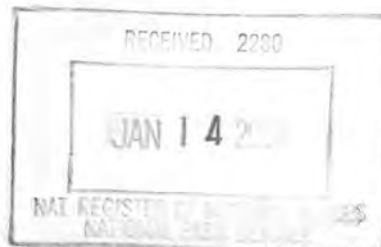


United States Department of the Interior
National Park Service

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 Waquoit Historic District

other names/site number _____

2. Location

street & number multiple, see district data sheet n/a not for publication

city or town Falmouth n/a vicinity

state Massachusetts code MA county Barnstable code 001 zip code 02540

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.)

Betsy Friedberg, National Register Director,
Signature of certifying official/Title Cara H. Metz, State Historic Preservation Officer
Massachusetts Historical Commission

1/12/04
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

Date of Action

Patricia Andrews

2/26/2004

Waquoit HD
Name of Property

Barnstable, MA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

(Check only one box)

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

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

Number of Resources within Property

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

Contributing	Noncontributing	
<u>66</u>	<u>52</u>	building
<u>10</u>		sites
<u>5</u>		structures
		objects
<u>81</u>	<u>52</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)

Agriculture/agric. field, animal facility
Government/Post Office
Domestic/single dwelling, secondary structure
Religion/church
Funerary/cemetery
Industry/manufacturing facility
Education/school

Current Functions

(Enter categories from instructions)

Agriculture/ agric. field, animal facility
Government/Post Office
Domestic/single dwelling, secondary structure
Religion/church
Funerary/cemetery
Landscape/conservation area

7. Description

Architectural Classification

(Enter categories from instructions)

Colonial/Georgian Early Republic/Federal
Mid 19th Century/Greek Revival, Gothic Revival
Late Victorian/Italianate, Queen Anne

Materials

(Enter categories from instructions)

foundation stone; brick; concrete
walls wood shingle; clapboard
roof wood shingle; asphalt shingle
other _____

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****Waquoit HD
Falmouth (Barnstable), MA**Section number 7 Page 1**Narrative Description**

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

Introduction

Waquoit (wah-kwoit') is one of several villages within the Town of Falmouth, Massachusetts. The town as a whole occupies a large geographic area at the southwest corner of the Cape Cod peninsula with an unusually extensive sixty-seven mile coastline along both Buzzards Bay (west) and Vineyard Sound (south). Waquoit occupies the southeast corner of the town at the head of the large and ecologically diverse Waquoit Bay. The village is framed by two large streams that originate at inland ponds. Together, the rivers and the bay have attracted a varied mix of agricultural, industrial, maritime, and summer resort interests over the course of three centuries. They were equally attractive to Native Americans and Waquoit was very likely a center of activity for the Wampanoag people prior to European settlement.

The Waquoit Village National Register District is a semi-rural area that is focused on the corridor of Main Street (also known as the Waquoit Highway and State Route 28) as it extends approximately 1.5 miles from Waquoit Landing Road on the southwest to Martin Road and the Moonakis River on the northeast. The district encompasses approximately 170 acres, and includes a total of 133 resources consisting of 81 contributing and 52 non contributing elements. Contributing resources include 66 buildings, 5 structures, and 10 sites. Non contributing resources include 52 buildings, many of which are sheds and garages which often accompany contributing main buildings.

Buildings are the predominant resource type, with single family dwellings as the primary sub-type. They range in date from the 18th to the 20th centuries, but most were constructed in the mid-19th century when Waquoit flourished as a local manufacturing and seafaring center with a strong agricultural base. Open space within the district is provided by a limited number of former agricultural fields, a cranberry bog, woodlands, wetlands, the undeveloped portions of building lots, one large, former summer estate, and a cemetery. The village is also considered to have a high potential for pre-historic archaeological sites.

Waquoit Village has experienced the types of change that are expected in a historic agricultural area with small industrial nodes. Typically, the industrial buildings have disappeared over time and most of the agricultural fields have reverted to woodland or have been subdivided into house lots. Alterations to historic buildings most commonly include artificial siding, replacement windows, and additions. New windows and additions were also common changes during the period of significance. In most cases modern changes have left key character-defining elements such as scale, massing, and trim in place. Forces working for preservation include a small design review historic district centered on the Waquoit Congregational Church and many acres of conservation land concentrated along the rivers and the bay.

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To the greatest extent possible, buildings and areas most affected by change have been excluded from the National Register district boundaries. Overall, the many dwellings and institutions of the Waquoit Village National Register District, along with its natural and man-made setting, create an ensemble that clearly transmits the long and varied history of the village to both present and future generations. The nature and affect of change on specific areas and resource types are discussed in more detail below.

Roads, Topography, and Development Patterns

All of the roads in the National Register district are paved with asphalt and studded with utility poles, characteristics they assumed in the early 20th century, well within the period of significance. Most remain relatively narrow, winding, and tree-shaded, adding greatly to the integrity of setting and feeling. Main Street, which is a major east-west transportation corridor along southern Cape Cod as State Route 28, has seen the most change over time and is the most varied in character. It was straightened ca. 1930 leaving bypass loops as Waquoit Landing Road at the southwestern end, as Collins and Carriage Shop Roads in the center, and as Martin Road at the northeastern end of the district. The central bypass was especially fortuitous, as modern commercial development is confined to the post-1930 roadway, helping to preserve the historic character of the surrounding center village. The Moonakis River is channeled under Main Street in a concrete culvert. Except for the changes to Main Street cited above, the village street system remains as it existed in the mid to late-19th century.

Topography has played an unusually important role in shaping the settlement and subsequent development of the village of Waquoit. Waquoit is part of the Mashpee Outwash Plain, a flat to gently rising area that has been carved by several drainage systems that form numerous small valleys and peninsulas with a north-south orientation. The land rises to the north to a high of approximately 52 feet, sufficient to provide water power for small-scale industries. The land within the National Register district conforms to this general pattern, with areas of high ground falling off, often sharply, to low lying areas around rivers, ponds, and bays. This is especially apparent at the east end of the district where Main Street crosses over the Moonakis River. (map #s 30-4-18, 19, and 17)

In large part, the village owes its existence to three water features that define its south, east, and west boundaries. These are the Moonakis and Childs Rivers and Waquoit Bay. The Moonakis River originally flowed south from a cedar swamp in Mashpee (where it is known as the Quashnet River) to an outlet on the east side of Waquoit Bay. It is five miles long with a maximum width of forty feet and maximum depth of six feet. The smaller Childs River flows south from John's Pond to Eel Pond on the west side of Waquoit Bay. The bay, which is approximately two miles long and one mile wide, is one of the largest

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and most diverse on the south coast of Cape Cod. Its utility as an anchorage is limited however by the barrier beach and Washburn's Island that enclose most of its mouth and by the salt marshes that form its margins. Large tracts of the bay shoreline are protected from development, including the expanse within the district at the **Sargent Estate. (149 Main Street; map #29-7-4)**

Other important natural features within the National Register district include Bourne, Caleb, and Bogs Ponds along with a natural spring, which are clustered at the head of Waquoit Bay. Small creeks feed the three ponds and drain into the Moonakis River west of Moonakis Road. Lowlands along the rivers and creeks were developed with cranberry bogs in the late-19th and early to mid-20th centuries. Only one bog within the district remains active today. (**map #30-2-22**) The sites of several others are preserved as conservation land along with many other parcels of river frontage.

The Waquoit Village National Register district represents the core of the larger village as it existed during the period of significance (ca. 1700 - 1950). The boundaries are roughly triangular in shape and are defined by three key nodes of activity that historically engaged many village residents. Those nodes include Waquoit Bay and two industrial areas, one on the upper Childs River (**Carriage Shop Road; map #s 29-6-14, 14A, 15, 17; and 29-8-7, 8B**), and the other on the upper Moonakis River (**Martin Road; map #30-4-19**). Outlying areas were more lightly settled, and it is there that the integrity of the historic landscape has been most compromised by modern residential subdivision and construction. In contrast, an 1846 coastal survey map shows that the land within the district was divided into a quilt of unequally sized lots that is remarkably similar to that of the day. Town assessors maps from 1930 reveal that most of the current lot divisions were in place by that time, well within the period of significance.

Generally, historic buildings stand close to the streets they face and are within view of their neighbors. Most exceptions are very early dwellings like the Bourne Houses at **401 Main Street (map #30-1-3)** and **26 Takemmeh Road (map #30-1-1)** that sometimes face south and/or are set well back from the road on large lots. Another exception is the late-19th century summer estate developed by Ignatius Sargent which represents the only designed landscape within the district. (**149 Main Street; map #29-7-4**) Most building lots are maintained in turf and simply landscaped with shrubs and trees. Some lots are set off from the road by wooden fences. The only stone walls of note are found at the Sargent Estate at the southern end of Main Street and at the former schoolhouse lot at the corner of Main Street and Collins Road (**2 Collins Road; map #30-6-6**).

Within the National Register district there are several sections with subtly varying characteristics that together reflect the course of village history and its settlement patterns.

One of the two most important parts of the district is centered on the intersection of Main Street, Parsons Lane, Barrow's Road, and Takemmeh Road, all of which are early roadways that accessed the bay and

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inland areas. It is the site of the 1847 **Congregational Church (Main Street at Parsons Lane; map #29-8-18)** as well as several early dwelling houses at **219 Main Street (ca. 1750; map #29-8-26)**, **261 Main Street (ca. 1810; map #29-8-25)**, **26 Takemmeh Road (ca. 1820; map #30-1-1)**, and **224 Main Street (ca. 1830; map #29-8-26)**. The Takemmeh Road property, which still encompasses over seven acres and backs up to Bog's and Bourne's Ponds, provides a glimpse of Waquoit's early agricultural landscape. Two early dwellings and a store that once stood on the south side of Barrow's and Takemmeh Roads were lost in the 20th century. This area was designated as a small, local design review district in 1975. As a result, buildings and streetscapes are unusually well-preserved. Even heavily traveled Main Street remains relatively narrow, winding, and graced by mature shade trees in this area. A narrow sidewalk parallels the east side of the street, separated by a grassy strip. The substantially larger National Register District includes some non-contributing resources, but in so doing presents a more complete picture of the diverse aspects of village history.

The second key area is the village center on Carriage Shop Road between Main Street and Collins Road. This area was developed primarily in the mid-19th century and is characterized by a greater density and diversity of development than other sections. The majority of buildings in this area have historically been located on the north side of the road where some were extended by long, narrow back lots. In addition to dwellings, this was the location of the **Village Social Hall (42 Carriage Shop Road; map #30-6-17A)**, several **post offices (27, 36 Carriage Shop Road; map #s 30-3-14, 30-6-18)**, the **Tobey House Inn (23 Carriage Shop Road; map #30-3-16)**, the **Phinney Tavern (non-extant; not in district)**, and a harness shop (non-extant; not in district) in the 19th century. Most of the buildings that were present during the period of significance remain today and all are set close to both the road and their neighbors. Narrow sidewalks, separated from the road by a grassy strip, appear on the east side of Collins Road and on both sides of Carriage Shop Road where granite curbing has recently been installed. Utility poles follow the west side of Collins Road and the north side of Carriage Shop Road. Both sidewalks and utility poles appear in historic views. (see photo #10) Mature street trees appear only in front of the **Ichabod Childs House at 56 Carriage Shop Road (map #30-6-13)**, but saplings have recently been planted elsewhere. Mature trees at the front of several building lots (**9, 17, 23, 31, 42 Carriage Shop Road; map #s 30-3-25B; 30-3-24; 30-3-16, 30-3-14; 30-6-17A**) help to maintain the sense of a tree canopy. Main Street followed the route of Collins and Carriage Shop Roads until ca. 1930 when it was designated as State Route 28 and the present bypass was constructed to the southeast. Modern commercial development has been confined to the bypass which is excluded from the National Register district.

Main Street, northeast of the village center, has been widened somewhat and has few street trees. There are no sidewalks. Utility poles run along the north side. Historic development in this area was influenced by proximity to the Moonakis River, especially the industrial cluster that stood on Martin Road in the 19th century. Most dwellings in this area date to Waquoit's mid-19th century industrial heyday. Historically, those dwellings were concentrated on the south side of the road on large lots that extended

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back to the river. All of those that appear on historic maps remain, separated by a modest number of early to mid-20th century infill houses of similar scale, materials, and design. Both old and new dwellings stand close to the road. In several cases, rear lots bordering the river have been separated from house lots, and are preserved as conservation land. The two historic dwellings and schoolhouse that stood on the north side of the road have been lost so this side has been excluded from the National Register district. Martin Road represents the original route of Main Street at the northeast end of the village. It was bypassed ca. 1930. Several "factory" houses stood on Martin Road in the 19th century. The two that remain are included in the National Register district (**map #s 30-4-16, 30-4-15A**).

Lower Main Street, southwest of the church (**Main Street/Parsons Lane; map #29-8-18**), is a long almost straight expanse that was laid out in the second half of the 19th century and remained largely undeveloped well into the 20th century. The **Waquoit Cemetery of 1840 (map #29-7-5)** and the 1880s **Sargent Estate (149 Main Street map #29-7-4)** are the only sites that appear on the 1908 county atlas. They continue to take up almost the entire east side of the street. Several mid to late-20th century houses stand on the west side of the street where they are set midway on their lots so they do not intrude on either the streetscape or the Childs River. The west side of the street is excluded from the National Register district. There are no sidewalks at this end of Main Street. Utility poles run along the west side of the street.

Parsons Lane is an old road that was developed only with the **Henry Crocker House (56 Parsons Lane; map #29-8-11)** and a schoolhouse (non-extant) in the 19th century (**photo #3**). The road remains quite narrow and lacks sidewalks. Utility poles appear on the west side. There are no formal street trees but plantings on individual lots help to create a green canopy. The large tracts of undeveloped land that dominated this area during the period of significance have left it vulnerable to subdivision related to the late-20th century building boom that has characterized the entire Cape Cod region. In recognition of this fact, the west side of the road between Studley Street and Carriage Shop Road is excluded from the district.

In summary, peripheral areas south (Metoxit Road) and north (upper Carriage Shop Road and Cross Road) of the National Register District were sparsely settled agricultural lands that have been excluded from the NR district due to modern residential subdivision and construction. The north end of Parsons Lane, the north side of Main Street east of the village center, and the west side of Main Street south of Barrow's Road are excluded for the same reasons. Most of the residential buildings that were present within the National Register district during the period of significance remain today. Industrial and maritime-related buildings have all been lost, following a regional pattern.

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Falmouth (Barnstable), MASection number 7 Page 6**Historic Landscapes**

Historic landscapes, many of which are protected through local and state conservation ownership, make an important contribution to the historic character of the Waquoit National Register District by supporting integrity of setting, feeling, and associations. Types of landscapes within the district include remnants of agricultural fields, both active and abandoned cranberry bogs, a cemetery, the grounds of a late-19th century summer estate, and the more modest yards of individual dwelling houses. Conservation land is concentrated along the rivers and the bay, ensuring that these important natural resources and scenic/historic vistas will be preserved.

Many cranberry bogs existed in the National Register district during the late 19th and early 20th centuries. Several small bogs were clustered along the Childs River between Carriage Shop Road and Barrow's Road (**map #s 29-8-12, 12A, 12B, 15F; 29-8-9**). Two larger bogs were located on the west side of the Moonakis River, one along a small stream near the intersection of Main Street and Moonakis Road (**map #30-2-22**) and another further south on Moonakis Road. (**map #30-2-13**). Most of the abandoned bogs are preserved as conservation land.

The large **Seth Collins Cranberry Bog**, (**567 Main Street; map #30-2-22**) located just east of the intersection of Main Street and Moonakis Road, is the only cranberry bog that remains active today. It is a long narrow rectangle with an irregular east edge. Channels surround the perimeter of the bog and cut diagonally across it from east to west. A single central channel runs through the bog from north to south. The bog is ringed by a dirt road, and is separated from the Moonakis River at its southern end by an earthen dike. A small wood-frame intake house is located here. A sandpit, used in bog maintenance is located on the west side of the bog where the land rises sharply to Moonakis Road. A recent storage facility is located near Main Street and Moonakis Road.

The **Bayside Cemetery** (**Main Street; 1840; MHC #807; map #29-7-5**) is located near the southern end of the district, on the east side of Main Street, at the head of Waquoit Bay. The rectangular plot encompasses approximately one acre of gently rolling terrain maintained in rough turf and dotted with trees and shrubs. It is surrounded by a wooden picket fence supported on granite posts, a popular form of enclosure in the 19th and early 20th centuries on Cape Cod. The cemetery contains approximately 216 headstones, most of which date from the mid 19th to early 20th centuries. This coincides with the period of primary prosperity when village population numbers peaked. Typical of the period, the majority of headstones face east toward the rising sun and are made of marble or limestone. The earliest stones display the weeping willow motif that was popular in the early-19th century Federal period. Several family plots set off by granite posts with iron chains are located at the rear of the cemetery. Mid-19th century obelisks are among the most elaborate memorials. All of the old village families -- Baker, Bourne, Childs, Crocker, Eldredge, Hamblin/Hamblen, Lewis, Phinney, and Weeks -- are well represented here.

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Architecture

Historic buildings within the National Register district are typical of the town and region. All are constructed of wood and most are sheathed with weathered wood shingles. They range from 1 to 2 and 1/2 stories in height, and are generally small in scale and simple in execution. Almost all are dwelling houses and their associated outbuildings. Dwelling houses of similar scale, materials, and design also account for many of the non-contributing buildings that post-date the period of significance. Many buildings in the district were updated in the early 20th century when Waquoit became a popular summer destination. Typical features from this period include verandahs and 6/1 window sash. The **Phinney House (17 Carriage Shop Road; ca. 1820; map #30-3-24)**, a half Cape with full front verandah, is a good example. Non residential buildings are similar to their domestic counterparts in scale, massing, materials, and style.

A small number of documented 18th century dwellings are present, but the majority of houses date to the mid-19th century, a golden age of prosperity based on shipping, ship building, and several locally important industries. All but two of the surviving 18th and early-19th century dwellings are examples of the sturdy and compact regional vernacular, popularly known as Cape Cod cottages. As is the case throughout the region, these cottages appear in three bay or half-Cape forms (**261 Main Street, map #29-8-25; 17 Carriage Shop Road; map #30-3-24**), four bay or 3/4-Cape forms (**335 Main Street; map #30-1-2**), and five bay or full-Cape forms (**219 Main Street, map #29-8-26; 56 Parsons Lane, map #29-8-11**).

Stylish Greek Revival (**53 Carriage Shop Road; map #30-3-7, photo #5**), Italianate (**31 and 49 Carriage Shop Road, map #s 30-3-14 and #30-3-11**), and Gothic Revival (**4 Moonakis Road, map #30-2-18, photo #7**) style houses tend to be concentrated in the village center. Some adopt the fashionable gable-front form while others retain the traditional side-gable form. Two story houses are far less common, and both major examples within the district display the vernacular four bay 3/4 form (**25 Moonakis Road of ca. 1790, map #30-2-6A and 224 Main Street of ca. 1830, map #29-8, photo #8**).

The most prominent non-residential building is the Gothic Revival style Congregational Church (**254 Main Street at Parsons Lane; map #29-8-18**). The former village social hall (**42 Carriage Shop Road; map #30-6-17A**) is another institutional building of note. All of the former industrial buildings have disappeared, but their sites are marked by foundations (**Martin Road, map #30-4-19, #30-4-17**), a dam (**Carriage Shop Road, map #29-8-8B**), and a mill pond (**Carriage Shop Road, map #29-8-8B**).

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Most buildings that were present in the National Register district during the period of significance remain, but in some cases integrity of materials and design has been compromised by modern alterations including artificial siding, replacement window sash, and building additions. In most cases however, the original compact building form which is a key character-defining element remains clear and at least some design and material elements remain as well. None of the alterations to historic buildings within the district were deemed great enough to affect their contributing status. Window replacement and the addition of rear and lateral wings continues a pattern established in the 18th century.

