

MHC Reconnaissance Survey Town Report

PEMBROKE

Report Date: 1981

Associated Regional Report: Southeast Massachusetts

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

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

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

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

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



MASSACHUSETTS HISTORICAL COMMISSION
William Francis Galvin, Secretary of the Commonwealth
Chair, Massachusetts Historical Commission
220 Morrissey Blvd.
Boston, MA 02125
www.sec.state.ma.us/mhc
mhc@sec.state.ma.us / 617-727-8470

MHC RECONNAISSANCE SURVEY REPORT

Date: June 2, 1981

Community: Pembroke

I. TOPOGRAPHY

Located in Coastal lowlands inland from Duxbury Bay. Sandy to gravelly soils. Drainage north to the North River via Pudding Brook, Little Pudding Brook, Swamp Brook to Herring Brook and then to the
× North River. Extensive system of swamp lands running from north central to southeast portion of town. Extensive pond system in west and southwesterly portion of town, some kettlehole ponds. Complex topographic relief around ponds and in northern portion of town.

II. POLITICAL BOUNDARIES

The town of Pembroke, incorporated in 1712, was formed from parts of Marshfield Upper Lands, North Duxbury and the "Majors Purchase". West Precinct of Pembroke formed from parts of Pembroke, Halifax, Bridgewater, Abington and Hanover in 1746, became part of Pembroke in 1756 and was incorporated as town of Hanson in 1820.

III. HISTORIC OVERVIEW

Pembroke is an inland suburban community west of Duxbury Bay. The ponds in the southern portion of the town were important native sites throughout contact and first periods. Seasonal occupation of the ponds led to a comprehensive system of interior trails. While the Pembroke ponds were a focus of native occupation, European settlement focused on Northern Pembroke and the Indian Head and North Rivers. Like other towns in the latter system Pembroke moved into a mixed shipbuilding/agricultural base by the mid-18th century and as the ship building began to wane in the early 19th century there was a brief emergence of textile manufactures in the town. By the time shipbuilding had ceased completely in the 1840's there was a return to an agricultural base with some light industry. The Pembroke ponds which had supported the native population during the contact period provided a new form of sustenance in the late industrial with the construction of Mayflower Grove by the Plymouth and Brockton Street Railway Co. which prompted some summer development in the southern portion of the town. While there was a well defined civic/religious node at Pembroke Center there was no development of a commercial or industrial core in the town which resulted in scattered residential settlement. The physical geography of the town appears to have discouraged internal cohesiveness with Bryantville maintaining ties with Hanson and Brimstone Corner with West Duxbury. With Route 53 (Washington/Old Washington St.) the only major communication link
× with major population centers through the 20th century the town remained relatively isolated through the end of the study period.

IV. CONTACT PERIOD (1500 - 1620)

A. Transportation Routes:

Important north/south regional corridor between North River and Pembroke Ponds to Plymouth Bay. Primary route to North River crossing apparently follows High St. to Oldham St. through Pembroke center and north and Elm St. around Swamp Brook to documented ford at Indian Head River (Hurd, 1884, p. 233). Probable trails to Namassakeeset (Pembroke Ponds) appear as Center St. To Hobomoc and Stetson Ponds, Hobomoc-Lake-School Streets to Silver Lake, and Mattakeeset-Plymouth Streets to Oldham and Sand Bottom Ponds. Connecting links to North River at Marshfield probably follows Baker-Pleasant-Winter Streets with alternate route as Water Street, although precise location remains uncertain.

B. Settlement Pattern:

Eight reported aboriginal sites, none temporally identified. Included one cremation burial near Hobomoc Street. Location, however, of seven sites within area occupied by native population in 17th century suggests high likelihood of several sites containing contact period components. Interior ponds, particularly Oldham, Great Sandy Bottom and Furnace, focal point of site locations. One site situated immediately south of North River off of Brickkiln Lane.

