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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Dighton Wharves Historic District

other names/site number _____

2. Location

street & number 2298-2328 Pleasant Street (inclusive) N/A not for publication

city or town Dighton N/A vicinity

state Massachusetts code MA county Bristol code 005 zip code 02715

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ nomination
☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property
☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant
☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Judith B. McDonough / ags
Signature of certifying official/Title Judith B. McDonough, Executive Director
Massachusetts Historical Commission, State Historic Preservation Office

5/29/97
Date

State or Federal agency and bureau _____

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional Comments.)

Signature of certifying official/Title _____

Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby certify that this property is:
☒ entered in the National Register
☐ See continuation sheet.
☐ determined eligible for the
National Register
☐ See continuation sheet.
☐ determined not eligible for the
National Register
☐ removed from the
National Register
☐ other (explain): _____

Signature of the Keeper

Patrick Andrews

Date of Action

7/17/97

Dighton Wharves Historic District
Name of Property

Bristol, MA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

(Check only one box)

☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>12</u>	<u>1</u>	buildings
<u>2</u>	<u>0</u>	sites
<u>3</u>	<u>0</u>	structures
<u>5</u>	<u>0</u>	objects
<u>22</u>	<u>1</u>	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

DOMESTIC: single dwelling, hotel

GOVERNMENT: custom house

TRANSPORTATION: water-related

Current Functions

(Enter categories from instructions)

DOMESTIC: single dwelling

7. Description

Architectural Classification

(Enter categories from instructions)

COLONIAL: Georgian

MID-19TH CENTURY: Greek Revival

LATE VICTORIAN: Italianate

Materials

(Enter categories from instructions)

foundation brick

walls wood/weatherboard

roof asphalt

other stone (wharves)

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

**United States Department of the Interior
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Continuation Sheet****Dighton Wharves Historic District
Dighton, (Bristol County)
Massachusetts**Section number 7 Page 1**7. DESCRIPTION**

The Dighton Wharves Historic District is comprised of four historic homes lining the west side of Pleasant Street and three eighteenth century wharves directly eastward across Pleasant Street along the west bank of the Taunton River. The district contains approximately 5.5 acres, with the houses set on relatively deep but narrow lots, each with about 100 feet of street frontage. The district is characterized by the large shade trees which line this section of Pleasant Street and by the river-orientation of the homes and wharves, from which one has a commanding view up and down the river. The homes are set close to the street and vary in size and scale from modest to quite substantial. Their similar rectilinear massing and fine period detailing tend to unify the area. The properties date from ca. 1760 to ca. 1800, although significant renovations in the 1830s and 1870s are reflected in their present appearances.

The district contains a total of twenty-three resources, of which twenty-two are contributing. There are twelve contributing buildings, five contributing objects, two contributing sites and three contributing structures. The one noncontributing resource is a small building, a concrete block two-car garage at the southernmost edge of the district. The properties are in excellent condition and have been well-maintained. Original design character and original fabric are largely intact, except for recent aluminum siding on one building, the Darius Perry House (#9).

The district's topography is defined by the generally level flood plain on which it is situated along the Taunton River's west shore. The three wharves jut out prominently into the river. The rear yards slope gently up to the west, where three nineteenth century barns are still intact in the areas behind the homes that were formerly pastureland. Mature shade trees dating from the nineteenth century line both sides of Pleasant Street, creating a protected enclave amidst the otherwise open expanse of shoreline.

The four homes are situated on adjacent lots, each with about 100 feet of street frontage. All are set quite close to the street, within 15 to 25 feet from its edge, and all are of wood-frame construction. With the exception of the concrete block garage set close to the street, all of the outbuildings are set behind the homes on the rising slope. The three wood-frame barns are visible from the street, a reminder of the area's agrarian history. Low hand-built stone walls denote the boundaries between properties and make use of the same stone and dry masonry construction as the three wharves. The wharves and open parcels between them are now planted with grass whereas historically (in the eighteenth and early nineteenth centuries) there were several sheds and small buildings associated with maritime commerce.

The district's boundaries are inclusive of all the eighteenth century homes in the immediate area which were associated with the district's shipbuilding and marine commerce activities. To the north, Muddy Cove Lane separates the district from Muddy Cove, a marshy area which serves as an outlet to the river

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for the Muddy Cove Brook. The west boundary of the district follows rear property lines through a wooded area, separating it from a former rail line. The district excludes a large nineteenth century home directly beyond its southern boundary since this property is in the process of undergoing major alterations which have severely challenged its historic integrity.

Architecturally, the district was built as a series of simple Georgian homes during the period from ca.1770 to ca.1800. Later renovations have given each of the homes a distinctive nineteenth century appearance, three as Greek Revival designs and one as a handsome Italianate design. All of the houses have been enlarged during the nineteenth century with rear two-story ells, greatly increasing their originally modest sizes into substantial homes.

Since exact dates of the homes are not documented, they are described here in order of numerical address. Property names are based on historic research of the original owner and significant later owners' names. Numbers in parentheses refer to the attached Sketch Map Number, followed by MHC Inventory Number, then Photograph Number (where applicable).

The Old Customs House at 2298 Pleasant Street (MAP #1; MHC #108; Photograph #1) was built ca. 1770 as a modest Georgian design, then remodelled to its present Georgian/Greek Revival appearance in the first half of the nineteenth century, probably ca. 1830. It is a two-story, clapboard-faced structure resting on a brick foundation and has a ridge roof and squat center chimney. It is five bays wide and two bays deep. An enclosed one-story entrance portico dominates the facade. A two-story rear ell (also ca.1830) extends westward from the northern portion of the main mass. It is three bays deep, two bays wide, and has a ridge roof with slight returns and a tall chimney at its peak.

The main facade faces eastward and features splayed wooden lintels at all first floor window openings, narrow cornerboards, and a simple dentilled cornice above the second-story windows. Windows are now two-over-two lights. The entrance portico extends one bay eastward and has a triangular pediment which extends forward slightly, supported by wood columns with a single beaded cap. Two-sided corner pilasters flank the six-panel door, and also appear to support the pediment and its wide frieze, which are approached from a set of six wide wooden stairs.

The north and south elevations of the main mass also feature splayed lintels at all stories and matching two-over-two sash. At the third story, a pair of matching windows is centered between the two bays of the lower stories. The rear ell continues the use of splayed lintels and two-over-two wood sash. Its west elevation has its second story windows set close to the cornerboards while the first story windows are inset more.

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The interior of the Old Customs House largely retains its original floor plan, including a tight front stair hall and a large keeping room/kitchen in the rear middle section. The small room at the southwest corner of the house was used as the "Customs House" in the early nineteenth century and had a separate entrance where the south window is now located.

Directly westward of the house are a small clapboard shed and further westward, a second, smaller shed, originally an outhouse. Both appear to be of nineteenth century date, each with plank doors and simple multi-lite wood windows with flat wood trim.

