

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received MAY 21 1984
date entered JUL 5 1984

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Taunton Multiple Resource Area (preferred)
and/or common City of Taunton, Massachusetts

2. Location

2 dist. + 4 complexes + 86 ind.

street & number Multiple--see attached list. N/A not for publication
city, town N/A vicinity of
state Massachusetts code 025 county Bristol code 00⁵X

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input checked="" type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input checked="" type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational	<input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> entertainment	<input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	N/A in process	<input type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

Multiple Resource Area

4. Owner of Property

name Multiple--see attached list.
street & number
city, town N/A vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Bristol County Registry of Deeds
street & number Taunton Green
city, town Taunton state Massachusetts

6. Representation in Existing Surveys

Inventory of the Historic Assets
title of the Commonwealth has this property been determined eligible? yes no
date 1980 federal state county local
depository for survey records Massachusetts Historical Commission
city, town Boston state Massachusetts

7. Description Taunton Multiple Resource Area, Taunton, Massachusetts

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date <u>N/A</u>
<input checked="" type="checkbox"/> fair	<input checked="" type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

Introduction

The Taunton Multiple Resource National Register area consists of the incorporated city limits of Taunton which is bounded by the surrounding towns of Norton, Rehoboth, Dighton, Berkley, Raynham and Lakeville. It is located in Bristol County in southeastern Massachusetts, lying 45 miles south of Boston and 30 miles east of Providence, Rhode Island. Encompassing 52 square miles, it is among the larger towns of the Commonwealth.

Topography

Like many surrounding southeast Massachusetts communities, Taunton's land surface is generally level with gentle slopes leading to the centrally located Taunton River. Soils are generally sandy to gravelly with clay deposits along the river. Originally heavily forested with native oak, beech, chestnut, maple and ash primary growth, many of these trees were cleared during the first phases of European settlement (ca.1640-70). Among the city's most prominent topographical features are its many bogs, swamps and streams which are particularly extensive in its northern and western portions.

Scadding's Pond in the North and Furnace Pond in East Taunton were major sources of bog iron ores, discovered in the 17th century. Small streams and tributaries throughout the original settlement regions were used to power grist, saw and fulling mills. Clay and lime were extracted from riverbanks by the early 18th century, providing raw materials for brick-making and stove lining manufacturing. An even earlier natural resource, however, were the great stores of herring (alewives) in the Taunton River, well known by the Indians as a source of food and fertilizer.

The major topographical features which have affected the development of Taunton are the Taunton, Mill, and Three Mile rivers. The Taunton River, a major drainage, forms a portion of the city's northern boundary before turning southwest through its center. The Mill River flows southeast from Lake Sabbatia in the city's northwest corner to join the Taunton River in its center. The intersection of the Mill and Taunton rivers has historically marked the city's densest area of development. The Three Mile River cuts south through the western half of the city to join the Taunton River at the city's southernmost point. Here, the Taunton River becomes navigable and continues south until it drains into Mount Hope Bay and finally, Narragansett Bay.

Historic Overview

The primary focus of settlement in Taunton during the historic period has been anchored around the Taunton River and its tributaries. Prior to and during the Revolution, Taunton and Church Greens began developing to create

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the dual nucleation which has characterized the Taunton central business district throughout the 19th and 20th centuries. Impetus for Taunton Green's emergence as a social and commercial node was provided not only by construction of the first County Courthouse there in 1772, but also by its utilization as an organizational center for Revolutionary War activities; it has always, however, retained a residential component. The adjacent area around Church Green has historically served as a religious and government focal point. Due in part to Taunton's large size, prior to the turn of the 19th century, small villages were formed in more remote areas of the town. These communities, which were located on or near primary water sources, served as the nuclei for the rapid industrialization that occurred during the first three decades of the 19th century. Paralleling this development, Weir Village, south of the central greens on the Taunton River, began to emerge as an important locus of shipbuilding and shipping activities.

By the late 1820s, specialized industrial villages had developed across Taunton at Whittenton, Britanniaville, Hopewell, Oakland, Westville and East Taunton. This distribution of small villages was a significant factor in the subsequent development of settlement patterns in the town during the 19th century, when the villages outside Taunton Center expanded to create a single sprawling unit. In essence, Taunton's major period of growth was marked by the consolidation of a number of secondary settlements, rather than by the escalation of a discrete core. Construction of turnpikes in the first part of the 19th century aided this growth, facilitating communications and transportation as well as providing new corridors for settlement. In the 1830s and 1840s the introduction of rail lines and of reliable steam power resulted in the establishment of industrial sites away from the traditional water locations and further encouraged nucleation in the outlying areas of the town.

Industrialization continued throughout the 19th century, as did large scale immigration, which generated discrete ethnic communities in the town. In the last quarter of the 19th century in introduction of mass transit-horse drawn trolleys--resulted in the expansion of working-class housing neighborhoods, while more affluent citizens lived in high style residential districts close to Taunton Center.

Although manufacturing in Taunton was highly diversified during the 19th and early 20th century, the general exodus of cotton mills from New England in the early 20th century removed one high growth industry from the town and had reverberations in other areas such as shipping and iron products production. This and the Depression of the 1930s slowed the city's growth considerably. Unlike many southeast

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Massachusetts towns, Taunton experienced no noticeable post-World War II growth, although the construction of I-495 and concomitant growth of industrial parks indicates that the city could experience suburban development during the 1980s.

Settlement Patterns

Prehistoric Period: ca.14000 B.C. - ca.1500 A.D.

Like southeast Massachusetts in general, current knowledge regarding prehistoric populations in Taunton is based largely on site-specific excavations rather than area site survey projects and on largely descriptive rather than comparative and/or analytical data. Consequently, the prehistory of the region is poorly understood at present. Nonetheless, the area of the upper Taunton River drainage basin (specifically Norton, Taunton and Mansfield USGS quadrangles) has received considerable archaeological attention in recent years; these investigations have established human presence in this area for at least 10,000 years. Avocational and professional archaeologists have reported over 30 prehistoric sites representing each time period from Paleo Indian (Mansfield: Mansfield Airport) to Contact (Bridgewater: Titicut Site). Massachusetts Historical Commission prehistoric site files list 23 sites in Taunton itself. A recent highway survey (I-495) located thirteen prehistoric sites in the area which were determined eligible to the National Register; three of these are in Taunton: Bay Street I, a large multicomponent site with materials dating from 8,000 to 450 years ago; Snake River East, a smaller site occupied repeatedly over the same time span; and Snake River West, where evidence of separate site occupations during the Late Archaic and Late Woodland periods was discovered (Thorbahn et al., 1982).

These National Register eligible sites display a wide range of artifact assemblages and features associated with riverine environments. Excavations at Bay Street I suggest the possibility of at least two kinds of site use: large base camps and small temporary campsites (Thorbahn et al., 1982). The large base camps may have been evidenced by the presence of large (2.4-4m, or 8.2-13.1 ft. in diameter) pit features which might have been part of habitations; post-molds, large storage and refuse pits; extensive lithic manufacturing areas; and ceramic pots. One base camp was probably occupied during the Middle Archaic period and another during the Late Woodland. Aspects of the site which may have been indicative of temporary camps were: small chipping stations confined in space and to certain temporal stages (e.g., Middle Woodland); small, isolated hearths; low frequencies of seasonally-specific tool types such as pestles used for crushing nutmeats; and the presence of chipping debitage showing outer cobble cortex suggesting primary cobble reduction, i.e., use of the site for quarrying (Duncan Ritchie 1980, personal communication; Simon et al, 1981).

Bay Street I appears to have been one of the largest and most significant sites in the Taunton area; another important site was the White Rabbit

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Site, an extremely large site (approximately 15 acres) with a high density and diversity of cultural materials dating from 5,000 to 2,500 B.P. Much or all of many of these sites have been destroyed due to highway construction; numerous other sites have been lost to development pressures in the area. However, it is known that a quantity of prehistoric sites exist intact and it is highly probable that a considerable number of presently unknown sites remain undisturbed in the outlying areas of the city.

Contact Period: 1500-1637

On the basis of the limited evidence available, native settlement in the Contact period appears to have been oriented about Watsons Pond, Lake Sabattia, the Bearhole Pond complex and along Taunton's rivers and streams. A fish weir may have been located north of the Mill and Taunton rivers' junction near Weir Street. The Taunton River provided transportation and access to Narragansett Bay; the Massachusetts Bay Path, a major native overland route, followed present Bay Street, possibly continuing along Weir Street and Somerset Avenue. A secondary native trail may possibly have extended east from the Bay Path across the Taunton River at Weir Village and along portions of Plain Street, Hart Street and Middleborough Avenue.

Although no population records are extant for the native inhabitants during this period, the native resources of the Taunton area--freshwater ponds, swamps, streams and rivers--could potentially have supported a moderate to large populace. By 1620, however, epidemics had severely reduced native groups in Taunton and throughout the region. The native population most likely maintained its traditional seasonal subsistence rounds, perhaps on a restricted basis due to the presence of white traders and settlers.

Initial Settlement and Early Growth: 1637-1790

During this period, the original grant of land at Taunton was made by the General Court (1638), its territory greatly expanded and its political boundaries finally reduced to their approximate present-day configuration. Generally, the settlement expanded during the 17th century with additional land grants in 1640, 1672 and 1682 and contracted in the 18th century with the cession of lands to Norton in 1711, Dighton in 1712, Raynham in 1731 and Berkley in 1735.

Original settlement in Taunton's "8-Mile Square" territory favored riverbank sites on its three river networks, particularly at the "Neck

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of Land", a fertile strip at the junction of the Mill and Taunton rivers. This area incorporated what is today "Church Green" and Dean Street--the earliest center of religious and governmental functions. Within the apportioned common lands stood the meetinghouse (1647), training field, minister's house, cemetery. House lots of the first settlers were organized in a row along Dean Street's east-west corridor, bordered on the south by the Taunton River. While none of the earliest structures survive, many original sites are occupied by 18th and 19th century descendants' dwellings. The land use of the Church Green area today remains relatively unchanged and road patterns are clearly visible.

Although settlers were first discouraged by Taunton's remote, inland situation, discoveries of bog iron near the present-day Raynham town line, and at Scadding's Pond from the 1650s through 1690s, attracted population to these areas. Similarly, the fertile periphery of the Three Mile and Mill rivers, already cleared by native predecessors, offered fishing grounds and plentiful tillable land. Enlargement of the original purchase territory offered relief to homesteaders in search of additional meadowland in which to pasture their livestock. Another impetus to settlement was the ordering of public landing places on the Taunton River, where hay, lumber and herds could be loaded and received. While none of the earliest houses are extant today, their lots are described by one 19th century historian as ranging from 6 to 15 acres in area, and were distributed along the major waterways.

In 1688, grants in the western part of Taunton made available large tracts of good farmland on the Three Mile River in Oakland. Despite its considerable distance from the town center, settlers were encouraged by bog iron resources and the presence of an accessible road, the "Bristol Path" that led to the former county seat. One surviving example of a late 17th century rural farmhouse may be typical of the central chimney, leanto houses built elsewhere in Oakland during this period (Form #531).