C. Subsistence Pattern:

Probable dependence on seasonal fishing, hunting, gathering and agriculture. Concentration of settlement in interior due to complex of interior ponds - extensive sources of fish and planting grounds. Indian Head and North Rivers, extensive streams, woodlands and marshlands additional sources of fish and game. Probably journeyed to coast (Duxbury, Marshfield) during warmer spring and summer months to exploit coastal resources (i.e., fish, shellfish, waterfowl, etc.). Potential of European-Indian coastal trade provided additional incentive for seasonal migration to coast.

D. Observations:

High potential for interior sites of extensive number of inland ponds and streams - rich food sources and agricultural land. Inland location of reported sites suggests utilization as semi-permanent settlement during fall, winter and early spring months. Late spring and summer migration to coast as evidenced in large number of native sites recorded on or adjacent to the coasts of Duxbury and Marshfield. Political and cultural affiliation of Pembroke (labelled Mattakeeset by English in early 17th century) Indians somewhat unclear. Local histories (Deane, 1831) describe Pembroke Ponds (Oldham, Furnace, Great Sandy Bottom, Little Sandy Bottom, Stetson Ponds and Silver Lake) as the principal seat of native population inhabiting Norwell, Scituate, Marshfield and Duxbury. Probable regional affiliation with Massachusetts, chief sachem situated in Neponset, territory extending from Blue Hills south to Taunton (Litchfield, 1909, p. 111).

V. FIRST PERIOD (1620 - 1675)

A. Transportation Routes:

Native trails improved as regional highways with primary route of Plymouth Path from Indian River Ford as Elm-Oldham-Baker Streets (Hurd, 1884, p. 233). Bridge over North River to Hanover (1656) requires new route through North Pembroke, apparently as Washington St. (Route 53) to Brimstone Corner.

B. Population:

No specific figures for native population. However, two 20th century estimates place population of Massachusetts in the period 1620 - 1643 at approximately 500 individuals (Tigger, 1978, p. 169). Only figures for white population concern Duxbury (included Pembroke until 1712). 1643, 400 individuals.

C. Settlement Pattern:

Native population concentrated around Pembroke Ponds. By the mid-17th century, area primary location of Josias, chief sachem of Massachusetts Indians. Relocation probably result of sale of native lands further south to English. English settlement minimal until turn of the 18th century. Pre-1675 English settlement confined to junction of Route 53 and Barker Street. First settler, Robert Barker, established in area c. 1650. Scattered homes outside nucleus. No community church/meetinghouse. Travel to Duxbury for worship and town meetings. Majority settlers originally Duxbury residents.

D. Economic Base:

Native seasonal rounds probably disrupted by English occupation of land in Marshfield, Pembroke and Duxbury. However, continued seasonal hunting, fishing and agriculture in vicinity of Pembroke Ponds and inland streams and marshes. Planting grounds on eastern shore of Oldham Pond. English settlers engaged primarily in farming and fishing. Anglo-Indian trade probably important part of local economy. Excellent milling potential due to numerous inland streams.

E. Observations:

Continued evidence of discreet native settlement. However, war, disease and expanding English settlement resulted in considerable drop in native population, loss of land and political autonomy. Environmental diversity and "friendly" native population encouraged settlement of area by Duxbury residents. Community closetied to eastern portion of "Old Duxbury", site of majority of population and industry.

VI. COLONIAL PERIOD (1675 - 1775)

A. Transportation Routes:

Regional road system remains from 17th century with bridges at North River and Indian Head River (Luddens Ford). Location of meeting house at Pembroke center by early 18th century reinforces radial highways from Center St. axis with Mattakeeset, Oldham,

Barker and High Streets. Secondary roads extended in peripheral areas including Taylor Street to Brimstone Corner, Pleasant and Spring Streets to Duxbury and Forest, Plain, Pelham and Standish Streets in southeast section with apparent east/west connection to Sandy Bottom Ponds as School Street (Route 27).