The Elkanah Andrews/James Spooner House stands at 2308 Pleasant Street (MAP #3; MHC #104; Photograph #2). Originally built ca. 1770 as a Georgian design, it was enlarged and redesigned as a pretentious Greek Revival manse ca. 1830. The main mass is an imposing 2 1/2-story block, set on a raised, parged brick foundation. A broad gable dominates the facade, supported by six massive two-story square piers. The main mass is five bays wide and three bays deep, from which a large two-story ell, two bays wide and three bays deep, extends westward from the northern portion of the house.

The impressive facade features a large elliptical window centered in the pediment, which is adorned at the soffits with large flat modillions. The large square columns have Classical caps which support a wide frieze and a flat-modillioned cornice. Windows at the first and second story have six-over-six wood sash and wooden louvered shutters. The center entrance has a three-lite rectangular transom, matching the three-lite, three-quarter length sidelights flanking the six-panel door. A wooden balustrade edges the front porch, matching the wooden railings of the wide nine-stair wooden steps.

The north and south elevations repeat the wide frieze and modillioned cornice of the facade, as well as the six-over-six window design and louvered shutters. The south elevation also has a narrower center bay of one-over-one windows at both stories. The rear ell, also dating from ca. 1830 (based on its design), retains its six-over-six window design at all openings, and has an exterior chimney on its north elevation, flanked by windows at both stories. Its south elevation has three windows at the second story, and at the first story, a six-panel door with two-lite transom flanked by two windows.

The interior of the house largely retains its floor plan from the time it was converted to a Greek Revival mansion. The large central stairhall has a wide straight stair which curves around the rear wall at its top. The first floor consists of two front parlors with end fireplaces, and two rear rooms, each with a fireplace on their shared center wall. The second story floor plan also retains its two front fireplaced bedrooms, with smaller rooms having been redesigned in the rear wing.

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To the west of the main house are several outbuildings. Closest to the house is a gable-roofed, clapboard-faced two-car garage, a converted carriage house design. Centered in the gable is an elliptical light, a smaller version of the main house's gable design. The facade consists of two panelled sliding doors, each with three small, square, two-lite windows. It is two bays deep, with two-over-two windows on the north and south elevations.

Just west of the garage is a larger, one and one-half story barn, also of nineteenth century design. The clapboard exterior is trimmed with plain cornerboards and baseboard. Its east elevation features an elliptical multi-lite window in its gable. The five-bay south facade features two large panelled barn doors and two three-over-one double-hung windows. Above are five small, square two-light window openings.

Just north of the barn is a small, one-story building with a hipped roof, the former well house, ca. 1900. It has vertical plank sheathing, a hipped roof with a simple bracket cornice, and small six-light sash, two each on the north and east elevations.

A small three-seat outhouse with a ridge roof and clapboard sides sits at the rear (west) property line, and presently awaits refurbishment.

The Eddy House at 2320 Pleasant Street (MAP #6; MHC #103; Photograph #3) is an eighteenth century Georgian home modified and expanded into an Italianate design ca. 1870. It is a rectangular, five-bay/center entrance design with a one-story, flat-roofed, open porch across the west facade and a large, central chimney which has been parged. Along the two-bay end elevations, the ridge roof has overhanging eaves with paired brackets and deep returns. The substantial, three-bay rear ell in the two northern bays also has a steep ridge roof with returns and was reportedly built ca. 1870.

The design of the east facade is dominated by the full-length Italianate porch. It has a bracketed cornice supported by four square posts with cut-out centers. The center entry has an hexagonal enclosure with six-over-six lights in the bays which flank the six-panel door. Wooden stairs in the north bay and from the south end of the porch now have metal railings, as does the entire porch. Windows on the facade are six-over-six wood sash with louvered shutters.

The south and north elevations of the main mass have six-over-six sash, louvered shutters, and a matching window centered in the third story. The south first-story opening has recently been enlarged slightly to a ten-over-ten opening. The same treatment is continued on the three-bay west elevation. The rear ell has matching window openings, but with two-over-two lights at the second story. On the south

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elevation, two historic door openings have multi-light doors, and the two window openings have been altered slightly with multi-light sash.

To the west of the house is a large two and one-half story barn, recently restored. The large rectangular mass rests on a raised stone foundation with basement access from the end elevations. The east facade is faced in clapboards and trimmed with cornerboards, while the other three elevations are shingled. The large centered barn door has two small, six-light sash. Above it are three square six-light sash. These match the design of the end elevations' windows: two at the second story and one in the gable. Centered at the south elevation's first level is a band of three six-light sash.

The Darius Perry House (MAP #9; MHC #107; Photograph #5) stands at 2328 Pleasant Street, at the southern edge of the district. It is a one and one-half story Cape style home reportedly dating from the 1750s, although its design has been modified by a nineteenth century pedimented entrance enclosure, a narrow one-story extension (ca. 1910) along the south elevation, a large rear dormer (ca. 1914), and a large two-story rear ell in the northern bays. This was a one-story ell in the nineteenth century, raised to two stories in 1925. The clapboard exterior has recently been sheathed with vinyl siding.

The house rests on a brick foundation, partially parged, and has a squat center chimney, also parged. The facade is five bays wide with a large pedimented entrance of one-bay depth. Windows are six-over-one wood sash. A new wood entry porch and stairs have replaced earlier stone steps. The hipped south wing has a matching window on its facade and two on its longer south-facing elevation. Above it is a single second-story window centered below the ridgeline. The large rear ell has six-over-six sash in its side and rear elevations and an exterior chimney on the west elevation.

The interior of the Darius Perry House retains its original floor plan, including a tight center front stair and three rooms on each floor of the main mass. Nineteenth century fireplace mantels, stair balustrades, and other trim also remain.

Directly south of the house and fronting directly onto the street is a two-car concrete block garage (MAP #A) which dates from early in this century. It has an asphalt shingle roof, is in fair condition, and is the only intrusive element in the district.

To the west of the house and set back on a gentle rise is a large nineteenth century barn, also in only fair condition. The barn rests on a raised stone foundation and stone piers at the northern side which give access to an open keeping area. It has a ridge roof and overhanging eaves with returns. The facade is clapboard while the other elevations and the one-story rear ell are shingled. A large sliding door is situated in the south portion of the east facade. Two six-over-six windows are centered in the north elevation, one at each story.

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East of Pleasant Street, the four houses overlook a 20-30 foot-deep expanse of open grass with several large shade trees along its length. Jutting out from these well-maintained lawns are the three historic wharves which appear to date from ca. 1760-ca. 1775, based on the known history of the district and the types of construction used. Towards the northern end, a wooden marker denotes the location of the Muddy Cove Bridge, built ca. 1775, and the Ferry Landing of 1773.

Andrews Wharf (MAP #5; Photograph #4) is the largest of the three wharves, extending out past the shoreline approximately 70 feet on its southern side and 50 feet at its northern side. Roughly 30 feet wide, it is a hand-built stone wharf of dry masonry, with its surface now planted in grass. Along the east edge are new wooden pilings and a dock, accessed from a stair at the southeast corner.