Representative buildings are described below by type and in chronological order.

Non-residential Buildings

The **Waquoit Congregational Church (Main Street; 1848; MHC #211; photo #2)** presides over the village of Waquoit from a triangular site at the intersection of Main Street and Parsons Lane where it faces east toward the former. This small wood-frame structure is a rather chaste example of the Gothic Revival style that rises one story from a cut granite foundation to a gable roof. It is trimmed with cornerboards, frieze, and narrow raking cornice with small returns. A steeple is located at the front of the roof. It consists of a spire surrounded by four pinnacles that rises from a two-part crenellated base with lattice-filled pointed-arch openings in the upper stage. A banner weathervane, seen in historic views, is located atop the spire. The front-gable facade is centered on a tall pointed-arch window that contains 15/15/15 triple-hung sash. This element is surmounted by a small triangular window. Twin entries that are framed by pilasters and entablature occupy the outer bays of the facade. Two pointed-arch windows with 15/15 double-hung sash occupy each of the side elevations. Windows and doors are equipped with louvered wooden shutters that appear in historic views. Aluminum siding was installed in the 1970s-1980s but left trim elements intact, greatly minimizing its visual impact. The church continues to appear much as it did in late-19th century photographs.

The **Lucy Eldridge House (42 Carriage Shop Road; 1844 - 1848; MHC #224; map #30-6-17A)** stands on the south side of Carriage Shop Road in the village center. It originated as a dwelling, was converted to use as the Village Social Hall ca. 1896, and then returned to residential use in the mid-20th century. It now serves as a residence and stained glass studio. It consists of a front-gable main block with lateral east-side wing. Both sections rest on granite block foundations and are enclosed by gable roofs covered with asphalt shingles. Exterior walls are covered with wood clapboards trimmed with corner pilasters and a raking cornice with narrow returns. The main block exhibits the 1 3/4 story height that was popular in mid-19th century Waquoit. The large double-leaf entry with bracketed shed roof centered

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on the facade reveals the building's period of institutional use. Flanking windows, as well as the two at the upper story, display narrow molded cornices and contain 6/6 sash. A triangular window occupies the gable. The one story east wing with its gabled dormers, was added in the 1980s; it was carefully designed to harmonize with the original building.

The **Waquoit Bay Yacht Club (20 Waquoit Landing Road; ca. 1926; map #32-22-9)** stands near the head of Waquoit Bay immediately south and west of the Sargent Estate. It is a wood-frame building that rises one story from a rusticated concrete foundation to a side-gable roof. A chimney rises through the center of the front (west) roof slope. Like most buildings in the district, exterior walls are sheathed with weathered wood shingles. The main entrance is located near the north end of the long west facade. It is fronted by an enclosed, pedimented porch with narrow sidelights. Windows on the front and side elevations appear singly and in pairs and contain 6/6 sash. The water side elevation (east) is covered with large picture windows and sliding glass doors that lead to a deck with wooden railings. The basement is fully exposed here due to the downward slope of the lot. Historic photographs show that the east elevation once consisted of a center entrance framed by windows, much like a classic, full, five-bay Cape cottage. The deck appears in these views, but without a railing. The front of the lot is dominated by an entrance drive and unpaved parking area where floating docks are stored during the winter months.

Eighteenth Century Dwellings

The **John Bourne House (219 Main Street; ca. 1750; MHC #209; map #29-8-26)** is a traditional shingle-clad Cape Cod cottage that faces a full five-bay facade southwest to Takemmeh Road. It rises 1 1/2 stories from a low stone foundation to a gable roof with center chimney. Windows have projecting sills and molded caps that are framed into the cornice; they contain 6/6 double-hung sash which probably dates to the post-Revolutionary period. It is believed that the house originated as a three-bay half Cape which may account for the unusual length of the facade. The fact that the center chimney rises in front of the roof ridge may indicate that the house was originally one room deep rather than the present two. A great deal of early material remains on the interior and supports the theory that the present house may have been expanded from a single room. The center stair that rose in front of the chimney has been moved (perhaps when the depth was increased), but both front first story rooms retain elaborate raised-field paneling on the fireplace walls. These rooms also display cased corner posts and girts (girt casings removed in western room where joists have also been exposed). A summer beam, running from the fireplace to outer wall is present in the eastern room, supporting an early construction date for this part of the house. Two panel doors with original hardware remain as well.

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The **Bourne House (401 Main Street; 18th century; map #30-1-3)** occupies a large lot on the south side of Main Street opposite Collins Road. It is set well back from the street on a bluff overlooking Bourne Pond. The house is a traditional shingle-clad Cape Cod cottage that faces a full five-bay facade south toward the pond rather than north to the street. It rises 1½ stories from a low stone foundation to a gable roof with center chimney. The center entrance is framed by pilasters and lacks a transom. Windows are framed into the cornice and contain 2/2 double-hung sash that probably dates to the early 20th century when village historian Mary Osborne Lamb resided here. Paired windows in the attic gables retain early 9/6 sash. One story gable roof wings with shed roof fronts extend from both side elevations. The shed roof portions, which face the pond, may have originated as open porches. A long ell centered on the rear wall was truncated in the mid-20th century and now serves as a connector to a large new wing that parallels but does not impinge upon the original structure. A gable roof barn stands northeast of the house. It has been extended by wings that contain garage/living space (north) and an indoor swimming pool (south). Three sheds are also located near the barn and house. The house is approached by an unpaved drive. Areas surrounding the buildings are informally landscaped with elements that are typical of early-20th century Cape Cod: turf, yucca, cedar trees, and pine trees. The age of the house coupled with its unspoiled setting makes it one of the most important in the district and more than counteract the effect of mid to late-20th century additions.

The **Phinney-Weeks House (25 Moonakis Road; ca. 1790/1830; MHC #230; map #30-2-6A; photo #8)** faces south in the traditional manner from a location on the west side of Moonakis Road. It is built on a rectangular four by three bay plan extended to the rear by a 1½ story wing. The entire building is sheathed with weathered wood shingles with simple cornerboard and fascia trim. The main block rises 2½ stories from a stone foundation to a side-gable roof. An offset chimney rises through the ridge in the inner west bay. The main entry occupies the inner east bay of the four bay facade. It displays a locally elaborate frame consisting of 3/4 length sidelights and paired pilasters supporting an entablature and lintel shelf. Windows in the main block contain 6/6 double-hung sash set within projecting frames with crown moldings. All are equipped with louvered, wooden shutters. Windows in the wing contain 12/12 sash. Narrow window openings with 4/4 sash are located beneath the eaves. A secondary entry with lintel shelf is also located in the wing. The house is accompanied by a shingled, gable-roof barn with lean-to.

Early-Nineteenth Century Dwellings (1800 - 1839)

The **Captain Samuel Bourne House (261 Main Street; ca. 1810-1820; MHC #212; map #29-8-25)** stands opposite the Congregational Church. It is an exceptionally well detailed and preserved example

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of a three-bay half-Cape. Like others of its type, it rises 1½ stories from a low brick foundation to a side-gable roof with a chimney rising through the ridge off-set to the west. It is sheathed with typical weathered wood shingles, but is trimmed with more stylish Federal period details than most small cottages of the period. The entry, located in the south bay, is handsomely framed with pilasters and an unusual louvered fan. Windows have splayed lintels and uncommon narrow, half-round, molded frames. They contain 6/1 sash that probably dates to the early 20th century. The house is two bays deep and extended by a one-story rear ell. A late-19th century bay window appears on the south side.

The **Bourne-Jones House** (26 Takemmeh Road; ca. 1820/1900; MHC # 210; map #30-1-17, 18) is set well back from Main Street on a large lot that embraces both Bourne's and Bog Ponds and retains a sense of the agricultural origins of the village. The house faces south in the traditional manner. It is a five by four bay full Cape cottage that rises 1½ stories from a brick foundation to a side-gable roof with center chimney. Exterior walls are sheathed with weathered wood shingles and trimmed with simple cornerboards and fascia. The house is both wider and deeper than normal, possibly indicating that it was rebuilt at the turn of the century as some sources state. The center entry is framed by pilasters and narrow sidelights in a manner typical of the early-19th century. Simply framed windows contain 12/12 sash and are equipped with louvered wooden shutters. Typical of the regional vernacular, small square eaves windows frame the attic windows. Two early 20th century shed roof dormers with paired windows are located on the front roof slope. The main block is extended by a one story rear ell and by a sunporch on the east side. A large, gambrel roof barn which appears to date to the early 20th century is located behind the house. Historical sources note that the property was landscaped with extensive gardens in the early-20th century. By 1930, the large 25-acre parcel that existed in the early 20th century had been reduced to approximately the present size.

The **Chase House** (27 Studley Street; ca. 1820; MHC #216; map #30-6-3A) is a three by two bay half-Cape that rises 1½ stories from a low brick foundation to a side-gable roof with asphalt shingles. It is sheathed with weathered wood shingles and trimmed with narrow cornerboards and cornice. The original chimney stack which rose through the roof ridge in the east bay was removed in the 1970s-1980s. It has been replaced by an exterior stack rising along the west wall. A simply framed entry occupies the east bay of the south facade and contains a door with round-arched Italianate style glazed panels that probably dates to the later 19th century. Windows have projecting sills and contain 6/6 sash. Both door and window heads are set directly beneath the cornice. The house is extended by a one-story rear ell; the rearmost portion displays exposed rafters and appears to be of early 20th century vintage.

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The **Captain Weston Jenkins Swift House (224 Main Street; ca. 1830; MHC #208; map #29-8-)** stands on the northwest corner of Main Street where it faces a four-bay "3/4" facade south to Barrows Road. It rises 2½ stories from a low brick foundation to a gable roof with an offset chimney rising through the ridge. The exterior is covered with wooden shingles and trimmed with simple cornerboards and fascia, all painted white. The primary entrance on the south facade is not aligned with the chimney. It exhibits the typical Federal period surround of pilasters and dentilated lintel shelf. Windows display narrow cap moldings and contain 12/12 double-hung sash. Some are equipped with louvered wooden shutters. The four by two bay main block is extended by a two story wing to the north and a rear ell (east) with two story and one story portions. A barn/carriage house stands behind the house. The lot is maintained in turf landscaped with trees and shrubs and enclosed by a wooden picket fence painted white.

The **Henry Crocker House (56 Parsons Lane; ca. 1830; MHC #215; map #29-8-11, photo #3)** stands on the west side of Parsons Lane, opposite Studley Street. It is a five by two bay full-Cape cottage that rises 1½ stories from a low, parged, stone foundation to a side-gable roof covered with asphalt shingles. A narrow stove chimney rises through the ridge slightly south of center and an early-20th century shed dormer with paired windows is located on the east front roof slope. The original sheathing of this wood-frame structure was probably the typical weathered wood shingles. It was replaced by asphalt shingle in the mid-20th century and then by the current white aluminum siding. The east facade is focused on a slightly off-center entrance with an austere frame of wide boards. Flanking windows contain 2/2 sash that probably dates to the late-19th century and are equipped with modern louvered shutters. All are located directly beneath the cornice. A one-story ell extends the house to the rear. The asymmetrical facade, low cornice, and low stone foundation suggest that a portion of this house may pre-date 1830.

The **James Stuart House (617 Main Street; ca. 1830; MHC #234; map #30-2-24)** stands on the south side of Main Street, east of the central village area. It faces southeast rather than toward the road. It is a five by two-bay full Cape cottage that rises 1½ stories from a low, parged, stone foundation to a side-gable roof with paired rear wall chimneys and a single gabled dormer centered on the front slope. The chimney location, which is common in many parts of Massachusetts, is rare on Cape Cod. Exterior walls are sheathed with weathered wood shingles with simple cornerboard and fascia trim and narrow cornice returns. The main entrance is centered on the five bay facade. It is framed by narrow sidelights and headed by an entablature with molded cornice. Windows are simply framed and contain 6/6 sash. Like many mid-19th century Capes, this one is high-posted, to provide a more usable attic story. A one-story hip-roof wing extends from the north side elevation. This lot was subdivided by 1930, losing its rear access to the Moonakis River. This visually important river frontage is now preserved as conservation land.

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The **Charles Eldridge House** (679 Main Street; ca. 1830; MHC #232; map #30-2-27; photo #9) stands on the south side of Main Street, opposite its intersection with Martin Road. It is a three by two-bay Cape cottage that rises 1½ stories from a low masonry foundation to a side-gable roof covered with asphalt shingle. The facade is covered with wood clapboards and the remaining elevations with wood shingle, all painted white. The entry is framed by fluted pilasters and headed by a five-pane transom. Its off-center rather than side bay position results from a remodeling in the 1970s or 1980s. A 1970 photograph reveals a standard four-bay house with two windows to the right of the entry. The 6/6 windows are new. Like many mid-19th century Capes, this one is high-posted, to provide a more usable attic story. The house is extended to the rear by a one-story wing. It is set off from the street by a white picket fence. The Eldredge House lot had been subdivided to its current 1.5 acres by 1930, losing its rear access to the Moonakis River. This visually important river frontage is now preserved as conservation land.

The **Ichabod Hatch Childs House** (56 Carriage Shop Road; ca. 1840; MHC #222; map #30-6-13; photo #5) stands on the south side of the road at its intersection with Collins Road. The high-posted, three by three bay main block rises 1½ stories from a brick foundation to a front-gable roof with a chimney rising through the ridge. The facade is covered with clapboards while remaining elevations are sheathed with weathered wood shingles. Trim consists of paneled corner pilasters, a two-part entablature, and a narrow raking cornice with small returns. Windows are simply framed and contain 6/1 double-hung sash. The main block is extended by a 1½ story rear wing that continues the materials and trim of the main block. A turn-of-the-century verandah extends along the west side of the wing. Small window openings with 3/3 sash appear above the verandah roof and below the main roof. Like the Ewer House across the street, the Childs House retains a barn and enough land to hint at its agricultural origins. A ca. 1900 photograph shows the property extending along Collins Road (then part of Main Street) and enclosed by a wooden fence. The historic barn on the property was demolished in 2003.

The **Bearse-Hamblin-Phinney House** (17 Carriage Shop Road; 1832; MHC #228; map #30-3-24) is a good example of the compact regional vernacular that stands on the north side of Carriage Shop Road in the village center. Key character-defining elements include its 1½ story height, side-gable roof, three-bay half-Cape form, and overall simplicity of design. The house rests on a low stone foundation. The main entrance is framed by paneled pilasters and occupies the right (easternmost) bay. Windows are headed by Federal period splayed lintels and contain early-20th century 6/1 double-hung sash. The main block is extended eastward by a one story ell with a narrow stove chimney centered on the roof ridge. In the early-20th century a verandah was added across the facade, reflecting the shift from a maritime to a summer resort economy. Application of aluminum siding and removal of the main block chimney are more recent changes. Their impact on overall integrity is lessened by retention of the classic Cape cottage form and original trim elements.

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The **Jones-Phinney House (657 Main Street; ca. 1840; MHC #233; map #30-2-26A)** stands on the south side of Main Street, east of the central village area. It consists of a four by three-bay main block extended by a two part, one story rear ell. Exterior walls are covered with weathered wood shingles. They are trimmed with pilasters and an entablature, all painted white. The main block rises 1½ stories from a low foundation to a front-gable roof covered with asphalt shingles. Despite the mid-19th century roof orientation, the facade retains a traditional four bay 3/4 form with the entry in the inner west bay. The entry is framed by pilasters and an entablature and is headed by a lintel shelf. Windows display the splayed heads that are typical of the Federal period and contain 6/1 double-hung sash that probably dates to the early 20th century. This lot was subdivided by 1930, losing its rear access to the Moonakis River. That visually important river frontage is now protected as conservation land.

Mid-Nineteenth Century Dwellings (1840 - 1870)

The **Ebenezer B. Bourne House (11 Studley Street; ca. 1840; MHC #217; map #30-6-4)** illustrates the continuance of the regional vernacular into the mid and late-19th centuries. It is a high-posted three by two-bay half-Cape cottage that rises 1½ stories from a granite block foundation to a side-gable roof covered with asphalt shingles. A stove chimney rises in front of the ridge and is aligned with the entry in the east bay. The wood-frame structure is sheathed with weathered wood shingles on the side and rear elevations and with painted wood clapboards on the south facade. It is trimmed with cornerboards and a narrow cornice. The entry is framed by pilasters, narrow half-length sidelights, entablature, and projecting lintel shelf. Windows are headed by the splayed lintels typical of the Federal period and contain 6/6 sash; paired gable windows contain the regionally typical 6/9 sash. With the exception of the splayed window lintels, the materials and details of this house all reflect the Greek Revival style and the Cape-wide prosperity of the mid-19th century. The three by two main block is extended by a one story rear wing that is probably original and a garage wing that is later.

The **Solomon G. Bourne House (1 Studley Street (ca. 1840; MHC #503; map #30-6-5)** is located on the northeast corner of Studley and Main Streets. It appears to have originated as a four by one-bay 3/4-Cape enclosed by a side-gable roof that rose from directly over the window heads. At the turn of the century, the roof was raised, and two large hip-roof dormers with paired windows and a central eyebrow dormer were added. The original lower walls are sheathed with clapboards while the upper level addition is covered with wood shingles, all painted red. The 1½ story rear ell with hip-roof dormer may have been enlarged at the same time. Simply framed windows contain turn-of-the-century 2/2 sash which probably date to the same remodeling. They are equipped with louvered wooden shutters. The extensive alterations to this traditional mid-19th century Cape reflect the trends that were transforming the village and region to a popular summer resort, and contribute to its significance.

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The **Charles Tobey House** at (27 Carriage Shop Road; ca. 1850; MHC #227; map #30-3-14) is one of several interesting mid-19th century houses in Waquoit village that show the influence of several styles. It occupies a typically long, narrow lot on the north side of the road in the village center. The house combines elements of the Greek Revival and Italianate styles in a steep front-gable form that typifies mid-19th century houses in this area. The Tobey House consists of a four by two bay main block that is extended by a rear ell. A narrow stove chimney rises through the east roof slope near the junction of main block and wing. It is flanked by small, gabled dormers. The main block rises 1 3/4 stories from a granite foundation to a steep gable roof. Exterior walls are covered with aluminum siding but the elaborate, original, wooden trim remains including corner pilasters and a broad, entablature with paired brackets that encircles the building and also appears in the front gable. Windows are simply framed and contain what appear to be original 6/6 double-hung sash. Full-length windows that appear at the first story of the three bay facade contain 9/9 sash. (The east window is now a conventional size that probably results from a recent remodeling.) An arched window appears in the gable. The east corner of the facade is cut away to form a porch for the main entrance. This treatment is not uncommon in Barnstable County and corresponds to the overshot gable facades of Greek Revival style houses in Middlesex County. The four-panel door appears to be original. It is flanked by narrow sidelights, framed by an architrave, and crowned by a cornice. The one story rear ell is covered with weathered wood shingles and two bay windows have been added to its east side. Despite some modifications, the house remains a very good example of its type and makes a strong contribution to the historic character of the district.

The Charles Tobey House forms a similar mirror-image pair with its neighbor the **Isaiah Tobey House** (23 Carriage Shop Road, 1850s, map #30-3-16). The Isaiah Tobey House, which served as the Tobey House Inn at the turn of the century, was more Greek Revival character, lacking brackets and replacing the arched gable window with one of triangular shape. It has seen more alterations than the Charles Tobey House, but the original relationship between the two remains clear. A small lot was carved out between the Tobey Houses in the early 20th century to accommodate a small bungalow that served as the village post office (27 Carriage Shop Road, map #30-3-14). It has since been converted to residential use.