B. Population:

Continued drop in native population. 1684, 40 (figure probably includes Duxbury). Rate of depopulation continued to increase during 18th century with 28 natives (primarily aged and infirm) present in 1765. Eighteenth century witnessed influx of Indians from outside immediate area, possibly Mashpees. Also some native-black intermarriage. 22 blacks present in 1764. Considerable growth of white population in 18th century. 1764, 1419 residents; 1776, 1768 residents. In addition to influx of English settlers from surrounding communities also establishment of small French Acadian populations. Acadians arrive in 1756, gone by 1766. Never number more than 10 (Bryant, 1914).

C. Economic Base:

Traditional native subsistence pattern largely abandoned due to rapidly shrinking territory. Primarily engaged in farming, fresh and saltwater fishing(whaling). After 1772 Indians no longer permitted to fish herring streams. Additional revenue derived from extensive land and timber sales. Several natives hired out as servants and slaves for English households. By second half of 18th century many unemployed, supported by town. English continue to focus on agriculture and fishing. Harvest crops of corn, salt hay and raise livestock including horses, cattle, swine and sheep. Extensive fishing on freshwater streams and ponds. Whaling undertaken by early 18th century. Development of light industry primarily milling (saw and grist mills) on inland streams and ponds. Southern half of Herring Brook focal point of mills. At least four mills (included 1 fulling mill and 1 nail mill) were established on this brook between 1680 and 1730. Construction of blast furnace on Herring Brook immediately east of Furnace Pond in 1702. Bog iron industry accompanied furnace construction. Iron obtained from Pembroke Ponds. Shipbuilding on North River - Brickiln Shipyard (1730).

D. Settlement Pattern:

Native habitation rapidly decreasing due to expansion of white community. Early 18th century occupation primarily within limits of Oldham Village. By 1760 majority living on Hart Hill adjacent to Mattakeesett Street. End of period natives confined to "Indian House", short distance east of Furnace Pond. Several moved to Abington, Hanover and Duxbury. English settlement spread south of original nucleus along Barker, Mattakeesett, High and Washington Streets in the late 17th and early 18th century. Pembroke primary locus throughout 18th century. Site of first and second meetinghouses (c. 1708 and 1727) and first burying ground (c. 1715) and school (c. 1716). Establishment of West Parish Meetinghouse (1746, presently located in Hanson). Additional settlement locus at junction of Route 14/53

and Schoosett Street, probably second half of 18th century. Focal point Quaker Meetinghouse (1706), moved from Marshfield 1750+. Community escaped destruction of King Philip's War.

E. Architecture:

Residential: Although a garrison house (the Barker Garrison) was built in 1648, this structure, the original section of which was a shed-roofed shelter 20' x 20' x 6', was demolished in 1885 and no other structures dating before 1675 are known to survive. Many houses and cottages in the town are, however, dated to the last quarter of the 17th century suggesting a period of some growth after King Philip's War; these include late First Period (1675 - 1725) houses on Brick Kiln Road, Pleasant, Washington, Water, High, Mattakeesett, West Elm and Oldham Streets. While full two-story, center-chimney houses, most without lean-tos, although a few integral lean-to structures are known, predominate, a few three-quarter and half houses exist and may date to the early 18th century. Most unusual is a very early end-chimney, two-story house (Thomas Loring House, 1702) on High Street with the standard five-bay facade and extended end bays incorporating the end chimneys. The only known late First Period cottage surviving is the Clary House (1685) on Barker Street, a full five-bay, one-and-a-half story, center-chimney cottage with a gambrel roof; one other gambrel-roofed cottage on Oldham Street may date from the same period. Also known is one early hip-roofed center-chimney house (Hatch Homestead, 1719) on Pleasant Street. Later in the period, one-and-a-half story, center-chimney cottages began to be built in numbers, replacing the standard two-story house as the predominant house type. Gambrel roofs continued to be used on the cottage form into the 1730s, but by the end of the period, the gable-roofed Cape-type cottage prevailed. Comparatively few two-story houses were built, most of those constructed being among the more substantial, stylish and innovative structures of the period, such as an abandoned hip-roofed, center-chimney Georgian house on upper Water Street.