With the division of lands and establishment of all but finite territorial boundaries from 1717-1735, Taunton drew large numbers of new inhabitants. The town center built its second meetinghouse in 1730, and a small commercial district developed at the Neck of Land, a primary exchange point for river traffic. The "Great Ware," a dam on the river about one mile south of the Neck of Land, attracted a cluster of houses by 1727. The most surprising feature of this period, however, was the active migration of new settlers to Oakland, North Taunton, the "South Purchase" area, and East Taunton. Secondary settlement nodes were clustered around a religious institution or industrial operation at these locations. A complex web of roads, only slightly improved from native trails, linked scattered industries in operation on the waterfronts. Although their surrounding

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environments have long been changed, gambrel-roofed frame structures marking original farm sites represent rural construction of this period on County Street and Shores Street. One substantial surviving example of an early farm of more than modest means is sited on Somerset Avenue, just north of the present-day Dighton line (Form #348).

By the end of the period a network of roads to the major surrounding communities had been established. Converging at the junction of the Mill and Taunton rivers, these roads included the Dighton Road (now Somerset Street), the Boston Road (now Bay Street), the Plymouth Road (now Williams Street and Middleboro Avenue). Other roads included the Berkley Road (now Berkley Street), the Post Road to Dartmouth (now Precinct Street) and th Raynham Road (now Dean Street). The latter route was most like laid out at the time of Taunton's initial settlement. Another early road, the Bristol Path (Rocky Woods Street, Tremont Street, and Providence Road), may predate 1675. Major native routes, the Massachusetts Bay Path and a conjectured secondary route, were incorporated into this network.

Figures for native populations are nonexistent and for English populations scarce during this period. It is unclear whether any natives remained in the area after King Philip's War (1675-1676); however, Taunton's English population underwent considerable growth. By 1765, the town had 2,735 residents; this figure increased by 19% to 3,259 in 1776, followed by limited growth to 3,804 in 1790.

Settlement and Transportation Network Expansion: 1790-1830

The widespread economic depression bridging the Revolutionary War years was relieved in 1789 with the pooling of Massachusetts' debts and land sales in New York and Maine. Financial recovery was experienced locally in a concentration of commercial investment in businesses, taverns, and hotels that were located around Taunton Green. (Form NR-3). Granted to the town by its proprietors in 1743 for perpetual use as a training field, the Green had become the focus of Revolutionart activity, its periphery lined by a new courthouse (1772), residences, stores and "ordinaries." By 1830, brick parapet-ended commercial blocks in the Federal style were built on the south side of the Green and along Main Street. Church Green, developing an identity as a secondary religious, governmental and residential space, embraced its third, Bulfinch-designed meetinghouse (1794) and fourth in 1829-1830, and saw the construction of the 1812 Town House, precursor to today's City Hall.

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Another accurate reflection of Taunton's economic growth was the attracting of shipping and merchant marine activities to Weir Village, the settlement that developed at the Taunton River's "Great Ware" south of the town center, on the west bank of the Taunton River. Long strips of land bordering the river were favorable sites for the construction of shipyards, iron foundries and brickmaking establishments, and were intersected by a grid of numbered streets, soon to be residentially developed.

From 1805-1824, Taunton experienced the beginnings of corporate industrialization, creating company villages that would, in the late 19th century, become the backbone of the city's working and middle class residential suburbs. Three of these villages were located on the Mill River; progressing upstream they were: "Hopewell", the seat of a textile mill formed in 1818; "Britanniaville", where pewter and silver were manufactured in the 1800-1820 period; and "Whittenton", an iron manufacturing settlement that was converted to textile operations in the 1820s. More remote mill districts formed along the Three Mile River in Oakland in 1828, in Westville in 1800 and bordering the Taunton River in East Taunton in 1824. While the original industrial structures on these sites have in most cases burned or been demolished, later brick factories and examples of workers' housing are present in these location (Forms #NR-5; NR-6; NR-3).

The establishment of these industrial villages was accompanied by sparse agrarian settlement which continued in a widely dispersed pattern. Construction favored 1½-story cottages and larger 2½-story central chimney farmhouses, a small percentage of which were ornamental with Federal style doorway treatments (e.g., Forms # 294, 295, 296 and 297). A map of 1830 shows Taunton as still heavily wooded, particularly on its peripheries. The road system, however, was expanded greatly with the introduction of a web of roadways connecting the main 17th and 18th century routes. With the commencement of turnpike construction after 1800, the Taunton and South Boston Turnpike (Broadway, Route 138) was completed ca.1806, soon followed by the Taunton and Providence Turnpike (Winthrop Street, Route 44) in 1826. Despite improvements in overland travel, however, the Taunton River remained a major transportation route throughout the period.

In the years following the Revolution, few boundary changes were made with the exception of the cession of a small amount of land in the southeast corner to Berkley in 1810; yet, Taunton's population surged upward, increasing from 3,804 residents in 1790 to 6,042 in 1830.

Community Strengthening: 1830-1864

During this period, Taunton's industries continued to expand--at Whittendon, Britanniaville and Hopewell in the north and at Weir Village in the south. Taunton Green became the undisputed commercial and county level

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hub of the town, while Church Green emerged as the civic, religious and high style residential focus; Main Street was built up as a commercial connector linking the two nodes.

Development was greatly stimulated by advances in transportation. Improvement of the Bay Road (Bay Street), Bristol Path (Tremont Street), Somerset and Weir Streets, in conjunction with the previously established turnpikes, strengthened the star-shaped road system converging on Taunton Green and enhanced the functional relationships among the town's central services and surrounding residential and industrial areas.

Links beyond the town bounds were maintained via the turnpikes and Taunton River, augmented by the opening of three rail lines: the Taunton Branch Railroad (1835), connecting Taunton to Boston, Providence and New York; the New Bedford Railroad (1840) to New Bedford; and the Middleboro Railroad (1853) to Middleboro. East Taunton consequently developed a secondary function as a railroad service community during this period.

Largely in response to an increased demand for an industrial work force, this period heralded explosive population growth in Taunton. By the end of the Civil War, Taunton's total population had tripled, swelling from 6,042 in 1830 to 18,629 inhabitants in 1870. At mid-century (1855), foreign-born residents numbered 3,381, with 2,610 Irish, 430 English and 107 Canadian persons. The only political boundary change, a minor annexation of land to Berkley, occurred in 1842.

The burgeoning of Taunton's industries and population produced a concomitant building boom. New construction intensified in original settlement areas and industrial villages as well as spreading to intervening areas. At Taunton and Church Greens, commercial and civic structures appeared; large mill complexes were born, accompanied by rows of vernacular workers' housing.

Building Boom: 1864-1890

At the outset of this period, on May 11, 1864, Taunton was incorporated as a city and in 1879, with the cession of a final land parcel to Berkley, the present configuration of bounds was attained.

The most dramatic changes in Taunton's built environment occurred in this period after the Civil War as the result of an unprecedented rise in manufacturing activity. Industries were incorporated and expanded into large complexes; surrounding villages swelled to meet the demands of an inflated immigrant working class population. Sidehall houses, 1½-story frame duplexes, and multi-family tenements--many with late Italianate and Stick Style details--were built in profusion in blue collar districts ringing the Reed and Barton Company, Whittenton

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Manufacturing Company, and Hopewell Mills. Wealthy landowner-industrialists and politicians engaged in brisk speculation in the 1870s and 1880s, subdividing and selling land to middle class businessmen, merchants and clerks. New streets, laid out north and south of Taunton Green, that had seen only sparse development previously, were rapidly infilled with Italianate, Mansard, Stick Style and Queen Anne-influenced houses. From 1870-1895, popular "hybrid" house types were produced by a range of carpenters and builders, employing machine-made wood trim to simple plan types. Many of these houses were arranged along the routes of improved intracity railway lines, introduced in 1872 and electrified in 1893, on Broadway, Bay, Weir, Winthrop and Tremont Streets. The upper middle class and aristocracy displayed their wealth and respectability by building large Italianate and Mansard estates on commodious landscaped lots on central sites along Somerset Avenue, Winthrop Street and Broadway. Taunton Green, now an elegant park planted with "ancient trees." was circumscribed by several of the city's most opulent estates. The business district, too, mirrored the energy of Taunton's manufacturing prime. After a fire obliterated the south side of Main Street in 1859, extensive semi-fireproof brick and brownstone commercial blocks replaced previous frame stores.

A wave of municipal building construction followed the city's incorporation in 1864, proving public, as well as private, investment in Taunton's growth. Schools, churches and fire stations were built in densely-settled neighborhoods where these services were most needed. Institutional architecture, however, sought more secluded sites, such as the Taunton State Hospital's hilly knoll, overlooking Whittenton, and the Taunton Almshouse's remote Norton Avenue location.

While most new construction occurred in the inner city and industrial precincts, railroad villages sprang up in East Taunton and Myricksville, as newly opened railroad lines linked rural agricultural and small manufacturing settlements with markets in Fall River, New Bedford and Boston. Some late established commercial farms in East and North Taunton added to pre-existent farm sites.

Nowhere was the increase more pronounced than in Weir Village, where numbered streets were densely built up with single family Greek Revival cottages. For the first time in Taunton's housing history, multi-family tenements appeared on Third and Plain Streets. Reflecting the accessibility of local brickyards and quarries, brick and stone were used extensively in construction of even modest residences.

A flair for the Greek Revival style was evident throughout Taunton's neighborhoods--in working and middle class housing, classic cottages and sidehall farmhouses, and in the estates of prominent citizens, clustered at Taunton Green and along upper Winthrop Street and Summer

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Street. The majority of these lavish residences have been destroyed, but single examples survive, although in altered form, on Fayette, Summer and upper Winthrop Streets.

During this period heterogeneous population growth continued, but at a somewhat slower rate than the previous period. Foreign-born population in 1885 totaled 6,569 and comprised of, in decreasing rank: Irish (3,334), French Canadian (1,004), English (965), and a fledgling Portuguese community (276).

Suburbanization: 1890-1930

The closing decades of the 19th century and early years of the 20th saw continued expansion, though less vigorous than in the years immediately following the Civil War. By the end of the period the modern appearance of Taunton's two major public green spaces was established, resulting in conversion of the few remaining estates to commercial usage.

Substantial residential development of middle class and workers' housing followed trolley lines along Bay and Whittenton Streets north of Taunton Green, and Winthrop and Weir Streets to the south. The former area was settled by Portuguese immigrants who, arriving in great numbers, comprised 2,772 of the total foreign-born population of 10,471 by 1915.

By the end of the period the French Canadian population had doubled (2,253), the English total had also increased (1,340), and a substantial Polish community had formed (964). The only decrease was seen among the Irish population (1,756). As these foreign-born, predominantly Catholic groups grew, distinct ethnic neighborhoods began to appear in Taunton Center and the smaller villages. Infill residential development occurred at Whittenton, Britanniaville and central Taunton. Wealthy neighborhoods were located along Somerset, Winthrop, and Broadway during this period. While a few developers built higher density housing--rowhouses, three deckers, and one or two apartment houses--most continued to construct single and two-family houses, arranged on long lots with short frontages. New subdivisions of central and rural village sites were infilled with builder-produced Shingle Style, Colonial Revival and Bungalow residences.

Industry's growth slowed considerably in the late 1920s, as well as the eclipse of Weir Seaport's shipping activity with the conversion of the Taunton River to use by pleasure craft. Despite the general exodus of the textile industry from the Northeast, the Corr Manufacturing Company established a large plant in East Taunton in 1895, and the city's last industrial "village" of workers' housing lining Middleboro Avenue.