The **Zenas Ewer House** (53 Carriage Shop Road; ca. 1850; MHC #221; map #30-3-7; photo #s 4, 5) occupies a long, narrow lot on the north side of the road in the village center opposite Collins Road. The building faces its gable front to the street in the manner of the fashionable Greek Revival style, but adheres to tradition by placing the main entry on the west side elevation. It is a three by six bay cottage that rises 1 1/2 stories from a granite block foundation to a gable roof with a single pedimented dormer on the west roof slope. Its high-posted form leaves a generous space between window heads and cornice. The exterior is covered by aluminum siding which replaced wood shingles or clapboards with cornerboard and entablature trim in the 1970s-1980s. Original features include windows with 6/6 double-hung sash, and a

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well-detailed entry framed by full-length sidelights, pilasters, and entablature. Windows are equipped with modern louvered shutters while the entry retains its original wooden shutters. The siding detracts little from this house whose presence is enhanced by a barn and a semblance of its agricultural setting. The original owner was also the builder.

The Ainsworth Hamblin House (80 Carriage Shop Road; ca. 1850; MHC #219; map #30-6-8) occupies a large lot on the west side of the road just west of the village center. The size of the lot and presence of a front-gable barn speak to the enduring agricultural heritage of the village. The house originated as a traditional full-Cape with rear ell. In the late-19th century it was remodeled and enlarged in the Queen Anne style, earning it the name "The Outlook." Additions included a two-story tower on the south side of the facade, a second tower behind the first, and a verandah along the rear ell that was raised to two stories. Decorative imbricated shingle courses were added to the upper stories, above first story clapboards. Typical multi-pane over single-pane Queen Anne sash appeared in most of the windows.

The Seth Collins House (4 Moonakis Road; ca. 1860; MHC #231; map #30-2-18; photo #7) stands at the southeast corner of Main Street and Moonakis Road, facing north toward the former. It is a well-detailed Gothic Revival style cottage that consists of a three by two-bay main block extended by two rear ells. The main block is covered with wood clapboards and simple cornerboard and fascia trim, all painted white. It rises 1½ stories from a granite foundation to a side-gable roof with a central cross gable and a stove chimney rising through the ridge. The main entrance is centered beneath the gable where it is framed by 3/4 sidelights and fronted by a shallow gabled porch. Windows are headed by canted lintels supported on small brackets and contain 2/2 sash which appears to be original. Most are equipped with louvered wooden shutters. The first ell is distinguished by a recessed porch, flush-board siding, a gabled dormer, and a stove chimney rising through the roof ridge. The smaller outer ell is only one story. The house is accompanied by a wood-shingled front-gable barn with cupola, a shed, and a former outhouse, all of which are maintained in exceptional condition by descendants of the Collins family.

The Crocker-Bearse House (49 Carriage Shop Road; ca. 1860; MHC #223; map #30-3-11; photo #6) is one of the most impressive houses in the district, combining elements of the Italianate and Gothic Revival styles. Standing on the north side of the road in the village center, it consists of a three by two bay front-gable main block extended westward by a four by one bay wing. The wood-frame structure is sheathed with clapboards and rises 1½ stories from a granite block foundation to an asphalt gable roof with stove chimneys in both sections. It is trimmed with corner pilasters, entablature, and elaborate Italianate-style paired brackets following the cornice line. The wing is treated with a flushboard facade,

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full-length windows, and a full-length verandah supported on bracketed, lattice-work posts. The entry occupies the inner east bay of the wing, beneath the verandah. It has a simple surround and contains an original wood-paneled door with glazed upper panels above small, octagonal, wooden panels. Windows have plain board surrounds with molded caps, contain 6/1 sash, and are equipped with modern louvered shutters. A smaller, one story wing extends to the rear.

The Captain William Childs House (9 Carriage Shop Road; ca. 1861; MHC # 229; map #30-3-25B) stands on the north side of the road in the village center. An outbuilding that may have originated as a barn stands behind the house. The Italianate style dwelling is built on a typical plan consisting of a front-gable, side-entry main block extended by a large west wing. Both sections rise 1½ stories from granite block foundations to asphalt-covered gable roofs. Narrow brick stove chimneys rise through the ridges of both sections; two wall dormers are found over the wing. Important stylistic features include elaborate paired brackets at the cornice and two round arched windows in the front gable. The main entrance is located in the west bay of the main block. It is headed by a molded cornice and contains a metal door. In recent years, the house has been covered with vinyl siding, label moldings have been removed from above the windows, and original sash has been replaced with 1/1 sash. Despite these changes, the Childs House retains the main block with wing form and several important details that characterize the Italianate style in Waquoit. It makes a modest contribution to the overall historic character of the district.

Late-Nineteenth and Early Twentieth Century Dwellings

The Ignatius Sargent House (131-149 Main Street; 1880s; MHC #242; map #29-7-4; photo #1) is the centerpiece of Waquoit's only grand summer estate. Encompassing more than 22 acres, the estate is located at the lead of Waquoit Bay, on the east side of Main Street, south of Takemmeh Road. It is set off by a well-constructed ca. four foot high cut-granite wall with iron gates attached to six foot stone posts. The property includes a gate house, carriage house, boat house and main house connected by winding, gravel-covered drives. All of the buildings are of wood-frame construction and are sheathed with weathered wood shingle siding.

The sixteen-room main house is an excellent example of the Queen Anne/Shingle Style distinguished by its weathered wood shingle exterior, complex gabled roofs creating a varied silhouette while encompassing verandahs, sleeping porches, turrets, and dormers, and many large windows with multi-pane sash. The interior is characterized by an open floor plan, fine woodwork, and several elaborate fireplaces. It also boasts an early central vacuum system.

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The **gatehouse**, which stands near Main Street north of the entrance, is a simple 3 x 3 bay, two-story Foursquare dwelling enclosed by a pyramidal hip roof and fronted by a verandah; it appears to post-date the main house. The **carriage house** is located between the gate house and main house. It is a one-story hip-roof structure with projecting end-pieces and a central cupola. The two-story **boathouse** stands on Waquoit Bay. Most of the upper story is taken up by a large room with a massive native stone fireplace at one end and a bank of windows overlooking the bay at the other. Boats were accommodated on the lower story which opens directly on to the beach.

The landscape around the buildings is generally maintained in turf with a scattering of mature trees. The property encompasses a small pond known as Saltmarsh Pond and has extensive frontage on Waquoit Bay.

The house at **52 Parsons Lane (ca. 1920; map #29-8-14)** stands on the west side of the road near its intersection with Studley Street. It is a subtly detailed Craftsman style bungalow that is built on an L-shaped plan and rises one story from a concrete foundation to a deeply overhanging front-gable roof which encompasses a front verandah. Its lower walls are sheathed with clapboard while wood shingles appear above; all are painted white. The entry occupies the southern bay of the two bay facade. It is framed by wide side panels with four lights in their upper third which correspond to the glazed portion of the door. It is fronted by a shed-roof porch. Windows contain 6/1 sash or vertical panes/single pane sash that are typical of the period and style.

The house at **12 Studley Street (ca. 1920; map #30-6-2)** is centered on the south side of the road on a large lot that extends to Main Street. It is a three by four-bay Four Square dwelling that rises two stories from a concrete foundation to a pyramidal hip roof with a narrow chimney rising near the peak. Like its earlier neighbors, it is sheathed with weathered wood shingles. The main entrance occupies the west bay of the three bay north facade. It is simply framed and contains a period wood panel door with square, glazed upper panel. Windows with simple frames and wood louvered shutters contain 1/1 sash at the first story and 2/1 at the second. Three large maples stand at the front of the lot, adding to the street canopy.

Current Conditions

The National Register district has experienced some modern change, primarily in the form of suburbanization as former agricultural fields and woodlands have been subdivided for houselots. Nevertheless, the district clearly portrays the village that existed during the period of significance (ca. 1700 - 1950). Non-contributing properties, which post-date 1950, are scattered throughout the district, but have minimal impact on its overall character. That is because most new buildings have maintained a low

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profile by adopting the scale, massing, materials, siting, and other characteristics of their older historic neighbors. This is especially true of the "Reproduction Capes" which are by far the most common type. In addition, many newer houses are set well back from the road and are barely visible. These dwellings are considered non-contributing primarily because they are less than fifty years old and post-date the period of significance, not because they represent a break with past building traditions. Residential garages and sheds are another inconspicuous group of non-contributing resources due to their generally small scale and unobtrusive siting behind main buildings. There are no modern commercial buildings within the National Register district. All are clustered on the ca. 1930 Main Street bypass which is excluded from the district. Two of the most common historic building alterations -- window replacement and the addition of rear and lateral wings -- continue a pattern established in the 18th century.

Several current businesses have preserved historic buildings by adapting them to modern needs, without sacrificing their historic character. These include the **Village Social Hall (42 Carriage Shop Road; map #30-6-17A)** now used as a glass-blowing studio and residence, the **Captain Samuel Bourne House (261 Main Street; map #29-8-25)** which now contains offices, the **Weston Jenkins Swift House (224 Main Street; map #29-8-)** which now serves as a bed and breakfast, the **John Bourne House (219 Main Street; map #29-8-26)** which is used as a tearoom, and the **Sargent Estate (149 Main Street; map #29-7-4)** which is now the Waquoit Bay Estuarine Research Reserve managed by the state Department of Conservation and Recreation, Division of State Parks and Recreation. Other examples exist as well.

Main Street (State Route 28) is somewhat wider and is certainly more heavily traveled than it was during the 19th century, but within the district boundaries, it has been spared signalized intersections, intrusive signage, and other emblems of the modern era. With the exception of three bypasses, it continues to follow the winding route established in the 18th and 19th centuries, and in several areas is lined by mature trees. Infill construction has been quite low due to the original density of development.

Historic landscapes, many of which are protected through local and state conservation ownership, make an especially important contribution to the historic character of the Waquoit National Register District by supporting integrity of setting, feeling, and associations.

Archaeological Description

The Waquoit locale, more than any other part of Falmouth, exhibits characteristics consistent with a clear focus of some level of concentration of ancient Native American activity (Donta et al 1996:80). Such was the conclusion reached during a recent archaeological reconnaissance survey of the Town of Falmouth. At least two ancient Native American sites have been recorded in the proposed district and

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another three sites may extend into the district. Thirteen sites have been recorded in the general area (within one mile). Sites 19-BN-502 and 19-BN-802 include the southernmost portion of the district bordering Waquoit Bay. Sites 19-BN-242, 501 and 503 may extend into the district; however, site examinations have not been conducted for these sites and their precise boundaries are unknown. While interpretative data beyond site location is lacking for most of the above sites and other sites in the area, artifact collections and some site data enable limited interpretations for the area. Burial sites, camp sites, shell middens, and lithic workshops have been demonstrated in the area. The cluster of sites at the head of Waquoit Bay may indicate the presence of a regionally important ancient and/or historic period village in this area. Middle Archaic through historic period Native occupations have been identified but a longer temporal range of occupations is expected..

Environmental characteristics of the district indicate locational criteria (slope, soil drainage, proximity to wetlands) that support the presence of ancient Native American sites. Much of the district includes well drained, level to moderately sloping terraces, knolls, coastlines, and other landforms within 1,000 feet of fresh water or a marine related ecosystem. The Childs River forms much of the western boundary of the district while the Quashnet River forms most of the eastern boundary. Waquoit Bay and its related estuarine zone form most of the southern boundary of the district. A wide variety of upland, freshwater, and marine related floral and faunal resources would have been available for Native American subsistence and settlement activities. Given the above information, the size of the district (170 acres), and the availability of open land, the presence of ancient Native American sites is documented in the district and a high potential exists that additional sites will be found. The entire Waquoit Bay area is ideal for ancient Native American settlement (Donta et al 1996:83).

There is also a high potential for locating historic archaeological sites in the Waquoit National Register District. Residential, industrial, and agricultural related sites characterize most potential archaeological resources in the district. European settlement in the district locale was sparse in the 18th century since the area remained part of the Native Reservation of Mashpee and most non-native ownership of land was prohibited. In 1763 the Massachusetts legislature conferred district status on Mashpee opening settlement to non-resident white settlers. Structural evidence may survive from residential buildings and associated agricultural and/or maritime structures dating to the 18th and early 19th century period. Archaeological evidence from outbuildings and occupational related features (trash pits, privies, wells) may also exist with extant buildings as well as archaeological sites. Eighteenth and early 19th century residential and agricultural related sites might exist along the Main Street (Route 28) corridor and more coastal locations where maritime enterprises also were present.

Nineteenth Century archaeological sites should be the most common in the district as shipping, shipbuilding, and local industry experienced their most prosperous period of growth during that period. Structural evidence of industrial sites may exist along the Childs and Moonakis (Quashnet) Rivers where

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industrial centers developed at the northwestern and northeastern ends of the district. At the intersection of Carriage Shop Road and the Childs River, industrial development including a woolen mill and later carriage shop, blacksmith shop, icehouses, and the Waquoit Herring River Company existed from the mid-19th century into the 20th-century. While much of the mill site was located on the north side of Carriage Shop Road and has been re-graded and redeveloped, structural evidence of mill buildings, outbuildings, and waterpower components may also exist on the south side of the road. Occupational related features, especially trash deposits might also exist as important resources with these industries. Moonakis River industries developed on the south side of Martin Road at its intersection with the river. Martin Road was part of Main Street until ca. 1930. Structural evidence from several mills may exist in this area. Fragments from stone structures related to these mills survive; however, it is impossible at present to tell exactly which mills are associated to the remains. No industrial buildings survive in the area. Allan Green built the first gristmill in Waquoit on the Moonakis River in this area at an unknown date, possibly in the late 18th or early 19th century. A shingle mill (1832) and woolen mill (ca. 1840) also existed near the gristmill. Waterpower related resources related to the mills might also survive in this area. Evidence of drainage canals and berms related to old cranberry bogs can also be found along both the Childs and Moonakis Rivers.

Residential settlement, at times associated with agricultural, manufacturing, and maritime industries accelerated growth during the 19th century in the area between the Childs and Moonakis River industrial centers. Most residential buildings constructed during this period survive; however, structural evidence of some buildings may exist, especially near the industrial sites where "factory buildings" were present. Known buildings that may survive as archaeological sites in the district include two dwellings and a store that stood on the south side of Barrow's and Takemmeh Roads into the 20th century, a schoolhouse on Parsons Lane, at least one Factory house on Martin Road.

Occupational related features (trash pits, privies, wells) associated with 19th century residential buildings should also survive in the district with extant structures and archaeological sites. Archaeological evidence of barns and outbuildings may also survive with extant buildings and sites.

(end)

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Name of Property

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 # _____

Barnstable, MA

County and State

Areas of Significance

(Enter categories from instructions)

Agriculture

Architecture

Community Planning & Development

Entertainment and Recreation

Industry

Period of Significance

Ca. 1700-1950

Significant Dates

See continuation sheet

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Gilbert Willard, Dartmouth, MA

Zenas Ewer Ignatius Sargent

Primary location of additional data:

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

Name of repository:

Falmouth Historical Society

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

Introduction

The Waquoit National Register District tells the story of a unique Falmouth village, one that was part of a Native reservation at Mashpee from 1660-1841, and whose history combines agriculture and industry in equal measure with the seafaring and summer tourism activities that Cape Cod is justly noted for. Topography played an unusually important role in shaping the settlement and subsequent development of Waquoit. In particular, the village owes its existence to three water features which define the east, west, and south sides of the district. These are the Moonakis and Childs Rivers and Waquoit Bay. Together, the rivers and the bay provided sustenance to the early agricultural community, powered small-scale industries, and allowed Waquoit to partake of the maritime prosperity that shaped the entire region in the first half of the 19th century. All three waterways were abundant sources of fish and game, an attribute that attracted Waquoit's first summer visitors in the early 19th century. The rivers and the bay were equally attractive to Native Americans and Waquoit is believed to have been a center of activity prior to European settlement. The name of the village, most likely derived from a Wampanoag word meaning "head of the bay" underscores the Native American presence and the central role of the bay throughout time.

The Waquoit National Register District is significant at the local level as the traditional locus of village settlement, possessing close ties with most of the important persons and events that have shaped the unique character and heritage of the village over time. The district also epitomizes both local and regional settlement and development patterns. One important aspect is proximity to the coast with its resource-rich estuaries, harbors, and opportunities for maritime enterprise and travel. Others include its self-sufficient village character, and its linear form with development clusters at important crossroads, in this case, the bay and rivers. In addition to its typical aspects, the village of Waquoit and the National Register district also possess associations with Native Americans in the pre-historic and Colonial periods and with Falmouth's prominent Portuguese community in the 20th century. The historic buildings and landscapes that remain today demonstrate more clearly than any narrative the central role of the district in the continuing life of the village and community. Areas of significance include Agriculture, Architecture, Community Planning and Development, Entertainment and Recreation, and Industry.

The Waquoit National Register District possesses substantial integrity of location, design, setting, materials, workmanship, feeling, and associations, and meets criteria A and C of the National Register of Historic Places. The period of significance broadly extends from the initial ca. 1700 settlement to 1950 when unprecedented modern development began to sweep both the town and the region. Loss of important historic resources is primarily confined to industrial buildings and agricultural fields, conforming to a pattern that typifies the entire region. Integrity is especially high in the center of the

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district, surrounding the Congregational Church, where a small, local design review district was established in 1975. The larger National Register district contains contributing resources from the 18th, 19th, and 20th centuries, but its character most strongly reflects the early - mid 19th century period of broad-based economic prosperity and rapid population growth.

Historical Narrative

The Town of Falmouth occupies a large geographic area at the southwest corner of the Cape Cod peninsula with an extensive coastline along both Buzzards Bay (west) and Vineyard Sound (south). European settlement of this area began in the 1660s in the vicinity of present-day Falmouth Village on Vineyard Sound, well to the west of Waquoit. Within a decade, settlement began to spread northward along the shores of Buzzards Bay to the villages of West Falmouth and North Falmouth and eastward along Vineyard Sound to Teaticket and East Falmouth. Settlement of Waquoit came later for two primary reasons. Most important was its location within the Native reservation of Mashpee where land was not readily available to white settlers until after 1763. The other was its remoteness from Falmouth Village and its site on the southside of Cape Cod, which generally developed later than the northside with its more direct connections to population centers at Plymouth and Boston.

The Waquoit National Register district occupies an undulant landscape at the head of Waquoit Bay above a cluster of ponds and a natural spring. Waquoit is a land of unusually abundant natural resources, a fact that has played a major role in shaping its history. In a region with few streams capable of producing waterpower, Waquoit is blessed with two. Located on the southern coast of the Cape Cod peninsula where there are few large harbors or salt marshes, it sits astride Waquoit Bay, the largest natural anchorage within the Town of Falmouth and one of the largest and richest estuaries in the state. In a land of generally poor soil, Waquoit boasts some of the most productive.

