

1614

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 Capt. John Wilson House and Bates Ship Chandlery (preferred)

other names/site number Cohasset Historical Society Museums (Bates Ship Chandlery, Maritime Museum)

2. Location

street & number 4 Elm Street not for publication

city or town Cohasset vicinity

state Massachusetts code MA county Norfolk code 021 zip code 02025

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.)

Brona Simon

November 6, 2002

Signature of certifying official/Title Brona Simon, Deputy State Historic Preservation Officer  
Massachusetts Historical Commission

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

Patricia Andrews

Date of Action

12/27/2002

Capt. Wilson H./Bates Chandlery  
Name of Property

Norfolk, 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	
2		building
		sites
3	4	structures
		objects
5	4	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**

n/a

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

Domestic: single dwelling

Commerce/Trade: specialty store, warehouse

**Current Functions**

(Enter categories from instructions)

Recreation and Culture: museum

**7. Description**

**Architectural Classification**

(Enter categories from instructions)

Early Republic: Federal

Colonial/Georgian

**Materials**

(Enter categories from instructions)

foundation stone, concrete

walls clapboard

roof asphalt shingle

other

**Narrative Description**

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

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**Captain John Wilson House/Bates Ship Chandlery**  
**Cohasset (Norfolk Co.), Massachusetts**

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**7. Narrative Description**

The 1810 Captain John Wilson House (MHC #COH.70) and the Bates Ship Chandlery (MHC #COH.59) are located at the intersection of South Main and Elm Streets, at 4 Elm Street, in the Cohasset Center business district. The subject properties are situated facing Elm Street on a shared 8,000 square foot lot that is just south of the Cohasset Common Local Historic and National Register District. Both properties are owned by the Cohasset Historical Society and serve as museum spaces. The Wilson House holds an extensive collection of furniture, artifacts and artwork representing 19<sup>th</sup> century Cohasset. The Bates Chandlery, also known as the Maritime Museum, was preserved by its move to the Elm Street site in 1957 and was restored in the following two years. The building houses a collection of artifacts and artwork related to Cohasset's long history as a maritime centered community.

Cohasset's historic village center developed near the intersection of two early roads, South Main and Elm Streets, the latter formerly named Ship Cove Lane. The village center contains a mixture of residential and commercial uses, many located in reused 18<sup>th</sup> and 19<sup>th</sup> century domestic structures as well as 19<sup>th</sup> and 20<sup>th</sup> century commercial buildings. South Main and Elm Streets are two primary thoroughfares through the village center. South Main Street runs in a north-south direction, while Elm Street is a main route running southeast from South Main Street towards Cohasset Harbor. Both streets join in front of the Wilson House and the Chandlery in a broad, V-shaped intersection.

The lot containing the two structures is primarily flat but rises steeply several feet to the rear of each building in a natural granite ledge known as Bourne's Rocks. This ledge and its hill are the dominant topographic features of Cohasset village center. Both buildings are set back from the sidewalk on Elm Street by approximately fifteen feet, and open spaces on the front and sides of the structures are landscaped.

The landscaping surrounding both the Bates Ship Chandlery and the Wilson House has been maintained by the Cohasset Garden Club for over forty years and consists of flower gardens extending immediately in front of and between the buildings as well as low shrubs in several locations. There is a patio of paving stones to the right of the Chandlery, and a brick walk extends along the front of both buildings, with an entrance to the Elm Street sidewalk near each end. Along the edge of the sidewalk is a low stone wall made of horizontal, cut granite blocks, surmounted by a low, wood picket fence set between granite posts. Access steps to both buildings are composed of cut granite slabs. The slanting face of the granite ledge and hill behind and between the buildings is ivy and grass covered, and the upper part of the rear slope is mainly small trees and untended undergrowth. The slope behind the buildings extends up to the edge of Highland Avenue, a section of which is a discontinued public road.

**Captain John Wilson House**

The Captain John Wilson House is a 2½-story, four-by-two bay, wood framed, Federal-style structure with a gable roof and twin, interior, parged brick chimneys set near the gable ends. The façade has a regular

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fenestration pattern of ten-over-fifteen double-hung, wood sash windows with plain surrounds. Secondary elevations have irregular fenestration patterns and windows with a variety of light patterns and plain surrounds. The Wilson House has a single-pile first story and a double-pile second story. The shed-roofed, rear pile on the second story was added ca. 1830 and rests directly on the ledge behind the building. The main block of the Wilson House is clapboarded and the rear second-story addition is clad in wood shingles on its side and rear elevations. The first story of the Wilson House is reported to have been used as a ship chandlery or other commercial space, while the second story was used as domestic space. The Wilson House is in a good state of preservation; few major changes have been made to the structure since the rear, second story addition, but the house has deteriorated on the interior due to water and insect damage.

The main block of the Wilson House rests on a rubblestone foundation, a major part of which is parged with concrete on the exterior. The house sits less than six inches above the ground and has no basement or crawl space. The rear addition also rests on a rubble foundation, held together with concrete and various other kinds of mortar.

The façade of the Wilson House faces south and has balanced, but asymmetrical door and window openings. The off-center main entry is set in the third bay from the northern gable end. The six-panel, Federal-style front door has two glass panes in the place of the small panels at the top. The entry is framed by a modest classical surround consisting of two flat pilasters supporting a plain, wide frieze, and a cornice with dentils. Fenestration on the first story of the façade consists of three ten-over-fifteen light, double-hung, wood sash with plain trim and deep reveals, one to the south of the entry and two to the north. The second story has four identical windows set at even intervals across the façade. Plain corner boards accent the two front corners and a cornice with dentils runs under the roofline. Tubular wood downspouts run from the eaves to the ground along the edges of the façade, connected to the wood gutters with lead piping.

The west, side gable-end of the Wilson House has a board-and-batten door with plain trim set nearly flush with the southwest corner of the building. The double-pile second story has an eight-over-twelve double-hung, wood sash positioned over the board-and-batten door. Near the intersection of the main block and the addition, a Federal-style six-panel door provides access to the second story from the exterior. There are no exterior stairs leading to the door at this time, although this was once the primary access to the domestic space on the second story. Another door with plain trim provides access to the rear addition. The attic story contains a small, square, four-pane fixed sash along with a fixed louvered vent of the same proportions.

The rear elevation of the house is only visible on the second story level, as the ledge behind the building is flush with the rear of the first story. The second story rear elevation is lit by four six-over-six wood, double-hung sash. On the east, side gable-end, the first story is lit by a single six-over-nine light, double-hung, wood sash with plain trim set close to the front, southeast edge of the wall. The second story of the east elevation is lit by two eight-over-twelve windows set in set in the front bay of the main block and in the rear addition. The attic story of the south elevation was originally lit by two square, four-light, fixed sash. However, the sash in the rear (north) window has been replaced by a louvered vent of the same proportions.

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The roofs of the main block and rear addition of the Wilson House are clad in asphalt shingles. There is a modest, molded overhang on the front roofline, but the gable-end roofline is nearly flush with the wall surface. The two interior brick chimneys are set near the gable ends at the ridge and are parged with concrete above the roofline.

The interior of the first story of the Wilson House is divided into one large, three-bay, finished room on the east end of the house and a smaller, unfinished space in the extreme western bay. The main entry to the structure opens directly into the large finished room. Originally, there was no access between the space on the first floor and the domestic space on the second. A narrow, steep, stairway enclosed with a door was later cut into the center of the rear wall of the main room, ending in the rear pile of the second story. The chimney stack on the south wall projects into the room, housing a fireplace with a Federal-style surround. A built-in counter is located left (east) of the chimney stack. The south (front), east and west walls of the large room are plastered, while the rear (north) wall is plastered only to the chair rail and has plain, horizontal board paneling above the rail. The floor is constructed of wide pine boards. The front wall of the house is almost a foot deep, creating wide window sills. The room has an exposed ceiling showing a hewn, binding summer beam and hewn floor joists. The front sill projects into the room. Much of the frame is constructed from reused timbers, as evidenced by the various patches for earlier floor joists on the sill, and other patches in the girts and summer beam.

The unfinished space on the first floor in the western bay houses the west chimney foundation, showing the supports for the hearth on the second floor. The exterior, board-and-batten door is located south of the chimney foundation. The floor in this room is dirt, and part of the ledge behind the house also comes into the space on the rear (north) wall.

The domestic space on the double-pile second story is divided into two front rooms and three small rooms in the rear pile. The stairs from the first floor end in the central room of the rear pile. The cooking hearth with right side, flush bake oven is located in the western front room, topped by a cupboard set into the wall with paired glazed doors. Two doors flank the hearth; the left (south) board-and-batten door opens onto a steep stairway to the unfinished garret, and the right (north) four-panel door leads to the exterior and was the original main entrance to the domestic space. The room is fully plastered and has plain, horizontal board wainscoting. An exterior window is still set in the interior, north wall of the kitchen space, opening into the rear pile addition. The east, front room is also plastered with plain, horizontal board wainscoting. The fireplace set on the east wall has a Federal-style surround and mantelpiece that projects past the flue towards the front (south) wall. Two closets with two-panel doors are located north of the fireplace. The east room of the rear pile is partitioned in line with the east room in the front pile. The stairhall area is partially partitioned at the west end with a later, plain, vertical board wall, shielding the area from an exterior door.

**Bates Ship Chandlery**

The Bates Ship Chandlery (MHC #COH.59), located immediately to the east of the Captain John Wilson House  
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(MHC #COH.70), is significant as the last relatively unaltered structure remaining from the early years of the commercial maritime era of the town of Cohasset. The other extant building is the Old Salt House (MHC #COH.85) at 40 Border Street, a recently much-altered building on the waterfront which is now attached to the rear of a large restaurant. The Chandlery was most likely constructed in the middle of the 18<sup>th</sup> century by Samuel Bates, the first owner of Bates Wharf, its buildings and a fleet of schooners. Bates' property was located on the edge of Cohasset Harbor, and a surviving 1754 tax record shows him being taxed on a stone wharf (still extant) and associated buildings at that date. Originally situated across the street from Bates Wharf, the Chandlery was the Bates company's supply store and office and contained a counting room. From here the Bates schooners and other vessels were outfitted and the families of sailors and others were supplied. A search of the MACRIS historic resource inventory system at the Massachusetts Historical Commission in March of 2002 revealed that the Bates Chandlery was the only known extant 18<sup>th</sup> century structure expressly built and used as a chandlery in Massachusetts. Indeed, the building is among only a handful of remaining and surveyed 18<sup>th</sup> century commercial maritime structures in the state.

The two-story, wood framed and clapboarded Bates Chandlery rests on a low concrete foundation having the depth of a crawlspace. The rectangular-shaped building measures 39 feet by 26 feet on the exterior, is composed of four structural bays and is capped by a low hipped roof covered with architectural-grade asphalt shingles (installed in 2001). A shallow, plain board cornice surmounts the structure and this feature's perimeter is covered by wood gutters with metal downspouts. Most of the clapboarding that sheaths the structure is newer. The original utilitarian function of the Chandlery probably accounts for its lack of decorative elements; all windows and entrances are framed by plain board surrounds, and no molded wood trim exists on either the exterior or the interior of the building.

The front, street façade of the Chandlery displays three window bays. The fenestration has an asymmetrical arrangement, with two bays paired to the left side of the façade and one bay containing the entrance door and a second story window arranged near the right corner of the structure. The first floor window sash have twelve-over-twelve lights and the second story sash have eight-over-eight lights. All windows are modern and were probably installed soon after the building was moved to this location in 1957. The six-paneled Federal-style door also is modern and probably was installed at this time. A narrow brick chimney rises from the right front corner of the building; this portion above the roofline was rebuilt soon after the 1957 move.