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The decline in manufacturing resulted in a relatively stable population, hovering at about 37,500 and, consequently, minimal residential development.

Taunton's present configuration clearly reflects its historic topography and development patterns. The swampy ground to the north and west, particularly the Great Cedar Swamp north of Lake Sabbatia, have caused those lands to remain virtually unsettled even today. The confluence of the Taunton and Mill rivers, which provided sources of power and trade, has remained the traditional and most densely settled portion of Taunton. The only urban neighborhoods to expand considerably in the early 20th century was the North End, popularly called "The Village," which was settled by large numbers of Portuguese from the Azores and Cape Verdes Islands. 1½ to 2½-story feame sidehall houses, sited on deep lots that feature arbors, gardens and small specialized outbuildings, are characteristic of this section of the city.

Large 19th century estate and undeveloped land in central Taunton were subdivided for the construction of single-family housing. As this land was swiftly used up, industries, businesses and residential settlement sought outlying locations, and a modern pattern of suburban decentralization had begun.

In recent years, this trend has been reversed, as public and private interest in revitalization has taken a new look at the valuable physical and economic resources of centrally located commercial districts. Taunton's downtown is currently the focus of several ongoing rehabilitation projects designed to return some of the city's most attractive commercial buildings to their earlier appearances.

Survey Methodology

From April 1, 1979 through March 31, 1980, an inventory of Taunton's historic resources was undertaken. Data collected by this inventory provided information for evaluating National Register-eligible properties throughout the city and resulted in a city-wide multiple resource nomination. The survey concentrated on the historical and architectural components of the city. Because of limited time and expertise, archaeological sites, monuments, cemeteries, and engineering structures were not inventoried in a comprehensive fashion, but were located when of unusually early date or importance. Primary responsibility for the survey was held by an architectural historian, working on a contractual basis for Taunton's Office of Planning and Zoning. The consultant was aided by a survey assistant, hired under CETA, and by volunteers--a summer intern, community members, members of the local Historic District Commission and Old Colony Historical Society-whose work was supervised by the consultant.

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The inventory began with a broad-brush "windshield survey" of all city streets and the location of over 800 structures and upwards of 30 concentrations or areas on a large-scale map. After geographic research, 620 buildings and 27 areas were selected as most representative of the city's development periods. The method of selection employed was to record all buildings of outstanding architectural and historic merit that incorporated the least degree of recent alteration, and the least-altered examples of widespread building types, most characteristic of the city. Nondescript or very altered buildings were included only where representative of important historic themes, if they illustrated the last surviving example of a type, or if they were located in environmentally sensitive areas.

While sources listed in the attached bibliography were useful in judging the merit of inventoried structures, specific information, such as architects' names, construction dates, ownership information and company records, was only rarely available. Hence, the evaluation process employed in the inventory has relied heavily on architectural value, and the selection of structures submitted for nomination to the National Register has been given a strong visual emphasis. It is likely, therefore, that in the light of future research, additional properties may be identified that will qualify for nomination.

The information gathered during the 1979-1980 (building specific) survey has been supplemented by a regional reconnaissance level survey conducted by an interdisciplinary team in accordance with MHC's cultural resources management plan.

Taunton's Architecture

Residential: Taunton's residential architecture by far dominates the city's building stock. The distribution of 18th and 19th century buildings follows no set pattern. However, the largest percentage of construction, dating between 1850 and 1900 --the period best represented in existing housing stock -- tends to lie in neighborhoods surrounding industrial complexes in Whittenton, the Hopewell area, and Weir Village, and in residential districts in the south and north central areas of the city. Concentrations of late 19th century houses are also found in the linear extensions of Winthrop Street and Somerset Avenue, extending west and south from Taunton Green. The wide dispersion of the city's housing is less a result of recent demolition and new infill than of the sprawling growth pattern that favored the construction of 1½ to 2½ story frame single and two-family houses in all industrial precincts. Because mill owners held much of Taunton's real estate, large tracts of land were available for the construction of working and middle class housing in previously undeveloped parts of Taunton. Since there was always room for expansion and development, pressure was felt only in commercial areas, the city's housing is consistently of low density,

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comprising a very small number of three deckers and apartment houses.

Because of the large number of residences that have been recently altered or converted to other uses, some demolition and the removal of buildings from original sites, many city streetscapes are inconsistent visually. Therefore, no residential districts were included with this nomination. Many structures of outstanding architectural and thematic merit were located individually, however, and accompany this submission.

Plantation and Colonial Period ca. 1680-1775

What the first shelters built to house Taunton's initial settlers looked like is a matter of speculation, and no physical evidence remains to support their appearance. The earliest permanent construction in the area, however, may have looked very much like 28 Worcester Street (Form #531), an asymmetrical lean to house dating from 1688, the period when widespread migration to Oakland and the Three Mile River border began. Another house type that gained popularity by the early 18th century in settlement areas in Central Taunton was a 1½ story, gambrel-roofed frame house. While it is unknown at this writing how widespread these houses were at the time of their construction, surviving examples are now very rare in southeastern Massachusetts. Original Taunton examples that retain their basic form, but which have undergone cosmetic alterations, are located at 62 County Street (Form #567) and 31 Shores Street (Form #265).

As permanent settlement increased along the periphery of major river systems, two dominant house forms emerged in the 18th century that would survive into the 19th, particularly in rural construction. Gable roof cottages of frame construction appeared by 1700. The Asa Lincoln House on Shores Street (Form #528) may be Taunton's earliest documented example, incorporating portions constructed in the 17th century. Another widespread early house type, the 2½-story central chimney house, appeared in Taunton by 1727, and was probably constructed earlier. The oldest examples of these houses feature a regional characteristic: raking eaves ends that project out slightly from the wall surface below, produced by a roof framing technique. Such houses are typified by the Leonard Homestead, 3 Warren Street (Form #448) dating from 1752.

By the mid-18th century, as English patternbooks and builders' guides began to infiltrate the colonies, the first signs of Georgian detailing appeared in the application of decorative details to simply-constructed houses. The earliest evidence of Georgian design in Taunton is the exquisitely detailed Peter Walker Homestead (Form #348), a central chimney house with raking eaves projection that was built in 1727, an unusually early date for the appearance of its fine, pedimented entrance with leaded fanlight and Ionic Pilasters. By the late 1750s, other local houses were constructed displaying Georgian motifs, such as the Jonathan Dean House (Form #277),

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a gable roof cottage with delicate festooned frieze dating from 1766, and the McKinstrey House of 1750 (Form #214), a hip-roofed double-pile plan structure with brick ends. Other exceptional examples of the Georgian style are the Dean-Hartshorne House (Form #51) of 1798, and the Dean-Barstow House of 1810 (Form #592).

Federal Period 1776-1830

The Federal Style was introduced in Taunton by the 1770s as evident in the Ambrose Lincoln, Jr. House of ca. 1775 (Form #427), the first known local example of a hip-roofed, one-room deep structure of the I-House type popularized in the Federal Period. Another example of this house type is the Abiezar Dean House, built between 1835 and 1840 (Form #63). Typical Federal features of these houses are their doorways, topped by semi-elliptical fanlights, and tall brick end chimneys. The Gen. Thomas Lincoln House, built in 1805 (Form #515), displays the survival of the central chimney farmhouse form, with Federal doorway treatment, in the city's only virtually intact rural example.

Early Industrial Period 1830-1870

During Taunton's first phase of corporate industrialization, residences were constructed rapidly in most of the city's central locations, especially those favorably situated near industries. Most residential architecture of this period displays Greek Revival characteristics. By 1825, houses showing transitional Federal to Greek Revival elements, as those appearing on 164 Dean Street (Form #276) were being built, and by 1830, the full-blown Greek Revival Style was being preferred for the construction of large estates for scions of early families and the merchant class. While most of these houses have been demolished, the residence of industrialists Samuel Tisdale, and Charles Vickery (Form #'s 144, 79) survive. Both exhibit the taste for broad, columned porticos that transformed basically very simple houses such as those into formal "temples." While traditional types were adhered to by some, other homeowners experimented with new building materials and configurations. Fieldstone and brick were used for the first time extensively in residential construction, as in the Joseph Lord House (Form #360), built of fieldstone gathered from local farms. Majestic tenements of brick and stone were constructed at Weir Village by local merchant-seamen to board sailors, providing the city's first substantial multi-family housing (Form #'s 320-323). A variant of this tenement type was built on County Street (Form #570). Popularly built in the 1840s in northern Worcester County, southern New Hampshire and the Connecticut River Valley, but rarely found in southeastern Massachusetts, houses of the type feature a broad-gabled facade, central entrance and, typically, at least two upper floor levels housed within the expanse of the roof. Because of their adaptability to compact urban lots, gable-fronted side hall houses were built by speculators in profusion in Weir Village and in central locations, as illustrated by the Sylvanus N.

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Staples House (Form #310), one of the Weir's most prominent industrialists and by the unusually intact 18 Harrison Street (Form #231). Although side-hall houses were sometimes built in Taunton's farmbelt, as in the case of 616 Middleboro Avenue (Form #608), the most popular rural house type of the Greek Revival Period was the Classic Cottage, typified by the city's most intact example at 41 Worcester Street (Form #534).

The appearance of architect, Richard Upjohn, in Taunton in the 1850s left its mark in the design of two churches, an academy, and at least two residences, at 19 Elm Street (Form #34) and 2 Dean Street (previously NR designated). He may also have influenced a number of local builders to produce the copious Italianate style residences that constitute about 25% of the city's 19th century housing. Among the most lavish are those designed for the local gentry and upper middle class. Houses constructed for businessmen, such as the Salmon Washburn House (Form #361) and Samuel Colby House (Form #362) display "Villa" design in their boxy form, stuccoed wall surfaces, and in the case of the latter, cupola. The eagerness with which Taunton's elite embraced the style is seen in the last unsubdivided estate, "The Maples," (Form #197) built in 1872 by local architect, E.C. Chandler, for William Fuller Eddy, noted probate lawyer and judge and in the house of Taunton Iron Works President, The Theodore Dean House (Form #40). The popularity of bracketed designs for middle class housing is evident in the style's application to side hall houses, given projecting wings, bay windows, and bracketed porches, as shown in well-preserved examples at 58 Tremont Street (Form #494) and 135 Winthrop Street (Form #370). Structures such as these constitute post-Civil War infill in many urban neighborhoods. As with the Greek Revival, the Italianate swiftly pervaded rural architecture. By the 1860s, even remotely-sited structures--typically the last to respond to a new trend--were already exhibiting details comparable to those of urban houses of the same period. One of the city's most beautiful rural Italianate houses stands at 1150 Middleboro Avenue (Form #611).

A high percentage of Taunton's housing built after the Civil War displays mansard roofs. Found on commercial and industrial architecture, as well as on residences, the style caught on almost instantly for its practicality, allowing the conversion of attic spaces to usable rooms. Important examples of the style were built in the commercial district and in upper middle class neighborhoods on Somerset Avenue and Winthrop Streets. Possibly the most unusual Mansard houses are those designed and built for wealthy industrialists and businessmen, The William Lawrence, Alfred Paull, William White, and Josiah C. Dartlett Houses (Form #'s 334-294, 380, 244). The Mansard was adopted for working and middle class housing in the construction of one-story tenement rows, and in small cottages, such as that of 179 Highland Street (Form #271) set in Picturesque landscaping.