These assets attracted settlers in the Colonial Period and nurtured the agricultural, industrial, maritime, and recreational endeavors of successive generations. The village proper, which forms the core of the National Register district, developed primarily in the 19th century between industrial nodes on the Moonakis River at Martin Road (grist and woolen mills) and on the Childs River at Carriage Shop Road. (Waquoit Company Carriage Shop)

The early history of Waquoit is closely intertwined with that of the neighboring community of Mashpee. Mashpee was established in 1660 when the Court of Plymouth Colony set aside 10,500 acres for exclusive use of the Praying Indians of "Marshpee" at the urging of missionary Richard Bourne of Sandwich. As a result, this "six-mile square" territory which included present-day Waquoit, was very lightly settled by Europeans until it became a district in 1763. Mashpee was the largest of three major Native reservations that were established in the Cape Cod region in the 17th century. The others were

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located at Bourne/Plymouth and at Nauset, later known as Eastham, Orleans, and Wellfleet. (MHC Regional: 72, 86-87)

The Mashpee Reservation was gradually encroached upon by the neighboring towns of Sandwich, Barnstable, and Falmouth. For example, in 1685, the Proprietors of Falmouth purchased land east of the Coonamessett River and west of the Childs River from the native inhabitants after permission was granted by the General Court of Plymouth Colony. (MHC Falmouth Report: 7) This included the present villages of Hatchville and East Falmouth. According to some sources, Falmouth boundaries were extended eastward to the Moonakis River in 1725, while others state that this occurred on March 17, 1841. All available historic maps, including one prepared by the Town of Falmouth in 1795, support the latter date. It is most likely that the 1725 date was a confirmation of the 1685 boundaries and that confusion has arisen from the sketchy verbal boundary description which mentions "a creek called Moonomoiest near Waquoit." (Falmouth proprietor's records quoted in Freeman: 443-444)

In any event, Waquoit remained remote and lightly settled until after 1763 when the Massachusetts legislature conferred district status on Mashpee, opening settlement to outsiders. The white population of Mashpee, which was probably centered on Waquoit Bay, doubled between 1765 and 1790, rising from about 77 to 150 while non-whites declined. (MHC Mashpee Report: 6) Due to its remote location and small population, Waquoit was bypassed by the first public road on Falmouth's south coast. This "king's highway, forty feet wide" was laid out in 1690 from Little Harbor in Woods Hole to the Five Mile (Coonamessett) River in East Falmouth along the east-west route of present-day Main Street/Route 28 and the northerly route of Sandwich Road by order of General Court. (Deyo: 657) By 1795, Main Street had been extended to the town line at Waquoit Bay, but most of the road within the district dates to the 19th century. One source notes that the town opened a street through a field at White's Landing Bridge over the Childs River in the mid 19th century. (Bournes D#285-#6)

Not surprisingly, Richard Bourne and his family were the first to own land in Waquoit and were among the first to settle there. Within the district, their holdings were concentrated at the head of Waquoit Bay in the vicinity of Bourne's Pond where they had been granted land as early as the 1660s. (Lovell: 189) Several 18th and 19th century Bourne houses remain in this area. The oldest is the John Bourne (1729-1823) House at **219 Main Street (map #29-8-26)** which dates to ca. 1750. Occupants included John Bourne Jr. (1729-1823), his son John Bourne III (1754-1804), and his sons David (1781-1865) and John Bourne IV (1796-1876). John and David, who owned the property in the mid-19th century, were noted as fishermen and farmers. Of similar date is the Bourne House at **401 Main Street (map #30-1-3)** which overlooks Bourne's Pond and was the home of village historian Mary Osbourne Lamb at the turn-of-the-century. Another early Bourne house was built by Elijah Bourne on **Takemmeh Road (map #30-1-17)** and either replaced or extensively remodeled at the turn of the century. The two latter houses retain

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enough land to provide a glimpse of their agricultural origins. Nineteenth century houses associated with this important family include the Capt. Samuel Bourne House of ca. 1810-1820 (**261 Main Street; map #29-8-25**), the Ebenezer B. Bourne (1809-1865) House of ca. 1830 (**11 Studley Street; map #30-6-4**) and the Solomon G. Bourne (1796-1888) House of ca. 1840 (**1 Studley Street; map #30-6-5**).

Other early families, like the Crockers and Phinneys, came from the nearby town of Barnstable. The Crockers amassed substantial acreage in the center of the village in the 18th and 19th centuries. Associated houses include the Henry Crocker House of ca. 1800-1830 (**56 Parsons Lane; map #29-8-11**) and the Alexander Crocker House of ca. 1820 (**328 Main Street; map #30-6-1**). Henry (1791-1860) was a yeoman farmer and shoemaker who had a mill interest in 1834. Capt. Alexander Crocker (1794-1859) was a mariner while his son Deacon Alexander Crocker (1830-1900) was a partner in the Waquoit Company. The Phinneys lived east of the village center. Surviving houses include the Phinney-Weeks House of ca. 1790/1830 (**25 Moonakis Road; map #30-2-6A, photo #8**) and the Jones-Phinney House of ca. 1840 (**657 Main Street; map #30-2-26A**).

Joseph Childs, Jr., for whom the river is named, was another early settler. His grandson, Ichabod Hatch Childs (1804-1889), lived at **56 Carriage Shop (ca. 1840; map #30-6-13)**. Ichabod was a mariner and one of founders of Waquoit Congregational Church. Ichabod's cousin, Capt. William Childs (1824-1889), lived at **9 Carriage Shop Road (ca. 1861; map #30-3-25B)**.

A variety of water-powered industries and maritime endeavors led Waquoit into its period of greatest growth and prosperity in the early-19th century. Like the town as a whole, Waquoit experienced major population increases, economic diversification, transportation improvements, specialization of building types, and development of new social, educational and religious opportunities. All of these factors combined to produce a well-developed village center. Key extant buildings and landscapes of the period include the **Waquoit Congregational Church (Main Street; 1847-1848; MHC #211; map #29-8-18)**, the **Waquoit Cemetery (Main Street; 1849; MHC #807; map #29-7-5)**, and the **Village Social Hall (42 Carriage Shop Road; 1844-1848/1896; MHC #224; map #30-6-17A)**. Buildings associated with the post office, school, and industries that were also established during this period have been lost over time. Most 19th century residences remain.

Falmouth's population as a whole rose from 1,882 in 1800 to 2,548 in 1830 to a peak of 2,621 in 1850. By 1895 it had fallen to 2,567, a fairly small drop compared to other towns in Barnstable County (MHC 1985: 9, 12, 16). Most of the population was concentrated at Falmouth Village in the 19th century, but substantial villages developed at Woods Hole, West Falmouth, North Falmouth, East Falmouth, Hatchville, Waquoit, and Davisville as well. In 1910 when Falmouth's total year-round population was 3,144, Waquoit was the second largest village with approximately 340 residents. This was well below the 1,200 who resided in Falmouth Village, but substantially above the average 65 found in the other villages.

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After the Revolution, Waquoit residents took advantage of their location adjacent to a large, well-protected bay and the village rapidly emerged as a small shipping and ship building center with a minor fishing component. Peter's Wharf was the early center of maritime activity on Waquoit Bay. Facilities included the wharf, a market, a ship's chandlery, and probably a warehouse. The proprietor, Captain Peter Lewis (b. 1793), also owned ships that were engaged in trading ventures, and was recognized as one of Waquoit's most prosperous and influential citizens. Trading ships were loaded and unloaded at Peter's Wharf. Packet boats, carrying passengers and supplies, ran between Peter's Wharf and New Bedford on a regular schedule from 1852 through the early 1880s. Lewis Baker was responsible for the packet service. He and his brother Newell were both local merchants. Peter's Wharf was located on the east side of Waquoit Bay near the intersection of Metoxit and Meadow Neck Roads, well south of the National Register district as was his house. Writing in the early-20th century, Annie T. Bourne noted that Peter's Wharf is "now open piles and sunken logs" and that "many, many cords of wood have been loaded into vessels."

White's Landing was another important 19th century maritime site that appears on both the 1858 and 1880 county atlases. On the earlier map, a Marine Railway is located on the Childs River, south of the district. On the latter map, several wharves appear just south of Main Street in the vicinity of the current boatyard. White's Landing was noted as a center for shipping mainland firewood to Nantucket and Martha's Vineyard. Small numbers of vessels for the whaling and coastal trades were built and launched at White's Landing as well. An example is the 200-ton whaling bark *Popmunett* that was built in 1836 under the direction of Abner Hinckley with timber from the surrounding woodlands. White's Landing is west of the district.

Many 19th century residents of the village were known as mariners and a few as fishermen, and several constructed or inherited dwellings that remain today. These houses are concentrated in the village center and many are among Waquoit's most fashionable. Capt. William Childs (1824-1889) who lived in the Italianate style house at **9 Carriage Shop Road (ca. 1861; map #30-3-25B)** was known as a master of whaling ships until 1874. Charles Tobey (b. 1816), a master mariner, resided in another Italianate-style house at **31 Carriage Shop (ca. 1850s; map #30-3-14)**. Ainsworth Fish Hamblin (1803-79), a mariner and whaler, lived in the Greek Revival style house at **80 Carriage Shop Road (ca. 1850; map #30-6-8)**. Ichabod Hatch Childs (1804-1889), a mariner, one of founders of the village church, and a grandson of early settler Joseph Childs, Jr., lived in a Greek Revival style house at **56 Carriage Shop (ca. 1840; map #30-6-13)**. Master mariner, Capt. Henry Weeks, acquired the Federal period Phinney House at **25 Moonakis Road (ca. 1790; map #30-2-6A)** in 1830. Capt. Weston Jenkins Swift lived at **224 Main Street (ca. 1830; map #29-8)** near the Congregational Church. Captain Samuel Bourne built the well-detailed Federal period house at **261 Main Street (ca. 1810; map #29-8-25)**, which was later owned by a succession of mariners including Seth Crowell, Matthew Baker, and Charles L. Eldridge. David and John Bourne, who lived at **219 Main Street (ca. 1750; map #29-8-26)** in the mid 19th century, were known as fishermen with a secondary interest in agriculture.

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While maritime activities were commonplace on Cape Cod, Waquoit was also able to exploit the power of two small rivers to develop as a small industrial center in the 19th century. Typically, the first was a grist mill that served the needs of the surrounding agricultural village. It is noted that Allan Green dammed the Moonakis River and built the first grist mill in Waquoit, but a date is not provided. It was probably in the early-19th century. In the mid-19th century, several larger-scale industries developed along side the grist mill on the Moonakis River and at a second site on the Childs River. Not surprisingly, the village center developed between these two industrial nodes.

The Moonakis River industries, including the grist mill, stood on the south side of what is now Martin Road which was part of Main Street until it was bypassed ca. 1930. (**industrial site at map #30-4-19, 17**) A shingle mill constructed by Zenas Ewer (residence **53 Carriage Shop Road; map #30-3-7**) and Harrison Goodspeed of Falmouth Center in 1832 was one of the earliest industries to join the grist mill. A hand-written record at the Falmouth Historical Society (D#285-#2) entitled: *Woolen Mills, Waquoit*, states that "The river below where Jethro Swift and Simeon Hamblen lived was dammed up with a gate in it so they could float their loaded scows up and down also their logs for shingles."

According to the same source, the shingle mill was replaced by or reused as a woolen mill that produced yarn and cloth ca. 1840. Mr. John Robinson operated the woolen mill until his death in 1854. He was succeeded by his sons John H. and Joshua C. Robinson in partnership with Parker N. Bodfish of Wareham who carried on the business for many years. Mill workers included Timothy Davis, Joshua Jones (residence at ca. 1840 **657 Main Street; map #30-2-26B**), George W. Eldridge (possible residence ca. 1830s, **679 Main Street; map #30-2-27**) and James Stewart (residence ca. 1830, **617 Main Street; map #30-2-24**). The Jones property appears to have been mortgaged to J. Robinson & Sons in the 1850s. The site was labeled as the Moonakis Yarn Mill on the 1880 County Atlas when it appeared with the grist mill and an office building. Nineteenth-century views show adjacent gable-roof wood-frame buildings sheathed with weathered wood shingles and lit by windows with 8/12 and 12/12 sash. The buildings clung to the steep hillside that provided the necessary water drop to produce power. Three nearby early 19th century dwellings on Martin Road were labeled as Factory Houses. Two of these houses remain and are included in the district. (**43 Martin Road; map #30-4-16 and 33 Martin Road; map #30-4-15A**) M. Martin and J. Martin, for whom Martin Road is named, resided at these two properties in 1908.

Loss of the grist mill, woolen mill, and accompanying office to fire on July 8, 1894, sounded the death knell of industry in Waquoit, and conformed to a regional trend. The property was finally sold to the Swift brothers and the mill pond was drawn down to make a cranberry bog. The former mill sites were undeveloped on the 1908 County Atlas and have remained that way through the present time. They are now in state conservation ownership. (**Martin Road at Main Street; map #30-4-19, 17**)

The Childs River, which defines the west end of the district, also supported 19th-century industrial

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development that was clustered at its intersection with Carriage Shop Road. Once again, a hand-written record at the Falmouth Historical Society, (D#285-#8) this one entitled: *Waquoit Co. Shop*, provides valuable information. According to this document, the first enterprise at this location was a woolen mill that was constructed in the early 19th century for Alexander Clark who was later associated with the Pacific Mill in East Falmouth. Subsequently, Seth Benson used it for a wheelwright and blacksmith shop for 12-15 years. In June of 1855, Deacon Alexander Crocker, Jr. joined with Zenas Ewer, Barnabas E. Bourne, and Thomas Harlow of Sandwich to purchase the site for \$987 and launch the Waquoit Company. At that time the property consisted of a building, dam, waterwheel, painters tools, up and down saw, grind stone, turning lathe, tools, benches, patterns, and blacksmith tools. The new owners enlarged the mill and built a separate blacksmith shop building to lessen the danger from fire. They produced farm wagons, building components, and coffins for fourteen years. Two of the owners, Zenas Ewer (residence at **53 Carriage Shop Road; ca. 1850; map #30-3-7**) and Alexander Crocker (residence at **328 Main Street; ca. 1820/1850; map #30-6-1**), were housewrights and mechanics who took responsibility for the house building component.

This group was succeeded by Alexander Crocker and Josiah Burgess (residence at **24 Collins Road; 1854-1858; map #30-6-7**) who operated until Crocker's death in 1900. Crocker was responsible for the wheelwright component, which consisted of an undershot water wheel that was controlled by a large hand-operated gate and provided power to circular saws, turning lathes, drills, and a machine to sharpen woodworking tools. Burgess managed the blacksmithing activities. The mill produced durable, springless, four-wheel farm wagons that transported hay and other agricultural products around the village and hauled cordwood to White's Landing for export among other uses. The wagons were finished by hand and then painted blue or green in a second-story paint shop which was accessed by a wide ramp that ascended along one side of the building. A ca. 1860s view shows a simple wood-frame building that rose 2½ stories to a gable roof. **(photo #11)** It was sheathed with weathered wood shingles and windows contained 8/12 sash. The blacksmith shop occupied a smaller one-story building that was closer to the pond to minimize the fire hazard. It produced all of the iron wagon components except the axles, which were purchased elsewhere. The mill site on the west bank of the river and the north side of Carriage Shop Road has been regraded and redeveloped and is not included in the district.

The Waquoit Herring River Company operated near the Waquoit Company, taking advantage of the rich herring run on the Childs River. Shareholders in the company were responsible for digging sections of canal to improve connections to John's Pond, the source of the river and herring spawning grounds. The 1908 county atlas shows two small icehouses north of the road, and a mill and pond (**map #29-8-8B**) to the south. The land to the south, including the mill site, the pond, what appears to be an earthen dam with intake gate, and a concrete fish ladder, is preserved in town ownership. In the 20th century, much of the land along the Childs River was developed with cranberry bogs. The pond and dam may have served the bogs below (**map #s 29-8-9, 12, 12A, 12B, 15F**), which remained in use through the early-1960s and

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are now in conservation ownership. A thriving oyster business managed by the Burgess family was located on the lowest reaches of the Childs River, south of the district.

The Waquoit Company's farm wagons found a ready market in a village, town, and region where agriculture continued to play an important role in the economy. Henry Crocker (1791-1860), a member of an old family and a founder of the village church, built the house at **56 Parsons Lane (map #29-8-11)** in the early 19th century. He was known as a yeoman farmer and shoemaker. Zenas Hamblin, who resided at **17 Carriage Shop Road (map #30-3-24)** was also a yeoman farmer. Many village dwellings retain barns as symbols of its agricultural origins. Good examples accompany the Zenas Ewer House (**53 Carriage Shop Road; map #30-3-7**), the Ichabod Childs House (**56 Carriage Shop Road; map #30-6-13**), the Ainsworth Hamblin House (**80 Carriage Shop Road; map #30-6-8**), the Josiah Burgess House (**map #30-6-7**), the Davis-Weeks-Collins House (**335 Main Street; map #30-1-2**), the Seth Collins House (**4 Moonakis Road; map #30-2-18**), and the Phinney-Weeks House (**25 Moonakis Road; map #30-2-6A**). The 18th century Bourne House (**401 Main Street; map #30-1-3**), which overlooks Bourne Pond retains enough land to provide some sense of its early agricultural setting.

Like Falmouth's other coastal villages, Waquoit began to attract summer visitors in the 19th century. Sportsmen who were drawn by the abundant fish, game, and water fowl of Waquoit Bay from the early-19th century on may have been the first summer people within the town as a whole. Over time, this group included luminaries like Daniel Webster, President Grover Cleveland, and actor Joe Jefferson. (B0F: 405) Their interests were served by residents like Charles B. Fisher who resided at **24 Collins Road; map #30-6-7** in the early 20th century. Fisher was a gunner associated with the Duck Head Inn on Waquoit Bay and a caretaker at Washburn's Island at the mouth of the bay.

Several inns and boarding houses in the village served these sportsmen and other visitors. The earliest was the village tavern known successively as the Phinney House, the Crowell House, and Roselawn. It stood on the corner of Carriage Shop and Metaxit Roads until it was destroyed by fire in 1974. Its site, which is part of the modern village commercial center, is excluded from the district. The most prominent extant example, and the only inn listed in turn-of-the-century directories, is the Tobey House at **23 Carriage Shop Road (map #30-3-16)**. The Tobey House was constructed as a dwelling ca. 1850 by Isaiah N. Tobey. His son Asa Phinney Tobey and his wife Eliza Jane inherited the house in 1880 and opened the inn. Riverside Cottage, which stood on Martin Road overlooking the Moonakis River, was favored by sportsmen.

Another example is The Outlook at **80 Carriage Shop Road (map #30-6-8)**, which was operated by the Collins family at the turn of the century. It catered to visitors in the summer months and served boarders in the winter, primarily teachers from the nearby village school. The enlargements and Queen Anne-style alterations to this mid-19th century Greek Revival cottage date to this period of use. Private dwellings

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were updated at this time as well. For example, the Solomon G. Bourne House at **1 Studley Street (map #30-6-5)**, a small, traditional "3/4-Cape" of ca. 1840, was enlarged at the turn of the century by raising the roof by about two feet and adding large hip-roof wall dormers and a central eyebrow dormer to the front roof slope. This house also illustrates the emigration of village residents in the late 19th century as the economy faltered and the population dropped. Constructed by Solomon G. Bourne on land that had long been part of the extensive Bourne family holdings, it was sold to William L. Hamblin in 1880 by heirs Peter L. Bourne of California, Zenas L. Bourne of Fairhaven, and Sarah J. Bourne. Other examples of turn of the century remodelings are the Bearse-Hamblin-Phinney House at **17 Carriage Shop Road (map #30-3-24)**, a ca. 1832 half-Cape, and the Alpheus Baker House at **5 Carriage Shop Road (map #30-3-25A)**, both of which received front verandahs ca. 1900. At about the same time, lateral porches were added to both ends of the Bourne House, an 18th century "full-Cape" set back at **401 Main Street (map #30-1-3)**, overlooking Bourne Pond.

By the 1840s, the village of Waquoit was firmly established as a thriving community with a diversified economy based on agriculture, industry, and maritime activities. Its independent status was heralded by its separation from the East Falmouth Congregational Church in Hatchville (East End Meeting House; NR) and construction of the **Waquoit Congregational Church (254 Main Street at Parsons Lane; MHC #211; map #29-8-18)** in 1847-1848.

An agreement to build a meetinghouse was signed on March 24, 1847, by many of Waquoit's most prominent residents including Charles A. Bourne, John Childs, Ichabod Hatch Childs (**56 Carriage Shop Road; map #30-6-13**), Henry Crocker (**56 Parsons Lane; map #29-8-11**), Charles L. Eldridge (**261 Main Street; map #29-8-25**), Zenas Hamblen, Timothy Hatch, Peter Lewis, Ephriam C. Phinney, and Henry Weeks (**25 Moonakis Road; map #30-2-6A**). A site at the west end of the village center was selected the following month and a building contract was signed on June 1, 1847. Gilbert Willard, a builder from Dartmouth, Massachusetts, was given the task of completing the church by the following November for a cost of \$1,350..

