falls Cotton Mfg. Co. (1831), afterwards home to Daggett's Gold Metal Braid Co., and the W.D. Whiting Clock and Jewelry factory (1847?). The reconnaissance survey identified at least twelve surviving jewelry factories. Special attention should be given to these plants, with a close examination of the relative significance of each in terms of the development of the industry. Particularly noteworthy is the H.F. Barrows Co. building, built in 1906 as a memorial to the builder's grandfather and founder of the business. The landmark factory, which features a corner tower, is located on the reputed site of LeFornier's 1780 forge.

XII. SOURCES

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