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Late Industrial Period 1870-1900

As Taunton entered its most active era of industrial growth in the 1870 through 1895 period, the city's housing experienced an unprecedented speculation boom. Industrialists, who by now controlled major amounts of real estate, bought, subdivided, and sold houselots to prospective middle class homeowners. Previously only sparsely developed streets at the city's core, such as Ashland, Cedar and Winthrop Streets, Broadway and Somerset Avenue, and a network of small streets lying south and east of the city center, were developed into dense neighborhoods in as little as 10 to 20 years. A rise in the immigrant population spurred development in working class districts surrounding major industries, as new streets were laid out and developed.

The architecture built in these new neighborhoods is diverse and hard to classify, although elements of all popular late Victorian styles can be recognized in the majority. Houses continued to be built in conventional configurations, but also introduced more complex shapes and irregular silhouettes, produced by projecting bays and wings, porches, dormers, and occasionally, towers. A proliferation of woodworking manufacturers--molding mills, lumber yards, sash door and blind establishments--supplied new kinds of machine-made ornament that was applied to these houses. Very few were produced by professional architects. City Directories' listings were overshadowed by a waxing number of builder-contractors, masons and house painters who advertised their specialization in residential construction in builders' catalogues. Some of the most familiar names that appear--Lewis and William Witherell, N. Crapo, Zaccheus Sherman, Franklin D. Williams--produced large numbers of houses in Taunton from the 1870s through 1920s. With the exception of infrequent "pure" examples of styles, such as the Stick Style House at 19 Cedar Street (Form #145), most houses of this period are hybrids, blending elements of several styles on one structure. Queen Anne style influence is prevalent in most houses dating from the 1880s, as typified by "Builders' Queen Anne" houses such as 6 No. Pleasant Street (Form #164) and, in larger, more complex structures of nearly identical plan at 32 Cedar Street (Form #148) and 289 W. Britannia Street (Form #466), both built in 1885. While there are no known architect-designed examples of the Queen Anne in Taunton, one relatively flamboyant and individual expression of the period, exhibiting Eastlake and Tudor influence, is extant at 322 Somerset Avenue (Form #341).

The trend toward the construction of comfortable, middle-class housing continued into the 1890s, as Taunton's population increased. The influence of the Shingle Style and Colonial Revival took hold in subdued form, in houses featuring broad gambrel roofs, shingled wall treatments, and Palladian-type windows. These houses, supplanting the Stick Style/Queen Anne hybrids of the 1870s and 1880s, were produced in all neighborhoods by local contractors. Only one undesignated example of the Shingle Style is closely allied to that of nearby Rhode Island's seaside resorts, in the elaborate house and barn of the Theodore L. Marvel Estate (Form #328), exhibiting

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sweeping roof with eyebrow windows, and cavernous, round-arched entrance. While most Colonial and Georgian Revival design was confined to the construction of schools, a few formal examples were built in the Church Green area, and in the elegant Edmund Baylies Estate in East Taunton (now demolished). While it is not known at this writing how many of these more formal commissions were handled by the Witherells, they are known to have designed and built the Henry Brownell Estate in 1893 (Form #216), now converted to the Elks Lodge on High Street.

Early Modern Period 1900-1930

In contrast to spacious houses sited on large lots produced in the Colonial Revival and Shingle Style idiom, smaller houses were constructed after World War I, as developers subdivided and built on more restricted land parcels. Bungalows and single-family houses were still constructed in large numbers in streetcar-served neighborhoods and rural village subdivisions. A few developers experimented with the limited production of three deckers, such as those built by Thomas Nichols, the Thomas Nichols Three Deckers, near the Reed & Barton Complex in 1914 (Area Form #NR-7). For the most part, however, high density housing was never seriously considered, as buildable land was in fairly good supply in rural outskirts. As the economy of the city began to wane in the late 1920s, new construction abated and nearly ceased altogether during the Depression.

PUBLIC

Taunton's publicly-built architecture is composed of schools, firehouses, a library, governmental structures (previously NR designated) and health care institutions. Distributed throughout the city, they are among its most architecturally prominent resources. Moreover, they underscore important themes and phases in Taunton's growth--advances in education, philanthropic reform, and provision of public, social and legal services.

Firehouses:

Currently, Taunton has extant firehouses in each of its five fire districts. All of brick construction, they date from between 1869 and 1915, a period of substantial municipal advancement in fire protection. Immediately following the city's incorporation in 1864, a municipally-run fire department was established, and its first permanent firehouse, "Central Fire Station" (Form #140), was built in 1869. Designed by local architect A. E. Swasey and built by Zaccheus Sherman, the Italianate style structure housed the Company's first steam engine, "Cohannet #1".

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Significant progress in fire protection followed the building of this firehouse. In 1872, a citywide alarm system was installed and, four years later, an extensive waterworks network laid. In 1887, the Harris Street Bridge was installed over the Taunton River, carrying the water line from the Harris Street Pumping Station to other parts of the city (Form #EN-2). In step with these changes, the city constructed three new stations in its most populated areas between 1888 and 1899. Taunton's second Fire Chief, Abner Coleman, applied his skills as a designer to the Bay Street Station (Form #405) in 1888, and to the Weir Engine House (Form #296) in 1889. Both of these buildings are very similar in appearance, featuring Queen Anne style influence in their gables inlaid with cut shingles.

Growing from a small railroad and iron manufacturing settlement into a large industrial village, both through the expansion of the Old Colony Iron Company and the Corr Manufacturing Company's situation on Middleboro Avenue in 1895, East Taunton required the construction of a fire station to replace a rented structure owned by Peter Corr. This structure, built in 1899, features a more functional design than earlier stations (Form #603).

The last constructed of the city's stations was the small facility at the corner of Oak and Kilmer Streets, built in 1915 to house the fire department's early motorized machinery (Form #262). The building replaced an outmoded district firehouse on Olney Street.

Schools:

Seven 19th century schools and six built between 1900 and 1930 constitute the historic school building stock in Taunton. Because of their importance in educational reform, representation of popular local and regional architects' work, and often vulnerable condition, all of the city's relatively unchanged schools have been nominated. Only those that have been denatured through alteration and conversion to residences, and that were built after 1930, have been excluded.

With the establishment of the free school system by the Plymouth Colony Court in 1667, all Commonwealth communities of 50 families or more were required to support schools and schoolmasters. During its initial settlement, Taunton built a schoolhouse on Church Green by 1650, but most teaching of children was done in the homes of the local clergy.

When the towns were divided into school districts in 1789, an active period of school building ensued. Small, unspecialized frame structures, usually Greek Revival structures of one story and one room dimensions, were built to serve rural areas. The districts, run by prudential committees, acted like corporations, owning schools and property and entering into contracts with local teachers. None of Taunton's decentralized district schoolhouses remain in unaltered condition from this period.

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Through the influence of educator Horace Mann and members of the newly-appointed State Board of Education, the district school system was abolished in 1864--the year of Taunton's incorporation as a city. A general school committee set up graded schools--primary, grammar and high-- to be housed in specialized structures. The Weir Grammar School (Form #309), designed in 1871 by Boston architects Hartwell & Swasey, was the first Taunton school to be built during this era of educational reform. Its improved construction, innovative curriculum, and liberal administration were cited as model approaches. It is the city's oldest school in continuous operation and an exceptional illustration of early Victorian Gothic architecture.

In the 1880s and 1890s, new schools in the city's crowded neighborhoods were commissioned from local architects and builders. Gustavus Smith, one of Taunton's most long-working professionals, designed three late 19th century schools: the Leonard School, 1888 (Form #473), School Street School, 1896-1897 (Form #141), and the Washington School, 1897 (Form #259). All of these buildings exhibit structural and stylistic similarities--brick construction, hipped roofs, two-story height with partially exposed basements, and window and door treatments drawn from Queen Anne, Italianate and Georgian Revival styles. The Walker School (Form #329), built in 1895, served the East Weir neighborhood and despite its resemblance to Smith's schools, was designed by architect E. A. Crane.

By the first of the 20th century, new construction began to replace outmoded former schoolhouses in Whittenton, Central and East Taunton. These new schools were larger, had more commodious interior spatial arrangements, and introduced improved fire safety, lighting, heating, and ventilating systems. The Barbum Street School, 1936 (Form #240) and others took the place of pre-existent neighborhood schools dating from the mid to late 19th century. In Whittenton, a new "Hopewell School" (Form #420) was built from designs of Kilham and Hopkins in 1914.

Library; Health Care and Social Service Institutions

In tandem with efforts to improve its educational system, the city established a public library association after the Civil War. Following the national trend toward the creation of "free libraries," Taunton was one of 42 Massachusetts communities to receive an Andrew Carnegie endowment of \$70,000 to build its public library. Designed by architect Albert R. Ross, and constructed of Indiana limestone in 1903, the Public Library (Form #115) is an important local example of the Beaux Arts style.

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Taunton possesses two health care and social service institutions of note: Taunton State Hospital and the Taunton Almshouse. Taunton State Hospital (1852-53 et seq., Form #617) is located on a secluded knoll overlooking Whittenton and fronted by a majestic grove of trees. Elbridge Boyden, a Worcester architect famed regionally for his many public buildings and institutional designs, was commissioned to produce a superb Classical Revival style hospital structure. The domed main building, completed in 1853, housed offices, reception rooms, superintendents' quarters and wards. Both this building and the entire hospital facility were enlarged in the late 19th and early 20th centuries by the addition of many ancillary buildings housing nursing school, residence quarters, infirmaries, and other hospital support services.

Constructed a quarter century later to house Taunton's poor, the Almshouse (E. C. Chandler, 1876, Form #519), a large 2½-story frame structure, is a good example of the Italianate style adapted to institutional purposes. Architectural interest is focused on its scale and its central entry with gable fronted pavilion and sidelights.

Governmental Buildings:

Since it was made the seat of Bristol County in 1746, Taunton has seen the construction of several courthouses in the immediate vicinity of its central Green. The first of these structures, built in 1772, was replaced in 1826 by a handsome Greek Revival style edifice of brick with a pedimented portico. Originally built on the site of the present Bristol County Superior Courthouse, this building was moved to its current location on Court Street in 1894. The structure was then converted to use as the First District Court, making way for a new, larger Bristol County Superior Courthouse (NR 1978), which now dominates the Green. Designed by Bridge-water architect Frank Irving Cooper, the massive stone building is the only standing local example of "Richardsonian Romanesque" architecture, a mode that gained popularity in the 1870s through the illustrious career of its creator, architect Henry Hobson Richardson. Completing the complex of governmental buildings in the immediate area is the Bristol County Registry of Deeds, built in 1904, and the Post Office, produced by the Works Progress Administration in 1932 (both NR 1978).