The new church was formally dedicated on February 2, 1848. The society was legally organized on September 4, 1848, as the Second Congregational Society of East Falmouth. It was the fourth Congregational Society to be established in Falmouth. The name was formally changed to the Waquoit Congregational Church Society in 1869. The Reverend Spencer Beard was the first minister, serving from October 14, 1848, until April 14, 1853. The original membership of eighteen (FHS: D#285-#6) quickly grew to twenty-four, and stood at fifty in 1900. The latter figure included many non-residents, reflecting the growing popularity of Waquoit as a summer resort. At the turn of the century, Sunday School classes were held at the **Village Social Hall (42 Carriage Shop Road; map #30-6-17A)**

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The **Waquoit Cemetery (Main Street; map #29-7-5)**, sometimes referred to as Bayside Cemetery, was established ca. 1840. Sophronia Childs and Anna B. Phinney, wife of Asa, were among the first burials. The Congregational Church assumed responsibility for the cemetery in April 1849. Representatives of all the early families are buried here, including Bakers, Bearses, Bournes, Childs, Collinses, Crockers, Eldridges, Fish/Fishers, Hamlin/Hamblins, Phinneys, and Weeks. One source notes that Main Street was extended westward to the Childs River around the time that the cemetery was established. (FHS: D#285-#6) The coastal map of 1846 shows a road leading to the cemetery and a pathway continuing on to the Childs River and Whites Landing. Town reports indicate that a stone bridge was constructed at White's Landing in 1873 and that the Waquoit Road was laid out in 1879 by order of the County Commissioners at a cost of \$1,331.

Another very clear sign of the maturing village occurred two years after completion of the church. This time the recognition was from the Federal government, which authorized establishment of the Waquoit Post Office. It opened on September 10, 1849, in the home of Captain Francis M. Boggs, who served until January 9, 1850. His successors included Asa Phinney (1850-1860), Crocker Barse (1860-1887), Edward J. Crowell (1887-1896), and Capt. Josiah C. Jones (1896-1900). In most cases, the post office was kept in the postmaster's home. Phinney and Crowell both resided at the old village tavern known first as the Phinney House and later as Roselawn. It stood at the corner of Main Street and Metoxit Road until it burned in 1974. The site is excluded from the district. Barse lived at **49 Carriage Shop Road (map #30-3-11)** in an elaborate Italianate-style dwelling built in 1860, the same year that he was appointed postmaster. Barse was a shoemaker and a merchant who also served as deputy sheriff. In the 20th century, Waquoit was served by two long-tenured postmistresses: Ellen Little (1900-1942) and Arlene (Mrs. Frederick) Bumpus (1945-1974). The current post office building (**map #30-6-18**) was used by Barse in the 19th century, was converted to residential use, then became the post office again in 1949 with numerous alterations. The adjacent building (**27 Carriage Shop Road; map #30-3-14**) is the former Teaticket post office, which was moved to the site in the 1940s by the Bumpuses, who used it as a dwelling. (Smith: 415)

Waquoit has had several small, one- or two-room schoolhouses in a variety of locations, depending on the size of the population and where it was concentrated. None remain standing. One of the earliest stood at **56 Carriage Shop Road (map #30-6-13)** in the village center. As the village prospered, a new schoolhouse was built across the street at **53 Carriage Shop Road (map #30-3-7)** in 1835. Known as the "old green school," it was later moved to Cotuit, a village in the Town of Barnstable. By 1858, when Waquoit was at its 19th century peak, the village was served by three schools. One stood on Parsons Lane in "the field back of the church" within the National Register district. It was later recycled as a barn. Another schoolhouse was located on Martin Road. The last school in the village, the Waquoit Grammar School, was a typical one-story, front-gable structure surmounted by a belfry. It stood at 2 Collins Road

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(map #30-6-6). A granite retaining wall and the granite steps that once ascended from street to school still mark the location. Teachers at the village school often boarded at **80 Carriage Shop (map #30-6-8)** when it was owned by the Collins family and known as The Outlook at the turn of the century. Parsons Lane was named for one of the schoolmistresses. (Smith 1986: 413; Bournes D#285-#6)

By the end of the 19th century, Waquoit was in a period of flux that characterized the entire region as maritime and industrial ventures gradually succumbed to competition from larger operations elsewhere. Village historian Mary Osbourne Lamb, writing in 1899, noted that:

Waquoit once boasted a thriving woolen mill and grist mill, the former furnishing employment to many of both sexes. Now a casual observer would be puzzled to know what the business of the town is. If he were up early enough in the morning he might see three or four fishermen going out armed with eel spears. Or if it were the right season he might see signs of activity at the barrel shop and a vast number on hands and knees in pursuit of the cranberry. (Lamb 1899: 13)

She also noted that the Waquoit Company "still sends out wagons, carriages, etc., as honest and steady as itself."

Falmouth and its several villages recovered relatively quickly from the economic and population decline the plagued Cape Cod in the late 19th and early 20th centuries. The MHC reports that:

The early 20th century was a time of rapid population growth for Falmouth in contrast to the region as a whole. In Falmouth the year-round population grew by 75.1% between 1870 and 1915, a period when the seasonal population was also seeing large increases. (MHC 1985: 16) The largest part of this growth was accounted for by immigrants from the Azores who often arrived as crew on whaling ships. Residents of Portuguese descent rose from 81 in 1895, to 283 in 1905, to 658 in 1915, creating a large community which centered itself in Teaticket and East Falmouth. (MHC Falmouth Report 1985)

The Book of Falmouth notes that:

The new immigrants.... were frugal, industrious individualists. They turned the sandy soil of East Falmouth, Teaticket, and Waquoit into lush farmlands; pioneered the strawberry industry; and became the muscle and backbone of the Falmouth community..... the Azoreans, were tillers of the land. Falmouth offered them a continuation of their agricultural heritage as well as an alternative to the smoky, airless textile mills of New Bedford and Fall River, where many of their compatriots landed. (Smith: 199)

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Waquoit, which is adjacent to Teaticket and East Falmouth, developed a sizable Portuguese population in the early 20th century. This is clearly illustrated by the 1908 County Atlas, which lists several Portuguese residents including the Barrows, Viero, and Santos families on Martin Road and upper Main Street (**679 Main Street; ca. 1830s; map #30-2-27**). John Emerald was the first Portuguese to buy land in Falmouth in 1892. Frank B. Mendoza purchased the Timothy Chase House at **27 Studley Street (ca. 1820; map #30-6-3A)** in Waquoit in 1897 with a mortgage that was discharged in 1908.

Waquoit also attracted new non-Portuguese residents at the turn of the century. An example is Francis A. Foster of Cambridge, who purchased the old Elijah Bourne House at **26 Takemmeh Road (map #30-1-17)** overlooking Bourne Pond in 1899. Dr. Lombard C. Jones (1865-1944), who was born in Sandwich but had been practicing in Malden, and his wife Nina Dutton Everhart purchased the same property in 1911. They increased its size from 25 to 80 acres and created a notable garden landscape. Jones was noted for his knowledge of Falmouth's Native Americans, collecting artifacts of past populations and tending to the medical needs of current residents. His collection was donated to the Indian Museum in Mashpee, the Bronson Museum of the Massachusetts Archaeological Society in Attleboro, and the Peabody Museum at Harvard.

As noted by Lamb, cranberries became a dominant element in Falmouth's agricultural economy in the second half of the 19th century, with activity centered in East Falmouth, Hatchville, and Waquoit. In 1855, the Massachusetts Department of Agriculture reported 197 acres of cranberry bogs under cultivation on Cape Cod. Falmouth, with 26 acres, was the third largest producer following Dennis with 50 acres and Barnstable with 33 acres. By 1895, Falmouth produced 15,000 barrels of cranberries for export, amounting to 10% of the total state production for that year. (BoF: 190)

Seth Collins (1821-1905) was an early Waquoit cranberry grower. He purchased the **cranberry bog (map #30-2-22)** adjacent to his home at **4 Moonakis Road (map #30-2-18)** from Zenas Hamblin in 1869. This is the only working bog that remains in Waquoit today. Both the bog and the house remain in Collins family ownership. By the 1890s, Seth's son Simeon D. Collins (**residence at 80 Carriage Shop Road, map #30-6-8**) was the proprietor of the Waquoit Barrel Company, which he started with Horace Jones after they bought Capt. Abishai Phinney's cranberry box company. A surviving 1892 bill in the possession of Carleton Collins, descendent and current bog owner, notes that the Waquoit Barrel Company was the successor to Abishai Phinney and that it produced cranberry barrels, boxes, and crates. Harold A. Davis, who operated the boatyard at White's Landing, owned a bog just below the Collins bog on the Moonakis River (**54 Moonakis Road; map #30-2-13**). It remained active until the 1960s and the land is now preserved as the Margaret Doult Moonakis River Reserve. John Henry Crocker (1857-1919), who resided at **328 Main Street (map #30-6-1)**, was also associated with the cranberry industry. William A. Collins of **335 Main Street (map #30-1-2)** was the only Waquoit cranberry grower listed in the 1908 Bourne-

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Falmouth-Sandwich directory, which noted 16 growers townwide. He was Simeon's brother, and was probably responsible for the Collins family bog cited above.

According to recent accounts, "In 1959, virtual disaster hit the [cranberry] industry due to the detection of residue from the herbicide aminotriazole in a shipment of berries." Many owners decided not to give up their interests and the lands sold. (Keay: 5) Fortunately, many Falmouth cranberry bogs, including several in Waquoit, were purchased by the town Conservation Commission in the 1970s and early 1980s. (BoF: 190)

Weston Jenkins Swift, Jr. (224 Main Street; ca. 1830; map #29-8) found a unique agricultural niche as a breeder of fancy poultry at the turn of the century.

Another staple of Falmouth's turn of the century economy was summer tourism. The largest numbers of summer visitors were attracted to the villages on the Buzzard's Bay coast with its many picturesque harbors (Quissett, Sippewissett, West Falmouth, and North Falmouth), and to the sandy Vineyard Sound beaches at Falmouth Village and Falmouth Heights. These areas also offered the benefit of direct railroad connections after 1872. Nevertheless, Waquoit Bay also proved a powerful attraction, and in the late 19th century Waquoit began to draw summer visitors with broader interests than fishing and hunting. One of the first was Ignatius Sargent, who built Waquoit's largest summer estate at the head of Waquoit Bay in the 1880s (131-149 Main Street; map #29-7-4). Like many summer residents throughout the town and region, Sargent had close local connections, in this case his wife Anna E., who was the daughter of Capt. William Childs (9 Carriage Shop, map #30-3-25B). The estate consists of over 22 acres developed with a main house, gatehouse, carriage house, and boathouse. Sargent was a builder who constructed summer houses on Washburn's Island at the mouth of Waquoit Bay and well south of the district for owner Henry Bryant in the 1890s. Mrs. Alice Monro Haagensen, a well-known historian and writer, was born in 1900 in the house where her family stayed while waiting for their own to be completed. Norman F. Rutherford and his wife Isabel D. of Australia owned the estate from 1914-1929. They held balls and other parties in the large hall above the boathouse for both neighbors and visiting dignitaries, including an Italian count and his wife. Charles L. Swift, a local cranberry grower, was a later owner. The property was acquired by the state's former Department of Environmental Management on November 16, 1987, by eminent domain.

Another summer colony, centered on Metoxit Road on the east side of the bay and south of the National Register district, was initiated in 1898-1899 when Dr. William Fairley of Brooklyn, New York, built his summer home there.

The **Waquoit Bay Yacht Club** (map #32-22-20), located on Waquoit Landing Road near the head of Waquoit Bay, immediately south of the Sargent Estate, was established in 1926. With its busy boating

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and social schedule, it was a centerpiece of the summer community. The first commodore was Arthur J. Stevens, William Osler Abbott was fleet captain, and Norman Rutherford (**map #29-7-4**) was treasurer. The club was incorporated in 1937. (Smith: 417) According to the South Shore Social Register of 1938, the officers included a mix of local and summer people: Edmund deS. Brunner as Commodore, Seth Collins as Vice-Commodore, J. M. Hamlen as Rear-Commodore, Leslie T. Willard as Treasurer, and Ida M. Jones as Secretary. The Register also listed Yacht Clubs in the villages of West Falmouth and Woods Hole.

The Lucy Eldridge House at **42 Carriage Shop Road (map #30-6-17A)** became the center of village social life when it was purchased by a group of women for use as a Social Hall on May 26, 1896. The building was also used for Sunday School classes and for meetings of the Muskedunder Men's Club. The women's group incorporated itself as the Ladies Social Circle on December 28, 1904. The ladies tied tags for the Dennison Tag Company in Framingham (see West Falmouth National Register District) and held suppers and card parties to raise money. The group retained ownership until 1979, when it was sold and converted to commercial use without loss of its historic character. The proceeds were donated to the Waquoit Congregational Church.

Another civic organization at the turn of the century was the Waquoit Improvement Society. In 1900 its officers included Newell E. Baker, president; Morton D. Baker, vice-president; Weston Jenkins Swift, Jr., Sec.; and William B. Jones, Treasurer. Newell Baker was a dry goods merchant and purveyor of gentlemen's furnishings, while Jenkins (residence at **224 Main Street; map #29-8**) was a mariner and dealer in fancy poultry. Morton Baker resided with village grocer Hiram Baker. (Directory 1900: 101) Similar groups existed in towns and villages throughout the region. They reflected a strong sense of community pride in their efforts to secure modern improvements like streetlights and to beautify public spaces with such activities as planting street trees. It is possible that the Waquoit group played a role in securing the sidewalks and streetlights seen in some turn-of-the-century views of the village. (**photo #10**)

Modern Period: 1950-present

Conservation and preservation have worked together in the second half of the 20th century to help retain the traditional village character and natural beauty of Waquoit in the face of increasing new residential development. Two events have played key roles in historic preservation. The first was construction of a Main Street bypass between Collins and Moonakis Roads ca. 1930. That act spared the dense group of historic buildings that form the historic village center on what is now Carriage Shop Road and provided a new locus for commercial development. Since that time, Carriage Shop Road has been closed to through traffic, further protecting the area. Designation of the Waquoit Historical District in 1975 has fostered preservation of the other major locus of village activity centered around the Congregational Church at Main Street and Parsons Lane (**map #29-8-18**).

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The Town of Falmouth and the Commonwealth of Massachusetts have played mutually supporting roles in preserving the natural beauty and environmental quality of Waquoit. Their actions have also preserved an important historic industrial site (**map #30-4-19, 17**) as well as the historic landscape and setting of the surviving historic buildings. In 1979, the Commonwealth began the process that led to designation of Waquoit Bay as an Area of Critical Environmental Concern. When Washburn's Island at the mouth of the bay was threatened by development in 1981, villagers formed the "Citizens for the Protection of Waquoit Bay" and achieved state acquisition two years later (**map #29-7-4**). The unique ecological value of Waquoit Bay and its environs were recognized once again in 1984, when it was designated as one of only fifteen sites in the National Estuarine Sanctuary System. The Commonwealth also owns several tracts on the Moonakis River.

The town has also purchased substantial acreage within the National Register district including several former cranberry bogs on the Childs River above Barrows Road (**map #s 29-8-9, 12, 12A, 12B, 15F**), and at the Margaret Doutt Moonakis River Reserve on Moonakis Road (**map #30-2-13**). Much of the land bordering the Moonakis River is in state or local conservation ownership as well. (**map #30-2-23, 30-2-26B, 30-4-18**) In addition, the Childs River is protected by zoning regulations that require a substantial setback from the river.

Architectural Significance

The Waquoit Village National Register District is dominated by mid-19th century dwellings that reflect the primary period of prosperity and the semi-rural nature of the area. It embraces smaller numbers of earlier and later houses and a limited number of other building types. All exhibit wood-frame construction and most are sheathed with the weathered wood shingles that typify the region. Together, these buildings provide a good representation of the architectural history of the town and region and clearly transmit the history of the village.

As is the case in other Cape Cod villages and towns, the most prevalent house types are the 1½ story cottages that are popularly known as Capes. They appear in three-bay or "half-Cape" forms, four-bay or "3/4-Cape" forms, and five-bay or "full-Cape" forms. Traditional Capes account for all of the early houses in the National Register district and continue to appear in large numbers through the mid 19th century.

The earliest extant example of a traditional Cape in the National Register district is the John Bourne House a mid-18th century full Cape. (**219 Main Street; ca. 1750; map #29-8-26**) Typically, it rests on a low stone foundation and is enclosed by a low-slung gable roof that rises directly above the window heads. A summer beam in the east room supports an early construction date as well as the theory that the

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house evolved from a smaller "half-Cape." Other "full-Capes" in addition to 219 Main Street include the Bourne House (401 Main Street; 18th century; map #30-1-3), the Henry Crocker House (56 Parsons Lane; ca. 1800-1830; map #29-8-11), the James Stewart House (617 Main Street; ca. 1830; map #30-2-24), and the Ainsworth Hamblin House (80 Carriage Shop Road; ca. 1850; map #30-6-8). The Stewart House is unusual in its rear-wall chimneys, which are rarely found on Cape Cod.

All of the "half-Capes" in the National Register district date to the first half of the 19th century. They include the Capt. Samuel Bourne House (261 Main Street, ca. 1810s; map #29-8-25), the Timothy Chase House (27 Studley Street; ca. 1820; map #30-6-3A), the Ebenezer Bourne House (11 Studley Street; ca. 1830; map #30-6-4), and the Barse-Hamblin-Phinney House (17 Carriage Shop Road; ca. 1832; map #30-3-24). Typical of the Federal period, several display brick foundations, higher ceilings seen in the space between window heads and cornices, and details like transomed entries and splayed window heads.

"3/4 Capes" in the district include the Davis-Weeks-Collins House (335 Main Street; late-18th century; map #30-1-2), the Charles Eldredge House (679 Main Street; ca. 1830s; map #30-2-27, photo #9), and the Jones-Phinney House (657 Main Street; ca. 1840; map #30-2-26A).

Two-story houses are far less common and both major examples within the district display vernacular four-bay 3/4 forms. They are the Phinney-Weeks House (25 Moonakis Road; ca. 1790; map #30-2-6A) and the Capt. Weston Jenkins Swift House (224 Main Street; ca. 1830; map #29-8). Other two-story houses existed historically, most notably, the Village Tavern, seen in historic views with a side-gable roof and interior chimneys.

More stylish mid-19th century dwellings displaying Greek Revival, Italianate, and Gothic Revival-style details tend to be concentrated in the village center. A few, like the Zenas Ewer House (53 Carriage Shop Road; ca. 1850; map #30-3-7), add trim elements like cornerboards, pilasters, and a sidelit entry to the traditional side-gable form. The majority, however, adopt the new front-gable form. The Greek Revival-style Ichabod Hatch House (56 Carriage Shop Road; ca. 1830; map #30-6-13) with its paneled corner pilasters and two-part entablature is a good, early example. The Crocker H. Barse House (49 Carriage Shop Road; ca. 1860; map #30-3-11) consists of a front-gable main block extended by a long lateral wing with verandah, all trimmed with corner pilasters, entablature, and Italianate-style paired brackets. Three houses display a more idiosyncratic form that lend a unique character to the village center. The Isaiah N. Tobey House (23 Carriage Shop Road; ca. 1850s; map #30-3-16), the Charles Tobey House (31 Carriage Shop Road; ca. 1850s; map #30-3-14), and the Capt. William Childs House (9 Carriage Shop Road; ca. 1861; map #30-3-25B) all display a steep 1 1/4-story gable roof form trimmed with various elements of the Greek Revival, Italianate, and Gothic Revival styles. The Seth

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Collins House (**4 Moonakis Road; ca. 1860; map #30-2-18**) is a classic example of a Gothic Revival cottage with a center-gable facade. While these dwellings often retain the weathered wood-shingle siding of their predecessors, some display clapboard facades or flushboard verandahs, and most adopt newly available brick or granite block for their foundations.