Institutional, Commercial, Industrial: Meetinghouses were built in 1700 and in 1726, the second being a 50' x 22' structure. While school districts were set up as early as 1714, no school buildings were constructed until 1753. The only known period structure surviving in Pembroke is the Quaker Meetinghouse (1707) on Schoosett Street, moved to Pembroke from Norwell (see Norwell town report). A tavern once operated in a 1x5 bay, center-chimney house at Brimstone Corner; industrial sites include a turning mill on Washington Street, saw and grist mill on Center Street and forge (1702) on Furnace Pond.

F. Observations:

Development of English community, major factor in breakup of surviving native community. Primary native habitation and subsistence sites utilized by settlers for homesteads, farmland, mill and fishing sites. Varied resource base and proximity to major transportation routes encouraged development of diverse economy.

FEDERAL PERIOD (1775 - 1830)

A. Transportation Routes:

Road network retained from 18th century with no obvious additions. Primary regional corridor is Plymouth highway as Washington Street (Route 53) from North River bridge to Brimstone Corner.

B. Population:

Population remains constant from 1790 to 1810 after slight increase between 1776 and 1790. Significant drop in population in 1820 due to the incorporation of the town of Hanson. Growth rate remains minimal to 1830. Methodist Society organized in Bryantville (West Pembroke) in 1829.

C. Settlement:

Settlement spread from node at Quaker Hill sporadically along Washington Street. Settlement at Brimstone Corner begins to gravitate toward West Duxbury. Workers settlement connected with Shipard's Cotton Factory developed on Pleasant Street at Pudding Brook North Pembroke. Residential settlement at Bryantville begins to develop.

D. Economic Base:

Peak of shipbuilding during Federal period, with 30 ships built on North River, 1801. North River Bridge (Washington Street) at Turner's Yard marked furthest point up river for shipyards, with several located downstream between there and Brick Kilns Yard, one of the most famous of the North River shipyards. As in Hanover, small cupola furnaces provided some ships' hardware.

In the rush to textile manufacture initiated by the Embargo and the War of 1812, two cotton and woolen factories begun 1813. Satinet factory constructed in East Pembroke, and cotton factory, incorporated 2/10/1814 as the Pembroke Cotton and Woolen Manufactory, erected on Pudding Brook (site of present G.H. West Box Factory). Both mills remained in operation amidst mill communities through mid '30s.

Shoemaking, though not noted in census reports until 1845, probably begun in Pembroke during this period; beaver hats produced by one shop 1800 - 1820.

E. Architecture:

Residential: Most of the one-and-a-half story, five-bay facade, gable-roofed cottages standing in Pembroke were probably built in the Federal period. Most are center-chimney examples dated to the Federal period by their entrance treatment of a simple entablature with sidelights to the dado. Many cottages have shed dormers, either a full five bays in width or paired over the end bays; their numbers and similarity of form suggest the dormers may be

original. In addition to adding space to the attic floor, the shed dormers, especially in five-bay width, have the appearance of a monitor roof, a popular roof type for ambitious houses of the period, known to have disseminated from Rhode Island. The added space and monitor appearance of the Federal cottages may imply that the Cape cottage form, supposedly a less desirable form than the two-story house, may in fact have been the preferred house type of the region. At least two cottages, both on Water Street along the North River, have Asher Benjamin-derived Greek fret door surrounds, indicating a local knowledge and use of pattern book sources. End-chimney cottages are more unusual until the end of the period. Two-story houses are also more unusual although well-detailed two-story, hip-roofed, end-chimney houses, of both single and double pile depth, were constructed with good examples on Washington and Barker Streets. Gable-roofed, end-chimney, single-pile Federal houses were a more modest alternative, examples of which survive on Mattakeesett, High, Barker and Washington Streets.