RELIGIOUS

Taunton's religious architecture is primarily composed of 19th and 20th century churches. The earliest of these are Congregational and Baptist churches, produced by the first organized religious societies in the city. The largest number of churches, however, are Catholic in denomination, built from the 1860s on to serve the great number of Irish, French Canadian, Polish and Portuguese immigrants that peopled Taunton's industrial villages. Stylistically, 19th century structures range from

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Federal and New England Meetinghouse designs, to Victorian Gothic, Romanesque and Stick Style, while churches dating from this century favor eclectic Romanesque and Collegiate Gothic modes. Many of the most recently constructed Catholic churches are arranged in complexes with rectories, convents and parochial schools. Because of restrictions in nominating religious structures to the National Register, only those previously undesignated churches that retain a high degree of architectural merit or association with major developmental trends are included with this nomination. Those that are perceived at this point in time to be of significance for their role in local religious history, and those built in the 20th century are being omitted, pending further evaluation.

Following Taunton's initial settlement, a succession of four Protestant meetinghouses were built in the vicinity of Church Green between 1637 and 1829, the last of which, the present "First Parish Church," built in 1828-29, was entered in the National Register as part of the Church Green District in 1976. A division in the church caused the creation of a separate parish, which built the "Westville Congregational Church" (Form #549) in 1824, the city's oldest standing church. This structure, with its simple projecting pavilion and rectangular plan, and the "North Taunton Baptist Church" of 1837 (Form #428) are the city's only present examples of Federal period church design.

By the 1850s, church building increased, as original congregations divided and formed distinct parishes. Perhaps the most extraordinary structures of this period are those designed by Richard Upjohn: the Romanesque Revival "Pilgrim Congregational Church," (Form #112), 1852, and "St. Thomas' Episcopal Church" (Form #213), of 1857-59, typifying the architect's Medieval Gothic mode. The popularity of the Gothic style for ecclesiastical architecture is evident in the Baptists' "Winthrop Street Church" (Form #127) of 1862 and in the city's only Victorian Gothic edifice, the "Winslow Congregational Church" (Form #359), built in 1897.

Throngs of Irish immigrants entered Taunton in the 1840s and 1850s to work in textile and silver industries, forming the city's first Catholic congregation in 1830. In 1868, Brooklyn architect, Patrick C. Keeley, designed a Gothic Revival church, the congregation's third structure, which proclaimed its role as the mother Catholic church of the city, Saint Mary's Catholic Church. The church was made even more visually prominent in the 20th century through the addition of a rectory (1903), school (1907) and convent (1912), executed in a variety of Gothic and Flemish idioms (Area Form #NR-8).

Deeply immersed in a post-Civil War housing boom, the city experienced the construction of a few frame churches that closely mirrored residences in their own ornamental details. While most of these churches have burned, been demolished, or are now altered, an excellent survivor is the

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vernacular Stick Style church built in 1872 by local contractor Zaccheus Sherman, the "Union Congregational Church" (Form #461). Most church construction continued to favor masonry, however, for its fireproof characteristics and traditional associations with European prototypes. One such "Old World" expression was the Queen Anne-inspired stone church built for the Presbyterians in 1888 (Form #175), which soon failed and was sold to the Grand Army of the Republic for use as a meeting hall.

For a brief period, Taunton philanthropists endowed the city with a handful of mission chapels, run by charitable societies in neighborhoods that could not support churches. These societies organized Sunday schools, temperance bands and preaching services for local parishoners. The only unaltered example of these structures is the Union Mission Chapel (Form #101), on Cedar Street, given by Joseph Dean in 1867. The chapel was subsequently taken over by the Association of Charities, Historical Society and American Legion.

COMMERCIAL

Taunton's surviving commercial architecture reflects development patterns and is concentrated around Taunton Green and its extensions along Broadway, Main Street and upper Weir, Cohannet and Winthrop Streets. Another major grouping of commercial structures is the linear late 19th century district arranged along Bay Street in Whittenton, lying north of the Monroe Street intersection. A much smaller business center is located in Weir Village, at the intersection of West Water and Weir Streets. With only two exceptions, all of the commercial architecture chosen for this nomination is sited in the Central Business District at Taunton Green (Area Form #NR-3).

In the 1660s, Taunton's first commercial establishments were distributed along Dean Street and clustered at the Neck of Land. By 1700, a small commercial district had formed at the intersection of present-day Ingell and Summer Streets. Here, small frame structures--dry goods, grain and feed, and West Indian goods stores--were built by merchants and vessel owners. None of these buildings presently survive.

As Taunton prepared for war in the 1770s, some commercial activity shifted to the periphery of Taunton Green. With an increase in the transient population, residences built along the Green in the mid 18th century were converted, or appended, to inns and taverns. By 1812, four taverns and two stores were distributed among the houses of the local military gentry and the County Courthouse. As roads leading to the town center were improved, some commercial establishments were built along their paths. Brow's Tavern (Form #400), built on Tremont Street in the late 18th century (ca. 1780), may be the city's only surviving example of the ordinaries that were commonly constructed to serve local travelers; it is a 1½-story cottage with central chimney plan and addition.

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Commerce and commercial construction virtually ceased during the economic slump caused by the Embargo Act of 1807 and ensuing War of 1812. With the restoration of a peacetime economy, however, the commercial district (Area Form #NR-3) experienced its first phase of active expansion. Frame stores were built or improved along the Green and Main Street. Three-story, late Federal style parapet-ended brick commercial blocks, the first masonry structures in the district, were built in ca. 1830. These are typified by excellent examples at 45-51 Taunton Green. Enterprises such as the brick Taunton Market House, modeled after Boston's Faneuil Hall in 1836, were begun by local merchant corporations. It typifies Greek Revival commercial design, featuring a pedimented end gable and pilastered facade. During this period, commercial development was concentrated primarily along Main Street and eastern and southern sides of the Green; its other borders became choice sites for wealthy politicians' residences.

By the mid 1850s, the town's enthusiasm for Italianate architecture was expressed in the design of several new commercial buildings. Generally, they are three to four stories tall, of brick, with simple detailing: bracketed cornice, segmental-arched windows and occasionally, a round window in the gable end. A series of three brick and brownstone structures, housing the Taunton Bank, Davenport and Mason's Express Company, and the Machinist National Bank, were built in 1855 in a variety of Renaissance treatments and are the most formal of the city's Italianate period commercial designs. An agricultural warehouse, built at 56 Taunton Green in the mid 1850s, is a good illustrator of how functional buildings were easily adapted to the Italianate style--here through a bracketed cornice, bull's eye window in the gable, and segmental-arched openings. Even a few frame stores, constructed on small budgets, exhibited the style's motifs, as in the city's only intact survivor, N. D. Lothrop's Grocery Store, 210 Weir Street (Form #284), located in Weir Village.

The present appearance of the Central Business District mostly reflects its development in the 1860-1890 period, when the majority of its large business blocks were built. The periphery of Taunton Green and brief commercial extensions along Broadway and Main Street are being submitted as a district (Area Form #NR-3), for their high concentrations of 19th century architecturally outstanding and functionally related buildings. The north and south sides of Main Street, between School Street and City Hall, have seen successive 20th century commercial remodelings.

In 1859, a serious fire destroyed significant portions of the commercial district, especially the south side of Main Street. From the ruins, a monumentally-scaled, brick "Union Block", incorporating the eleven merchants' businesses that had burned, was built on the site in 1860. The construction of this buildings marked not only the beginning of fire-proofing technology in commercial construction, but an alternative to building separate, autonomous stores. The concept of the business block caught on quickly, appealing to many post-Civil War merchants who returned high profits on their structures. Taking advantage of a boom

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economy, businessmen demolished older buildings and built large stores on their sites. Including both brick and frame buildings with Renaissance and Georgian Revivals, Beaux Arts Classical and Second Empire styles represented.

In 1889, Ransom Taylor, a Worcester developer, built the "Taylor Building," a two-story cast iron-fronted store/office building on the site of an earlier series of frame stores, called "knotty walk." Gardner Jones' prominent Jones Block replaced a previous dance hall in 1874. An obvious preference for the Italianate style in commercial construction was suspended in the design of two excellent Mansard structures-- the Leonard Block and the Cohannet Block, both built in 1870.

As land values increased in the 1880s and 1890s, residential property vanished from the Taunton Green area and was replaced with office buildings, hotels, banks and governmental structures. The Taunton Savings Bank built a small Italianate style bank on Court Street in 1885, adding a second, Neoclassical structure, designed by architect Marcus T. Reynolds, in 1913.

An important survival from this period of surging commercial construction activity is the Old Colony Railroad Station (Form #45) of 1876, a 1½-story brick Italianate building with hip roof and cross gables located on Oean Street near Taunton Center, outside the district.

The Bristol County National Bank modernized its Greek Revival bank with a Renaissance Revival facade in 1893. The Crocker Building of 1900 provided professional office space in a large Georgian Revival style edifice, forming a complex of formally designed buildings around the Green.

The growth of the commercial center slowed considerably during the years bridging World War I and was halted almost completely after 1940. Some demolition and reconstruction occurred, but most investment took the form of storefront remodelings and in the financing of one-story "taxpayers," leaving the core of the downtown business district faithful to its 19th century configuration.

Two important specialized commercial structures of the early 20th century are Roseland Dance Hall on Broadway (built 1922; remodeled 1951) (Form #184), an excellent illustration of "Moderne" design and the King Airfield Hangar (1919), a very early and well preserved hangar with an arched roof (Form #EM-1).

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INDUSTRIAL

Taunton's industries were the backbone of its economic life in the 19th century. Their pattern of development began with small agrarian support industries--grist, saw and fulling mills--, and the extraction of iron ore, in the first period of settlement a transition to textile production in the early 19th century, followed by an explosion of specialized iron-related products in the mid to late 19th century. Taunton's early industrial building stock has been superceded by later large scale complex and no known examples survive.

Today, several of the city's most dominant industries stand, either alone or in groupings, along the Mill and Taunton rivers. Other industrial remains consist of the sites of former mills and portions of villages that they served, located in Westville and Oakland. For the purposes of this nomination, those resources that constitute both substantial physical evidence of industrial settlement patterns and which are associated with the products for which Taunton is well known, were chosen for submission.

The current size and appearance of Taunton's industrial complexes date from the years leading up to and immediately following the Civil War. Massive mill architecture formed the core of distinct industrial precincts which included workers' housing, stores and chapels provided by paternalistic mill owners. Among the clearest local illustrations of such a mill village is the cluster of structures that surrounded the Hopewell Mill, taken over by Charles Albro in 1854 (Area Form # NR-4). The Whittenton Mills, purchased by the powerful Willard Lovering and sons in 1858, was developed into a 32-building complex with adjacent streets of workers' housing, railroad depot and streetcar system (Area Form #NR-5). Reed & Barton's 14-acre, 16-building complex was almost entirely built up by 1868 and its holdings valued at incorporation at \$600,000 (Area Form # NR-6).

The industrial architecture of this period typically utilized functional building types designed to best suit the operations they housed. Most late 19th century factories were three or four story blocks constructed of brick and heavy, slow-burning timber framing, with banks of segmental-arched windows and often engaged stair towers, corbelled cornices, and cross gables set with round windows, as best illustrated by the Reed & Barton factory of the 1860s. Several mills in the city took on more stylistic pretension. As in the design of residences, commercial buildings and churches, the Italianate style was also adapted to industrial buildings, as in the case of the Reed & Barton Company's gable-fronted early office building and the exceptional Field Tack Works Office of 1868 (Form #163). The latter is a well detailed Renaissance Revival building with quoins and cross gabled dominated by a high hip-roofed stairtower. Additional period industrial architecture forms portions of the Whittenton Mills

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(Area Form #NR-5).