The Ignatius Sargent House (**131-149 Main Street; 1880s; map #29-7-4**) is the centerpiece of the district's only grand summer estate and provides an excellent example of the Queen Anne/Shingle Style, distinguished by its weathered wood shingle exterior and complex gabled roofs creating a varied silhouette while encompassing verandahs, sleeping porches, turrets, and dormers. It is located on the east side of Main Street, south of Takemmeh Road, where it is set off by a four-foot-high stone wall and accompanied by several outbuildings, including a boathouse. Other examples of this style result from remodelings of earlier dwellings: the Ainsworth Hamblin House (**80 Carriage Shop Road; ca. 1850/1900; map #30-6-8**) and the Solomon G. Bourne House (**1 Studley Street; ca. 1840/1900; map #30-6-5**).

A small number of builders and architects have been identified as working in Waquoit in the mid to late 19th century. Zenas Ewer, who lived at **53 Carriage Shop Road (ca. 1850; map #30-3-7)**, was known as a mechanic, housewright, and part owner of the Bourne & Ewer Carriage Shop which also produced building components. He built his own house and that of Capt. Weston Jenkins Swift at **224 Main Street (ca. 1830; map #29-8)**. Ewer was probably responsible for other village buildings as well. Ignatius Sargent was a builder who was responsible for his own house, as well as several others on Washburn's Island at the mouth of Waquoit Bay. The Waquoit Congregational Church of 1847 at the intersection of **Main Street and Parsons Lane (map #29-8-18)** was designed by Gilbert Willard, an architect/builder from Dartmouth, Mass.

Most buildings that were present in the National Register district during the period of significance remain, but in some cases, integrity of materials and design has been compromised by modern alterations including artificial siding, replacement window sash, and building additions. In most cases, however, the original compact building form that is a key character-defining element remains clear and at least some early materials and design elements remain as well. None of the alterations to historic buildings within the district were deemed great enough to affect their contributing status.

Archaeological Significance

Since patterns of ancient Native American settlement and subsistence in Falmouth and in the Upper Cape in general are poorly understood, any surviving sites could be significant. While archaeological research has been active throughout much of the Cape during most of the 20th-century, the Upper Cape,

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including Falmouth has been neglected during this effort. Limited amateur artifact collections are available for the town. These collections, when present, often lack locational and contextual information reducing their value for understanding the nature of settlement and subsistence change within the town. Limited numbers of professional archaeological surveys in Falmouth have also rarely included substantial excavations and have focused on their immediate area with little interpretation of the role of local sites and issues of regional prehistory. The above information indicates the systematic study and interpretation of any surviving sites in the town can be important in better understanding ancient patterns of settlement and subsistence in Falmouth and in the Upper Cape locale. Native American sites in the Falmouth locale can contribute information relating to a number of potential research topics, many of which are directly related to the town's location in a coastal area and its glacial history. Cape Cod's human settlement history of approximately 11,000 years combined with sea levels considerably lower than today following deglaciation created an environment in which human populations adapted to changing resources at first characterized by an inland environment which increasingly became coastal as sea level rose until it basically stabilized approximately 5,000 years ago. Ancient sites in the Falmouth area can contribute information relating to the ways Native settlement and subsistence systems adapted to this change and modified through time. Ancient sites in the area can also contribute information relating to Native tool technologies and the effects of raw material availability. The lack of bedrock lithic source areas on the Cape and in Falmouth resulted in Native peoples trading for raw materials, or adapting to cobble technologies and exploitation of lithic sources available in local glacial outwash deposits. Ancient Native American sites in the Waquoit National Register District locale may contain information indicating the extent to which locally available outwash deposits were used as source areas for local tool manufacture and the effect those source materials had on various tool production techniques and sequences.

Historic archaeological resources described above have the potential to contribute detailed social, cultural, and economic information that characterize patterns of growth in a small Cape Cod manufacturing and seafaring center with a strong agricultural base from the 18th through 19th centuries. Additional documentary research combined with archaeological survey and testing may identify the locations and settlement patterns for important residential, commercial, and industrial buildings and structures in the district that no longer survive. Any evidence of 18th century homes in the district would be important since few examples from this period currently survive. Eighteenth century residential sites in the district may include Native American homes since the district was part of the Mashpee Reservation until 1763. Colonial settlement was also present in the district during the 18th century; however, only two extant homes are known from that period. The John Bourne House was built on Main Street in ca. 1750 and the Phinney/Weeks House was built on Moonakis Road in ca. 1790. While many 19th century residences exist in the district, few sites of residences no longer extant are known. Archaeological evidence of additional house sites from this period should survive. Structural evidence of residential buildings may exist including foundations, cellar holes, and chimney remains. Structural

(continued)

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evidence of related buildings including barns, shops, and outbuildings may also be present with archaeological sites and extant buildings. This information can be important to identify the internal configuration of early homesteads and potential economic activities that occurred at the home. Archaeological evidence of occupational related features (trash pits, privies, wells) may also survive with extant buildings and archaeological sites. Detailed analysis of the contents of occupational related features may contribute important social, cultural, and economic information relating to the lives of individuals and families that lived in particular homes.

Information related to residential sites presented above may help better understand the relationship of economic activities and settlement in the district. Archaeological evidence from buildings and occupational related features may help understand the relationship between maritime trades and agriculture that existed throughout the Cape Cod region. Archaeological evidence may exist that documents when both industries evolved, when and what aspects of them combined and how long those relationships persisted.

Information might also exist that helps define the use of the term "factory housing" and how residents of factory housing were different from other residents in the district. Analysis of buildings and associated occupational related features may contribute evidence of a new residential group in the district that evolved along ethnic or socio/economic lines in direct response to 19th century manufacturing employment in the district. Archaeological evidence may also exist that identifies elements of the Cape Cod maritime/agricultural tradition either through the type of manufacturing or direct maritime/agricultural association.

Industrial sites may represent the most common type of archaeological site in the district. Most of these sites have been destroyed while most residential sites are reported to remain. Identification of these sites, mapping their components and analysis of associated artifacts and occupational related features can help reconstruct the industrial component of the district that played a major role in the district's settlement and growth in the 19th century. Maritime related industries may exist in most coastal areas of the district. These industries are known to include shipbuilding, commerce and fishing. Archaeological sites at these industries might include evidence of architectural details and construction techniques used for industrial structures, buildings, and wharves.

Industrial sites associated with manufacturing activities also represent an important resource type in the district. Some manufacturing activities might also directly serve maritime trades and/or agriculture. Industrial sites associated with manufacturing are clustered at western and eastern boundaries of the district along the Childs and Moonakis (Quashnet) rivers respectively. Identification of archaeological resources in these areas might help identify the locations and full range of operations for each industry and how each mill site evolved through time. Important information may exist that identifies methods of

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construction for individual mills, construction, and technologies used in waterpower and details relating to different manufacturing technologies. Important information may exist that can help to better understand the operations and importance to the district and town for grist mill, shingle mill, textile mill, saw mill, ice, and blacksmithing industries.

Significant Dates**Waquoit National Register District**

- 1660 Court of Plymouth Colony set aside 10,500 acres for exclusive use of the Praying Indians of Marshpee through efforts of Richard Bourne.
- 1685- Proprietors of Falmouth purchase land between the Coonamessett and Childs Rivers from the
89 native inhabitants after permission granted by the General Court of Plymouth Colony; included villages of Hatchville, East Falmouth and perhaps some of Waquoit.
- 1725 Falmouth-Mashpee boundary readjusted.
- 1763- Legislature conferred district status on Mashpee, opening settlement to outsiders; white
67 population, probably centered on Waquoit Bay, doubled between 1765 (77) and 1790; while non-whites declined; Mass. state census reported white population of 77 in Mashpee, probably concentrated around Waquoit Bay in vicinity of present district; only 21 shingled homes by 1767 (MHC Mashpee: 6, 7)
- 1800+ Waquoit Bay attracted sports/fishermen including President Grover Cleveland and Daniel Webster who stayed at Crowell House, (Phinney Tavern) Carriage Shop Road
- 1820+ Vessels for coastal trade built at White's Landing
Moonakis River dammed and Allan Green builds first grist mill in Waquoit
- 1832 Shingle mill (later woolen) built on east side of grist mill by Zenas Ewer and Harrison Goodspeed; ".... the river below where Jethro Swift and Simon Hamblin lived was dammed up with a gate so they could float their loaded scows down and bring logs up." (Bourne: Moonakis Factory)
- 1833 Dr. Jerome V. C. Smith *Natural History of the Fishes of Massachusetts* published 1833; first book on sport fishing in America; enthusiastic about both Childs and Moonakis; notes grist mill on Moonakis threatening trout supply

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- 1840 Bayside Cemetery laid out in Waquoit
- 1840 Robinson & Sons woolen mill operated from ca. 1840 on site of former shingle mill until it burned in 1894; made yarn and cloth; finally sold to Swift Bros. and fine pond drawn down to make cranberry bog
- 1841 Eastern part of Waquoit, including Moonakis Rd, set off from Plantation of Mashpee
- 1848 Second Congregational Society of East Falmouth established 9/4/1848; 4th in town; and meeting house dedicated 2/2/1848; name changed to Waquoit Congregational Church Society 3/23/1863
- 1849 First Waquoit Post Office established 9/10/1849 in home of Francis M. Boggs, postmaster
- 1855 Waquoit Company established by Deacon Alexander Crocker, et. al. to manufacture farm wagons and carriages
- 1850- Several cranberry bogs operated in Waquoit
- 1960
- 1894 Moonakis River factory and grist mill burned 7/8/1894
- 1896 Lucy Eldridge House at 42 Carriage Shop Road sold to group of village women for use as village Social Hall 5/26/1896; incorporated as Ladies Social Circle 12/28/1904
- 1900+ Portuguese property owners on Martin Road by the early-20th century
- ca. State Route 28 established; bypassing old village center on Carriage Shop Road
- 1930
- 1926 Waquoit Yacht Club established
- 1959 "In 1959, virtual disaster hit the [cranberry] industry due to the detection of residue from the herbicide aminotriazole in a shipment of berries." many owners decided to give up their businesses and the lands were sold. (Keay: 5)
- 1969 Mass. Dept Marine Fisheries studied nine important state estuaries; Waquoit Bay had greatest diversity of fish; 46 species

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- 1979- In 1979, the Commonwealth began the process that led to designation of Waquoit Bay as an
83 Area of Critical Environmental Concern. When Washburn's Island at the mouth of the bay was
threatened by development in 1981, villagers formed the "Citizens for the Protection of
Waquoit Bay" and achieved state acquisition two years later (map #29-7-4).
- 1984 The unique ecological value of Waquoit Bay and its environs were recognized once again in
1984 when it was designated as one of only fifteen sites in the National Estuarine Sanctuary
System.

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Waquoit HD
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Waquoit HD
Name of Property

Barnstable, MA
County, State

10. Geographical Data

Acreage of Property ca. 170 acres

UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet.)

1. 19	372820	4605500
Zone	Easting	Northing
2. 19	373140	4605160
Zone	Easting	Northing

3. 19	374260	4605390
Zone	Easting	Northing
4. 19	373960	4604390
Zone	Easting	Northing

☒ See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Candace Jenkins for Falmouth Historical Commission with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date January 2004

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

city or town Boston state MA zip code 02125

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

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

Photographs

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

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

Property Owner

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

name multiple owners

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 Reductions Project (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet****Waquoit HD
Falmouth (Barnstable), MA**Section number 10 Page 1**Verbal Boundary Description and Justification
Waquoit National Register District*****Verbal Boundary Description***

The boundaries of the proposed Waquoit National Register District are shown on the attached Town of Falmouth assessors maps (sheets 29, 30, 32; scale 1" = 200'). Those boundaries include all of the parcels listed on the Waquoit National Register District Data Sheet.

The Waquoit National Register District is centered on the linear corridor of Main Street (also known as State Route 28 and the Waquoit Highway) between the Moonakis and Childs Rivers which drain into Waquoit Bay and Vineyard Sound. Extensions on Martin Road, Moonakis Road, Carriage Shop Road, and Parsons Lane create an irregular shape. Collins Road and Studley Street are internal roadways that connect the other roadways. Boundaries generally follow property lot lines except in the case of exceptionally large lots where the rear portions are sometimes excluded from the district (53 and 79 Carriage Shop Road). The district contains the heart of the historic Waquoit village which was recorded as MHC Area A in 1990.

Verbal Boundary Justification

Like most of Cape Cod, the village of Waquoit has been affected by rapid development in the second half of the 20th century, especially the final two decades. Large tracts of farmland associated with Waquoit's agricultural heritage have been especially vulnerable to this process. Fortunately, most of this subdivision has occurred to the rear of historic buildings as on the north side of Carriage Shop Road in the village center, or on the periphery as on Parsons Lane and on the north side of Main Street west of Barrows Road. New development is almost entirely residential, except for a small segment of Main Street, which is a 1930s bypass of the original route (now Collins and Carriage Shop Road) and is excluded from the district.

Several factors have counteracted the modern trend to residential subdivision and contributed to preservation of the Waquoit National Register District. One is a bypass of the village center on Carriage Shop Road, which occurred about 1930 (pre-1934) when Main Street was designated as State Route 28. Another is designation of a small ten-property local design review historic district in 1975. This area is focused on the Waquoit Congregational Church at Main Street and Parsons Lane. A third factor is public land acquisition that has preserved river frontage, old cranberry bogs, and other vestiges of Waquoit's history.

(continued)

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Falmouth (Barnstable), MASection number 10 Page 2

Boundaries for the Waquoit National Register District have been selected to achieve three primary goals. One is to represent all phases and aspects of village history by including residential, maritime, agricultural, and industrial resources. Another is to recognize the primary role of the Childs and Moonakis Rivers in the settlement and subsequent development of Waquoit. The third is to exclude properties that post-date the period of significance to the greatest extent possible.

Specific boundary areas are discussed below:

Assessors' Map 30

Moonakis Road This area includes two historic houses, two recent houses, and a large parcel of conservation land with river frontage and old cranberry bog(#54 Margaret Doett Reserve). A newer house at corner of Main Street is excluded.

Southeast side of Main Street east of village center. This area includes a mix of historic and more recent dwellings, undeveloped Moonakis River frontage owned by the town and state, and the last working cranberry bog in the district. It is included because the river frontage, open space, cranberry bog, and 3 historic houses far outweigh the effect of two noncontributing dwellings that date to the mid-20th century and maintain the scale, materials, and general character of their historic neighbors.

Martin Road This area includes two undeveloped parcels of conservation land on the north side of Main Street between the river and Martin Road. One is owned by the Town of Falmouth and the other by the Commonwealth of Massachusetts. The Commonwealth parcel is the site of the village grist mill, and the Moonakis yarn mill and office. In addition, two "factory" houses remain at 33, 43 Martin Road. This area is included in the district because of its strong associations with Waquoit's industrial history which has otherwise largely disappeared.

Assessors' Map 29

Area south of Barrows Road: The east side of Main Street is largely encompassed by the Sargent Estate and Bay View Cemetery, both of which make an important contribution to the district. The west side of Main Street was not developed in the 19th century and is now a mix of post-1950 dwellings (set well back with little visibility from road) and undeveloped parcels. The west side of the street is excluded from the district.

Parsons Lane Parsons Lane was largely undeveloped in the early 20th century, leaving it vulnerable to residential subdivision. The west side above Studley Street, where a concentration of the newest houses exists, has been excluded from the district.

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Falmouth (Barnstable), MASection number 10 Page 3

Old cranberry bogs and open space off Carriage Shop and Barrows Roads frame Childs River. All are undeveloped wetlands and/or preserved in conservation ownership. The lot that abuts Carriage Shop Road includes a dam and an early 20th century mill site. These lots are included in the district because of their historic industrial and agricultural associations and because of the importance of the river corridor.

UTM Coordinates (continued)

5. 19 373520 4604920

6. 19 372600 4603890

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Falmouth (Barnstable), MASection number photo Page 1

Black and White Photograph List

Photographer/Date: Candace Jenkins 2/1999; 3/2000

Location of Negative: 17 Slade Street, Belmont, MA 02478

NR Ph#	neg #	Date	Description
1 8x10	2000- 3-15	3/2000	Waquoit, Ignatius Sargent House, 131-149 Main Street; facing southeast to Waquoit Bay
2 8x10	2000- 2-4	3/2000	Waquoit Congregational Church, Main/Parsons Lane; facing northeast
3 5x7	1999- 2-3	2/1999	Studley Street streetscape facing northwest to Parsons Lane 28 Studley Street (Reproduction Cape, post-1950 typical non-contributing property), 30 Studley Street (Bungalow, early-20th century); 56 Parsons Lane (Henry Crocker House, ca. 1800 full Cape)
4 5x7	1999- 1-18	2/1999	Collins Road streetscape; facing northeast to Carriage Shop Road; Bourne/Burgess House 24 Collins Rd. left; agricultural fields behind Ichabod Childs House 56 Carriage Shop Rd. right; Zenas Ewer House 53 Carriage Shop Rd. in distance; (former route of Main Street; see historic view)
5 8x10	1999- 1-17	2/1999	Carriage Shop Road streetscape facing east from Collins Road Ichabod Childs House 56 Carriage Shop Rd. left; Zenas Ewer House 53 Carriage Shop Rd. right; Crocker/Bearse House 49 Carriage Shop Rd. far left
6 8x10	2000- 3-7	3/2000	Waquoit, Crocker Bearse House, 49 Carriage Shop Road; facing northeast
7 8x10	2000- 2-19	3/2000	Waquoit, Seth Collins House and carriage house, 4 Moonakis Rd.; facing east
8 8x10	2000- 2-0	3/2000	Waquoit, Phinney-Weeks House, 25 Moonakis Road; facing northwest
9 5x7	2000- 2-18	3/2000	Waquoit, Charles Eldridge House, 679 Main Street, facing southeast
10 5x7	2000- 2-20	3/2000	Waquoit, Collins Rd. historic streetscape (see current view too)
11 5x7	2000- 2-21	3/2000	Waquoit, historic view of Carriage Shop factory

Waquoit National Register District
Falmouth, Massachusetts
National Register District Data Sheet January, 2004

TOTAL RESOURCE SUMMARY

<u>Resource Type</u>	<u>Contributing</u>	<u>Noncontributing</u>	<u>Total</u>
<u>buildings</u>	<u>66</u>	<u>52*</u>	<u>119</u>
<u>sites</u>	<u>10</u>	<u>0</u>	<u>10</u>
<u>structures</u>	<u>5</u>	<u>0</u>	<u>5</u>
<u>objects</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>TOTAL</u>	<u>81</u>		<u>134</u>

* the majority of non-contributing buildings are garages and sheds; many accompany contributing main buildings

Acreage: approximately 170 acres

District Data Sheets Key/Explanation

- The Waquoit National Register District appears on Town of Falmouth assessors map #s 29, 30, 32; numbers in the Assessors' Map column refer to sections and lots. These numbers also serve as NR map numbers.
- Undeveloped lots that are in conservation or agricultural use are considered as contributing sites
- Other undeveloped lots are labeled V (vacant) and are not included in the resource count
- Street numbers are those that appear on assessors maps
- Historic names are predominantly based on the 1880 and 1908 Barnstable County atlases; the applicable date appears next to the name in the "Historic Name" column; in some cases names are provided by previous survey efforts, secondary sources and/or current owners
- 20th century building dates are derived from assessors records, 1908 county atlas, and visual analysis
- 18th and 19th century building dates are derived from previous survey work
- Outbuildings, including barns and sheds, are difficult to date with accuracy within the scope of this nomination. They are just designated as contributing or non-contributing unless specific information is available
- Altered buildings are considered to contribute to the historic character of the district when (see Sect 7: Integrity)
 - the majority of changes occurred within the period of significance
 - the changes have left the basic form and early building character clearly readable
- Attached garages are not counted as separate buildings for purpose of resource count

Waquoit National Register District
Falmouth, Massachusetts
National Register District Data Sheet June, 2000

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MHC #	Photo #	Acreage	Assessor NRmap #	Street Name and Number	Historic Name Ancillary Structures	Construction Date	Architectural Style	Status Type
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- The historic name column includes the main building and ancillary structures; ancillary structures are indented and appear in a smaller typeface