The right (east) elevation of the Chandlery is the most symmetrically arranged side of the structure. Two bays deep, the wall is marked by two pairs of windows at each side, with a large, sliding loft door composed of narrow vertical boards positioned in the middle on the second story level. Although no vestiges remain on this wall, a similar service door existed on the first story level under the existing loft door. The former was eliminated and covered by clapboards during the restoration of the Chandlery, shortly after its move to this location in 1957. As with the façade, the windows on the first floor have twelve-over-twelve lights and those on the second floor have eight-over-eight. Again the windows were probably installed during the building's restoration.

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The rear elevation of the Chandlery is sheathed in asbestos shingles, probably installed during the restoration period following the building's move; photographs taken at the time of the moving show this side of the building covered with wood shingles. A small, square six-over-six light window exists on the right, west side of this elevation at the first story level; again old photographs documenting the relocation show that two other such windows existed on the first-story, eliminated probably during restoration. Likewise, the second story door with associated metal fire escape was probably installed at this time. As with the other building façades described, the second story windows have eight-over-eight lights, and along with the first-story window are newer.

The left (west) elevation of the Bates Chandlery is marked on the right of the first story by a broad entrance containing two paired vertical board doors each with a six-light window. These doors were constructed and installed in the early 1980's as replacements for existing deteriorated ones; examination of old photographs show that prior to its moving the building maintained doors very similar in design to the ones currently in place. The second story of this side displays a six-over-six window centered in the middle of the second story level.

The interior of the Bates Chandlery is largely unfinished, and its present appearance probably approximates that of its original construction. The exposed post and beam framing system can be readily seen on both the first and second floors, with both floors retaining old wide board pine flooring. Three large transverse beams, one large longitudinal beam as well as stripped log joists define the unfinished ceiling of the first floor. Stripped log posts provide support for the transverse beams at various locations. Walls are of horizontal wood sheathing, now painted white. The first floor is defined by two spaces; an unfinished main room occupies most of the space, and a small room (13'9" x 7'4") occupies the right rear corner, separated from the main space by a board wall containing a row of glass windows. Although this space is said to have been the original Bates company's counting room, an examination of the circular-sawn wood used in its construction indicates a more recent reconstruction of this space.

A set of narrow older stairs with associated plain balustrade is situated next to the front entrance and rises to the second story. The second story also has two spaces; a large unfinished main room and a smaller finished room (16'7" x 9'8") at the right front corner. This room, which constitutes the most finished space of the building, is said to have been the Bates company office and contains a small fireplace at its front corner. Interior walls and ceiling of this room are of plaster, except its back wall which is paneled with painted horizontal boards.

As the second floor has no ceiling, the original roof framing system is readily seen. The principal-and-common-rafter roof is characterized by two distinguishing features: the sloping rafters on each end that frame the hipped roof and the king-post truss system also displayed on each end. Standard on wide-span 18<sup>th</sup> and 19<sup>th</sup> century buildings, the king-post truss roof support system was commonly used on churches and other larger public buildings.

Written in chalk on the face of the west end of the rear (north) roof plate is the inscription "Schr. Juno." This marking probably refers to the schooner "Juno," a 96-ton vessel built in Cohasset in 1811. The boat was built for fishing purposes but with such a large weight may have been able to make voyages to the West Indies or

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across the Atlantic. Schooners such as the Juno were partly used to catch mackerel and codfish and also served to freight goods along the Atlantic seaboard or across the ocean when such freights were lucrative. The purpose of the chalk marking is unknown, although the area beneath and in front of it may have been the location at one time for supplies and goods destined for the Juno.

As earlier mentioned, the Bates Chandlery was moved in 1957 to its present site from its original location on the landward side of Border Street opposite the stone Bates Wharf on Cohasset Harbor. In the 1880's, the Bates Wharf property was purchased from the Bates heirs by Clarence Walker Barron, and in 1954 Barron's granddaughter Jessie Bancroft Cox and her husband William Cox gifted the then-deteriorated building to the Cohasset Historical Society. The move of the Chandlery was accomplished by sawing the building in half, with each portion transported via truck the half mile to the present site adjacent to the Captain John Wilson House on Elm Street. A portion of the ledge on the lot had to be blasted away to accommodate the structure. Restoration of the building proceeded from 1957 to 1960 and appears not to have damaged the physical integrity of the structure. Probably at this time, new windows and clapboarding were installed and several previously mentioned openings were sealed over.

The Bates Ship Chandlery now functions as the Cohasset Historical Society's Maritime Museum, operated on a seasonal basis along with the restored Captain John Wilson House. The Maritime Museum portrays the history of Cohasset and its maritime era through a series of permanent exhibits.

**Archaeological Description**

While no ancient Native American sites are located on the property, sites may be present. Five sites are recorded in the general area (within one mile). Environmental attributes of the property indicate the presence of several locational criteria (slope, soil drainage, distance to wetlands) that are favorable indicators for ancient Native American settlement. Soil types in the area represent excessively drained types formed in glacial till and outwash. Granite ledge is also present directly behind the buildings. Most of the lot is flat but rises steeply in the area of the granite ledge. The property lies within 1000 feet of James Brook and a freshwater spring. In spite of the above information, the potential for locating significant ancient Native American resources on the property is low. Construction of building foundations, ledge blasting, installation of utilities and over two hundred years of historic land use on the small lot (0.18 acre) would have adversely effected the integrity of any ancient Native resources that were present.

A high potential exists for locating historic archaeological resources on the nominated property. Since the Bates Ship Chandlery was moved to the property in 1957, little potential exists for locating archaeological resources associated with that structure. Structural evidence related to outbuildings and occupational related features (trash pits, privies, wells) associated with the Captain John Wilson House may exist in landscaped areas bordering Elm Street and on the sides and between both buildings. Historic archaeological resources may also survive beneath the Bates Ship Chandlery that has a concrete block foundation and crawl space. Two small outbuildings are noted on the property on a 1903 atlas of the area and later one outbuilding on the 1915 Sanborn

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map. On the 1903 map, one outbuilding is located up-slope behind the house and the other at the east end of the lot at the present site of the Bates Ship Chandlery. The 1915 Sanborn map shows only one small outbuilding close behind the northeast corner of the house. None of the outbuildings identified above appears on the 1930 Assessor's maps for the property. One outbuilding may have been a privy. Inhabitants of the Wilson House may have used the nearby spring rather than construct a well. Evidence also exists that ground levels around the house have been raised, possibly providing protection for earlier historic archaeological features. Culturally related strata representing a buried ash heap and containing artifacts have also been identified north of the house. Given the above information, a high potential exists for locating historic archaeological resources on the nominated property.

(end)

Capt. Wilson H./Bates Chandlery

Name of Property

Norfolk, MA

County and State

**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. (Bates Chandlery)
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

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

**9. Major Bibliographical References**

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

**Previous documentation on file (NPS):**

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

**Areas of Significance**

(Enter categories from instructions)

- Architecture
- Community Development and Planning
- Commerce
- Maritime History

**Period of Significance**

- Ca. 1754-1957

**Significant Dates**

- Ca. 1754 Bates Ship chandlery built
- 1810 Capt John Wilson House built

**Significant Person**

(Complete if Criterion B is marked above)

- n/a

**Cultural Affiliation**

- N/a

**Architect/Builder**

- David Nicholas (Wilson House)

**Primary location of additional data:**

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

Name of repository:

- Cohasset Historical Society

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**8. Statement of Significance**

The Captain John Wilson House (MHC #COH.70) and the Bates Ship Chandlery (MHC #COH.59) share a lot in the Cohasset Center commercial district at the intersection of Elm and South Main Streets. Both buildings are owned and operated by the Cohasset Historical Society as museums of Cohasset town history. The well-preserved Wilson House was built in 1810 and now holds an extensive collection of furniture, artifacts and artwork representing 19<sup>th</sup> century Cohasset. The Bates Chandlery, constructed in the mid-18<sup>th</sup> century, functions as the Society's Maritime Museum displaying permanent exhibits on the town's seagoing era of the 18<sup>th</sup> and 19<sup>th</sup> centuries.

The Wilson House constitutes the best preserved example of the 18<sup>th</sup> and 19<sup>th</sup> century residences of which the Cohasset Center area was comprised. The construction of the Wilson House reflects the early growth of Cohasset and in particular a pattern of village development in the late 18<sup>th</sup> and early 19<sup>th</sup> centuries, a period of prosperity for the town with a rise in the fishing and boatbuilding industries. Moreover, the house provides a distinct, if not unique, example of local Federal-era domestic architecture with its asymmetrical façade and over-sized ten-over-fifteen window sash. The Bates Ship Chandlery, built in the mid-18<sup>th</sup> century by Samuel Bates, functioned for more than a century as the supply store and office for the Bates fleet of fishing schooners. Originally located across the street from Bates Wharf on present-day Border Street at Cohasset Harbor, the Chandlery was donated to the Cohasset Historical Society in 1954. In order to preserve the structure, the building was moved in 1957 to its present site on Elm Street where it sits adjacent to the Wilson House. Retaining integrity of design, workmanship, feeling and association, the buildings collectively meet Criteria A and Criteria C on the local level. Criteria Consideration B of the National Register of Historic Places applies for the 1950s move of the Bates Chandlery to its present location.

The area of today's Cohasset was the eastern part of the 1630's settlement which later formed the town of Hingham. Originally known as Conahasset, its land remained unpopulated past the middle of the 17<sup>th</sup> century and was used primarily for the harvesting of salt hay and grazing of cattle. The coastal marshes and meadows of Conahasset were divided and granted out of the town's common land during the mid-17<sup>th</sup> century, and in 1670 the uplands of Conahasset were surveyed and divided up among qualified Hingham landowners. The surveyed parcels were then granted to individuals by the Proprietors of the Undivided Common Lands of the Town of Hingham. Settlement of the Conahasset area began soon after the 1670 land division, and soon several villages arose. In 1717, the General Court of the Province of Massachusetts Bay set Cohasset off as the second parish and second precinct of Hingham, with power to establish its own church and school and to hire a parish clergyman and schoolmaster. The change in name from Conahasset to Cohasset dates from this time.

The first settlers of the divided lands of the 17<sup>th</sup> century were from Hingham, but by the mid-18<sup>th</sup> century Cape Cod families having maritime connections were settling in Cohasset. Following continued agitation by Cohasset residents, in 1770 the General Court set Cohasset off from Hingham as a separate district, and the town was incorporated in the same year.

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The town continued to grow in population through the 18<sup>th</sup> and 19<sup>th</sup> centuries, and although agriculture was always of importance, during this period mercantile and maritime industries replaced farming as the major source of employment and income. Easy access to the Atlantic Ocean via a series of small, protected harbors encouraged the maritime industry. Fishing was a large part of this sector of Cohasset's economy. Although the fish catch was not recorded until 1804, after this year there was a steady increase of fish (primarily mackerel) taken up to the War of 1812; in the year 1811, a then peak of 1,159 barrels of Cohasset fish were sold.

Beginning in the early 1780's, shipbuilding increased in Cohasset, and larger crafts were completed. In 1737, there were only eight fishing vessels assessed in the town, but by the year 1800 the number had risen such that half a dozen men, including Samuel Bates and Levi Tower, each owned a small fleet of vessels. From 1789 to 1819 an average of one to five vessels per year were built by Cohasset carpenters. These schooners were all small fishing and freighting vessels, less than seventy-five feet in length and primarily built by Cohasset owners. The thriving fishing industry stimulated the growing fleet of schooners at this time. Many of the larger fishing vessels also were engaged in the winter months in trading between the West Indies and New England, with several venturing across the Atlantic to Europe. A total of thirty-four vessels built in Cohasset were registered in Boston for foreign voyages between 1789 and 1812.