Mill buildings erected in the Late Industrial period (1870-1900) are similarly of handsome, but utilitarian design. They stand three and four stories tall of masonry mill construction with broad gable roofs, segmental-arched windows and modest Romanesque detailing. Among the best preserved are Old Colony Iron, begun in the 1820s but dating predominantly from 1893 (Area Form # NR-9) , and the Weir Stove Company, ca.1850-1902 (Form #319).

8. Significance Taunton Multiple Resource Area, Taunton, Massachusetts

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input checked="" type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input checked="" type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input checked="" type="checkbox"/> education	<input checked="" type="checkbox"/> military	<input checked="" type="checkbox"/> social/ humanitarian
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input checked="" type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1637; see forms **Builder/Architect** Multiple; see individual forms

Statement of Significance (in one paragraph)

Introduction

The development characteristics and significant historical themes associated with the Taunton Multiple Resource Area are represented by numerous historic resources; included in this nomination are 86 individual properties, two districts, three industrial complexes and one religious complex. Spanning the mid 18th through mid 20th centuries, they range in form from modest farmhouses and working class cottages to opulent mansions and from vernacular frame commercial construction to sprawling masonry industrial complexes and monumental public edifices. These properties-- in function, style, materials, construction, technology and distribution on the landscape--illustrate Taunton's development from an agrarian hinterland to a major industrial urban core and regional political center. The fifth settlement in southeastern Massachusetts, Taunton initially developed localized small industries scattered across the town. Expansion and consolidation of these nodes during the 19th century produced an important inland industrial center and shipping port on the Taunton River with a heterogeneous population. The magnitude is comparable, but the diversity of Taunton's industries contrasts to that of the general pattern of Massachusetts manufacturing cities. Preceding and paralleling the industrial and commercial prominence, Taunton emerged at an early date as an important regional communications focus for the exchange and interaction of goods, people and information. On the basis of current knowledge, the Taunton area appears to have performed a similar centralizing role, at least at certain points, in the prehistoric period. This continuum may be attributed in part to the environmental and topographic characteristics of a major drainage system, the Taunton River. The Taunton Multiple Resource Area thus meets criteria A, B, C, and D of the National Register of Historic Places, retaining integrity of location, design, setting, materials, workmanship and association.

COMMUNITY DEVELOPMENT

First Settlement and Industrial Beginnings: 1638-1790

Although Anglo-Indian trade may have existed prior to 1620, the earliest record of European presence in "Cohannet" (as the Taunton area was known) is a 19th century account of a 1621 Indian peace mission conducted by Englishmen, Stephen Hopkins and Edward Winslow. Finding the region depopulated and desolate in the wake of widespread plague, they noted miles of cleared riverbank but no settlement at Taunton. Several literary sources, however, state that the first permanent settlers reported

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"hundreds" of Pokanokets journeyed each spring from Mount Hope (Bristol, Rhode Island) to Cohannet (Taunton) to fish for alewives.

Sources credit the founding of the town of "Cohannet" to Elizabeth Poole (Pole), the Puritan daughter of an English baronet and a native of Dorchester. Her attraction to the area followed her brothers' interest in a potential saltworks at Cape Ann in the 1620s. Purchasing a 64,000-acre, 8 mile square rhomboid-shaped tract from Massasoit in 1638, "for a jack knife and a peck of beans . . .", Pole and 45 followers from Devonshire, Somersetshire, and Taunton, England were granted the right to settle by the General Court and were declared a township in 1639. Pole staked her home lot on what is now Main Street, in the Church Green area, and her contemporaries settled along Dean Street, paralleling the Taunton River.

Taunton's first church was gathered in the year of its settlement, 1637, making it the earliest church formed in Bristol County and the fifth in the Old Plymouth Colony. Construction of the meetinghouse was accomplished by a bartering arrangement with builder Henry Andrews. Town inhabitants voted to exchange the fertile "Neck of Land" cow pasture for construction services. Such land transactions were short-lived, however, and the community soon expressed its desire for more woodland for lumber and meadows for flock grazing. In 1663 and 1672, two purchases were made--of 32,000 acres in the north, a 12-mile square tract on the west side of the Taunton River (South Purchase)--enlarging the settlement to about twice its original size.

During the first years of settlement a fish weir was maintained on the Taunton River on or near the site of the earlier native weir. A fledgling industrial base emerged with the establishment prior to 1670 of grist, saw and fulling mills near the junction of Mill River and present Cohannet Street; a second gristmill operated on Littleworth Brook.

Rich quantities of bog iron in the flats surrounding rivers and ponds drew entrepreneurs, among them Thomas Lincoln, who is credited with organizing the first iron forge in 1656 in what is now Raynham. Another mid 17th century forge was created by James Leonard on a 10-acre site that today incorporates the Whittenton Mills, in 1666. These and subsequent early forges focused on the production of bar iron.

Despite the provision of more land, 17th century settlement was slower overall than expected, perhaps because settlers feared Indian attack. Actually losing only 15 people, ". . . because," in the view of one 19th century historian, ". . . Philip regarded the people of Taunton good will as to declare that they should be the last victims of his revenge." (Timothy Dwight, Travels in New England and New York, 1810). This pattern was reversed, however, in 1688, following

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additional land grants made as military favors by the General Court in northwest parts of Taunton (Oakland) and East Taunton. The prospect of free land was made even more alluring by early iron works already in operation in these locations.

The late 17th and 18th centuries marked Taunton's ascendance as both a major industrial (particularly iron) and political center in south-eastern Massachusetts. With the establishment of a finite township between the years 1717 and 1735, Taunton's population increased, especially in the north and west territory and along the Taunton River corridor, clustering about industrial operations, although the original town center remained the primary settlement and commercial node. Here, a second meetinghouse was erected (ca.1720) and the first jail built (ca.1740). By mid century, Taunton had replaced Bristol, Rhode Island as the county seat, confirming her regional primacy. The first Bristol County Courthouse in Taunton was erected ca.1746 on Court Street (replaced ca.1772, 1826 and 1894--NR 1978).

As Taunton grew, her industries developed and diversified. Three additional iron works were begun at the Hopewell Iron Works on the Mill River in 1739, at King's Furnace in East Taunton in 1724 and on the Three Mile River, ca.1733. These industries established not only the sites of manufacturing concerns for years to come, but spawned early settlements surrounding them in Whittenton, Hopewell, East and Central Taunton. By 1790, many of Taunton's early iron works had been "improved" by conversion from the production of bar iron to nails, sheet metal and holloware.

The basis of another important 19th century industry was fostered with the establishment, ca.1750, of a brickyard on the east bank of the Taunton River, and ca.1772, of a stoneware pottery on the east side of present-day Ingell Street (both no longer extant).

The Taunton River, a major impetus to the development of both farming and industry, was a natural vehicle for the transport of Taunton's manufactured and agricultural products from neighboring towns--Somerset, Dighton, and Berkley--via Weir seaport. Building its first shipyard for the construction of small sloops by 1699, Taunton's early interest in shipping resulted naturally from its topography which limited production of agricultural crops. Like those of other seaboard towns, Taunton's farms bred livestock, capitalizing on the town's large percentage of untilled pasturage. Inhabitants depended on imported staples, such as wheat and Indian corn, from Colonial ports. To insure the easy passage of ships up the river, the state organized a lottery in 1760 to raise funds to remove large rocks between "Ware Bridge" and "Rocky Point" south of Taunton.

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Despite its early commercial successes, however, Taunton's economic situation was insecure under the heavy taxation imposed by Colonial rule. Local participation in Revolutionary activity was high. In protest of the Boston Port Bill, the Liberty and Union Flag was flown on Taunton Green in 1774, one of the first recorded incidents of the kind. The Seventh Company, Third Regiment of the Bristol County Militia entered the War from Taunton and sustained heavy losses. In 1786, an armed mob of sympathizers with Shay's Rebellion marched on the Common Pleas Court and was rebuffed by its outspoken Justice, General David Cobb, with the help of 400 local militia and a loaded cannon.

Industrial Syndication: 1790-1830

English restriction on trade with the West Indies, levied in 1783, and the Depression which followed the War, was relieved briefly in 1790, when the state debt was lifted, resulting in a local resurgence of trade, industry and commerce. The centralizing of commercial functions along Main Street and Taunton Green had been encouraged by the opening of a stage line linking the Green to Boston and New Bedford in 1800.

That same year, coasting vessels were annually freighting out three million bricks, 800 tons of ironware and 700 tons of nails. Trade was oriented southward toward New port and Providence, Rhode Island, and New York. When the Erie Canal opened in 1835, a large volume of grain was being shipped from the Erie Basin in Brooklyn, New York via Weir Village to be sold to local poultry producers.

Yet, like other port towns, Taunton's commerce declined sharply after the Embargo Act of 1807 and the ensuing War of 1812. Stores on Main Street and at the Neck of Lnad closed or operated marginally, inflation was rampant, and iron-related industries requiring imported ores slumped. The most significant change, perhaps, was the virtual suspension of the Weir's shipping industry, following England's 1783 restriction on U.S. vessels' trade with the West Indies.

The restoration of a peacetime economy in 1814 allowed Taunton to recover financially and resume trade, a development symbolized by the formation of its first incorporated bank, the Taunton Bank, in 1812. With the Cohannet Bank and Bristol County National Bank following suit in 1829 and 1832, respectively, private investment in industry was further encouraged. Serviced by express and stage lines, the commercial district had an additional advantage in its siting directly north of its Mill River bank industries, allowing manufacturing and mercantile functions to proceed without transport problems.

Although iron manufacture continued to play a dominant role in Taunton industry through the 19th century, as it had in the Colonial period,

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between 1806 and 1818 each of the four established slitting mills were successively replaced by cotton mills. This move was almost entirely due to the efforts of Samuel Crocker and Charles Richmond, former employees of Samuel Leonard in the Whittenton area. The first was the Taunton Cotton Mill (the "Green Mill") near the Weir Street bridge, considered the earliest textile mill in the county. This pattern continued in 1807 at Whittenton for yarn production and by 1809 in Westville.

Formation of the Taunton Manufacturing Company in 1823 with a capital of \$600,000 heralded Taunton's steady ascent as a manufacturing power. Based around the early "Green Mill," it was the most extensive and earliest syndicated industrial effort; among its shareholders were Boston entrepreneurs (Edmund Dwight, John McLean, Harrison Gray Otis-- both father and son-- and William Eliot). By 1832 their calico print works was the largest in town, employing over 400 operatives with an annual product valued at \$900,000. While the company went bankrupt in 1845 and the stockholders retired with their private shares to run their mills independently, the experiment encouraged an optimistic view of industry, recognizing its ability to better the quality of life. It also stimulated local banks to lend money, allowing many small mill operators to get started.

One of the most important accomplishments of the 1820s was the organization and early development of what is Taunton's most illustrious industry-- silver production. Taunton manufacturers Isaac Babbit and John Crossman introduced the first successful U.S. process for britannaware in 1824. Their apprentices, metallurgists and inventors Charles Barton and Henry Reed, went on to pioneer the production of silver holloware and castings. Situating on the Mill River in "Britanniaville," the seat of early pewter manufacturing, in 1830, the company began an intensive period of experimentation with new alloys which, in the late 19th century, would earn them international acclaim.