		7	29-8-12, 12A, 12B	Barrows Road, rear	Old cranberry bog and upland; Conservation Land; Town of Falmouth (parallels west side of Childs River; adjoins bogs off Carriage Shop Road)	ca. 1900	n/a	C/Si
		2.68	29-8-15F	147 Barrows Road	Undeveloped river frontage; 1.65 acres bog	n/a	n/a	V
901?		10.3	29-8-9	Carriage Shop Road, rear	Old cranberry bog and upland; Conservation Land (parallels east side of Childs River; adjoins bogs off Barrows Road)	ca. 1900	n/a	C/Si
		2.2	29-8-8B	Carriage Shop Road	Undeveloped; Mill site; pond, dam, fish ladder (conservation easement)	Early 20th cen.	n/a	C/Si 2 C/St
			30-3-27	1 Carriage Shop Road 31,520 sqft	House barn/garage; 2 sheds	Late 19th century	No Style front-gable	C/B 3 NC/B
500		1.04	30-3-25A	5 Carriage Shop Road	Alpheus Baker House barn/garage	1851	Greek Revival	C/B C/B
229		1.03	30-3-25B	9 Carriage Shop Road	Capt. William Childs House garage/cottage	ca. 1861	Italianate	C/B NC/B
228		1.39	30-3-24	17 Carriage Shop Road	Bearse-Hamblin-Phinney Hse shed	ca. 1832	Federal half-Cape	C/B NC/B

Waquoit National Register District
Falmouth, Massachusetts
National Register District Data Sheet June, 2000

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MHC #	Photo #	Acreage	Assessor NRmap #	Street Name and Number	Historic Name Ancillary Structures	Construction Date	Architectural Style	Status Type
			30-3-16	23 Carriage Shop Road 20,172 sqft	Isaiah N. Tobey House/Tobey House Inn garage, 4 sheds	1850s	Gothic Revival	C/B 2 NC/B
			30-3-14	27 Carriage Shop Road 3040 sq ft	House (former Post Office)	Early 20th century	Bungalow	C/B
225		1.9	30-3-14	31 Carriage Shop Road	Charles Tobey House	1850's	Italianate	C/B
		.4	30-3-13	35 Carriage Shop Road	House garage, stone wall	Early 20th century	Bungalow	C/B NC/B C/St
		.37	30-6-18	36 Carriage Shop Road	Post Office House (former Teaticket Post Office) garage	ca.1860/1949 early-mid 20th century	No Style Bungalow	2 C/B 1 NC/B
		3	30-3-12	41 Carriage Shop Road	Undeveloped	n/a	n/a	V
224*			30-6-17A	42 Carriage Shop Road 7577 sqft	Lucy Eldridge House/Village Social Hall	1844- 1848/ 1896	Greek Revival	C/B
			30-6-17B	Carriage Shop Road	Undeveloped; right-of-way	n/a	n/a	V
223*	6	.6	30-3-11	49 Carriage Shop Road	Crocker H. Bearse House garage, 2 sheds	1860	Italianate	C/B 3 NC/B
221*	4, 5		30-3-7	53 Carriage Shop Road (partial lot; rear excluded)	Zenas Ewer House barn, shed	ca. 1850	Greek Revival	C/B 2 C/B
222	4, 5	1.24	30-6-13	56 Carriage Shop Road	Ichabod Childs House Barn (demolished 2003)	ca. 1840	Greek Revival	C/B
		1.47	30-3-6	57 Carriage Shop Road	Undeveloped	n/a	n/a	V

Waquoit National Register District
Falmouth, Massachusetts
National Register District Data Sheet June, 2000

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MHC #	Photo #	Acreage	Assessor NRmap #	Street Name and Number	Historic Name Ancillary Structures	Construction Date	Architectural Style	Status Type
			30-3-5	69 Carriage Shop Road 15,736 sq ft	House	post-1950	Ranch	NC/B
		2	30-3-4	79 Carriage Shop Road (partial lot; rear excluded)	House garage	Late 19th century	Queen Anne; front- gable	C/B NC/B
219*		2.61	30-6-8	80 Carriage Shop Road	Ainsworth Fish Hamblin House barn	ca. 1850/1900	Greek Revival full- Cape/Queen Anne	C/B C/B
		1.5	30-6-A	86 Carriage Shop Road	Undeveloped	n/a	n/a	V
		.4	30-6-6	2 Collins Road @ Main Street	School House site stonewall	n/a	n/a	C/St
		.2	30-6-14	Collins Road	Undeveloped	n/a	n/a	V
		1.15	30-6-15	Collins Road @ Main Street	Undeveloped	n/a	n/a	V
218*		1.22	30-6-7	24 Collins Road @ Main Street	Josiah S. Burgess House barn/workshop	1854-58	Greek Revival	C/B C/B
807*		.85	29-7-5	Main Street	Waquoit (Bayside) Cemetery	1835, 1849	n/a	C/Si
242	1	22.03	29-7-4 32-22	131-149 Main Street	Ignatius Sargent Estate/ Waquoit Bay Research Reserve (DEM) gatehouse, boathouse, gardeners cottage, stone wall, Salt Marsh Pond	1880s	Shingle Style	C/B 3 C/B C/St
209*		.76	29-8-26	219 Main Street @ Takemmeh Road	John Bourne House	ca. 1750	Georgian full Cape	C/B
208*		1	29-8-17	224 Main Street @ 152 Barrows Road	Capt Weston Jenkins Swift Hse barn/carriage house, summer house	ca. 1830	Federal (Zenas Ewer, builder)	C/B 2 C/B

Waquoit National Register District
Falmouth, Massachusetts
National Register District Data Sheet June, 2000

5 of 8

MHC #	Photo #	Acreage	Assessor NRmap #	Street Name and Number	Historic Name Ancillary Structures	Construction Date	Architectural Style	Status Type
211*	2		29-8-18	254 Main Street @ Parsons Lane 3170sqft	Waquoit Congregational Church	1847-48	Gothic Revival (Gilbert Willard, Dartmouth blder)	C/B
212*	BW	.96	29-8-25	261 Main Street	Capt. Samuel Bourne House	ca. 1810-20	Federal half-Cape	C/B
		5.35	29-8-27	289 Main Street	House	post-1950	Ranch	NC/B
		3.4	29-8-20	292 Main Street	House garage, 2 sheds	Late 19th century	Italianate elements; front-gable	C/B 3NC/B
502		.63	30-1-2B	317-325 Main Street	House garage	mid 20th century	Reproduction Cape	NC/B NC/B
214*		1.15	30-6-1	328 Main Street	Alexander Crocker House	ca. 1820/50	Greek Revival	C/B
		1.03	30-1-2	335 Main Street	Davis-Weeks-Collins House barn	Late 18th century	Georgian 3/4-Cape	C/B C/B
		5.7	30-1-3	401 Main Street	Bourne House cottage/barn/garage, 3 shed	18th cen. mid-20th	Georgian full-Cape	4C/B NC/B
		1.75	30-2-22	567 Main Street	House shed	post-1950	No Style	NC/B NC/B
		5.25	30-2-22	567 Main Street; rear	Seth Collins Cranberry Bog; Moonakis River	1869	n/a	C/Si
		4.42	30-2-23	611 Main Street	Conservation Land; open space/ river front (Comm. of Mass.)	n/a	n/a	C/Si
234			30-2-24	617 Main Street 46,610 sq ft	James Stewart House concrete garage	ca. 1830	Federal full-Cape (rear wall chimneys)	C/B NC/B

Waquoit National Register District
Falmouth, Massachusetts
National Register District Data Sheet June, 2000

6 of 8

MHC #	Photo #	Acreage	Assessor NRmap #	Street Name and Number	Historic Name Ancillary Structures	Construction Date	Architectural Style	Status Type
			30-2-29	637 Main Street 12,300 sq ft	House garage	post-1950 ca. 1950s	Reproduction Cape	NC/B NC/B
			30-2-30	645 Main Street 14,000 sqft	House (Dalton Pottery) 2 sheds	ca. 1950	Bungalow	NC/B 2NC/B
233			30-2-26A	657 Main Street 45,000 sqft	Jones/Phinney House shed	ca. 1840	Federal/Greek Revival 3/4-Cape	C/B NC/B
		4.8	30-2-26 B	657 Main Street, rear	Conservation Land; open space/ river front (Comm. of Mass.)	n/a	n/a	C/Si
232	9	1.4	30-2-27	679 Main Street	Charles Eldridge House barn/garage, shed	ca. 1830-40	Greek Revival 3/4-Cape	2 C/B NC/B
		.7	30-2-28	Main Street	Undeveloped	n/a	n/a	V
		.6	30-4-18	Main Street/Martin Road	Conservation Land; Town of Falmouth	n/a	n/a	C/Si
		1.25	30-4-19, 17	Main Street/Martin Road	Conservation Land; Comm. of Mass. Grist Mill, Moonakis Yarn Mill, Office 1880	n/a	n/a	C/Si
			30-4-15A	33 Martin Road 25,000	Factory House	Early 19th century	No Style "full-Cape"	C/B
237		1.1	30-4-16	43 Martin Road	Factory House barn	ca. 1830	half-Cape	C/B C/B
231*	7	4.3	30-2-18	4 Moonakis Road @ Main Street	Seth Collins House barn; box/barrel shop; shed	ca. 1860	Gothic Revival	C/B 3C/B

Waquoit National Register District
Falmouth, Massachusetts
National Register District Data Sheet June, 2000

7 of 8

MHC #	Photo #	Acreage	Assessor NRmap #	Street Name and Number	Historic Name Ancillary Structures	Construction Date	Architectural Style	Status Type
230*	8		30-2-6A	25 Moonakis Road 48,772 sqft	Phinney/Weeks House barn	ca. 1790/ 1830	Federal/Greek Revival	C/B C/B
		5.3	30-2-15	38 Moonakis Road	House	post-1950	Contemporary	NC/B
		4.16		44 Moonakis Road	Undeveloped	n/a	n/a	V
		.73	30-2-17	46 Moonakis Road	House cottage	post-1950	Traditional	NC/B NC/B
		9.08	30-2-13	54 Moonakis Road	Margaret Doutt Moonakis River Reserve; includes old Cranberry bog; river frontage	n/a	n/a	C/Si
		1.02	29-8- 17-6	8 Parsons Lane @ Barrows Road	Coppage/Jenkins Cottage Doll House (playhouse, floated from Nantucket)	pre-1950	Reproduction Cape	C/B C/B
		1.77	29-8- 17-7	10 Parsons Lane	House shed	post-1950	No Style	NC/B NC/B
		1.14	29-8-19	15-21 Parsons Lane	Parish Hall House	post-1950	Reproduction Capes	NC/B NC/B
			29-8- 17A	22 Parsons Lane 30,625 sqft	Walker House	post-1950	No Style; traditional	NC/B
		1.63	29-8- 17B	28 Parsons Lane	House	post-1950	No Style	NC/B
		1.49	29-8- 17-11	32 Parsons Lane	House	post-1950	No Style	NC/B
		1.47	29-8- 17C	40 Parsons Lane	Adrian Yelle House	post-1950	No Style	NC/B

Waquoit National Register District
Falmouth, Massachusetts
National Register District Data Sheet June, 2000

8 of 8

MHC #	Photo #	Acreage	Assessor NRmap #	Street Name and Number	Historic Name Ancillary Structures	Construction Date	Architectural Style	Status Type
		.55	29-8-14	52 Parsons Lane	House	pre-1950 early-20th cen	Bungalow	C/B
215	3	1.04	29-8-11-1	56 Parsons Lane	Henry Crocker House shed	ca. 1800	Georgian full-Cape	C/B NC/B
			30-6-3	69 Parsons Lane 65,136 sqft	House greenhouse	post-1950	No Style	NC/B NC/B
503		1.95	30-6-5	1 Studley Street	Solomon Bourne House garage	ca. 1840/ca. 1900	Greek Revival full-Cape/ Queen Anne	C/B C/B
217*		2.4	30-6-4	11 Studley Street	Ebenezer Bourne House shed	ca. 1830	Federal half-Cape	C/B NC/B
			30-6-2	12 Studley Street 38,928 sq ft	House garage, shed	Early 20th century	Foursquare	C/B 2NC/B
216			30-6-3A	27 Studley Street 27,842 sq ft	Timothy Chase House	ca. 1820	Federal half-Cape	C/B
	3		29-8-21	28 Studley Street 11,100 sqft	House, att garage	post-1950	Reproduction Cape	NC/B
	3		29-8-22	30 Studley Street 10,500 sqft	House shed	Early 20th century	Bungalow	C/B NC/B
210		7.67	30-1-17, 18	26 Takemmeh Road	Bourne/Jones House barn	ca. 1820	Federal full Cape	C/B C/B
			32-22-9	20 Waquoit Landing Road 46,200 sqft	Waquoit Bay Yacht Club	pre-1950 ca. 1920	No Style	C/B

Waquoit National Register District
Falmouth, Massachusetts
National Register District Data Sheet June, 2000

9 of 8

MHC #	Photo #	Acreage	Assessor NRmap #	Street Name and Number	Historic Name Ancillary Structures	Construction Date	Architectural Style	Status Type
		1.77	29-7-2	4 Whistler's Way @ Main Street	House shed	post-1950	Reproduction Cape	NC/B NC/B
				n/a; south side Main Street north of Takemmeh Road	Bourne Pond	n/a	n/a	n/a
				n/a; south side Main Street north of Takemmeh Road	Bog Pond	n/a	n/a	n/a

Acreage: 155.30 acres + 500,000sqft lots (43560 sqft per acre; 11.5 acres) + streets approximately 170 acres

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 04000086 Date Listed: 2/26/2004

Property Name: Waquoit Historic District

County: Barnstable State: MA

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patiuk Andrews
Signature of the Keeper

2/26/2004
Date of Action

=====

Amended Items in Nomination:

Section 2 of the nomination form does not provide adequate location information for the historic district. The MA SHPO has provided the following location information: Roughly bounded by "Main Street (odd numbers 131-679, plus nos. 224, 254, 292, and 328), and portions of Barrows, Carriage House, Collins, Martin, Moonakis, Takemmeh, and Waquoit Landing Rds., Parson Lane, Studley St., and Whistler's Way." This information will be added to the file and the National Register Information System database.

DISTRIBUTION:

National Register property file

Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Waquoit Historic District

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Barnstable

DATE RECEIVED: 1/14/04 DATE OF PENDING LIST: 2/11/04
DATE OF 16TH DAY: 2/26/04 DATE OF 45TH DAY: 2/27/04
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04000086

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: ☒ NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 2/26/04 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept A&C

REVIEWER Patrick Andrus DISCIPLINE Historian

TELEPHONE _____ DATE 2/26/2004

DOCUMENTATION see attached comments Y/N see attached

SLR
603

 Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Waguoit NRHD

Photo #1

Falmouth, Barnstable County, MA

Ignatius Sargent House, 131-149 Main St, facing SE to Waguoit Bay

3/2000

Candace Jenkins

17 Slade St., Belmont, MA

(3-15)



Wagwoit Congregational Church, Main St/Rte 28

Photo # 2

Wagwoit NRHD

Falmouth, Barnstable Co, MA

Facing NE

3/2000

Candace Jenkins

17 Slade St, Belmont, MA

(2-4)



Waguoit NRHD

Photo #3

Falmouth, Barnstable County, MA

28 and 30 Studley St, 56 Parsons Lane

facing N^W to Parsons Lane

2/1999

Candace Jenkins

17 Slade St, Belmont, MA

(2-3)



Waguoit NRHD Photo #4
Falmouth, Barnstable County, MA

Collins Road Streetscape
facing NE to Carriage Shop Rd.

2/1999

Candace Jenkins
17 Slade St., Belmont, MA
(1-18)



Wagquoit NRHD

Photo #5

Falmouth, Barnstable County, MA
Carriage Shop Rd. Streetscape
facing E to #s 53, 56, 49

2/1999

Candace Jenkins
17 Slade St., Belmont, MA
(1-17)



Wagquoit NRHD

Photo #6

Falmouth, Barnstable County, MA

Crocker Bearse House, 49 Carriage Shop Rd.

facing NE

3/2000

Candace Jenkins

17 Stodd St., Belmont, MA

(3-7)



Waguoit NRHD

Photo #7

Falmouth, Barnstable County, MA

Seth Collins House, 4 Moonakis Rd.

facing E

3/2000

Candace Jenkins

17 Slade St, Belmont, MA



Wagvoirt NRHD

Photo #8

Falmouth, Barnstable Co, MA

25 Moonaker's Rd, Falmouth NW

3/2000

Candace Jenkins

17 Slade St, Belmont, MA

(2-0)



Waguoit NRHD Photo #9

Falmouth, Barnstable County, MA

Charles Eldridge House, 679 Main St.

facing SE

3/2000

Candace Jenkins

17 Slade St., Belmont, MA.

(2-18)

Early Belding Bourne
postcard of old Main
Road, now route 28,
ca. 1900 . Courtesy
Eleanor Terry Driscoll.