About 20 feet further south is the Spooner Wharf (MAP #8; Photograph #4). It too is approximately 30 feet wide but extends outward only about 30 feet from the shore. Of matching stone construction, it too has a float off its east side.

The Perry Wharf (MAP #12; Photograph #4) extends nearly as far out into the river as the Andrews Wharf and is of comparable width and design. Along its southern edge, a small beach has been formed by the river's movement over two centuries, partially concealing the stonework on this elevation of the wharf.

The district's character has undergone minimal change architecturally. The four homes retain their architectural integrity and their settings. None have been moved. One late-nineteenth century house no longer stands, however. This was a two-story Colonial Revival "cottage" which was built as an annex to the Eddy House in the early years of this century. Similar in size and massing to the Eddy House itself, it was set back behind the main house, southeast of the restored barn. It was removed sometime later in this century, and its site replanted as a lawn.

The most significant change to the district's appearance is that the wharves are now used only for a minimum of pleasure craft, whereas historically they would have had many small transport boats tied up along each of their three sides. When commerce and trade were the focal points of the local economy, the wharves had small sheds for storing goods and carrying on business and carpenter shops. It is known that Darius Perry had a carpenter shop on his wharf. Later, in the late nineteenth century, a small rectangular Stick style pavilion on Spooner Wharf provided open-air seating for guests of the Eddy House. Canoeists and recreational sailors tied their boats off the piers. It was not until more recently that the wharves were planted with grass.

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The district contains only one intrusion, the garage (MAP #A) of the Darius Perry House. At the southernmost edge of the district, it has little impact on views of the rest of the district, where the well-maintained homes, open lawns and large trees continue to define a visually cohesive residential enclave.

Archeological Description

There is bound to be a high degree of archeological sensitivity throughout this district. Each of the homesites has been occupied since ca. 1750-1770, indicating there must have been trash heaps, outdoor privies, etc. for an extensive period of time. The rear portions of the properties were used for agricultural purposes: farmland, orchards, and animals. Evidence of such items as animal pens, wells, post holes from fence lines, animal burials and stone walls may exist. Structural remains from early outbuildings may also survive.

The wharves themselves have undergone very little subsequent activity, making it likely that remaining artifacts from colonial and nineteenth century commerce and trade activities are probably abundant. Structural evidence of early structures on the wharves may also exist.

(end)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

COMMERCE

ENTERTAINMENT/RECREATION

MARITIME HISTORY

TRANSPORTATION

Period of Significance

1760-1930

Significant Dates

1770, 1870

1809

1834

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

unknown

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other

Name of repository:

Massachusetts Historical Commission

Dighton Historical Commission

Name of Property

County and State

Acreage of Property 5.5 acres

(Place additional UTM references on a continuation sheet)

2.

Zone	Easting	Northing
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4.

Zone	Easting	Northing
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See continuation sheet

(Describe the boundaries of the property on a continuation sheet.)

(Explain why the boundaries were selected on a continuation sheet.)

name/title Margo B. Webber, Preservation Consultant with Betsy Friedberg, National Register Director, MHC

organization Massachusetts Historical Commission date May 1997

street & number 220 Morrissey Boulevard telephone 617-727-8470

city or town	Boston	state	MA	zip code	02125
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Submit the following items with the completed form:

A **sketch map** for historic districts and properties having large acreage or numerous resources.

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

(Complete this item at the request of the SHPO or FPO.)

name multiple

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Project (1024-0018), Washington, DC 20503.

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MassachusettsSection number 8 Page 1**8. SIGNIFICANCE**

The Dighton Wharves Historic District, Dighton retains integrity of location, design, setting, materials, workmanship, feeling, and association, and it fulfills Criteria A and C of the National Register on the local level.

Under Criterion A, the Dighton Wharves Historic District is significant for its role in the late eighteenth and early-to-mid-nineteenth century development of Dighton's maritime trade industry. It is an intact example of an assemblage of buildings and structures historically owned, occupied, and in several cases used specifically for the conducting of maritime-related business. This was a time when the town's livelihood was largely dependent on shipbuilding and marine activity, and where prosperity among the wharf owners and merchants was exhibited in the fine homes they built and/or enlarged for themselves across from their wharves. The district's geographic location along a navigable stretch of the Taunton River made it a desirable location both for business and residences, initially as the area developed in agrarian use and later as it became a focal point of Dighton's maritime trade.

Under Criterion C, the district is one of Dighton's best examples of late eighteenth to mid-nineteenth century residential design, whose four homes together form a visually well-defined enclave of historic architecture. The homes are important architecturally as fine examples of Georgian period design enlarged and adapted to conform to nineteenth century preferences for the Greek Revival and Italianate styles. The properties are moderate in size, each exhibiting artistic elements of its style, most quite conservatively but one very grandly. A consistent pattern of lot sizes, setbacks, and landscaping treatments contributes to the visual harmony of the district as a whole. The district's period of significance spans from 1760 to 1930, commencing with the period in which the earliest of the homes and wharves were built and including the entire period in which maritime trade was carried on in Dighton, as well as the later period in which the Eddy House served as a famous riverside inn and resort.

Criterion A: Development of the area within the Dighton Wharves Historic District began as early as the 1770s as part of the town's early growth as a subsistence-level agricultural community. The location provided much acreage for crops and animals, as well as riverfront views and cool breezes for the early homesteads.

Dighton's earliest settlement was by the Pocasset tribe, which was decimated by a number of pre-1675 epidemics, leaving the area largely uninhabited. Its colonial settlement began in the late seventeenth century. The neighboring town of Taunton to the north was sold to the colonists by King Philip in 1663. An additional precinct known as the South Purchase was acquired in 1672, including the present Dighton.

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With the onset of King Philip's War in 1675, development of the new tract was slow. Its first home was not built until 1680 by Jared Talbot, with others soon to follow. By 1684, the new precinct had been surveyed and seven east-west highways laid out with landing places at the river's edge, as river travel was still the easiest mode of transportation for access upriver to Taunton or downriver to Narragansett Bay.

Dighton was established as a separate town in 1712. It was named for Frances Dighton Williams, wife of Richard Williams who was among the first families to settle there. Its boundaries changed over the next 150 years, expanding and receding in various outlying parts, but the subject area remained continually a part of Dighton.

During its early colonial period (1680-1775), the settlers devoted the majority of their efforts to subsistence farming on abandoned native planting grounds adjacent to the Cedar Swamp and along the Taunton River. Subsistence fishing was also active, as fishing grounds for herring were abundant. As early as the mid-1690s, the Coram Shipyard is reported to have been in operation near the site of Main Street's east end, where it functioned until 1703 under Thomas Coram and John Hathaway as a precursor to the many later shipyards yet to come.