Growing Industrial Base: 1830-1864

By the mid 19th century, the city's prowess in industry and trade had earned it a reputation as a sophisticated and progressive center. Having emerged from experimental beginnings, dominant industries surfaced. 1860 statistics showed that locomotive and machinery manufacturing, led by William Mason's Machine Works; cotton textile, produced predominantly by the Whittenton Mills; and ferrous metals and silver, of which the Taunton Copper Manufacturing Company and Reed & Barton were the forerunners, headed the list of products.

Diverse, iron-related industries blossomed concomitantly with silver and textile manufacturing. Concerns such as the Old Colony Iron Works (Area Form #NR-9) begun in 1824, produced iron sheeting, shovels, staves

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and nails, while others such as the Field Tack Works (Form #163), specialized in thousands of varieties of tacks, upholstery fastenings and nails. The manufacture of locomotive cars, cotton machinery, and printing presses was begun by William Mason in 1845, and his enormous "Machine Works" (no longer extant) stimulated a number of smaller manufacturers to promote related products --oil cloth, railway cars, gears, and small machine components. Weir Village embraced new iron foundries and machine shops and the production of stoves on a small scale, as factories lined the narrow strips of land paralleling the Taunton River. Other products of the period included a considerable brick production with an annual value of \$40,000 by 1832, and copper, firebrick and stove lining, all begun as early as 1826.

Through such large scale efforts, local industrialists became influential as never before in virtually all circles of community life. The names of many of these figures--Samuel Crocker, Charles Richmond, Willard Lovering, William Mason, Charles Albro, Theodore Dean--appeared as presidents, trustees and board members on the rosters of local banks, businesses, philanthropic societies, railroad companies and town offices. The aristocratic stance of the mill owner grew even more dramatic as immigration began in the 1830s, forming distinct class divisions. First to arrive were the Irish, sufficient in number to form their own Catholic Congregation in 1830, and employed in many silver, pewter and textile mills. The working classes were housed in blue collar districts surrounding their places of employment; in contrast, the mill owners inhabited elegant mansions in the central city.

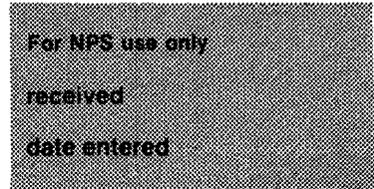
Allied with the political and economic life of the city, the industrialist aristocracy owned vast real estate which they bought and sold as speculators and developers in neighborhoods within desirably close range of businesses and industries. Taunton's first professionally designed buildings--residential, religious, and institutional--began to appear at mid century, notably in the form of two churches (1852 and 1857-1859) by the nationally known architect Richard Upjohn (Forms #112 and 213) and the new City Hall by Earl E. Ryder (1848, remodelled 1896).

A major contribution to health care reform in the Commonwealth was made in 1851 when the Massachusetts Legislature chose Taunton as the site for the construction of its second State Mental Hospital (Form #617) to augment the existing facility at Worcester. Then-Governor Marcus Morton and leading industrialist Samuel Crocker lobbied successfully for its present site. Of superior architectural quality, the hospital also deserves recognition for its role in bettering the treatment of the mentally ill. Subjected to primitive and unenlightened moral concepts, the insane were traditionally treated like criminals, incarcerated in cells and isolated from all human contact. Especially the Irish, who flooded Massachusetts cities in the 1850s and 1860, were subjected to

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severe prejudice, accused of speaking a "bewitched" language, practicing sorcery, and behaving in a wild, sexually unbridled manner. The Taunton Asylum's administration had some impact on reversing inhumane treatment of mental patients when it instituted an experimental "dormitory plan," --a series of isolated, but unlocked, rooms united by a central corridor-- that set a precedent in hospital ward design.

Incorporation and Industrial Dominance: 1864-1890

Taunton's incorporation as a city in 1864 heralded a period of almost limitless boom which marks the apex of the city's growth and continued until the early 20th century.

The Civil War's demand for materials spurred the production of all local industries, particularly Mason's Works, which was commissioned by the U.S. Government to produce Springfield rifles. Measured against the 2 million dollars worth of commodities produced in 1860, Taunton's war costs--in bounties and commutations of drafted--of \$197,000 and 150 soldiers, seemed relatively light.

Among the most dramatic trends was the growth of the shipping industry in Weir Village. The active production of bricks and stoves in the 1860s and 1870s engendered a tremendous demand for coal, clay and pig-iron from ports in the Potomac region, New York, Baltimore and Philadelphia. Its shipbuilding technology well developed, Taunton built 60 three- and four-mast coal schooners between the years 1870 and 1895, a fleet so considerable that it ". . . represented more value than any single industry in the city of its day." Reflecting the stability of the shipping industry, local industrialists invested in vessel property as a security, even more briskly than in land, throughout the 1870s and 1880s. The wholesale shipping companies, that before the Civil War had dealt predominantly in grain, West Indian products and farm produce, concentrated almost exclusively on the transport of coal, clay and lime.

Copper manufacturing became vital as the shipping industry entered its golden age. In 1860, copper amounted to nearly one third of the total value of manufactured commodities produced in Taunton. By the late 1890s, however, shipping began to decline, due in part to Taunton's position as the rail center of the county as well as to the gradual increase in the size of city-built vessels which eventually outstripped the depth of the Taunton River.

Beginning in the 1870s, a new generation of cotton mills were erected, including the Cohannet, Elizabeth Poole, Park and Eagle Mills. Much of the expansion of Reed and Barton and Whittenton Mills also dates from this period. By 1890, the manufacture of cotton goods (eight firms)

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led Taunton's industry with an annual product value worth \$2.7 million. In the same year, foundry and machine shop products (15 firms) produced nearly \$2 million worth.

The population, growing in steady increments from 1865 on, was expanded by large numbers of French Canadian immigrants, entering the Fall River/New Bedford area to work in textile industries in the 1870s. Both the French, and an influx of Polish in the 1890s, formed new religious and social organizations in the Whittenton neighborhoods that they settled.

Paralleling the rise in local manufacturing, railroad lines increased in number and efficiency. The only vestige of these railroad systems is the Old Colony Railroad Company's depot, construction on Dean Street in 1876 (Form #45). The institution of horse-drawn railway cars in 1871 connected Whittenton to Weir Village via Taunton Green, making it possible to reside in neighborhoods removed from factories and stores and encouraged the creation of residential suburbs. Also in response to the energy of manufacturing activity, the central business district was partially rebuilt after a major fire of 1859; extensive semi-fireproof brick and stone commercial blocks replaces previous frame stores. Community pride was reflected in the landscaping of Taunton Green to create an elegant park planted with "ancient" trees.

The increasing numbers of new inhabitants, institutions, businesses and public services from the 1870s through 1890s created a huge demand for new construction. The housing industry responded to speculation by the nearly overnight emergence of entire neighborhoods. Woodworking and carpentry producers--planing and molding mills, lumberyards, sash, door and blind establishments--proliferated. The city's few professional architects were overshadowed by a waxing number of builder-contractors, masons and house painters. The most visible and prestigious commissions--those for schools, churches, firehouses and other public buildings--were still granted, for the most part, to architects. The volume of construction was so great, however, that even by the 1870s, an increasing number of important buildings were being designed by outside firms from Boston and providence, as well as by the local favorites.

In the 1870s, the city made its first considerable attempt to improve the relief of the poor by constructing a large Almshouse on Norton Avenue (Form #519). Built in 1876 from designs of E. Chandler, the structure housed 60 paupers, mostly children, who after one year were placed with local families to encourage the development of "good character." Partially self-supporting, the almshouse operated a communal farm, enlisting inmates in the rearing of livestock and in growing legumes, fruit and hay.

Industrial Stabilization: 1890-1930

The closing years of the 19th century was a period a fewer incorporated industries and more diverse products. Despite the textile industry's

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slow exodus south, beginning in the 1890s, Taunton mills continued to produce cotton yarns, dyes, and cloth, establishing four new companies between 1890 and 1899. Other industries locating in Taunton, however, specialized in producing components--aluminum and metal novelties, rivets, drills, jewelry, rubber heels, etc. In 1927, of the 100 working manufacturing establishments employing 6,154 people, a surprising majority were still related to stove and cotton manufacture.

The turn of th century was marked by continued economic stability before World War I, although many of Taunton's older industries had already been sold to absentee syndicates. Textiles and machine parts were still manufactured, but a flurry of more diverse products set in as smaller industries and businesses located on the South Shore. Portuguese immigrants from the Cape Verdes Islands were attracted to Taunton in many of these smaller firms' labor forces.

Taunton appears to have reached her peak of manufacturing in 1920 when the value of her products reached \$49.1 million. The waning of the textile industry by the late 1920s, however, affected Taunton, as it did other towns and cities in the Northeast, as cotton mills in North Carolina, Alabama and Georgia introduced more efficient electric motor-driven machinery, better humidifying and ventilating processes, and better working conditions for their labor forces. Relatively few new industries located in Taunton between 1930 and 1940.

Archaeology

The lands defined by the modern political boundaries of the City of Taunton have demonstrated the potential to yield information important in prehistory. Comprising a major portion of a large river drainage system within the Narragansett Basin, Taunton (with the Taunton River) has been considered within the context of several recent regional cultural resource management studies. Most important are the survey and data recovery programs associated with the construction of Route I-495 from Foxborough to Bridewater (Thorbahn et al 1982) and a trend surface analysis of prehistoric settlement processes in Plymouth, Bristol, and Barnstable Counties (Thorbahn et al 1980). The latter study showed a high density clustering of sites in the Upper Taunton drainage and New Bedford, reflecting, in part, relatively greater study and reporting of these areas.

The I-495 project demonstrated the utility of paleoecological and cultural information present within Taunton for testing a model of prehistoric settlement systems and the dynamics of cultural change in the region. The relationship between settlement and environmental patterning was examined with respect to territory size, logistic complexity, and environmental diversity. This complex predictive model exhibited substantial explanatory power for understanding culture process in southeast Massachusetts. The temporal range and functional diversity of four professionally examined sites in Taunton

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(Bay Street I, Snake River East, Snake River West, and White Rabbit Sites--all DOE) contributed greatly to the results of this study. Accordingly, most undisturbed areas in Taunton should be considered sensitive for the presence of additional prehistoric archaeological sites which maybe integrated into this particular model or to augment the existing data for purposes of addressing additional research questions.

Various locations within Taunton should also be considered to contain potentially significant historic archaeological resources. These resources maybe associated with agricultural, commercial, industrial, and/or domestic activities over at least three hundred years and may provide important information for our understanding of the historic past.

PRESERVATION ACTIVITIES

The chief interest and initiative in preservation in Taunton have come from the Taunton Historic District Study Committee (1975-1979), through whose efforts the Church Green National Register District (1978), the Court House National Register Complex (1978), and the Taunton Local Historic District (1979) were established. The Committee also initiated the proposal for a Comprehensive Historic Survey of the city and was responsible for obtaining private funds to supplement those appropriated by the City for this project. The Taunton Historic District Commission, since its establishment in June 1979, now serves as the local body chiefly concerned with preservation issues, as well as the group which monitors the City's local Historic District. Individual members of the Commission have offered extensive technical assistance to both the Office of Planning and Zoning and to the preservation consultant during the course of this year's survey project and National Register Nomination. The Taunton Historical Commission, chiefly concerned with historical information and its publication, has contributed financially to the Comprehensive Historic Survey. The Archives of the Old Colony Historical Society provide an extensive collection of photographs, records, and documentary materials that have been used extensively in the preparation of survey and National Register forms, and which are available to the general public for research purposes. The Taunton Redevelopment Authority is also concerned with the revitalization of historic buildings as a key feature of its Central Business District program. Contributing to these efforts is Taunton's ongoing involvement in the Main Street Program (since 1980).