Waggonit NRHD

Photo # 10

Falmouth, Barnstable County, MA

Facing N on Collins Rd.

historic view

Candace Sealins

17 Slade St.

Belmont, MA

(2-20)



Wagvoit NRHS

Photo # 11

Falmouth, Barnstable County, MA

Wagvoit Co. Carriage Shop

historic view

Candace Jenkins

17 Slade St.

Belmont, MA

(2-21)

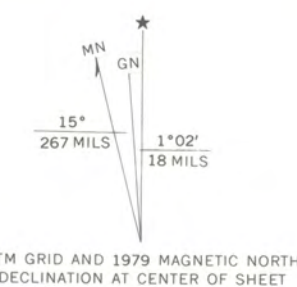
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

FALMOUTH QUADRANGLE
MASSACHUSETTS
7.5 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and Massachusetts Geodetic Survey
Topography by planetable surveys 1936. Revised from aerial
photographs taken 1971. Field checked 1972
Selected hydrographic data compiled from USC&GS Charts 259 and
260 (1971). This information is not intended for navigational purposes
Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1000-meter Universal Transverse Mercator grid,
zone 19
Boundaries in tidalwater areas from information furnished
by Massachusetts Department of Public Works
Red tint indicates areas in which only landmark buildings are shown
There may be private inholdings within the boundaries of
the National or State reservations shown on this map



SCALE 1:25 000
1 1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 METERS
CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE AVERAGE RANGE OF TIDE IS APPROXIMATELY 1.6 FEET
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route

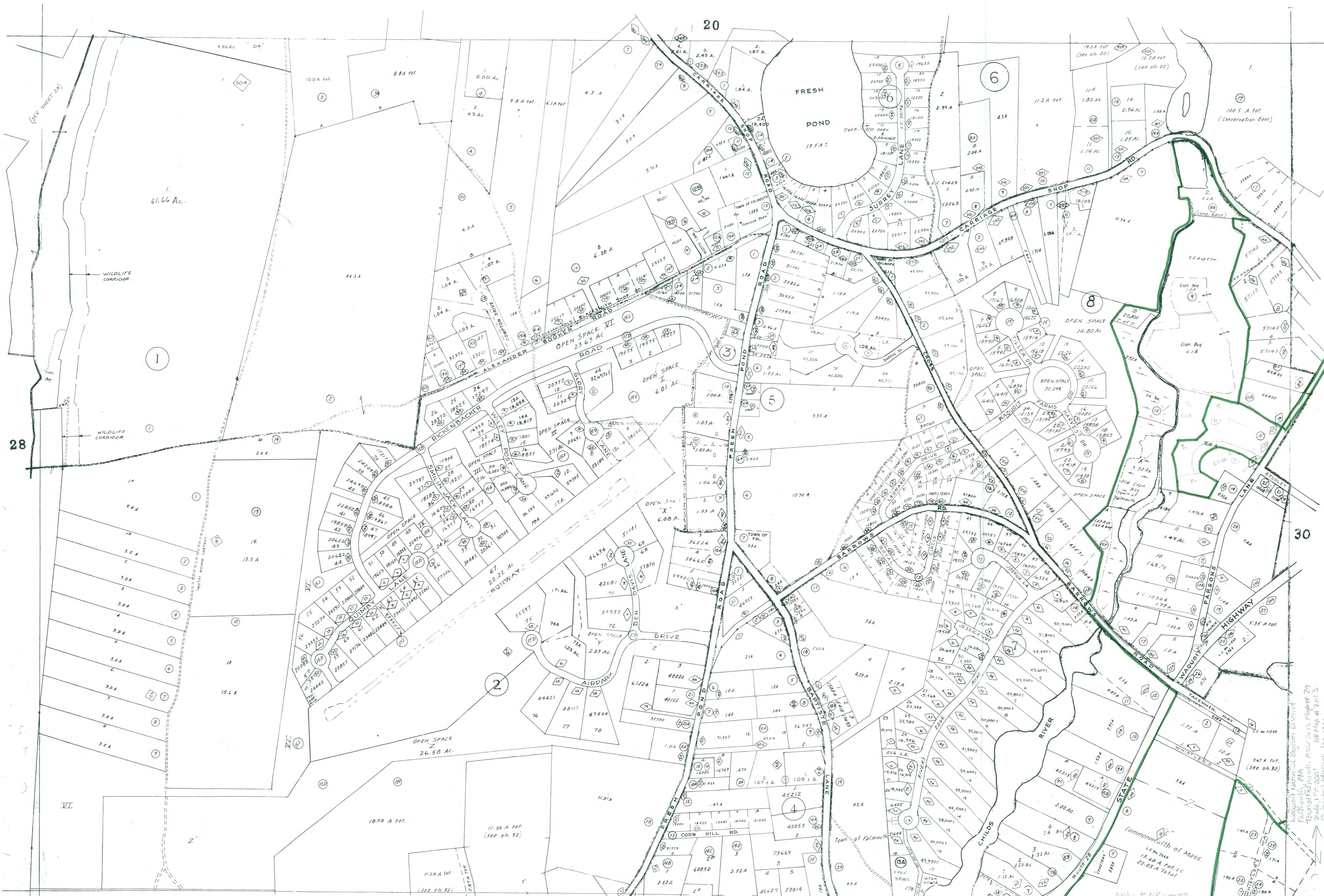
FALMOUTH, MASS.
N4130—W7030/7.5
1972
PHOTOREVISED 1979
AMS 6867 II SE—SERIES V814

Waquoit NR District
Falmouth, MA
Falmouth quad 1:25,000
CONVERSION
Scales
Feet
Meters
19/372820/460550
373140/460516
19/374260/460539
19/373960/460439
373520/460492
19/372600/460380

Feet	Meters
1	3048
2	6096
3	9144
4	12192
5	15240
6	18288
7	21336
8	24384
9	27432
10	30480

To convert feet to meters
multiply by .3048
To convert meters to feet
multiply by 3.2808

X40054



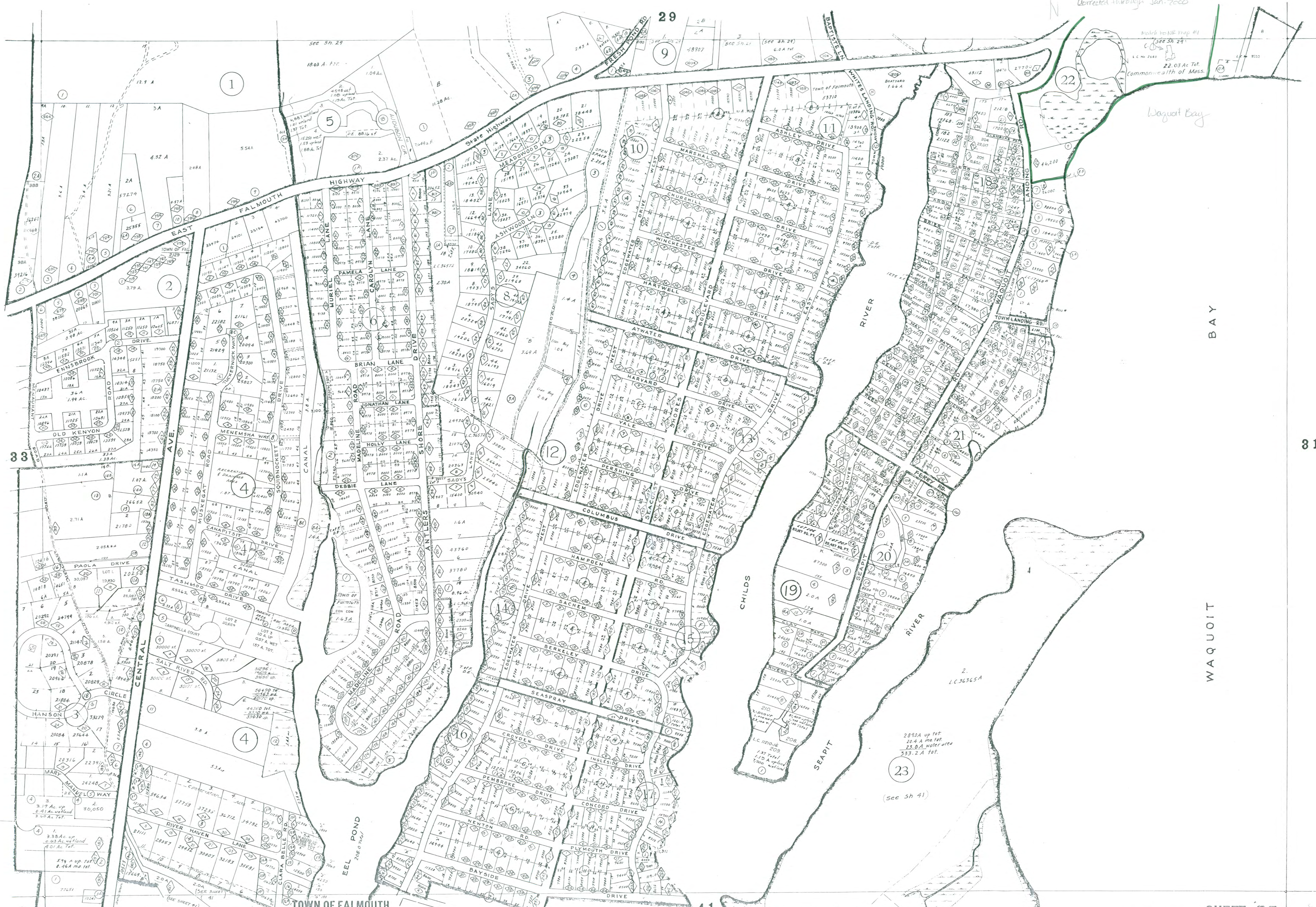
DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

TOWN OF FALMOUTH
Scale 200 feet to an inch

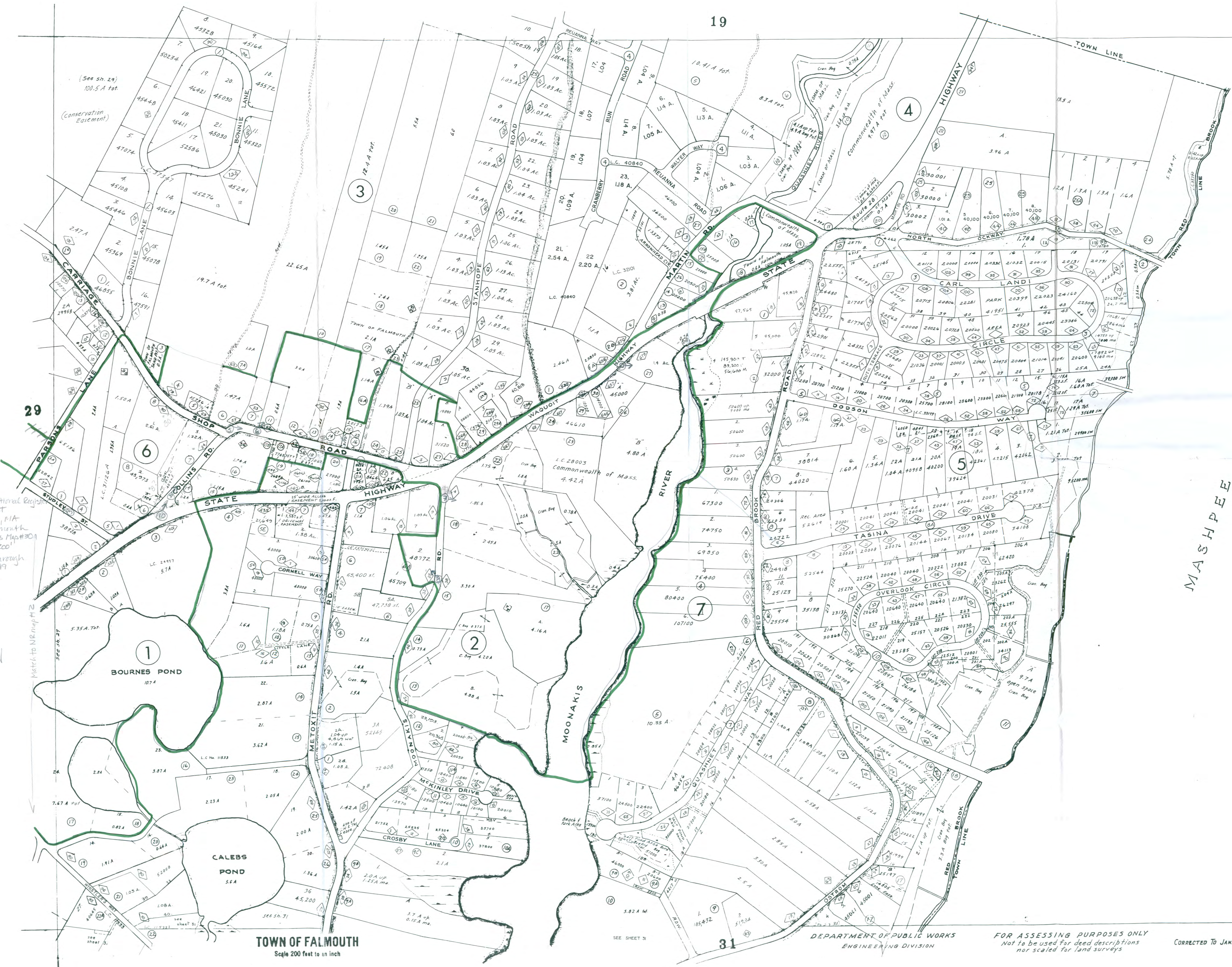
FOR ASSESSING PURPOSES ONLY
Not to be used for deed descriptions
nor scaled for land surveys

CORRECTED TO JAN. 1999

SHEET 29



Waquit National Register
District
Falmouth, MA
Town of Falmouth
Assessors Map #30
Scale 1"=200'
Corrected through
Jan. 1999
Map 1 of 3



TOWN OF FALMOUTH
Scale 200 feet to an inch

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION

FOR ASSESSING PURPOSES ONLY
Not to be used for deed descriptions
nor scaled for land surveys

CORRECTED TO JAN. 1999

SHEET 30



Town of Falmouth

OFFICE OF SELECTMEN & ADMINISTRATOR

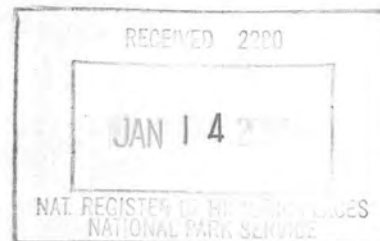
59 TOWN HALL SQUARE, FALMOUTH, MASSACHUSETTS 02540
TELEPHONE (508) 495-7320
FAX (508) 457-2573

NR file
RECEIVED

SEP 25 2003

MASS. HIST. COMM

September 22, 2003

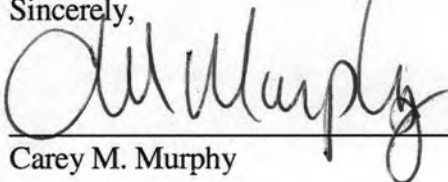


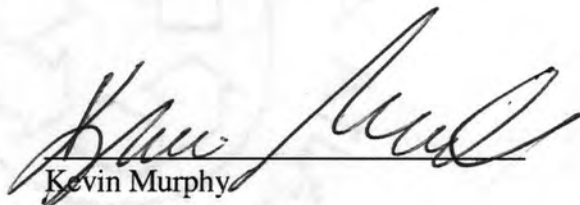
Cara Metz, Executive Director
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

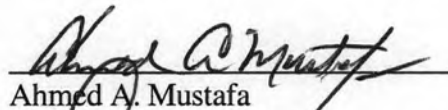
Dear Ms. Metz:

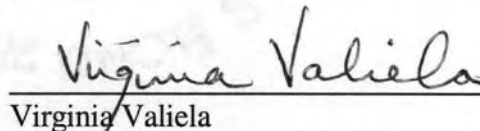
The Falmouth Board of Selectmen, acting as head of the town's Certified Local Government, is pleased to support the nomination of Waquoit Village to the National Register of Historic Places. We believe the nomination highlights and honors the unique history of our most distant village.

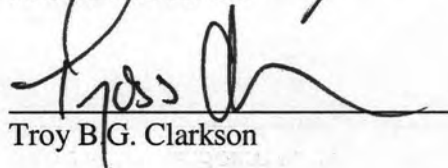
Sincerely,


Carey M. Murphy


Kevin Murphy


Ahmed A. Mustafa


Virginia Valiela


Troy B.G. Clarkson

BOARD OF SELECTMEN

10/8/03

To W. F. Galvin, Secretary of the Commonwealth
Mass. Historical Commission
Mass. Archives Bldg.
220 Morrissey Boulevard
Boston, MA 02125

I Reuben W Servis Jr object to my property
at 12 Studley St., E. Falmouth MA. being nominated
for National Register listing of historical places.

Re: Wapquoit Historic District
Map 30-6-2

Thank you

Reuben W Servis Jr.
12 Studley St
E. Falmouth MA
02536-5510

Beatrice E. White, Notary Public
Commonwealth of Massachusetts
My Commission Expires 7/15/2005

Beatrice E. White

10/08/03

RECEIVED

OCT 17 2003

MASS. HIST. COMM

To W.F. Galvin Secretary of the Commonwealth
Mass Historical Commission
Mass Archives Bldg
220 Morrissey Blvd
Boston, Ma. 02125

I Walter H. Servis object to my property at
657 Waquoit Hwy, E. Falmouth Ma. being nominated
for National Registration listing of Historical places.

Re: Waquoit Historic District
Map 30-2-26A
657 Main Street

Thank you

Walter H. Servis
46 MARTIN RD.
EAST FALMOUTH, MA
02536

Beatrice E. White, Notary Public
Commonwealth of Massachusetts
My Commission Expires 7/15/2005

Beatrice E. White



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

October 9, 2003

Ms. Tina Borghild Norwood
U.S. Postal Service
Federal Preservation Office
Facilities Headquarters
4301 Wilson Boulevard #300
Arlington, VA 22203-1861

Re: Waquoit (Falmouth), MA Post Office, 36 Carriage Shop Road, Falmouth

Dear Ms. Norwood:

We are writing to inform you that the Federal property referenced above is located within the boundaries of the proposed Waquoit Historic District, which will be considered by the Massachusetts Historical Commission for nomination to the National Register of Historic Places. The National Register of Historic Places is the Federal government's official list of historic properties worthy of preservation. Listing in the National Register provides recognition and assists in preserving our nation's heritage.

Listing of the Waquoit Historic District provides recognition of the community's historic importance and assures protective review of Federal projects that might adversely affect the character of the district. If the district is listed in the National Register, certain Federal investment tax credits for rehabilitation and other provisions may apply.

In Massachusetts, properties nominated to the National Register are automatically listed in the State Register of Historic Places. State Register properties owned by municipalities and nonprofit organizations may compete for state restoration grants.

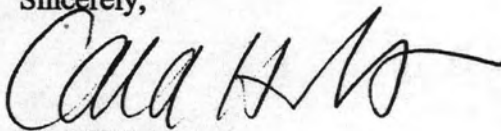
You are invited to attend the meeting of the Massachusetts Historical Commission at which the nomination of the Waquoit Historic District will be considered. The Commission will meet at 1:00 p.m. on Wednesday, December 10, 2003, at the Massachusetts State Archives, Dorchester, Massachusetts. The Commission meeting is a public meeting and all interested parties are encouraged to attend. If you have special needs and would like to attend the meeting, please contact the Commission and staff will make any arrangements that are necessary.

220 Morrissey Boulevard, Boston, Massachusetts 02125
(617) 727-8470 • Fax: (617) 727-5128
www.state.ma.us/sec/mhc

Attached please find notices that explain, in greater detail, the results of listing in the National Register and that describe the rights and procedures by which an owner may comment on or object to listing in the National Register.

A draft copy of the National Register nomination for the District will be available at the Falmouth Public Library. Should you have any questions about this nomination prior to the Massachusetts Historical Commission meeting, please contact me at this office.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cara H. Metz', with a stylized flourish at the end.

Cara H. Metz
Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission

Enclosures: NR Criteria, Rights of Owners

State Historic Preservation Officer
Massachusetts Historical Commission
Office of the Secretary of the Commonwealth,
William Francis Galvin, Secretary,
Massachusetts Archives Building,
220 Morrissey Boulevard,
Boston, Ma 02125
December 11, 2003

RECEIVED

DEC 15 2003

MASS. HIST. COMM

Re: proposed Waquoit Historic District, map 30-6-1

As the owner of property at 328 Waquoit Highway, Waquoit MA 02536, I hearby object to the proposed National Register listing of Historic Places. I do not want my property included in any way.

Sincerely,

Kevin G. Friel

Kevin G. Friel

Kevin G. Friel
328 Waquoit Hwy
East Falmouth MA 02536

December 11th, 2003

Lynne M. Adams
LYNNE M. ADAMS
Notary Public
My Commission Expires April 14, 2006

State of Mass
Barnstable County



WAQUOIT BAY YACHT CLUB, INC.
P.O. BOX 3434
WAQUOIT, MA 02536

December 30, 2003

Betsy Friedberg, National Register Director
Massachusetts Historical Commission
220 Morrissey Blvd.
Boston, MA 02125

RECEIVED

JAN 05 2004

MASS. HIST. COMM

RE: Waquoit Bay Yacht Club, Parcel 32 22 009 000
Waquoit National Register District

Dear Ms. Friedberg:

The Waquoit Bay Yacht Club objects to being being listed in the National Register of Historic Places as part of the Waquoit National Register District.

Sincerely,

Donald H. Lunn, Commodore
Waquoit Bay Yacht Club

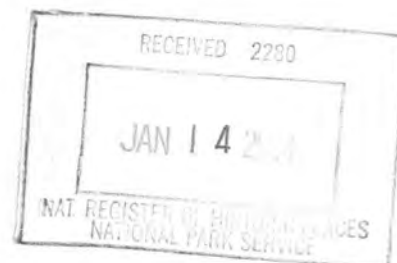
Barbara J. Nelson
Notary Public
my commission expires July 5, 2007



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

January 9, 2004

Ms. Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street NW, 8th floor
Washington, DC 20005



Dear Ms. Shull:

Enclosed please find the following nomination form:

Waquoit Historic District, Falmouth (Barnstable), 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 properties included in this Certified Local Government community district were notified of pending State Review Board consideration 60 to 90 days before the meeting and were afforded the opportunity to comment.

One letter of support from the Falmouth Board of Selectmen has been received.
Four letters of objection have been received.

Sincerely,

Betsy Friedberg

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Robert Bidwell, Falmouth Historical Commission
Candace Jenkins, Preservation Consultant
Carey Murphy, Falmouth Board of Selectmen
Ann Sears, Falmouth CLG Coordinator
Cape Cod Commission
Chair, Falmouth Planning Board