**Captain John Wilson House**

The Captain John Wilson House can be viewed as a manifestation of a pattern of village development in late 18<sup>th</sup> and early 19<sup>th</sup> century Cohasset, a time of prosperity and growth occasioned by the rise in the fishing and boatbuilding industries. Through the 18<sup>th</sup> century, housing was quite scattered throughout Cohasset. In the year 1737, only fifty houses appear on the existing tax list. This early scattered distribution of houses was governed by the need of land for farms. However, between 1737 and 1753 the number of houses doubled to one hundred. The village character of Cohasset Center (MHC #COH Area E) was established by the end of the 18<sup>th</sup> century, with a grouping of houses, a ca. 1704 inn (Red Lion Inn, 71 South Main Street, MHC #COH.90) and a blacksmith shop (11 Elm Street, MHC #COH.8). By this time, also, the streets surrounding Cohasset Common (National Register of Historic Places Nomination 12/12/95) just to the north of the Center were already lined with dwellings.

The period from around 1790 through the 1820's saw a spurt in growth in the Cohasset Center area, a phenomenon coinciding with the era of prosperity in town as caused by growth in the maritime industry. By 1810, houses lined Ship Cove Lane (Elm Street) and Main Street, and a stagecoach line passed through the village running north and south, providing a link to Hingham and Scituate. During this period a number of houses were built in the Center: the Ambrose Nichols House (1790, MHC #COH.89), the Thomas Nichols House (ca. 1802, MHC #COH.78), the Newcomb Bates House (1802, MHC #COH.60), the Bela Bates House (1803, MHC #COH.77), the Levi Oakes House (ca. 1805, MHC #COH.229), the Samuel Bates House (1811, MHC #COH.309), the Amos Tilden House (1823, MHC #COH.245) and the Elliot Stoddard House (1823, MHC.244).

**(continued)**

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**Continuation Sheet****Captain John Wilson House/Bates Ship Chandlery**  
**Cohasset (Norfolk Co.), Massachusetts**Section number 8 Page 3

It was in this prosperous economic environment that David Nichols (1786-1862) in 1810 built the house that in the same year was sold to Captain John Wilson. Like other local housewrights, such as his cousin Caleb, Nichols was also a shipwright. For this reason, both Nichols and Wilson were probably well familiar to each other in maritime dealings. Little is known of Nichols' life, but he was a private in the Cohasset militia in the War of 1812, and he built a hipped-roof Federal-style house for himself in town, still standing at 11 Jerusalem Road near the corner of North Main Street (MHC #COH.214).

The first deed for the Wilson House, dated 1810, transferred the residence from housewright and shipbuilder Nichols to Wilson, with a purchase price of \$475. It specified that the house was located on land belonging to the Town of Cohasset. A deed dated 1828 from Samuel Bates, town treasurer, to John Wilson (described as a "master mariner") conveyed the land upon which Nichols had built the house for Wilson (which was an encroachment upon the land of the town) to the latter. The east boundary of the property was described as being the land sold by the Town to Ebenezer Hudson. Soon after, Wilson purchased this adjacent Hudson parcel on Elm Street, property forming the land on which the Bates Ship Chandlery now rests.

Captain John Wilson (1788-1861) was born in Cohasset and, in the same year of his house purchase, married Hepsibah Kilby (1788-1867), also of the town. Within two years after they moved into the house, their first child was born (Hannah Otis, born 1812). The couple ultimately had six sons and three daughters, all of whom survived into adulthood. The enlarged family and consequent tight quarters may account for the construction of the ca. 1830 shed addition to the rear of the original small one-pile, 2½-story house.

Town historical literature relates that Captain Wilson operated a small ship chandlery in the first floor of the house in the early years of his family's occupancy. Sources further state that Wilson moved the chandlery business to the Cohasset Harbor area and that the first floor of the house then became a parlor for the family who resided upstairs. However, no substantive documentary evidence has been discovered to corroborate this information.

Reflecting the prosperity of Cohasset in the first half of the 19<sup>th</sup> century, Captain Wilson had a full career in the maritime industry of Cohasset. During the War of 1812, Wilson was the master of the trading packet sailing between Cohasset and Boston which was captured by a British warship. The packet had a cargo of barreled fish packed for the Boston market which the British apparently had no use for, and so they allowed the owner of the vessel, Levi Tower, to redeem the boat and the cargo by paying ransom. Wilson was captain of a number of vessels from this point through at least the 1840's. By 1819, he was captain of the mackerel fishing schooner "Lydia," and in the 1820's he was master of the schooners "Almira" and "Charlotte." During this time, Wilson made a number of foreign voyages: from Norfolk, Virginia, to Malaga, Spain, and back to Boston and from Philadelphia to Saint Thomas in the Caribbean. In 1830 he made a transatlantic trip from Boston to Marseilles, France. In the 1830's and 1840's Wilson was captain of the fishing and trading schooners "Eolus" and "Caroline," the latter of which he was part owner. In 1845, Wilson was registered as captain of the schooner "Bounty," and he may have been the "J.H. Wilson" who was the master of the bark "Martha Allen" in 1855.

**(continued)**

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**Cohasset (Norfolk Co.), Massachusetts**Section number   8   Page   4  

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Captain Wilson's sons Justin (b. 1822) and John (b. 1832) both resided in the Elm Street house with their families. Justin married Caroline Creed in 1847, and John, who served as a Selectman in 1859, married Sarah Fish of Marshfield in 1854. By this time, in the middle of the 19<sup>th</sup> century, the original primarily residential Cohasset Center village appears to have become a largely mixed commercial and residential area. The "Bates Tin Shop," enlarged and much altered now as Cohasset Hardware (MHC #COH.252), was constructed in 1849. The Samuel Bates House of 1811 was the first home of the Cohasset Savings Bank in 1845, and the Levi Oakes House of ca. 1805 housed "C.H. Willard's General Store" by the 1850's.

In 1849, the railroad came to Cohasset, and a station was constructed in the Center village. The ending of Cohasset's maritime industry in the last two decades of the 19<sup>th</sup> century saw an increase in non-maritime trades and businesses. Commencing in this period, local tradesmen and small businessmen set up shop in the older village residences, with first floors being converted to shops and offices. During the early 1900's, many store fronts were added to the first stories of the old houses. By this time, Cohasset Center was the principal retail and professional center in the town.

By the early 20<sup>th</sup> century, the original Wilson property had become divided between descendants. Ultimately, ownership was consolidated under the Captain's grandchildren, Charles Wilson and Sarah Wilson Linley, who sold the property in 1912 to William Hamilton McGaw. The latter was owner of the Cohasset Hardware Company (located at the corner of Elm and South Main Streets) and a building contractor who constructed several buildings in the Cohasset Center area.

The Wilson House had deteriorated in the latter years of Wilson family ownership, and McGaw repaired the structure quickly upon his purchase. Following the trend already established in Cohasset Center, McGaw converted the house to primarily commercial use. In 1915, the house was home to the "Mayfair Tea Room," and in 1920 the Pritchard family were residents; Mr. Pritchard was a sculptor and exhibited his plaques of historical subjects there and Mrs. Pritchard ran a tea room and gift shop. Several years later, the house contained a candy shop run by Gertrude Winslow, and in the late 1920's Leila Stephens and her daughter operated yet another tea room and gift shop. While also functioning as a residence during this period, the Wilson House saw use as an ice cream parlor and a photographer's studio. In 1930, the house became "Monteiro's Tailor Shop" operated by George Monteiro, a native of the Azores Islands. He was one of a large number of Azorean Portuguese people who emigrated to Cohasset in the last half of the 19<sup>th</sup> century. Most served as crew members on fishing schooners, although some followed other occupations.

In 1936, William McGaw donated the Wilson House to the then recently founded (1928) Cohasset Historical Society in honor of his second wife, Priscilla. The house became the first headquarters of the Historical Society and the first historical museum in Cohasset.

The design of the 2½-story, side-gabled Wilson House maintains characteristics which are both typical and atypical of Federal-era domestic architecture in Cohasset. Houses of the period spanning from 1790 through the 1820's were generally conservative in design. Two-and-one-half story, side-gabled, five-by-two bay houses

**(continued)**

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Continuation Sheet****Captain John Wilson House/Bates Ship Chandlery  
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comprise a large grouping of houses from this period. Twin interior end chimney examples, such as the Wilson House, are illustrated in the Samuel Bates, Jr. House of 1793 (MHC #COH.42) the Peter Barnes House of 1798 (MHC #COH.207). Like other Cohasset houses of the Federal period, the Wilson House shows little embellishment of architectural detail. The house does show a modest use of ornamentation in its denticulated cornice and front door surround with plain pilasters and entablature. Nearby houses with similar door surrounds are the Bela Bates House of 1803 and the Samuel Bates House of 1811, both in the Cohasset Center area.

Several design features of the Wilson House, however, set this structure apart from other Cohasset houses of the same period. Most unusual is its asymmetrical four-bay façade, with its front entry offset to the right of center. This feature strikes out from the norms of both Federal and Georgian style architecture and is not seen in any other contemporary local houses. In addition, the very broad façade windows of the Wilson House have an unusual number of lights (ten-over-fifteen), a feature again not seen in other Cohasset houses of the period.

Although the Wilson House is an exceptional, well-preserved local example of the Federal style, the building is in need of structural repairs at and close to ground level. In the recent past, the ground level was allowed to rise, burying the lowest clapboards and sills at each end of the building. Much of that excess ground height has been removed, but adequate prevention of water flow into the lower part of the building's wooden structure remains a problem not fully solved; the repair of deteriorated sills and siding has not yet been accomplished. The Cohasset Historical Society currently is working with a preservation architect to develop plans and solutions to correct these problems. A vote of the Cohasset Annual Town Meeting in March of 2002 earmarked \$150,000 of local Community Preservation Act funds for the Society to be applied to the restoration of both the Wilson House and the Bates Ship Chandlery.

**Bates Ship Chandlery**

The Bates Ship Chandlery was constructed in the mid-18<sup>th</sup> century and was an integral part of the Bates family maritime business and Cohasset's greater seafaring community for more than a century. The building was originally owned and operated by Samuel Bates (1718-c.1780). Bates was born in Cohasset on March 25, 1718 to Joseph Bates (1687-1750), whose great-grandfather Clement had settled in Hingham in 1635, and Deborah (Clapp) Bates, whose family was from neighboring Scituate. On November 15, 1737, Samuel Bates married Mercy Beal (b. 1720), also from Scituate; they had twelve children, six girls and six boys. Samuel Bates was a leader in the early fishing industry of Cohasset and owned many acres of land, along with Cohasset's first taxed wharf (1754). He died circa 1780.

Upon his death, his property, including the Chandlery, passed to one of his sons, Samuel Bates, Jr. (1744-1801). Born November 15, 1744, Samuel, Jr., was the fourth child and the third son born to Samuel and Deborah Bates. The firstborn, Mordecai (1738-1774), had been a mariner, had married and had four children, but had drowned in 1774 in Penobscot Bay, Maine, years before his father's death. The second son, Joseph (1742-1828), was a farmer, so it was the third son, Samuel Bates, Jr., to whom the family business passed. In 1764, Samuel Bates, Jr. married Martha Beal (1744-1808). (It is interesting to note that the oldest three Bates

**(continued)**

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brothers, Mordecai, Joseph, and Samuel, Jr., had married three sisters, Betsey, Sarah, and Martha Beal, respectively. The fourth Bates brother also married a Beal, but she was not of the same parentage. All eight were born in that part of Hingham that later became Cohasset.) Samuel and Martha Bates had nine children, three girls and six boys, four of whom served in the War of 1812 and one of whom (Bela Bates) became a "master shipbuilder." According to town history, Samuel Bates, Jr., was a ship-owner, master mariner, and a soldier in the Revolution. He shared his oldest brother's fate and drowned in 1801 when his schooner was wrecked off the shores of Cohasset.