The town's population increased to 1174 by the 1760s and to 1420 by 1776, as three major nodes of settlement took hold. The first extended from the mouth of the Segregansett River to the Old Town Landing and including the Coram Shipyard as well as the area now referred to as the Dighton Wharves area. A second area grew in present North Dighton, where an iron forge and sawmill, a gristmill, cider mill and blacksmith shop were established on the Three Mile River. The third settlement area took hold on the Segregansett River near Williams Streets, where a gristmill, sawmill, and fulling mill were built ca.1740.

During this period, Dighton served as a commercial distribution point for southern and central New England since it was impossible for the standard merchant vessels of the era to sail up the Taunton River past Dighton due to the river's shallow bed. Ships arrived with rum, molasses, salt, and general merchandise from the West Indies, South America, and Europe, while local vessels shipped out with Dighton goods such as fish, lumber, grain, barrel staves and hoops. The three wharves within the district were built to provide anchorage for the ships coming in and out of the busy port. On the wharves stood small frame buildings which housed chandleries and sold supplies to the outbound ships. Among these shops was that of Job Gardiner, a globe-maker whose hand-painted globes were purchased by seamen and given as gifts to their families so they could visualize where the men's voyages were taking them.

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Dighton, (Bristol County)
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In addition to Thomas Coram who came here from England to build ships, other local residents became shipbuilders, merchants, and sea captains for the ships being produced here. Most of the boats being built in the eighteenth century were sloops or brigantines of less than 70 tons, two-masted, with a single deck and less than ten feet of draft. Designed for coastal trade with the West Indies, they were not "slave ships," as has sometimes been suggested.

In 1765, one of the three wharves was the site of the "Molasses Affair," a local revolt similar to the more famous "Boston Tea Party" in protest of British taxes on molasses. The local sloop "Polly" landed, reporting a cargo of 63 casks of molasses, when in actuality she contained twice as much. She was seized by the customs collector who then went off to Newport for help. While impounded at the wharf, forty men with blackened faces made off with the cargo, ran the sloop aground and bored holes in her hull in protest of British "interference" with trade.

About 1772, the first wooden bridge was built across Muddy Cove under a contract let by Captain Elkanah Andrews to John Reed, a shipyard owner on the cove. Andrews turned the bridge over to the town on the conditions that he be permitted to run a grist mill near Muddy Cove and that the town would extend a road from Main Street south to Hart Street, the present Pleasant Street. For the first time, this provided direct highway access between the three wharves and the center village. Andrews also established a ferry landing at his wharf for trade and transportation to the river's eastern shore, then a part of Dighton. The ferry continued to operate even after 1801 when the first bridge was built a bit upriver (at the site of the present Dighton-Berkley bridge).

The large number of substantial two-story Georgian homes in Dighton indicates the town's prosperity during the Colonial era, whereas most other communities in the area showed a prevalence of small cottages instead. Within the district, it is noteworthy that three of the four historic homes began as two-story, five-bay homes, and only one as a 1 and 1/2-story Cape-style cottage.

The Federal period (1775-1830) saw an increase in maritime industry in Dighton, with the Dighton Wharves Historic District a key factor in that growth. Although population did not increase much in this period, shipbuilding and maritime trade became more central to the local economy. Much of the shipbuilding was in the form of coasting sloops, with most yards near the town landing and in Segregansett, slightly further north. Among the major yards were those of John Reed, Bowen and Hathaway, Smith and Wardwell, Matthew Briggs, Col. Darius Perry, and David Standish. In the period between 1795 and 1833, at least 22 ships were produced in local yards.

In 1789, Dighton became a customs port for incoming ships from the West Indies and Europe. Major Hodigah Baylies was appointed as collector as a reward for his service to George Washington during the

(continued)

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Revolutionary War and during his term as President. Baylies would hold the post for twenty years. By 1809, customs were collected in a small office in the home located at 2298 Pleasant Street (MAP #1, MHC# 105), hence its name, the Old Customs House. Customs continued to be collected here until 1834, when Fall River usurped the role because of its larger harbor and better transportation route access.

The shipbuilding and marine commerce were greatly slowed by Thomas Jefferson's Embargo Act of 1800 which virtually froze the shipbuilding industry from that time until after the War of 1812. Shipbuilding resumed after the war, but by 1825 had waned again due to the new capabilities of overland railroads. Only two large ships were built after that, the "Elizabeth Hall" of 1840 and the "William Cobb" of 1874, whose launching marked the end to over 175 years of shipbuilding in Dighton.

Several small cotton mills were established in 1810 and 1812, the start of a textile industry that would take better hold in the 1830s, during Dighton's Early Industrial Period (1830-1870). Two cotton mills on the Three Mile River and an 1862 woolen mill started by William Cobb were soon the town's largest industries. The Mount Hope Finishing Company, a bleaching facility, was founded in 1901 in North Dighton, and soon became a stronghold of the local economy. Its success was directly related to the burgeoning textile industry in nearby Fall River, which flourished from the 1840s onward.

Another key industry was a paper mill at North Dighton, started in 1850 and a major employer into the early twentieth century. Strawberry farming also took root in the 1850s and 1860s, eventually leading to a sizeable truck-farming industry which continues to the present day. With the town now accessible from Taunton and adjoining areas by roads, trolley lines, and railroad service, a small tourism industry started. It was introduced on a small scale in the 1870s with the opening of the Eddy House (MAP #6; MHC #103) as a year-round guest house offering boating, horseback riding and other recreational activities.

The Early Modern Period (1915-1946) saw little new industry or population growth. The town had by now become a quiet rural community with a number of market farms and dairy farms, and a few pockets of light industrial activity. Absent major industries locating in the area, there has not been a housing boom or major subdivision of large agricultural tracts. The agricultural landscape of this period continues to dominate the town's visual character.

The early development of the Dighton Wharves Historic District in the 1760s was a critical element in the eventual growth of the town's shipping industry. The entrepreneurial spirit of its first property owners saw an opportunity to capitalize on the riverfront location by building three large wharves, perhaps modelled after the wharf of the briefly successful Coram Shipyard. Their interest coincided with

(continued)

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many of the early shipbuilding enterprises, mutually recognizing the area's geographic asset as the last navigable waters, and as an ideal distribution point for trade inland to Taunton and southeast Massachusetts.

Its early occupants included several sea captains who had explored the coastal waters before and understood the potential fortunes to be made in trade with the West Indies. Among these was Col. Darius Perry, whose home (MAP #9) stood directly opposite the wharf he operated (MAP #12) in the early nineteenth century. Perry was a seaman and merchant who was active in town affairs, serving as Colonel of the Dighton Militia, a Selectman in 1819, and a Representative to the General Court in 1825. Perry's family has remained active in town affairs. The Col. Darius Perry House has experienced continuous Perry family ownership through the present time.