Institutional: The only institutional structures known to have been built in the period are the Bryantville Methodist Church (1828), a story-and-a-half Federal/Greek Revival gable-roofed building with a two-stage end tower, and several schools, appearing on the 1830 map and still standing on Plain Street near Oakland Square and on Pleasant Street; both schools are simple, one-story, gable-roofed buildings.

VIII.

EARLY INDUSTRIAL PERIOD (1830 - 1870)

A. Transportation Routes:

Highway system remains unchanged with little direct improvement and no railroads through area.

B. Population:

Slight drop in population from 1830 to 1840, then slight increase to 1860, which represents peak population for this period. Population begins to decline again to 1870.

C. Settlement:

First period node at Pembroke Village undergoes expansion. Mixed farming and residential settlement at Brimstone Corner-West Duxbury intensifies prior to the construction of the West Duxbury Methodist Church.

D. Economic Base:

Marked decline in shipbuilding in this period as demand for larger ships outstripped depth of North River. Numerous shipwrights headed to yards in East Boston, Medford, Chelsea, and South Boston in 1840s. Brick Kiln Yard closed 1848. Along with ship construction went existing ironworks.

In the 1830s both textile mills turned from cloth manufacture to box making, producing shoe boxes and other kinds of packing crates.

For the remainder of the century box manufacture dominated Pembroke's industrial economy. In 1865 five box factories employed 40 men to produce \$35,734 worth of wooden containers. Boot and shoe manufacture appears to have peaked under small-shop production. Peak census year for the industry was 1845 when 138 men and women employed, producing 27,180 pairs of shoes. By 1875, only one shop remained, with an annual product value of \$4, 500.

E. Architecture:

Residential: The most significant pattern in the period's architecture is the shift from center-hall or center-chimney plans to sidehall plans; while end-chimney, center-hall plan cottages continued to be built through the 1840's by the end of the period, sidehall plan cottages were the clearly predominant house form. Most typically, these are one-and-a-half story Greek Revival structures with gable roofs, a three-bay facade and simple rectilinear entrance treatment with full-length sidelights; more substantial examples include flush-boarded pedimented end gables, center or paired gabled dormers, one-story Doric verandas, and peaked lintels over the windows. More unusual are L- and T-plan sidehall Greek Revival cottages and center-entered Greek Revival cottages with five-bay facades; most center-entered cottages are placed perpendicular to the street, thereby maintaining an end-gable orientation. Brick end-wall chimney cottages were also built, although rare. The Italianate style is almost unknown, the Greek Revival style remaining dominant through the end of the period; later cottages are characterized by bracketted cornices, panelled cornerboards, more elaborate lintels and door hoods. Two-story houses retain the traditional five-bay, center-entrance configuration with end-chimney placement; few examples are known, most of these being transitional Greek Revival/Italianate in detail and massing, probably constructed c. 1850. A particularly well-preserved and compact grouping of mid-century cottages and houses stands at Bryantville. Also notable are several double cottages on Pleasant Street built for workers in Pembroke's wooden box industry. Many houses retain a full complement of period out buildings often with connecting ells. Stylish and well-detailed barns are not uncommon.

Institutional: A number of important institutional structures were built at Pembroke Center during the period, including the First Parish Church (1837), a story-and-a-half Greek Revival structure with a plastered, flush facade and two-stage tower, ascribed by one source to Alexander Parris.¹ Also built were a one-story, gable-entrance Sewing Circle building (1858) and the District Six (Bryantville) School (1847), a one-story Greek Revival building later moved to the Center. Other similar period schools are known across the town, which had eight district schools in 1858; most of these are now residences. Just outside the town in Duxbury is the Greek Revival/Italianate High Street Methodist Church (1867) which serves the Brimstone Corner neighborhood.