After the death of Samuel Bates, Jr., the Bates Ship Chandlery moved briefly out of Bates family hands. Samuel Stockbridge (1769-1810) purchased Bates Wharf, the Bates fishing business, and  $\frac{3}{4}$  acre of land from Samuel Bates' estate administrator on April 14, 1803. Born in Scituate on July 26, 1769, in May of 1800, Samuel Stockbridge married Sibae Litchfield (1780-1808), also of Scituate and the daughter of a Deacon. A "master mariner," Stockbridge operated the wharf and stores until the time of his death in 1810.

The Chandlery's subsequent owner was Samuel Bates's grandson and Samuel Bates, Jr.'s nephew. John Bates (1782-1842) was the firstborn of Samuel, Jr.'s younger brother Jonathan (1757-1829) and his wife Susa (1760-1826) both of Hingham (from which Cohasset separated and became a town). In 1814, John Bates married Sarah Lincoln. Town history indicates that he was a "trader" and he was also master of the "Only Joe" in 1819. He soon after owned a large fleet of fishing vessels including the schooners "Leonidas" (1837), "William Tell" (1828), "Sarah" (1830), and "Triton" (1838).

Upon John Bates' death in 1842, the property passed to his nephew John Bates (d. 1882), son of Martin Bates (b. 1787), a Boston fur trader. From 1848 on, John Bates added a great number of schooners to his fishing fleet, fifteen of which have been identified by name. In addition to running the Chandlery and the fishing business, he owned five square-riggers and engaged in foreign trade. After his death in 1882, the Bates family fishing business came to a close.

The property was later purchased by a wealthy Cohasset summer resident, Clarence Walker Barron (1855-1928). Born in Boston, Barron worked on the staff of the Boston *Transcript* from 1875 to 1887. In 1887 he became the founder and president of Boston News Bureau, and ten years later he founded the Philadelphia News Bureau.

In 1901 he acquired Dow, Jones, & Company, publishers of the *Wall Street Journal*; in 1921 he founded *Barron's Business and Financial Weekly*. He also authored three books published between 1914 and 1920. On the local level, Barron was Chairman of the Cohasset Harbor Improvement Committee. A 1915 Sanborn Map indicates the Bates Ship Chandlery was being used as "boat storage."

After Clarence Walker Barron's death, the property passed to daughter, Jane W. Bancroft. During this period, the Bates Ship Chandlery underwent various uses, including serving as the artist's studio for Cohasset art teacher and artist Thomas Lucas. The property later passed to Jane Bancroft's daughter, Jessie Bancroft Cox. She and her husband William Cox donated the Bates Ship Chandlery by Deed of Gift to the Cohasset Historical

**(continued)**

**United States Department of the Interior  
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**Continuation Sheet**

**Captain John Wilson House/Bates Ship Chandlery  
Cohasset (Norfolk Co.), Massachusetts**

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Society on December 29, 1954. Under the ownership of the Cohasset Historical Society, the Bates Ship Chandlery was moved from Bates Wharf to its current location in 1957, was refurbished from 1957 to 1960 and has since functioned as the Society's Maritime Museum.

Evidence of the building's move is minimal, and the structure is currently in excellent condition. The Georgian, hip-roofed building is simple in design, which is consistent with design trends for utilitarian buildings at the time of construction. With minimal ornament, one of the Chandlery's most intricate visual features is its exposed beam and framing system. Of particular note is the king-post truss roof system which was used in the 18<sup>th</sup> and 19<sup>th</sup> century primarily to span wide areas and was most common on churches and other large public buildings.

Although the Bates Ship Chandlery no longer retains integrity of location and setting, it does retain integrity of design, workmanship, materials, feeling, and association. It is significant as the last surviving largely unaltered structure relating to Cohasset's early maritime history, and, as previously mentioned, records in the MACRIS system of the Massachusetts Historical Commission reveal that it is the only known extant 18<sup>th</sup> century structure expressly built and used as a chandlery in Massachusetts. Its uncommon roof structure was used primarily for the larger and wider roofs of churches and other public structures in the 18<sup>th</sup> century and is indicative of a particular method of craftsmanship. Moreover, the role of the Chandlery in Cohasset's history is evident. The Bates family was one of Cohasset's earliest families (Clement Bates settled there in 1635, and all members of the Bates family mentioned in the above history are his direct descendants) and the Bates family business was instrumental in the town's maritime development.

Archaeological Significance

Historic archaeological resources described above have the potential to provide important social, cultural and economic information related to Cohasset's maritime history and community development. Structural analysis of the existing Wilson House combined with construction features and artifact evidence may contribute information relating to the architectural design of domestic and commercial related structures built by and for the maritime community. Structural evidence from outbuildings may also contribute important information on domestic and/or commercial related activities that occurred with the residential and Chandlery operation. The Wilson House also operated as a chandlery during the early 19<sup>th</sup>-century. Detailed analysis of the contents from occupational related features may contribute important information related to the lives of several generations of Wilson family residents and commercial activities on the property. Potential trash pits associated with the chandlery might contribute detailed information on the types of materials used to outfit vessels during construction and on voyages. The contents of archaeological features might also contribute information relating to the lives of the Wilson family residents and the extent that maritime trades influenced their every day lives. Social, cultural and economic information related to the Wilson House inhabitants obtained from feature analysis may also provide insights into 19<sup>th</sup> century lifeways in a maritime community.

(end)

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**Continuation Sheet**

**Captain John Wilson House/Bates Ship Chandlery**  
**Cohasset (Norfolk Co.), Massachusetts**

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**9. Major Bibliographical References**

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(end)

Capt. Wilson H. / Bates Chandlery  
Name of Property

Norfolk, MA  
County, State

## 10. Geographical Data

Acreeage of Property less than one acre

### UTM References See continuation sheet.

(Place additional UTM references on a continuation sheet)

1. 19	351380	46770860	3.		
Zone	Easting	Northing	Zone	Easting	Northing
2.			4.		
Zone	Easting	Northing	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 David Wadsworth, Cohasset Historical Society, with Betsy Friedberg, NR Director, MHC

organization Massachusetts Historical Commission date November 2002

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 Cohasset Historical Society

street & number 14 Summer Street telephone 781-383-1434

city or town Cohasset state MA zip code 02025

**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  
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**National Register of Historic Places  
Continuation Sheet**

**Captain John Wilson House/Bates Ship Chandlery  
Cohasset (Norfolk Co.), Massachusetts**

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**10. Geographical Data**

**Verbal Boundary Description**

The boundary of the nominated property is identical to that of the parcel of land owned by the Cohasset Historical Society as shown on the accompanying detail of the Town of Cohasset Assessors' map number 27, plot number 36, with a street address of 4 Elm Street. Both the Captain John Wilson House and the Bates Ship Chandlery are located on plot number 36, and therefore both are included in the Assessors' street address of 4 Elm Street. The lot encompasses 8,000 square feet and has approximately 130 feet of frontage on Elm Street.

**Boundary Justification**

The boundary includes the entire parcel owned by the Cohasset Historical Society on Elm Street, which contains both the Captain John Wilson House and the Bates Ship Chandlery. This parcel includes the original lot of the Wilson House and the adjacent lot to the east purchased by Captain Wilson in 1828. The latter portion of the present parcel has been the location of the Bates Ship Chandlery since 1957 when it was moved there from its original location on Border Street in Cohasset.

(end)

**United States Department of the Interior**  
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**Continuation Sheet**

**Captain John Wilson House/Bates Ship Chandlery**  
**Cohasset (Norfolk Co.), Massachusetts**

Section number Photos Page 1

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**PHOTOGRAPHS**

Photographs by Elaine Stiles and Edward Stanley, February 2002  
Negatives (2 rolls) submitted with photographs

**General**

1. Captain John Wilson House (left) and Bates Ship Chandlery (right), view looking northwest (Roll 1, No. 19)

**Captain John Wilson House**

2. Façade (south elevation), looking northeast (Roll 1, No. 18)
3. West elevation, looking northeast (Roll 1, No. 17)
4. Rear (north) elevation, looking southeast (Roll 1, No. 20)
5. View of rear and east elevations from Highland Street, looking southwest (Roll 1, No. 34)
6. Front (south) and east elevations, looking northwest (Roll 1, No. 14)
7. First floor room, looking east (Roll 2, No. 1)
8. First floor room, looking west (Roll 2, No. 3)
9. Second floor, kitchen, looking west (Roll 2, No. 7)
10. Second floor, chamber, looking east (Roll 2, No. 9)

**Bates Ship Chandlery**

11. Front (south) and west elevations, looking northwest (Roll 1, No. 16)
12. East elevation, looking west (Roll 1, No. 15)
13. Rear (north) elevation, looking southwest (Roll 1, No. 33)
14. West and front (south) elevations, looking northeast (Roll 1, No. 13)
15. First floor, unfinished space, looking northwest (Roll 2, No. 16)
16. First floor, counting room, looking east (Roll 2, No. 11)
17. Second floor, office, looking east (Roll 2, No. 12)
18. Rear roof plate with "Schr. Juno" marking, looking north (Roll 2, No. 14)
19. King-post truss roof system, looking west (Roll 2, No. 15)
20. Reproduction of 1957 photograph showing building being moved (Roll 2, No. 10)