Elkanah Andrews built his house and wharf (MAP #3, 5) after having established himself as a sea captain in the colonial period's West Indies and South American trade. A prominent local citizen, he served on many committees during the Revolutionary War, and was instrumental in raising funds to finance the war. He served as a Representative to the General Court in 1786 and as a Selectman in 1779, and 1785-1788. In addition to establishing his own home, Andrews built and ran at least one and possibly two wharves within the district. The Andrews Wharf (MAP #5) still bears his name. It is most probable that the Spooner Wharf (MAP #8) which stands directly east of Andrews' home and is named for a later occupant of that home, was also initially owned and operated by Andrews and his sons. Although Elkanah Andrews died in 1787, the house remained in the ownership of his sons until 1803, when it was sold to James Spooner. Spooner, a wealthy Rhode Island merchant, must have continued maritime trade from this locale, as the middle wharf (MAP #8) has historically been referred to as "Spooner Wharf."

Andrews also built a home for each of his two sons within the district. The Eddy House (MAP #6), ca. 1770, was built by Andrews for his son Elkanah Jr. who resided there for about thirty years until 1801. It was soon afterward divided into two parts, one of which was occupied by Capt. Seth Talbot, a sea captain who travelled to the East Indies. It was later acquired (ca. 1825) by Col. Darius Perry for his daughter and her husband, Capt. William P. Eddy of Somerset, also a seaman.

At about the same time, Elkanah Andrews had built the Old Customs House as a home for his second son, Thomas. After 1809, it doubled in use as both a residence and customs house until 1834 as the home of Nathaniel Williams and then Seth Williams, Jr., who each lived here and served in succession as customs collector. Nathaniel Williams was captain of the private ship "Viper" during the Revolutionary War, highly praised for his war efforts and support of the new country in subsequent years.

(continued)

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The district's gradual evolution away from maritime commerce was due to shifts in economic conditions, transportation patterns, and political considerations. By the 1830s, Dighton's shipbuilding industry had faltered considerably. Merchants were contracting for ever larger, deeper-draft ships in order to extend their sea-going capabilities and carry larger cargoes to faraway ports. The shallow-draft coastal sloops being built here were no longer profitable for shipowners, and the Taunton River's shallow bed did not permit building of larger ships the way larger, deeper harbors like Fall River, New Bedford, and Newport did.

Fall River also gained an advantage over Dighton because of its more rapid urban growth and transportation facilities. While Dighton remained a small country town with its main ties to Taunton to the north, Fall River was expanding in its own right as a new textile industry took hold in the 1840s. Large stone mills lined its harbor, and distribution of goods by ship from the deep-water port was more direct and cost-effective than going by way of Dighton. Politically, it can be assumed that the wealthy textile mill owners of Fall River, which was quickly becoming a substantial urban center, had considerably more political clout than the gentleman farmers/sea captains of rural Dighton. Not surprisingly, Fall River became the customs collection point from 1834 onward, based on its political status as well as its higher volume of imports and exports.

With the demise of Dighton's maritime trade, the district retained its identity as a peaceful residential enclave. Land behind the homes continued in agricultural use, as evidenced by the large nineteenth century barns still intact behind three of the properties (MAP #4; #7; #10). James Spooner's son Joshua was responsible for the massive remodeling of his home (MAP #3) into a grandiose Greek Revival ca. 1830, where the Spooner family's descendants continued to live until 1970.

Each of the four houses experienced expansion, with two story rear ells added to each one in the nineteenth century as families grew and more space was desired. It was particularly desirable to replace the small, eighteenth century keeping room/hearths which had become antiquated with larger kitchens and more updated stoves and storage spaces.

The area continued in residential use throughout its later years, with the exception of the Eddy House, which became a guest house from the 1870s until ca.1930. William O. Eddy, son of Capt. William P. Eddy, opened the guest house with his wife Leila and attracted guests who arrived by trolley, train, or carriage. The inn was reknown for its fine dining room and was open year-round. Boating and horseback riding were offered, and the wharfs had, at one point, a small covered pavilion for admiring the vistas. So popular was the resort that a second eight-room "cottage" was built behind the main house early in the twentieth century, when the inn was being run by the Eddys' son and daughter-in-law, Mr. and Mrs. William P. Eddy. The rear cottage was removed ca.1942, and the property again returned to single-family use.

(continued)

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Criterion C: The district is one of Dighton's best examples of a cluster of late eighteenth to mid-nineteenth century residential designs. The homes are important architecturally as fine examples of Georgian period design enlarged and adapted to conform to nineteenth century preferences for the Greek Revival and Italianate styles. Each resource exhibits the proportions, materials, and artistic elements of its style, most quite conservatively but one very grandly. The three historic wharves also embody typical construction methods of their day and survive intact, visually reinforcing the district's historical significance.

The Old Customs House (MAP #1) exemplifies a graciously-proportioned Georgian, five-bay, center entrance farmhouse, ca. 1770, which has been updated into a more formal Greek Revival design ca. 1830. The rectangular massing, central chimney, and clapboard exterior reflect the original Georgian design, while the splayed wooden lintels and the raised, pedimented entrance portico are of later Greek Revival origins. The two-over-two lights and large rear ell indicate that "improvements" continued well on into the nineteenth century.

The Elkanah Andrews/James Spooner House (MAP #3) is the district's largest, most pretentious design. It too was built ca. 1770, and the facade's proportions and window alignment possibly retain the original Georgian facade's design. In large part, however, the house has been rebuilt into its present large square mass and grand Greek Revival design. The raised two-story entrance porch is an unusual feature, supported on brick piers over an open space. This appears to be an accommodation to the pre-existing building and its site. The portico consists of six square wooden piers supporting a full-width pediment with large modillions and an elliptical lite in the pediment. The scale of the columns and pediment is bold and substantial, most likely a statement of the owner's sense of self-importance and/or financial success. Other details such as the rectangular transom and 3/4 sidelights, the six-over-six windows, corner pilasters, and matching pediments and lites on the rear carriage house and barn bespeak a strong awareness and taste for the ca. 1830s' fashionable Greek Revival style.

The Eddy House (MAP #6) illustrates the transformation of a Georgian farmhouse into an Italianate design in the latter half of the nineteenth century. The size, massing, and proportions of the house are similar to those of the Old Customs House, each having been built for one of Elkanah Andrews' sons. Most noticeable as later Italianate features are the fine one-story wooden porch and the paired brackets at the eaves. The replacement porch railing and entrance enclosure do not detract significantly from the design.

The Col. Darius Perry House (MAP #9) is a slightly smaller, more modest design, also a Georgian period home later redesigned with Greek Revival features. Its mass is a cape form and it sits closer to the street in a less pretentious setting. The end elevations have projecting gables and the entrance features a

(continued)

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pedimented enclosure of Greek Revival origins. Vinyl siding and a new wooden entry porch detract slightly from the historic character of the design.

These four homes' similarities in scale, massing, materials, and setting form a visually cohesive entity. The streetscape they form with the open wharves which now serve as their riverside front yards continue to project a clearly discernible image as an area rich in visual and historical associations with Dighton's residential and economic development in the eighteenth and nineteenth centuries.