1X

LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes: Roads network unchanged. Trolley line extended through area between Plymouth and Brockton (1900) around Pembroke Ponds on School-St with amusement park at Mayflower Grove (Little Sandy Pond), now housing development site. (Cummings, 1959).

B. Population (1870-1915)

Population fairly constant at beginning and end of period. Slight dip in 1895-1900 then gradual increase. Foreign born population 69 in 1885.

C. Settlement (1870-1915)

Summer resort development at Bryantville, around Great Sandy Bottom Pond and at Oldham Pond. Also some residential development along School Street.

D. Economic Base:

In 1884 Francis Collamore noted that "for the last forty-five years (box manufacture) has been the main business of the town, furnishing employment for a great many men and a quick ready market for pine lumber." Collamore also noted the existence of one large steam shoe factory, though by the late 19th century, shoe production in the town was declining. A new market for boxes was provided by shoe factories in Brockton as well as the growing number of cranberry growers.

Popularity of the cranberry, greatly advanced by the new availability of cheap sugar, spurred construction of numerous bogs. By 1914 there were 17 cranberry growers in the Pembroke district, 14 of them giving Bryantville addresses. Poultry raising also well established, with 14 producers listed in the same year. E.H. Clapp rubber works, initiated on Hanover side of Indian Head River 1871 as earliest identified example of rubber-reclamation industry, expanded 1873 to Pembroke side of river. Company incorporated as the Hanover Rubber Co. in 1913.

Pumping station built 1886 by towns of Abington and Rockland on Great Sandy Pond, appropriation Pembroke water for those rapidly growing municipalities.

E. Architecture:

Residential: Simply-detailed sidehall cottages with transitional Italianate/Queen Anne detailing were built in small numbers at existing nodes of settlement and in larger numbers at Bryantville. Later cottages generally feature patterned shingles in the gable end, more steeply-pitched gable roofs and small verandas either turned and jigsaw trim. Some have Stick Style shed dormers along side elevations. Elaborately-detailed or ambitious houses are unknown with one exception, a well-preserved Stick Style chalet (c.1870) on School Street at Bryantville. Very few two-story houses are known for the early years of the period, but by the end of the period, some simple, suburban Colonial Revival houses were being built. After 1900, small, one-story vernacular Queen Anne and gambrel-roofed Colonial Revival cottages were constructed in numbers around the ponds in the southwestern section of town.

Institutional: Institutional buildings of the period include the Cobb Library (1900; Robert Coit) at Bryantville, a two-

story Craftsman-style building with deep eaves, the Hatch School (1906), a two-story, hip-roofed, shingled Craftsman/Colonial Revival building at Pembroke Center and several one- and two-story vernacular Renaissance Revival and Queen Anne halls for the G.A.R. and Grange.

Commercial: Utilitarian one-story, frame commercial buildings were built along Mattakeesett Street as part of resort development at the ponds and Mayflower Grove. At least one two-story frame commercial building is known at Bryantville with a few one-story concrete block garages surviving elsewhere in the town. Another two-story commercial building, c.1885, survives at the intersection of Pleasant and Taylor Streets.

Industrial: The most notable industrial structures of the period are a two-story box factory with a clerestory roof on Washington Street and a brick, Dutch-gabled pumping station (c. 1905) on Great Sandy Bottom Pond.

X

EARLY MODERN (1915-1940)

A. Transportation Routes Trolley route abandoned in 1920-^{1930's}
Improvement of local roads/as regional autohighways, north/south original Route 3 (Now R53) as Washington St and east/west as Route 14 through Pembroke Center and Ponds as Barker-Mattakeesett Sts. Route 139 (Schoosett St) constructed across North River swamps from Marshfield.

B. Population (1915-1940)

Population begins a slow and steady increase. Foreign born population 263 in 1915 constant to 1930. Appears to have been nucleus of Portuguese and Swedish communities. Post World War II population shows steady increase to late sixties when it jumped from 4919 (1960) to 12374 (1975).