**(end)**

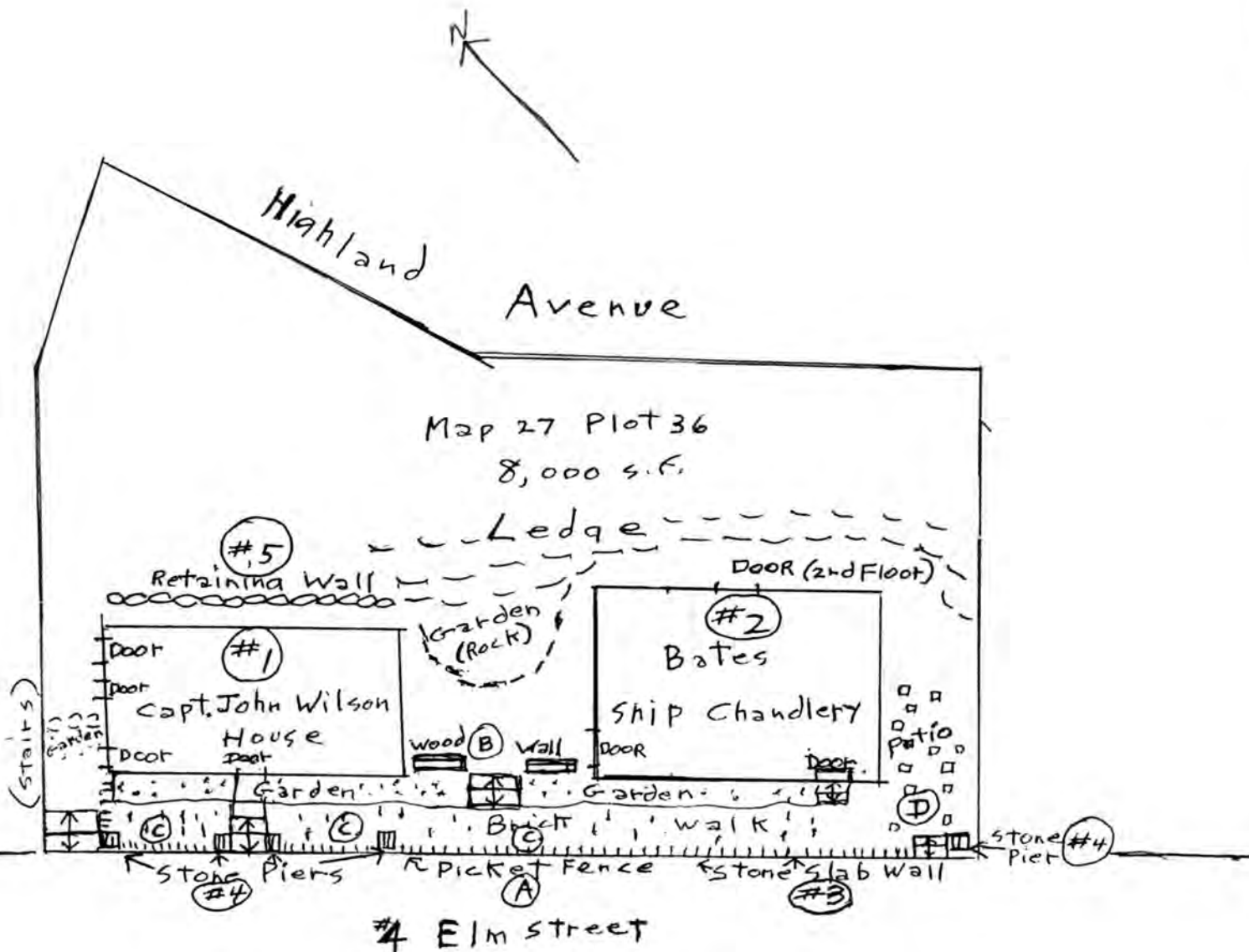
Cohasset MA

Sketch Map - Capt. John Wilson House - Bates Ship Chandlery

Historic District

Assessors' Map 27, Plot 36

(Not to Scale)



Contributing Items numbered.

Non-contributing Items lettered.

COHASSET, MASSACHUSETTS

Captain John Wilson House - Bates Ship Chandlery Historic District  
District Data Sheet

*All are Assessors Map 27, Plot 36*

<u>MHC #</u>	<u>Historic Name</u>	<u>Street Address</u>	<u>Date of Construction</u>	<u>Status</u>	<u>Style</u>	<u>Resource</u>	<u>Map ID</u>	
COH 70	Captain John Wilson House	4 Elm Street	1810		C	Federal	B	01
COH 59	Bates Ship Chandlery	4 Elm Street	Mid-late 18th Century		C	Georgian	B	02
COH	Stone Slab & Fieldstone Wall	4 Elm Street	19th Century		C		ST	03
COH	Stone Piers (5) (Fence)	4 Elm Street	19th Century		C		ST	04
COH	Fieldstone Retaining Wall	4 Elm Street	Probably 19th Century		C		ST	05
COH	Wood Picket Fence	4 Elm Street	ca. 1987		NC		ST	A
COH	Low Wooden Garden Wall	4 Elm Street	ca. 1960		NC		ST	B
COH	Brick Walk	4 Elm Street	ca. 1960		NC		ST	C
COH	Stone Block Patio	4 Elm Street	ca. 1960		NC		ST	D

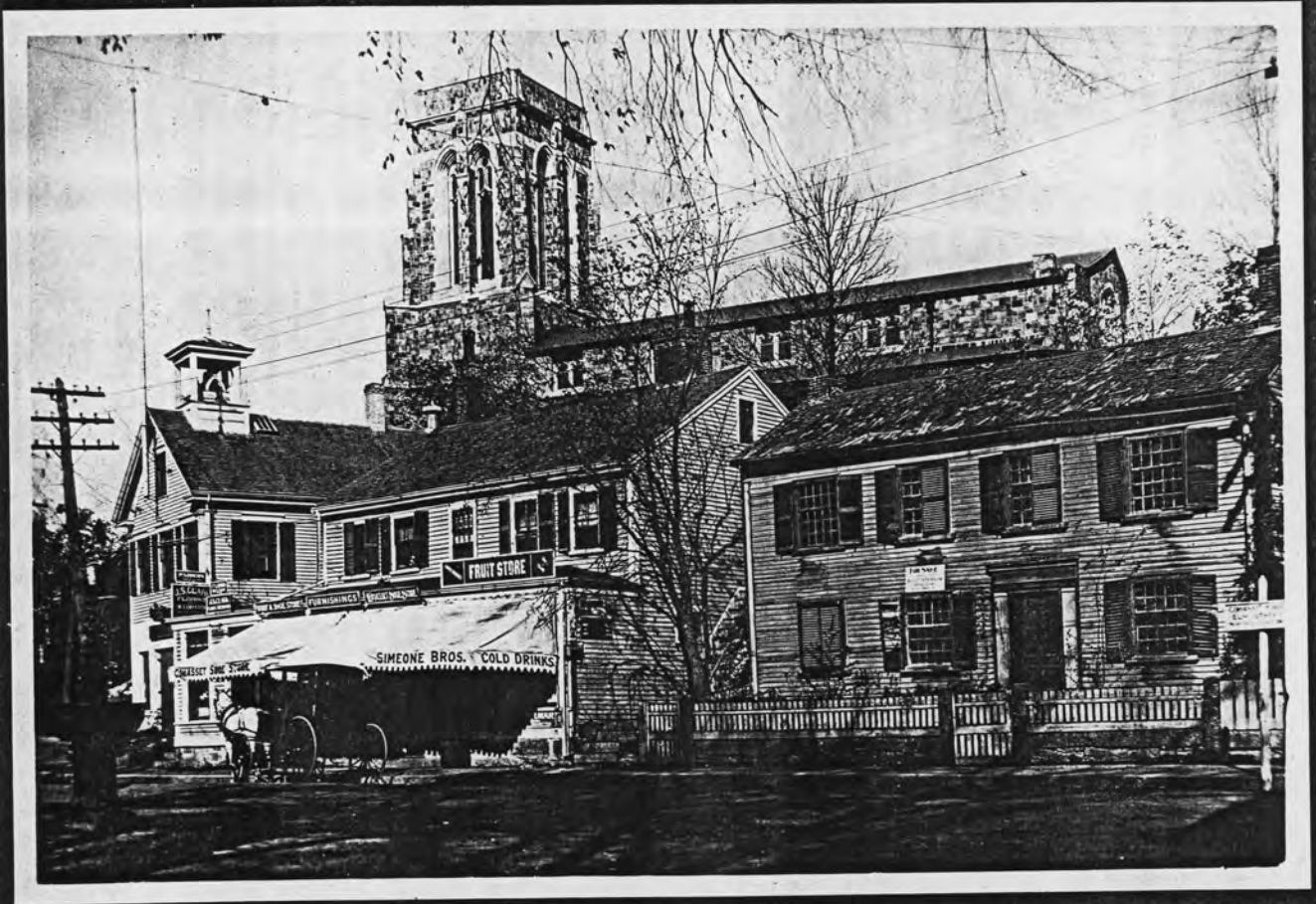
*Key: B = Building ST = Structure O = Object C = Contributing NC = Noncontributing*

*The picket fence, while a near replica of an older fence, is noncontributing because of its construction date.  
Total number contributing items = 5, noncontributing = 4*

Cohasset

Capt. John Wilson House 4 Elm Street (right)