Archeological Significance

Historic archeological remains have the potential to provide documentation for the town's agricultural beginnings which have largely been lost by later non-agrarian uses of the land. Remaining outbuildings as well as structural survivals of previous agrarian outbuildings could document construction techniques and farming habits of the eighteenth and early nineteenth centuries.

Information may also be present which would give a detailed view of the social, cultural and economic characteristics of eighteenth century life. In particular, the three wharves have undergone very little physical disturbance and could contain significant artifacts and structural evidence of former buildings, materials, and merchandise associated with the maritime trade carried on here.

(end)

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Dighton, (Bristol County)
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9. MAJOR BIBLIOGRAPHICAL REFERENCES

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(end)

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MassachusettsSection number 10 Page 1

10 GEOGRAPHICAL DATA

Verbal Boundary Description

Beginning at the district's southwest corner at the southwest corner of parcel 20-49 (2328 Pleasant Street), the boundary proceeds northward along the rear property line of said parcel and continues northward along the rear property lines of parcels 20-47 and 20-45 (2320 and 2308 Pleasant Street). It then turns eastward along the northern boundary of parcel 20-45 (2308 Pleasant Street) and parcel 20-43 (2298 Pleasant Street), crosses Pleasant Street to the east and continues eastward until reaching the high water mark of the Taunton River at the eastern edge of parcel 20-44.

The boundary then proceeds southward along the shoreline at the high tide level for the length of parcels 20-44, 20-46, 20-48, 20-50, and 20-51 to include the southernmost wharf of the three historic wharves and the beachfront along its southerly side. It then turns northward along the east side of Pleasant Street until a point opposite the southeast corner of parcel 20-49 (2328 Pleasant Street), crosses Pleasant Street to the west, and runs westward along the southerly boundary of said parcel to the point of origin.

See attached Dighton Assessor's Map #20.

Boundary Justification:

This boundary definition includes the four historic homes and the three historic wharves which collectively give significance to the Dighton Wharves Historic District. The western boundary follows the rear property lines of the four historic homes, which runs through a wooded section partially abutting a former railroad right-of-way which serves as a natural boundary. The district's northern edge abuts a modern ranch house at the corner of Muddy Cove Lane, the first of several modern homes along that street. Across the lane is Muddy Cove, an open marshland which also visually serves as a boundary between the row of historic homes and open spaces beyond.

The eastern boundary along the shoreline of the Taunton River includes the three historic wharves and the two small open parcels abutting them, all of which have historically been owned by the occupants of the homes across Pleasant Street from them within the district. The southerly boundary separates the district from an historic home which sits directly at the street but through extensive renovation has lost its historic integrity. Further southward are several other homes of various dates, but set back and secluded from the road and spread out from one another in a manner uncharacteristic of the district's properties.

(continued)

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Dighton, (Bristol County)
Massachusetts**

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The district's boundaries aptly define the four major properties and three wharves as a single entity. Visually, the four homes are unified by their close proximity to one another as they each face eastward towards the wharves from which their occupants earned their livelihood. The tree-lined character of this stretch of Pleasant Street also accentuates its established residential base and "village" feeling, in contrast to the more open, river-fronting portions of the street to the north and south.

(end)

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**Dighton Wharves Historic District
Dighton, (Bristol County)
Massachusetts**

Section number Photos Page 1

PHOTOGRAPHS

The identification information listed below pertains to all photographs:

Photograph by: Merrill W. Viera, Freelance Photographer
Date: 1992
Original negative at: 267 Winthrop Street
Taunton, MA 02780

Photo 1: Looking northwest towards east (facade) and south elevations of the Old Customs House,
2298 Pleasant Street.

Photo 2: Looking westward towards east (facade) elevation of the Elkanah Andrews/James Spooner House,
2308 Pleasant Street.

Photo 3: Looking northwest towards the east (facade) and south elevations of the Eddy House,
2320 Pleasant Street.

Photo 4: Looking southeast from east side of Pleasant Street towards Andrews Wharf, Spooner Wharf,
and Perry Wharf (left to right) with the Taunton River beyond.

Photo 5: Looking northwest from southerly edge of district towards east (facade) elevation of Darius
Perry House, (with associated non-contributing garage at left).

**DIGHTON WHARVES HISTORIC DISTRICT
DIGHTON (BRISTOL COUNTY), MASSACHUSETTS
DISTRICT DATA SHEET**

MAP	ASSESSOR'S MAP	MHC#	HISTORIC NAME	STREET ADDRESS	DATE	STYLE	RESOURCE	STATUS
1	20-43	105	Old Customs House Shed Shed (small) Stone wall	2298 Pleasant St. (northern edge)	ca. 1770 19th c. 19th c. ca. 1770	Georgian/Greek Revival Utilitarian Utilitarian	B B B O	C C C C
2	20-44		Open Parcel	east of 2298 Pleasant St.			S	C
3	20-45	104	Elkanah Andrews/James Spooner House	2308 Pleasant St.	ca. 1770, ca. 1830	Greek Revival	B	C
4			Barn Carriage house/garage Outhouse Well house Stone wall	 (northern edge)	ca. 1830 19th c. 19th c. 19th c. ca. 1770	Greek Revival Greek Revival Utilitarian Utilitarian	B B B B O	C C C C C
5	20-46		Andrews Wharf Historic marker	east of 2308 Pleasant St.	mid-18th c. 20th c.	Utilitarian --	Str. O	C C
6	20-47	103	The Eddy House	2320 Pleasant St. ca. 1870	ca. 1770,	Italianate	B	C
7			Barn Stone wall	 (northern edge)	ca. 1870 ca. 1800	Greek Revival --	B O	C C
8	20-48		Spooner Wharf	east of 2320 Pleasant St.	18th c.	Utilitarian	Str.	C

**DIGHTON WHARVES HISTORIC DISTRICT
DIGHTON (BRISTOL COUNTY), MASSACHUSETTS
DISTRICT DATA SHEET**

MAP	ASSESSOR'S MAP	MHC#	HISTORIC NAME	STREET ADDRESS	DATE	STYLE	RESOURCE	STATUS
9	20-49	107	Darius Perry House	2328 Pleasant St. ca. 1830	ca. 1790,	Greek Revival	B	C
A			Garage		ca. 1920	Utilitarian	B	NC
10			Barn Stone wall	(northern edge)	mid- 19th c ca. 1800	Greek Revival --	B O	C C
11	20-50		Open Parcel	east of 2328 Pleasant Street --	--	--	S	C
12	20-51		Perry Wharf	east of 2342 Pleasant St	ca. 1800	Utilitarian	Str.	C

Key: B: Building S: Site C: Contributing Resource
O: Object Str.: Structure NC: Noncontributing Resource

Total Resources: 23

22 Contributing Resources	1 Noncontributing Resource
12 Buildings	1 Building
5 Objects	0 Objects
2 Sites	0 Sites
3 Structures	0 Structures

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Dighton Wharves Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Bristol