9. Major Bibliographical References

See Continuation Sheet.

10. Geographical Data

Acreeage of nominated property See individual forms

Quadrangle name Norton, MA, Somerset, MA and TauntonMA Quadrangle scale 1:2500

UTM References

A	<input type="text"/>	<input type="text"/>	<input type="text"/>	B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<input type="text"/>	<input type="text"/>	<input type="text"/>	D	<input type="text"/>	<input type="text"/>	<input type="text"/>
E	<input type="text"/>	<input type="text"/>	<input type="text"/>	F	<input type="text"/>	<input type="text"/>	<input type="text"/>
G	<input type="text"/>	<input type="text"/>	<input type="text"/>	H	<input type="text"/>	<input type="text"/>	<input type="text"/>

Verbal boundary description and justification See methodology and individual forms for property boundaries. Generally boundaries conform to current property lot lines.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title Virginia A. Fitch, PP, MHC With Terry Winters (consultant) and Elaine Finbury (consultant)

organization Massachusetts His. Comm. date November 1983

street & number 294 Washington St. telephone 617-727-8470

city or town Boston state Massachusetts

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Patricia L. Weselowski

State Historic Preservation Officer title Massachusetts Historical Commission

date 5/14/84

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

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

**National Register of Historic Places
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Page 1

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Continuation sheet Taunton Multiple R. Arealtem number 9

Page 2

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Multiple Resource Area
Thematic Group

dnr-11

Name Taunton Multiple Resource Area
State Bristol County, MASSACHUSETTS

Cover 7/5/84

Nomination/Type of Review

Date/Signature

- | | | | | |
|------|---|----------------------------------|------------|---------------------------------|
| - 50 | 1. Roseland | Substantive Review | Keeper | <u>Reyer</u> |
| | | | Attest | |
| | 2. Old Colony Iron Works-Nemasket Mills Complex | | for Keeper | <u>Delores Byers 7/5/84</u> |
| | | | Attest | |
| | 3. Reed and Barton Complex | | for Keeper | <u>Delores Byers 7/5/84</u> |
| | | | Attest | |
| | 4. St. Mary's Complex | | for Keeper | <u>Delores Byers 7/5/84</u> |
| | | | Attest | |
| | 5. Whittenton Mills Complex | Entered in the National Register | for Keeper | <u>Delores Byers 7/5/84</u> |
| | | | Attest | |
| | 6. Hopewell Mills District | | for Keeper | <u>Delores Byers 7/5/84</u> |
| | | | Attest | |
| | 7. Taunton Green Historic District | Substantive Review | for Keeper | <u>Rover - Dan Dwyer 3/1/85</u> |
| | | | Attest | |
| | 8. Atwood, Charles R., House | | for Keeper | <u>Delores Byers 7/5/84</u> |
| | | | Attest | |
| | 9. Barnum School | | for Keeper | <u>Delores Byers 7/5/84</u> |
| | | | Attest | |
| | 10. Bartlett, J. C., House | | for Keeper | <u>Rover - Dan Dwyer</u> |
| | | | Attest | <u>7/5/84</u> |

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date entered MAY 21 1984

Continuation sheet

Item number

Page 2 of 9

Multiple Resource Area
Thematic Group

Name Taunton Multiple Resource Area
State Bristol County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

11. Bassett, C. J. H., House Entered in the
National Register

for
Keeper

Melores Byers 7/5/84

Attest

12. Beattie, W. C., House Entered in the
National Register

for
Keeper

Melores Byers 7/5/84

Attest

13. Brow's Tavern Entered in the
National Register

for
Keeper

Melores Byers 7/5/84

Attest

14. Brownell, Henry G., House Entered in the
National Register

for
Keeper

Melores Byers 7/5/84

Attest

15. Buildings at 80 and 88 W.
Brittania St. Entered in the
National Register

for
Keeper

Melores Byers 7/5/84

Attest

16. Capron, George, House Entered in the
National Register

for
Keeper

Melores Byers 7/5/84

Attest

17. Central Fire Station Entered in the
National Register

for
Keeper

Melores Byers 7/5/84

Attest

18. Colby, Samuel, House Entered in the
National Register

for
Keeper

Melores Byers 7/5/84

Attest

19. Dean, Abiezar, House Entered in the
National Register

for
Keeper

Melores Byers 7/5/84

Attest

20. Dean-Barstow House Entered in the
National Register

for
Keeper

Melores Byers 7/5/84

Attest

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Continuation sheet

Item number

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Multiple Resource Area
Thematic Group

Name Taunton Multiple Resource Area
State Bristol County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

21. Dean, George, House

Entered in the
National Register

for Keeper

Melores Byers 7-5-84

Attest

22. Dean-Hartshorn House

Entered in the
National Register

for Keeper

Melores Byers 7-5-84

Attest

23. Dean, Jonathan, House

Entered in the
National Register

for Keeper

Melores Byers 7-5-84

Attest

24. Dean, Lloyd, House

Entered in the
National Register

for Keeper

Melores Byers 7-5-84

Attest

25. Dean, Theodore, House

Entered in the
National Register

for Keeper

Melores Byers 7-5-84

Attest

26. East Taunton Fire Station

Entered in the
National Register

for Keeper

Melores Byers 7-5-84

Attest

27. Eldridge House

Entered in the
National Register

for Keeper

Melores Byers 7-5-84

Attest

28. Fairbanks-Williams House

Entered in the
National Register

for Keeper

Melores Byers 7-5-84

Attest

29. Field, Albert, Tack Company

Entered in the
National Register

for Keeper

Melores Byers 7-5-84

Attest

30. Fuller-Dauphin Estate

Entered in the
National Register

for Keeper

Melores Byers 7-5-84

Attest

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Multiple Resource Area
Thematic Group

Name Taunton Multiple Resource Area
State Bristol County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

31. Godfrey, Gen. George, House
Entered in the National Register

for Keeper Melvyn Byers 7/5/84
Attest _____

32. Godfrey, Richard, House
Entered in the National Register

for Keeper Melvyn Byers 7/5/84
Attest _____

33. Harris Street Bridge
Entered in the National Register

for Keeper Melvyn Byers 7/5/84
Attest _____

34. Haskins, Sarah A., House
Entered in the National Register

for Keeper Melvyn Byers 7/5/84
Attest _____

35. Higgins-Hodgeman House
Entered in the National Register

for Keeper Melvyn Byers 7/5/84
Attest _____

36. Hodges House
Entered in the National Register

for Keeper Melvyn Byers 7/5/84
Attest _____

37. Hopewell School
Entered in the National Register

for Keeper Melvyn Byers 7/5/84
Attest _____

38. Kilmer Street Fire Station
Entered in the National Register

for Keeper Melvyn Byers 7/5/84
Attest _____

39. King Airfield Hanger
Entered in the National Register

for Keeper Melvyn Byers 7/5/84
Attest _____

40. Knapp, Job, House
Entered in the National Register

for Keeper Melvyn Byers 7/5/84
Attest _____

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Multiple Resource Area
Thematic Group

Name Taunton Multiple Resource Area
State Bristol County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

41. Leonard, James, House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

42. Leonard School

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

43. Lincoln, Ambrose Jr., House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

44. Lincoln, Asa, House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

45. Lincoln, Gen. Thomas,
House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

46. Lord-Baylies-Bennett House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

47. Lothrop, H. B., Store

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

48. Lothrop Memorial Building—
G.A.R. Hall

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

49. Macomber, Calvin T., House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

50. Marvel, Theodore L., House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

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Multiple Resource Area
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Name Taunton Multiple Resource Area
State Bristol County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

51. Mason, N. S., House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

52. McKinstrey House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

53. Morse House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

54. Morse, Henry, House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

55. North Taunton Baptist Church

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

56. Old Colony Railroad Station

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

57. Old Weir Stove Company

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

58. Paull, Alfred, House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

59. Pilgrim Congregational Church

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

60. St. Thomas Episcopal Church

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

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Multiple Resource Area
Thematic Group

Name Taunton Multiple Resource Area
State Bristol County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

- | | | | | | |
|-----|--|-------------------------------------|-------------------|-----------------------------|---------------|
| 61. | School Street School | Entered in the
National Register | <i>for</i> Keeper | <u><i>Delores Byers</i></u> | <u>7/5/84</u> |
| | | | Attest | _____ | _____ |
| 62. | Staples, Sylvanus N., House | Entered in the
National Register | <i>for</i> Keeper | <u><i>Delores Byers</i></u> | <u>7/5/84</u> |
| | | | Attest | _____ | _____ |
| 63. | Stone House | Entered in the
National Register | <i>for</i> Keeper | <u><i>Delores Byers</i></u> | <u>7/5/84</u> |
| | | | Attest | _____ | _____ |
| 64. | Sweet, Albert, House | Entered in the
National Register | <i>for</i> Keeper | <u><i>Delores Byers</i></u> | <u>7/5/84</u> |
| | | | Attest | _____ | _____ |
| 65. | Taunton Alms House | Entered in the
National Register | <i>for</i> Keeper | <u><i>Delores Byers</i></u> | <u>7/5/84</u> |
| | | | Attest | _____ | _____ |
| 66. | Taunton Public Library | Entered in the
National Register | <i>for</i> Keeper | <u><i>Delores Byers</i></u> | <u>7/5/84</u> |
| | | | Attest | _____ | _____ |
| 67. | Thomas, H. P., House | Entered in the
National Register | <i>for</i> Keeper | <u><i>Delores Byers</i></u> | <u>7/5/84</u> |
| | | | Attest | _____ | _____ |
| 68. | Tisdale-Morse House | Entered in the
National Register | <i>for</i> Keeper | <u><i>Delores Byers</i></u> | <u>7/5/84</u> |
| | | | Attest | _____ | _____ |
| 69. | Union Congregational Church | Entered in the
National Register | <i>for</i> Keeper | <u><i>Delores Byers</i></u> | <u>7/5/84</u> |
| | | | Attest | _____ | _____ |
| 70. | Union Mission Chapel-
Historical Hall | Entered in the
National Register | <i>for</i> Keeper | <u><i>Delores Byers</i></u> | <u>7/5/84</u> |
| | | | Attest | _____ | _____ |

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Multiple Resource Area
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State Bristol County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

81. Williams, Abiathar King, House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

82. Williams, Enoch, House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

83. Williams, Francis D., House
Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

84. Williams, N. S., House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

85. Willis, Joseph, House

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

86. Winslow Congregational Church

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

87. Winthrop Street Baptist
Church

Entered in the
National Register

for Keeper

Delores Byers 7/5/84

Attest

88. Lawrence, William, House

Entered in the
National Register

for Keeper

Delores Byers 7/10/85

Attest

89. Neck of Land

Entered in the
National Register

for Keeper

Delores Byers 7/10/85

Attest

90. Taunton State Hospital

Keeper

Attest