"For Sale" probably ca. 1912

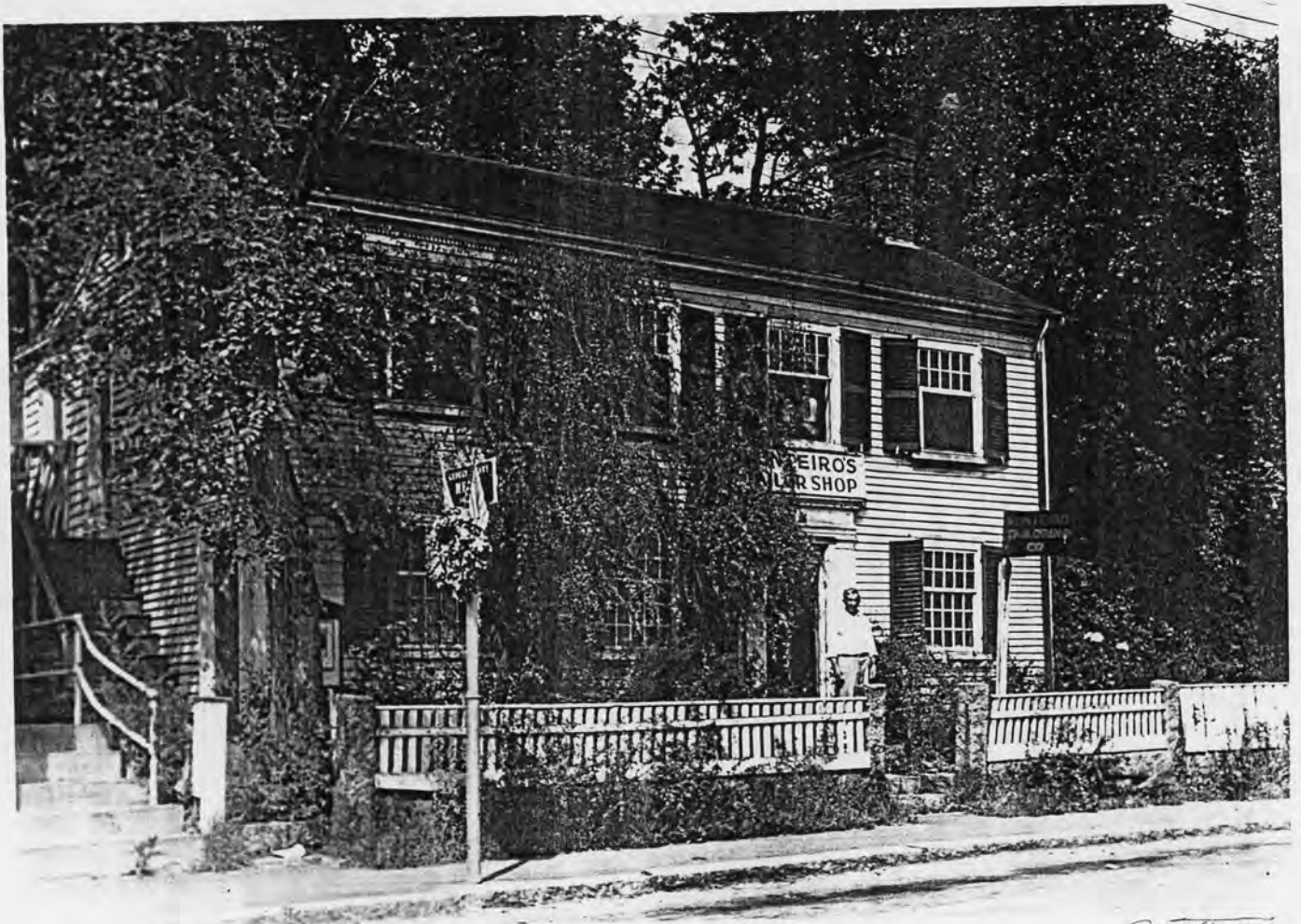


Cohasset

Capt. John Wilson House - 4 Elm Street

As Monteiro's Tailor Shop ca. 1930

George Monteiro standing in doorway



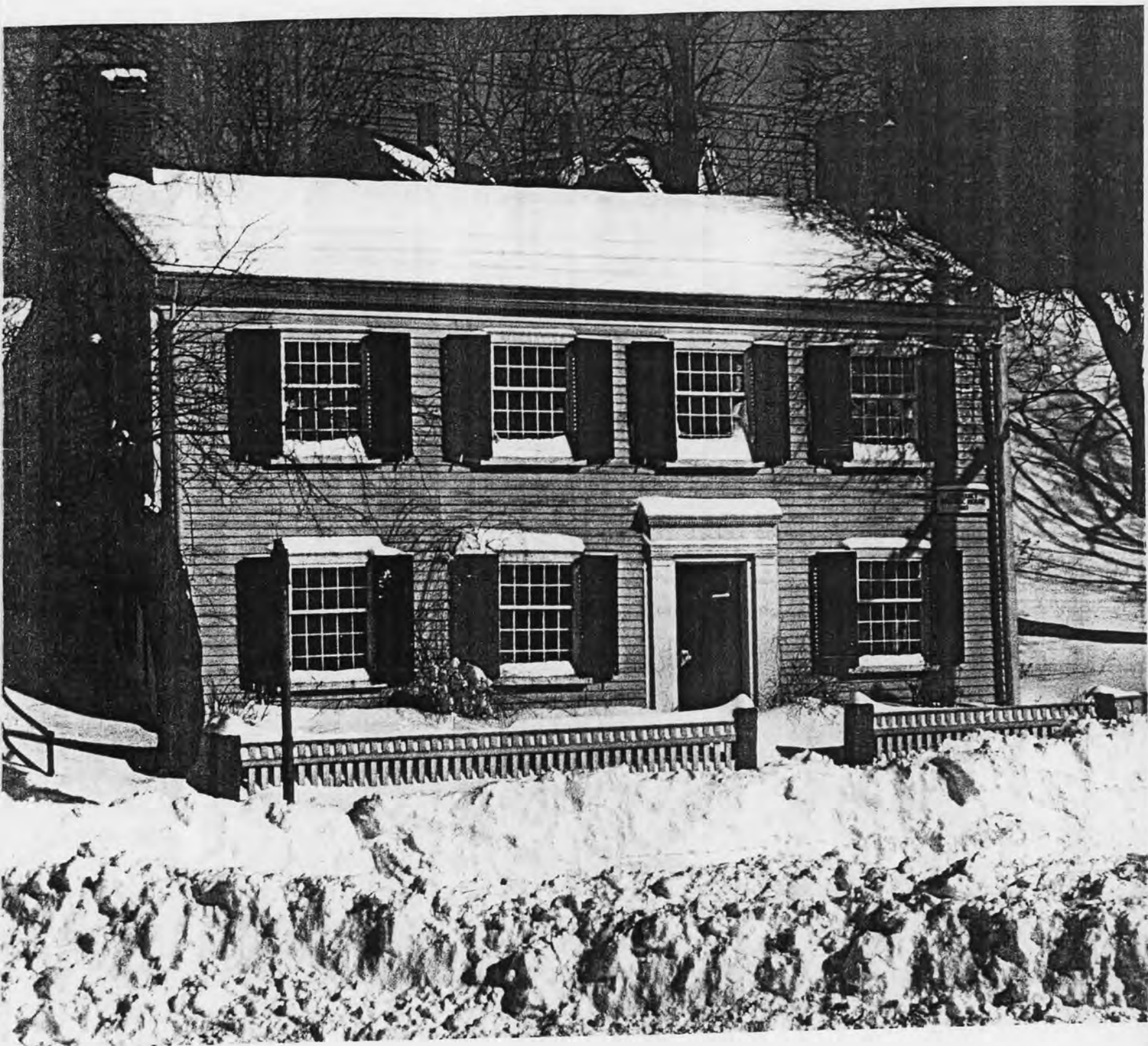
1921-1936

C. G. Wilson

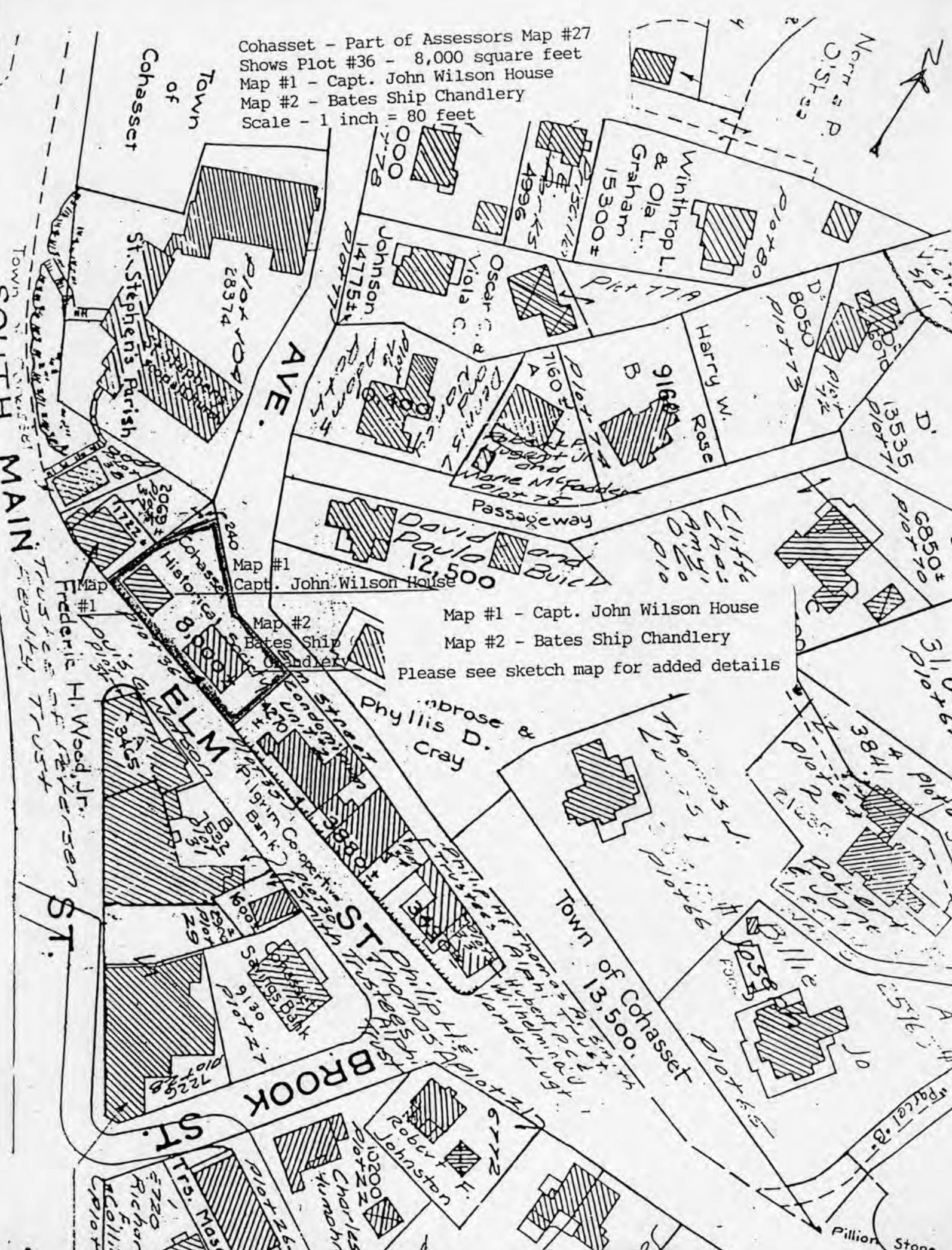
Cohasset

Capt. John Wilson House (4 Elm St.)

Early years as the "Historic House", ca. 1936



Cohasset - Part of Assessors Map #27  
 Shows Plot #36 - 8,000 square feet  
 Map #1 - Capt. John Wilson House  
 Map #2 - Bates Ship Chandlery  
 Scale - 1 inch = 80 feet



Map #1  
 Capt. John Wilson House

Map #2  
 Bates Ship Chandlery

Map #1 - Capt. John Wilson House

Map #2 - Bates Ship Chandlery

Please see sketch map for added details

TOWN OF COHASSET  
 MAIN ST  
 TRUSTEES  
 FREDERIC H. WOOD, JR.  
 JOHN R. ANDERSON



DEPOT

AV. 12" W. PIPE



S. MAIN

50

ST. STEPHEN'S EPISC. CHURCH  
ELECTRIC

POLICE STATION

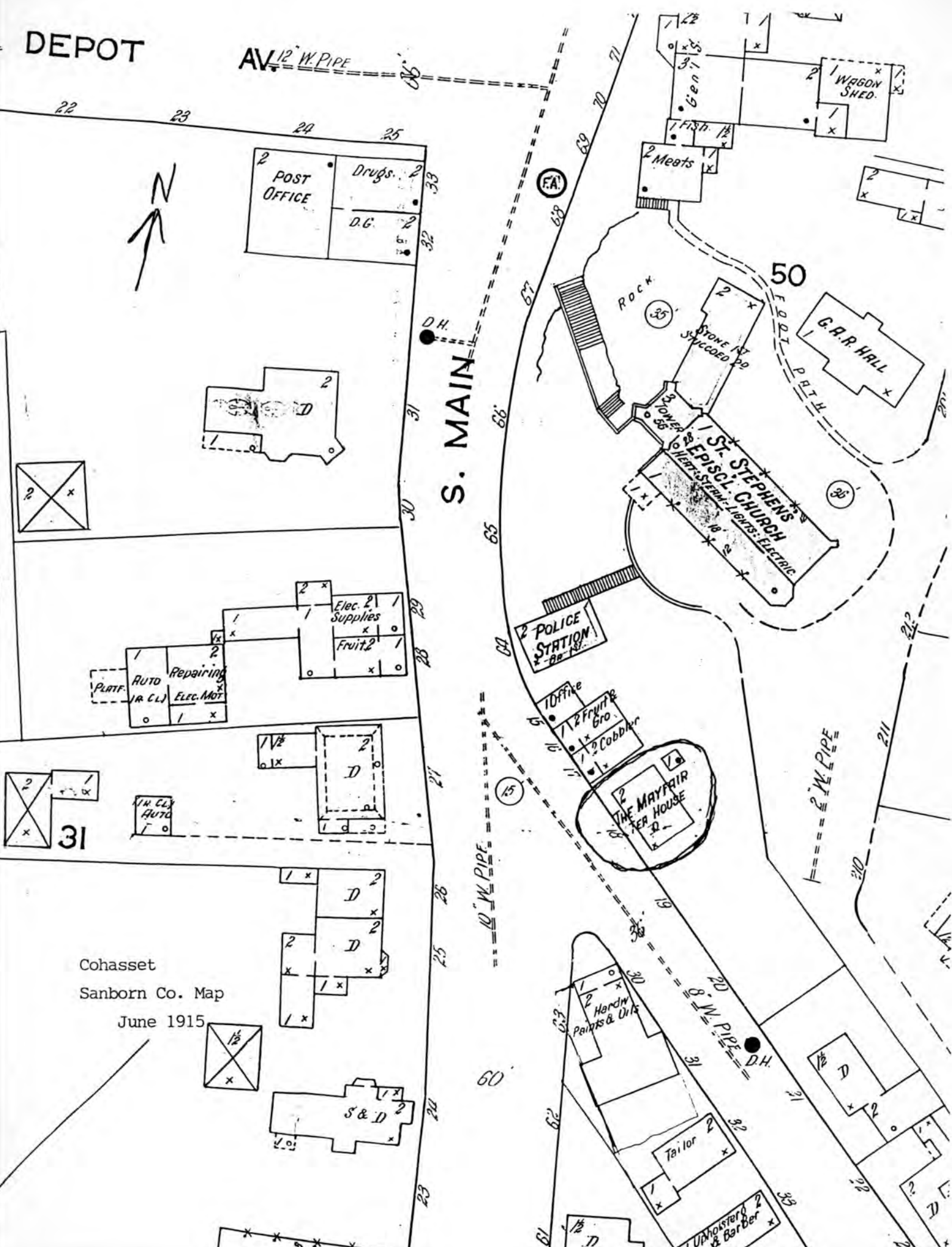
THE MAYFAIR TEA HOUSE

2" W. PIPE

10" W. PIPE

8" W. PIPE

Cohasset  
Sanborn Co. Map  
June 1915





UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Wilson, Capt. John, House and Bates Ship Chandlery