DATE RECEIVED: 6/02/97 DATE OF PENDING LIST: 6/17/97
DATE OF 16TH DAY: 7/03/97 DATE OF 45TH DAY: 7/17/97
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 97000725

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

Historically & architecturally significant district

RECOM./CRITERIA accept A&C

REVIEWER Patricia Andrus

DISCIPLINE Historian

TELEPHONE _____

DATE 7/17/97

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



PHOTO # 2
THE SPOONER HOUSE
DIGHTON, MA
DIGHTON ASSESSOR'S MAP #20-45-46

DIGHTON WHARVES HISTORIC DISTRICT



WOODS CREEK BRIDGE
BUILT IN 1973
PENNY LANDING
1973

THREE WHARVES - PLEASANT STREET, DIGHTON, MA
ASSESSOR'S MAP NUMBERS 20-46, 20-48 AND 20-50

PHOTO #4
THREE WHARVES
DIGHTON, MA
ASSESSOR'S MAP#S 20-46, 20-48, 20-50
DIGHTON WHARVES HISTORIC DISTRICT

Zone 101A I II 105A III 107A
Three Wharves Pleasant St
Dighton 2298-2328

Merrill W. Vieira
FREELANCE PHOTOGRAPHER
267 WINTHROP STREET
TAUNTON, MASSACHUSETTS 02780
(617) 822-1665



PHOTO #5
DARIUS PERRY HOUSE
DIGHTON, MA
DIGHTON ASSESSOR'S MAP #20-49

DIGHTON WHARVES HISTORIC DISTRICT

Missing Core Documentation

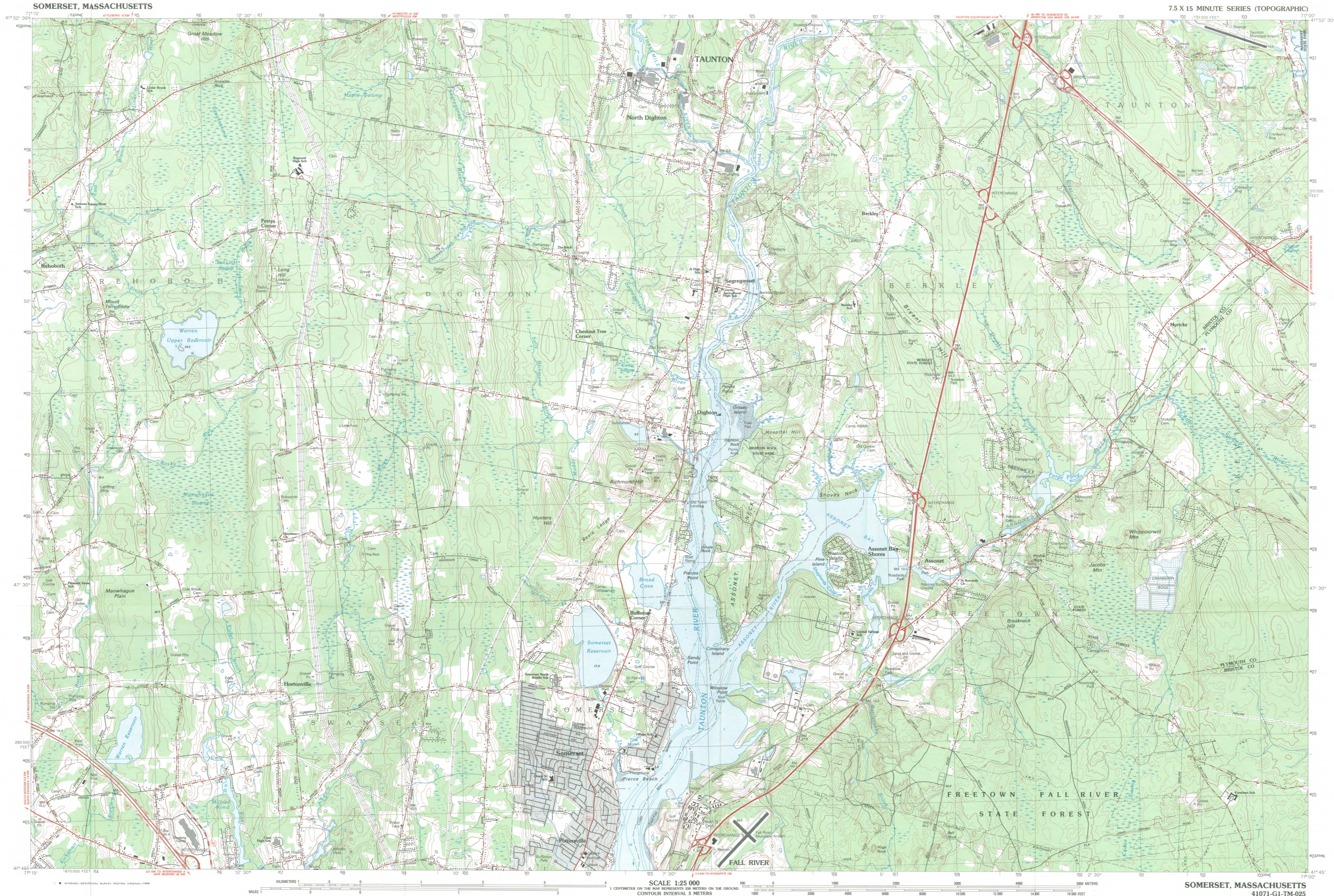
Property Name	County, State	Reference Number
Dighton Wharves Historic District	Bristol, Massachusetts	97000725

The following Core Documentation is missing from this entry:

☐ Nomination Form

☒ Photographs (#s: 1, 3)

☐ USGS Map



Somerset

MASSACHUSETTS

1:25 000-scale metric
topographic map

7.5 X 15 MINUTE QUADRANGLE
SHOWING

- Contours and elevations in meters
- Highways, roads and other manmade structures
- Water features
- Woodland areas
- Geographic names

1985 X51053

Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works

Control by USGS, NOS/NOAA, and Commonwealth of Massachusetts agencies

Compiled by photogrammetric methods from aerial photographs taken 1980. Field checked 1981. Map edited 1985. Supersedes Assonet and Somerset 1:25,000-scale maps dated 1977 and 1967

Selected hydrographic data compiled from NOS chart 13222 (1982). This information is not intended for navigational purposes

Projection and 1000-meter grid: Universal Transverse Mercator, zone 19

10,000-foot grid ticks based on Massachusetts coordinate system, mainland zone

1927 North American Datum

To place on the predicted North American Datum 1983 move the projection lines 6 meters south and 42 meters west as shown by dashed corner ticks

There may be private inholdings within the boundaries of the National or State reservations shown on this map