C. Settlement (1915-1940)

Continued gradual residential development around existing nodes at Pembroke and Bryantville Post World War II Gradual conversion of summer cottages to year round residences. Construction of suburban developments in North Pembroke.

D. Economic Base:

By the early 20th century, remaining box factories were producing large quantities of shoe boxes for the shoe factories on Brockton as well as crates for cranberries and other fruits and vegetables. Probably the largest of the firms was the J.H. West box factory, employing over 100 workmen, many of whom lived in the immediate vicinity of the box mill. Cranberry and poultry farming made up most of the remainder of the town's industrial economy.

E. ARCHITECTURE

Residential: A very few suburban Dutch Colonial and Colonial Revival houses were built along Washington and Barker Streets, with one more substantial craftsman villa with cobblestone outbuildings known on upper Water Street. Other very modest cottages and bungalows (most one-story buildings with hip roofs and very little detailing) were built around the ponds and as infill housing.

Institutional: Only one period structure is known: the Central School a one-story, shingled Colonial Revival building with a cupola and broken scroll pediment over the door, was built at the town center in 1923.

Survey Observations: The existing survey is unfocused, inconsistent and out of date not having been done as a single project. While many individual 17th and 18th-century residences are identified, 19th and 20th-century resources (especially residential and industrial) and districts are not noted. Particularly well-preserved and cohesive areas include Bryantville (mid-19th- through early 20th-century residential, institutional and commercial), Pembroke Center (18th through 20th-century institutional and residential), Brinstone Corner (18th- through mid-19th-century residential) and North Pembroke (18th through 19th-century residential and industrial). Also outstanding are the town's agricultural outbuildings, substantial numbers of which survive from the Federal, Early and late Industrial periods.

XI

SURVEY OBSERVATIONS

Industrial: Limited town survey identified no industrial structures, though only two encountered in reconnaissance survey: 1886 Rockland-Abington Pumping Station on Great Sandy Pond, and the 1939 Gilbert West box factory, a wood-frame box mill built on the site of earlier box factories and of the c.1812 cotton mill of Pembroke Cotton and Woollen Manufactory Co. In addition, a number of 10-footers survive in the town, particularly in East Pembroke. Potential NR district along North River should include shipyard sites together with North River (stone arch) Bridge, 1904, and 1930 Columbia Bridge, single-span, open-spandrel concrete arch. Potential archeological sites include area adjacent to stone-arch Luddam's Ford Bridge (1894).

Development Pressures: Most obvious impact around interchange of Route 3 (Boston-Cape expressway) and Route 139 with local commercial development along Route 53 in North Pembroke, and Route 14 at Pembroke Ponds to Pembroke Center (Mattakeeset Street).

XII

SOURCES

Briggs, Lloyd Vernon, History of Shipbuilding on North River, Plymouth Massachusetts (Boston, 1889)

Collamore, Francis, "History of Pembroke," in D.H. Hurd, History of Plymouth County, Massachusetts (Phila., 1884), pp.233-244.

Cummings, O.R. "Plymouth & Brockton Street Railway," Transportation Bulletin 59 (July-September 1959).

Litchfield, H.W., Ancient Landmarks of Pembroke (Pembroke, 1909).

Littlefield, Cyril O., "Reminiscences and Facts on Mayflower Grove, Brantville, in the Town of Pembroke, Massachusetts, 1901-1940," typescript, offset; (Pembroke, 1976). Copy in Pembroke Library.

Pembroke Bicentennial Committee, Pembroke Revisited (Pembroke, 1976).

Pembroke, Mass., Town of Pembroke, 21 March 1712-1912 (Pembroke, 1912).

Pembroke, Mass., Town of Pembroke, 250th Anniversary, 1712-1962 (Pembroke, 1962).