MULTIPLE  
NAME:

STATE & COUNTY: MASSACHUSETTS, Norfolk

DATE RECEIVED: 11/14/02      DATE OF PENDING LIST: 11/22/02  
DATE OF 16TH DAY: 12/08/02      DATE OF 45TH DAY: 12/29/02  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 02001614

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: Y    SAMPLE: N    SLR DRAFT: ~~Y~~    NATIONAL: N

COMMENT WAIVER: N

     ACCEPT         RETURN         REJECT                         DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA accept A&C

REVIEWER Patrick Andrus

DISCIPLINE Historian

TELEPHONE                     

DATE 12/27/2002

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



1787

Coke's Historical Society's RESTORATION FUND

COKE'S HISTORICAL SOCIETY

CAPT. BULLOCK HOUSE

Captain John Wilson House and Bates Ship Chandlery

Cohasset, Norfolk County, Massachusetts

E. Stiles

Feb. 2002

Capt. John Wilson House, view looking northeast

1-18

WESTCAMPUS < No. 18 > 035  
N N N + 4 - 01 < 029 >  
354 3913



Captain John Wilson House (left) and Batal Ship Chandlery (right)

Cohasset, Norfolk County, Massachusetts

E. Stiles

Feb. 2002

Capt. John Wilson House and Batal Ship Chandlery, view looking  
northwest

6-19



Captain John Wilson House and Bates Ship Chandlery  
Cohasset, Norfolk County, Massachusetts

E. Stiles

Feb. 2002

Capt. John Wilson House, west elevation, view looking northeast

WESTCAMPUS<No. 17 >034

1-17 3913 N N N+6-25 (029)



Captain John Wilson House and Bates Ship Chandlery

Gorham, Norfolk County, Massachusetts

E. Stiles

Feb. 2002

Capt. John Wilson House, view of rear and east elevations,  
view looking southwest

1-34



Captain John Wilson House and Boat Ship Chandlery  
Ghassett, Norfolk County, Massachusetts

E. Stiles

Feb. 2002

Capt. John Wilson House, rear (north) elevation, view looking  
southeast

1-28



Captain John Wilson House and Boat Ship Chandlery  
Ghasset, Norfolk County, Massachusetts

E. Stanley

EP 82-20021033943-0411 H 3

Feb. 2002

Capt. John Wilson House, first floor room looking east  
2-1



COHASSET  
HISTORICAL  
SOCIETY

Captain John Wilson House and Boston Ship Chandlery

Cohasset, Norfolk County, Massachusetts

E. Stiles

Feb. 2002

Capt. John Wilson, front and east elevation, view looking  
northeast

1-14



EXIT

Captain John Wilson House and Bates Ship Chandlery  
Cohasset, Norfolk County, Massachusetts

E. Stanley

02-20021061949 0411 H 3

Feb. 2002

Capt. John Wilson House, first floor room looking west  
2-3



Captain John Wilson House and Bates Ship Chandlery  
Cohasset, Norfolk County, Massachusetts

E. Stanley

Feb. 2002

Capt. John Wilson House, second floor kitchen looking west

2-7



Captain John Wilson House and Bates Ship Chandlery

Cohasset, Norfolk County, Massachusetts

E. Stanley

Feb. 2002

Capt. John Wilson House, second floor chamber looking east

2-9



Captain John Wilson House and Bates Ship Chandlery

Cohasset, Norfolk County, Massachusetts

E. Stiles

Feb. 2002

Bates Ship Chandlery, front and west elevations, view looking  
northeast

1-16



Captain John Wilson Hersey and Bates Ship Chandlery

Cohasset, Norfolk County, Massachusetts

E. Stiles

Feb. 2002

Bates Ship Chandlery, east elevation, view looking west

1-15



Captain John Wilson House and Bate's Ship Chandlery

(Shasset, Norfolk County, Massachusetts)

E. Stiles

Feb. 2002

Bate's Ship Chandlery, rear (north) elevation, view looking  
southeast

1-33



Capt. John Wilson House and Bates Ship Chandlery  
Cohasset, Norfolk County, Massachusetts

E. Stanley

Feb. 2002

Bates Ship Chandlery, first floor unfinished space looking  
northwest

2-16



SUTTER HOME

HUNNAY

Capt. John Wilson House and Bated Ship Chandlery

Cohasset, Norfolk County, Massachusetts

E. Stanley

Feb. 2002

Bated Ship Chandlery, first floor "counting room" looking east

2-11



Captain John Wilson House and Bates Ship Chandlery

Cohasset, Norfolk County, Massachusetts

E. Stier

Feb. 2002

Bates Ship Chandlery, west elevation and front elevation,  
view looking northeast

1-13



Small handwritten note on the wall to the left of the desk.

Handwritten note on the desk in the foreground, partially legible. It appears to contain a list of items or a short report.

Small framed document or photograph placed on the windowsill.

Captain John Wilson House and Boat Ship Chandlery

Cohasset, Norfolk County, Massachusetts

E. Stanley

Feb. 2002

Boat Ship Chandlery, second floor "office" looking east

2-12



Captain John Wilson Howe and Bates Ship Chandlery

Cohasset, Norfolk County, Massachusetts

E. Stanley

Feb. 2002

Bates Ship Chandlery, rear roof plate with "Schm. Juno" marking,  
view looking north

2-14

THE COUNTRY WAY  
To Boston →

IN

TOWN HILL  
GROAER LANE  
PRIVATE WAY

Captain John Wilson Howe and Bates Ship Chandlery

Ghasset, Norfolk County, Massachusetts

E. Stanley

87-02/2002L291949 0411 N 4

Feb. 2002

Bates Ship Chandlery, King-post truss roof system, view  
looking west

2-15



Captain John Wilson Howe and Bates Ship Chandlery

Cohasset, Norfolk County, Massachusetts

E. Stanley

82/29622203949 0411 N.W.

Feb. 2002

Bates Ship Chandlery, 1957 photograph showing moving of  
one-half of the structure (reproduction)

2-10

COHASSET

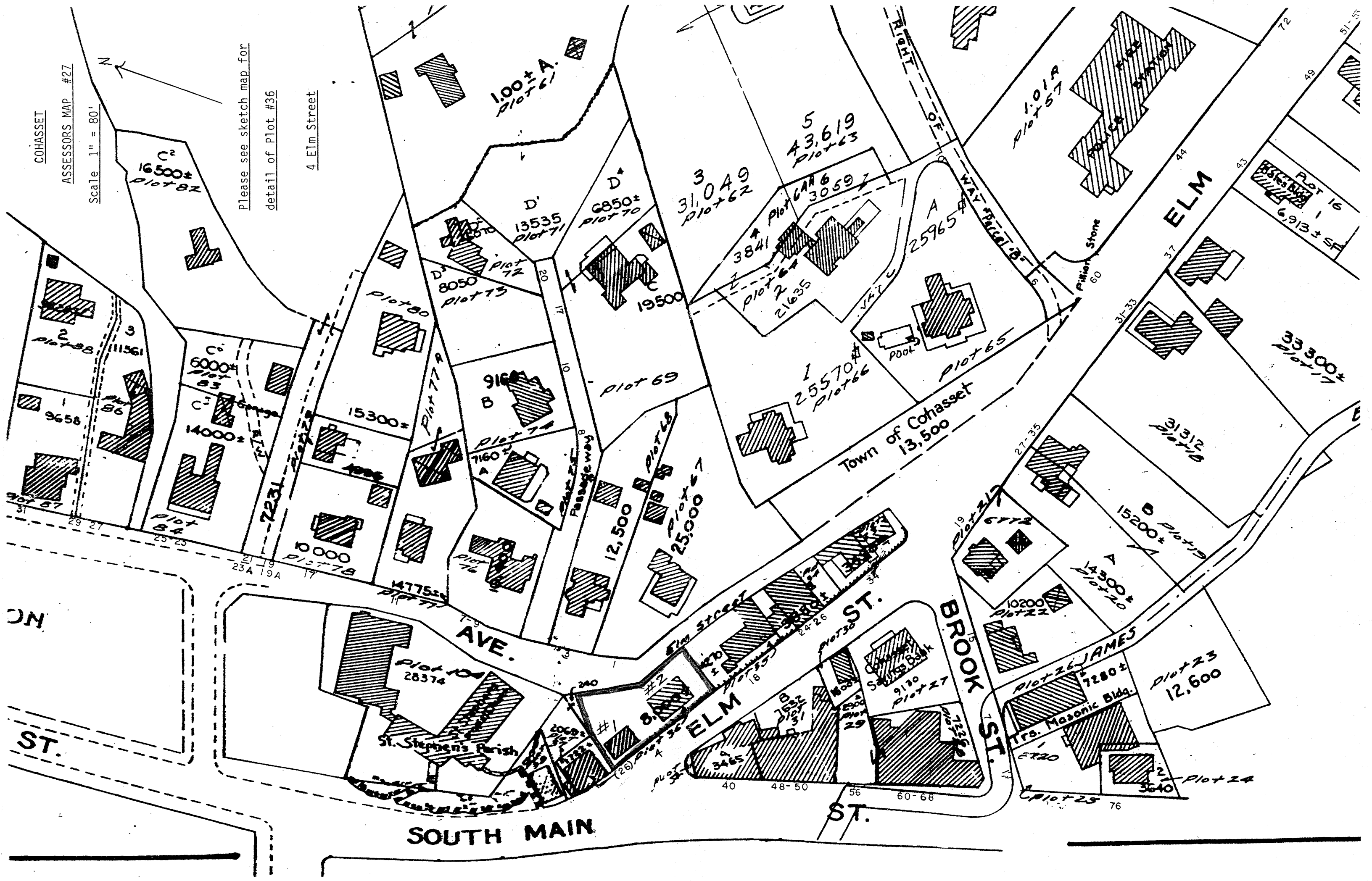
ASSESSORS MAP #27

Scale 1" = 80'

Please see sketch map for

detail of Plot #36

4 Elm Street



ST.

SOUTH MAIN

AVE.

ELM

ST.

BROOK

ST.

Plot 23  
12,600

Plot 26 JAMES

Trs. Masonic Bldg.