CONTOUR INTERVAL 3 METERS

NATIONAL GEODETIC VERTICAL DATUM OF 1929

CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.3 METER

OTHER ELEVATIONS SHOWN TO THE NEAREST 0.3 METER

DEPTH CURVES AND SOUNDINGS IN METERS

DATUM IS MEAN LOW WATER

THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE

SOUNDING SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER

THE MEAN RANGE OF TIDE IS APPROXIMATELY 0.9 METER

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE		DECLINATION DIAGRAM	ADJOINING MAPS			
Meters	Feet		1	2	3	
1	3.2808		4	5		
2	6.5617					
3	9.8425					
4	13.1234					
5	16.4042					
6	19.6850					
7	22.9659					
8	26.2467					
9	29.5276					
10	32.8084					
To convert meters to feet multiply by 3.2808		UTM grid convergence (GN and 1985 magnetic declination) (MM) at center of map Diagram is approximate				
To convert feet to meters multiply by 0.3048						

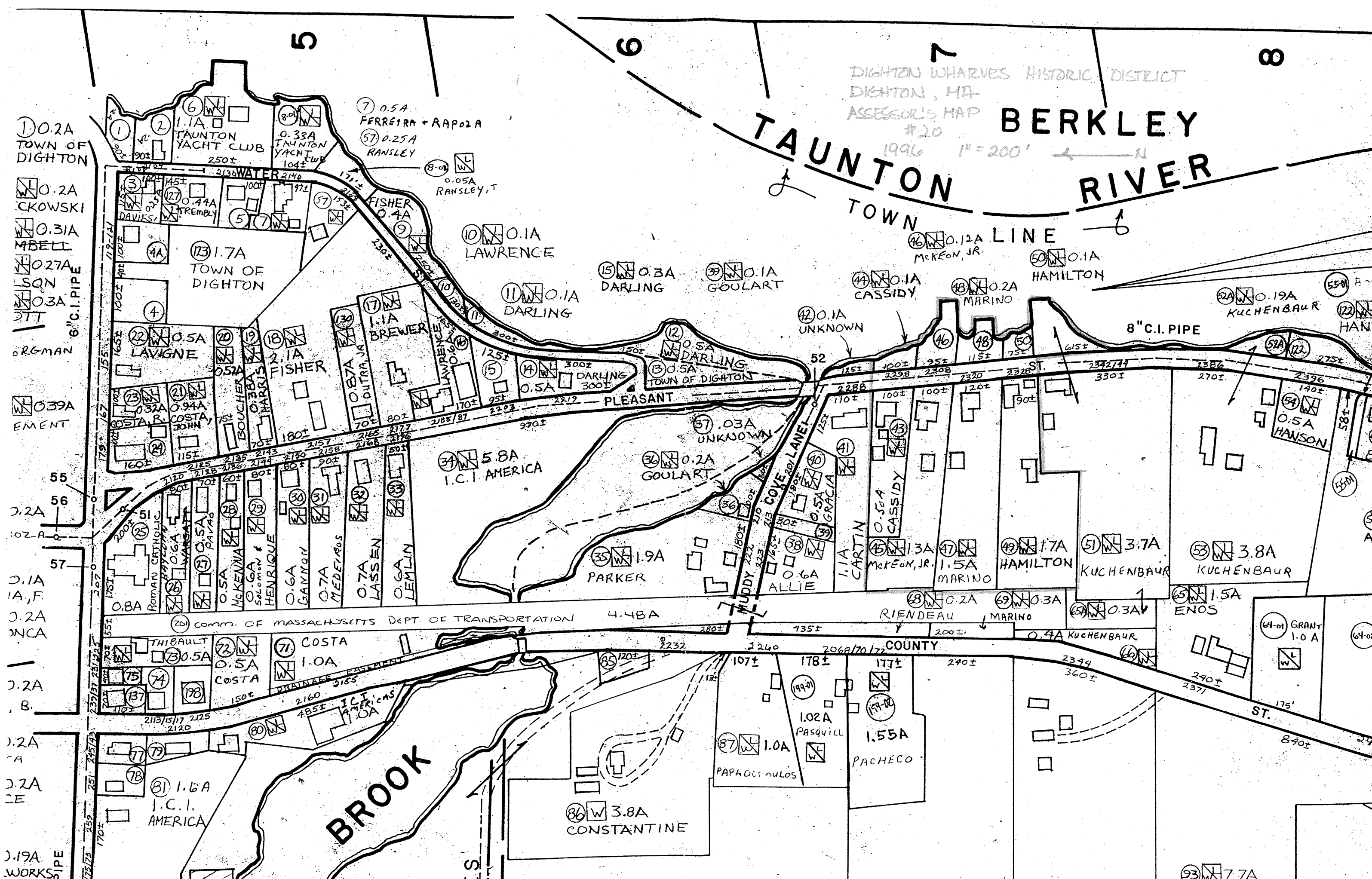
1	Atleboro
2	Taunton
3	Bridgewater
4	Providence
5	Assonetown Pond
6	Bristol (7.5°)
7	Fall River
8	New Bedford North

FOR SALE BY U. S. GEOLOGICAL SURVEY
RESTON, VIRGINIA 22092

Topographic Map Symbols	
Primary highway, hard surface	
Secondary highway, hard surface	
Light-duty road, hard or improved surface	
Unimproved road, trail	
Route marker: Interstate; U. S.; State	
Railroad: standard gage; narrow gage	
Bridge: drawbridge	
Footbridge; overpass; underpass	
Built-up area: only selected landmark buildings shown	
Houses; barn; church; school; large structure	
Boundary:	
National, with monument	
State	
County, parish	
Civil township, precinct, district	
Incorporated city, village, town	
National or State reservation; small park	
Land grant with monument; land section center	
U. S. public lands survey: range, township, section	
Range, township; section line: location approximate	
Fence or field line	
Power transmission line: located	
Dam; dam with lock	
Cemetery; grave	
Campground; picnic area; U. S. location monument	
Wellhead; water well; spring; head section center	
Mine shaft; prospect; shaft or cave	
Control: horizontal station; vertical station; spot elevation	
Contour: index; intermediate; supplementary; depression	
Distorted surface: strip; mine; lava; sand	
Barometric contours: index; intermediate	
Perennial lake and stream; intermittent lake and stream	
Rapids, large and small; falls, large and small	
Submerged marsh; marsh; water	
Land subject to controlled inundation; woodland	
Scrub; mangrove	
Orchard; vineyard	

A pamphlet describing topographic maps is available on request

DIGHTON WHARVES
HISTORIC DISTRICT
DIGHTON (BRISTOL CO.)
MA
19/323800/4630480





The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

May 29, 1997

Ms. Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
P. O. Box 37127
Washington, D. C. 20013-7127

Dear Ms. Shull:

Enclosed please find the following nomination form:

Dighton Wharves Historic District, 2298-2328 Pleasant Street (inclusive), Dighton
(Bristol County), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property within the district were notified of pending State Review Board consideration 30 to 75 days before the meeting and were afforded the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

cc: Charles W. Harris, Chair, Dighton Historical Commission
Gene E. Nelson, Chair, Dighton Board of Selectmen
Diane Duprey, P.O. Box 771, Marion, MA 02738
Margo B. Webber, Preservation Consultant

Enclosure