Plot 20  
7,280±

Plot 25  
3,640

Plot 24

Plot 22  
10,200

Plot 19  
15,200±

Plot 18  
14,300±

Plot 17  
31,312

Plot 16  
6,913±

Town of Cohasset  
13,500

Plot 66  
25,570±

Plot 65  
25,965±

Plot 64  
21,635

Plot 63  
30,597

Plot 62  
31,049

Plot 61  
3,841

Plot 60  
19,500

Plot 59  
8,850±

Plot 58  
100± A

Plot 57  
16,500±

Plot 56  
15,300±

Plot 55  
9,160±

Plot 54  
8,050

Plot 53  
6,000±

Plot 52  
14,000±

Plot 51  
9,658

Plot 50  
11,561

Plot 49  
16,500±

Plot 48  
16,500±

Plot 47  
16,500±

Plot 46  
16,500±

Plot 45  
16,500±

Plot 44  
16,500±

Plot 43  
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Plot 12  
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Plot 11  
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Plot 10  
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Plot 9  
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Plot 8  
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Plot 7  
16,500±

Plot 6  
16,500±

Plot 5  
16,500±

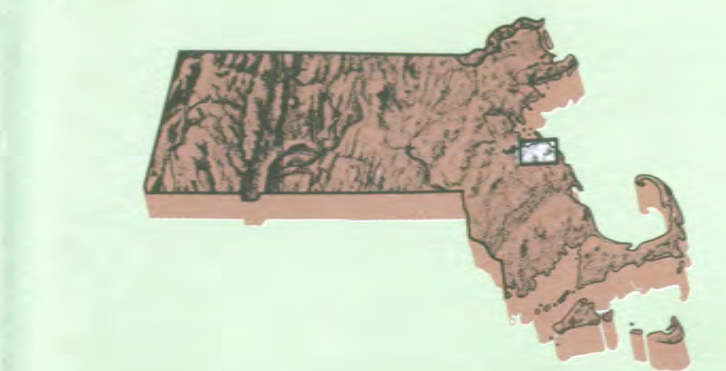
Plot 4  
16,500±

Plot 3  
16,500±

Plot 2  
16,500±

Plot 1  
16,500±

Plot 0  
16,500±



7.5 X 15 MINUTE QUADRANGLE  
SHOWING

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



Produced by the United States Geological Survey in cooperation with Massachusetts Department of Public Works  
 Field checked 1979. May dated 1984.  
 Supersedes Weymouth and Cohasset 1:25 000-scale maps dated 1973 and 1974.  
 Selected hydrographic data compiled from NOS charts 13269 (1980) and 13270 (1963). This information is not intended for navigational purposes.  
 Projection and 1000-meter grid, zone 18 Universal Transverse Mercator.  
 10 000-foot grid ticks based on Massachusetts coordinate system, mainland zone.  
 1927 North American Datum.  
 To place on the predicted North American Datum 1983 move the projection lines 6 meters south and 42 meter west as shown by labeled corner ticks.  
 There may be private inholdings within the boundaries of the National or State reservations shown on this map.

CONTOUR INTERVAL 3 METERS  
 NATIONAL GEODETIC VERTICAL DATUM OF 1929 CONTROL ELEVATIONS SHOWN TO THE NEAREST 0.1 METER OTHER ELEVATIONS SHOWN TO THE NEAREST 0.5 METER DEPTH CURVES AND SOUNDINGS IN METERS  
 DATUM IS MEAN LOW WATER  
 THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE. SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER.  
 THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.7 METERS.

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

CONVERSION TABLE	DECLINATION DIAGRAM	ADJOINING MAPS																																		
<table border="1"> <tr><th>Meters</th><th>Feet</th></tr> <tr><td>1</td><td>3.2808</td></tr> <tr><td>2</td><td>6.5617</td></tr> <tr><td>3</td><td>9.8425</td></tr> <tr><td>4</td><td>13.1234</td></tr> <tr><td>5</td><td>16.4043</td></tr> <tr><td>6</td><td>19.6852</td></tr> <tr><td>7</td><td>22.9660</td></tr> <tr><td>8</td><td>26.2469</td></tr> <tr><td>9</td><td>29.5278</td></tr> <tr><td>10</td><td>32.8084</td></tr> </table>	Meters	Feet	1	3.2808	2	6.5617	3	9.8425	4	13.1234	5	16.4043	6	19.6852	7	22.9660	8	26.2469	9	29.5278	10	32.8084		<table border="1"> <tr><th>1</th><th>2</th><th>3</th></tr> <tr><td>1</td><td>2</td><td>3</td></tr> <tr><td>4</td><td>5</td><td>6</td></tr> <tr><td>7</td><td>8</td><td>9</td></tr> </table>	1	2	3	1	2	3	4	5	6	7	8	9
Meters	Feet																																			
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1	2	3																																		
1	2	3																																		
4	5	6																																		
7	8	9																																		

To convert meters to feet multiply by 3.2808  
 To convert feet to meters multiply by 0.3048

UTM grid convergence (0.911 meter convergence per degree of longitude) is shown in the diagram. Diagram is approximate.

1 Boston South Hill  
 2 Scituate  
 3 Norwood  
 4 Scituate  
 5 Brockton  
 6 Whitman  
 7 Duxbury

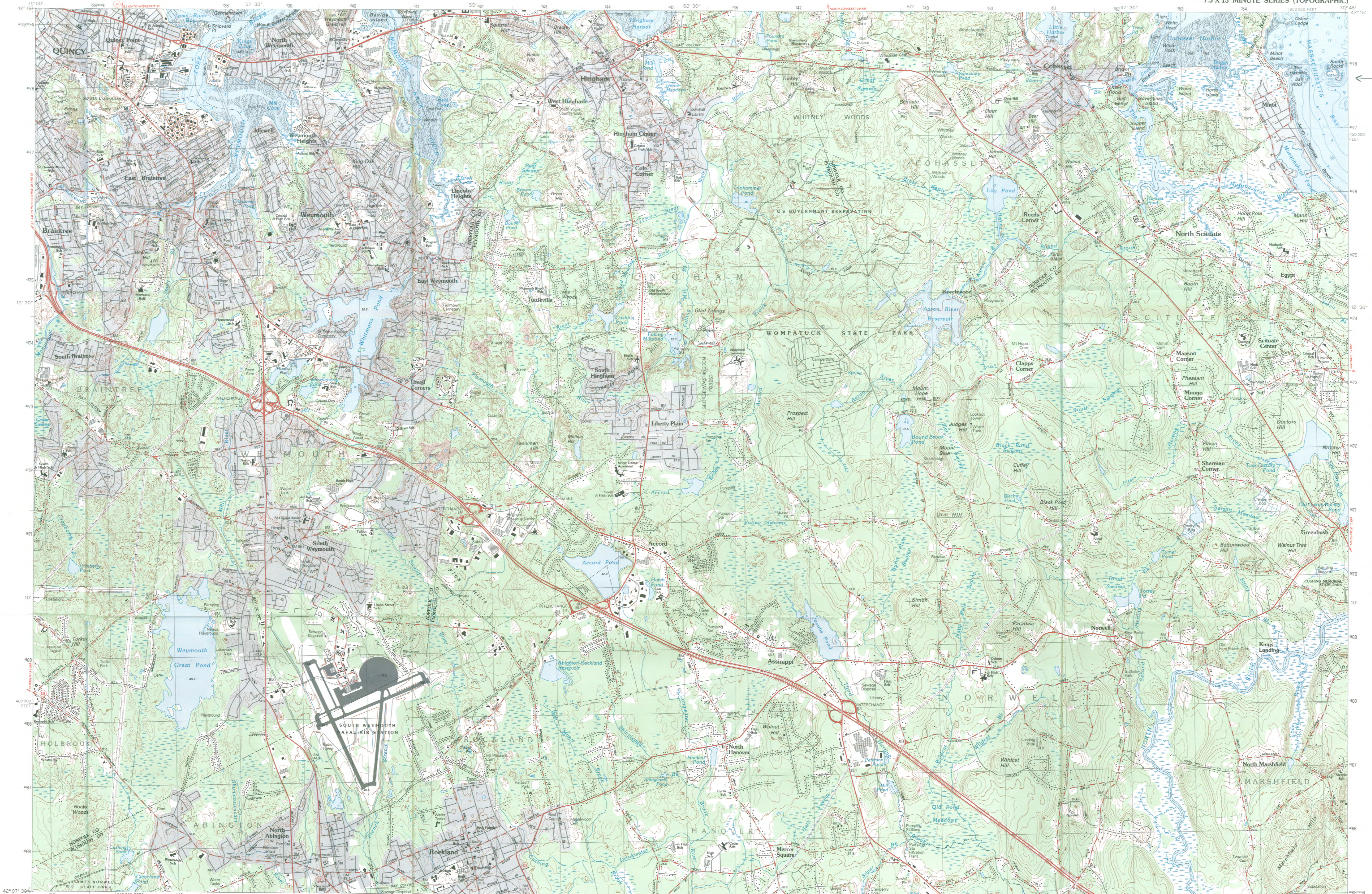
ISBN 0-607-23435-0  
9 780607 234350

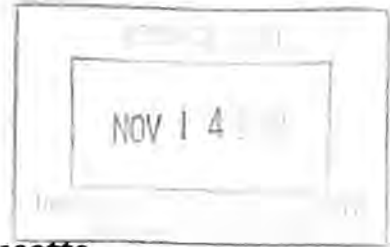
**Topographic Map Symbols**

Primary highway, hard surface	—
Secondary highway, hard surface	—
Light-duty road, hard or improved surface	—
Unimproved road; trail	—
Road marker: Interstate, U. S. State	—
Railroad: standard gage; narrow gage	—
Bridge; drawbridge	—
Footbridge; overpass; underpass	—
Build-up area: only selected buildings shown	—
House; barn; church; school; large structure	—
Boundary:	—
National, with monument	—
State	—
County, parish	—
Civil township, precinct, district	—
Incorporated city, village, town	—
National or State reservation; small park	—
Land grant with monument; forest section corner	—
U. S. public lands survey: range, township, section	—
Range, township; section line: location approximate	—
Fence or field line	—
Power transmission line, located tower	—
Dam; dam with lock	—
Cemetery; grave	—
Campground; picnic area; U. S. location monument	—
Well; water well; spring	—
Mine shaft; prospect; adit or cave	—
Control: horizontal station; vertical station; spot elevation	—
Contours: index, intermediate; supplementary, depression	—
Distorted surface: step, rine, line, and	—
Bathymetric contours: index, intermediate	—
Perennial lake and stream; intermittent lake and stream	—
Rapids, large and small; falls, large and small	—
Submerged marsh; marsh; estuary	—
Land subject to controlled inundation; woodland	—
Scrub; mangrove	—
Orchard; vineyard	—

A pamphlet describing topographic maps is available on request

FOR SALE BY U.S. GEOLOGICAL SURVEY  
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092





## The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth  
Massachusetts Historical Commission

November 6, 2002

Ms. Carol Shull  
National Register of Historic Places  
Department of the Interior  
National Park Service  
Mail Stop 2280, Suite 400  
1849 C Street, NW  
Washington, DC 20240

Dear Ms. Shull:

Enclosed please find the following nomination form:

Capt. John Wilson House and Bates Ship Chandlery, Cohasset, (Norfolk) MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

One letter of support has been received.

Sincerely,

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

Betsy Friedberg  
National Register Director  
Massachusetts Historical Commission

enclosure

cc: David Wadsworth, Cohasset Historical Society  
Gretchen Schuler  
Noel Ripley, Cohasset Historical Commission  
Alfred Moore, Jr., Planning Director



## Cohasset Historical Society

14 Summer Street  
Cohasset, MA 02025

February 15, 2001

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

This is to affirm that the Board of Directors of the Cohasset Historical Society is in favor of and supports the nomination of its two museums at 4 Elm Street, Cohasset to the National Register of Historic Places. The Historical Society is the owner of the Capt. John Wilson House and the Bates Ship Chandlery or Maritime Museum, two buildings on the same lot or parcel having Cohasset Assessors' address of 4 Elm Street.

Yours truly,

*Martha Gjestebly*  
Martha Gjestebly, President.

ACTION: NATIONAL REGISTER INFORMATION SYSTEM

Id 02001614 LI 12/27/2002 MA Norfolk Wilson, Capt. John, House and  
01 More

Name Wilson, Capt. John, House and Bates Ship Chandlery

Address 4 Elm St.

City	Cohasset	Vicinity	Restrict
State	MASSACHUSETTS	County	Norfolk
Status	LISTED IN THE NATIONAL REGISTER		Date 12/27/2002
Day45	12/29/2002	Resource Type	DISTRICT
		Acreage	0.9

Multiple

Contributing bldg	2	Site	Strc	3	Obj	Total
Noncontributing bldg		Site	Strc	4	Obj	Total
Park						