

MHC Reconnaissance Survey Town Report

SWANSEA

Report Date: 1982

Associated Regional Report: Southeast Massachusetts

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

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

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

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

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



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MHC RECONNAISSANCE SURVEY REPORT

DATE: January 1982

COMMUNITY: Swansea

I TOPOGRAPHY

Terrain is moderately rolling. Drainage via Warren River, Heath Brook, Kickqmut River, Cole River and Lee River. Soils generally sandy to gravelly.

II POLITICAL BOUNDARIES

Swansea was first mentioned in the Plymouth Colony Records in 1668. Swansea annexed Papanquash Neck in 1669. Bounds between Swansea and Rehoboth were established in 1670 and between Swansea and Mt. Hope (Bristol) in 1679. Part established as the town of Barrington in 1717. That part of Barrington remaining in the province annexed 1747. Part of Swansea known as Shewamet purchase established as Somerset in 1790.

III HISTORIC OVERVIEW

Swansea is an historic suburban community on the Rhode Island border.

Although shipbuilding continued through the federal and first half of the early industrial period there was little industrial development in the town. Economic base remained agricultural through the 19th and 20th centuries. Population decline halted in the late 19th century by the development of Touisset and Gardner's Neck as summer resort areas. Establishment of street rail way and growth of Fall River and Rhode Island communities resulted in suburbanization of the town after the turn of the century.

IV CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Only a portion of the native trail network appears to have survived in present Swansea. A documented native path extended across the northern portion of Swansea following Marvel Street, Cummings Rd., Locust Street, Vinnicum and Old Fall River Rds., and probably Warren Avenue. A major native ford was likely situated at the route's junction with the Palmer River. This route ultimately may have provided access to what was historically the seat of the Pokanoket (Wampanoag) territory - Mt. Hope, Rhode Island and the environmentally rich Narragansett Bay. A conjectured native trail probably branched off the previously mentioned route south along Hailes Hill Rd., Gardner and Old Gardner Neck Rds., a route which closely paralleled the Cole and Lee Rivers. Swansea's three major rivers (Palmer, Cole, Lee) all provided direct water routes to either the Mt. Hope or Narragansett Bays.

B. Settlement Patterns:

A complex of Contact Period burials (5) were situated on the southern tip of Gardner's Neck immediately north of Harbor Rd. Six unidentified native sites were exposed further north on the Neck and the western bank of Cole River. Two unidentified native sites south of North Swansea may have been occupied during the Contact Period. Native settlement during this period was probably heaviest on Gardner's Neck and the vicinity of Cole and Lee Rivers. These locales provided the native residents with immediate access to a diverse riverine and marine

resource base, major water transportation routes and potential planting grounds. A smaller locus of native period settlement probably would have existed along the Palmer River and the nearby agricultural land in the western portion of Swansea. The onset of cooler weather during the fall and winter months probably witnessed native migration away from the mouths of the Cole and Lee Rivers into the interior. The natives likely followed the interior routes of the Cole, Lee and Taunton Rivers ranging as far north as the Winnecunnet Pond, Lake Sabattia, Watson Pond complex (Norton, Taunton).

C. Subsistence Patterns:

Swansea's rivers and the readily available Mt. Hope and Narragansett Bays would have provided the area's native occupants with extensive sources of fish, shellfish and water fowl. Additional hunting probably took place in Swansea's interior. Potential planting grounds prevailed throughout present Swansea, particularly the central portion of the town. The area's proximity to Narragansett Bay, a known region of pre-1620 European-Indian contact (e.g., Verrazano, 1524), strongly suggests the possibility of local native involvement in European-Indian trade.

D. Observations:

The present Swansea area appears to have been part of a heavily settled region of native Contact Period settlement which extended from Narragansett Bay east to Buzzard's Bay. The natives inhabiting present Swansea appear to have been Pocassetts, a group who probably inhabited present Swansea, Somerset, Fall River and Tiverton. Regionally, the Pocassetts fell under the control of the Pokanokets (Wampanoags). Archaeologically, the greatest potential for extant native Contact Period sites would be on the southern tip and northernmost portion of Gardner's Neck. However, expanding development on much of the Neck threatens the survival of such sites. The more lightly developed western portion of Swansea, particularly the area between the Palmer River and Heath Brook, may also contain native Contact Period sites.

V. FIRST SETTLEMENT PERIOD (1620-1675)

A. Transportation Routes:

The available sources provided minimal data concerning the colonial transportation network. It is quite likely Swansea settlers utilized the documented native trail passing through the northern portion of present Swansea (Marvel St./Cummings Rd. trail) for access to Narragansett Bay and Taunton River settlements.

B. Population:

There were no figures for the native population. The only estimate of the pre-war colonial population was of Old Swansea in 1674 when the settlement consisted of 40 houses (N.A. 1967: 5).

C. Settlement Patterns:

Traditional accounts make reference to the existence of several historic native settlement sites. Gardner's Neck was occupied by the Pocassetts in the early 1620's when Governor Winslow and John Hampden visited Corbitant,

chief section of the Pocassets, enroute to Mt. Hope (N.A. 1967:14). A rockshelter situated a short distance northeast of Case High School was utilized by Abram, a half-breed native, prior to and probably after King Philip's War. Two additional historic rock shelters (Margaret's Rock, Devil's Rock) were situated west of Heath Brook and north of Birch Swamp Corner. One account claimed a large native village was located in the vicinity of Margaret's Rock at the time of the first English settlement in the Swansea area (1660's). A historic native grain preparation site was reputedly situated at the junction of the Swansea/Warren line and Heath Brook.

Initial colonial settlement did not occur until the 1660s when a band of Baptists led by Reverend John Myles settled in present Swansea and Barrington, Rhode Island, after being forced to leave Rehoboth because of their religious beliefs. Pre-war settlement was scattered. One of the first settlers was John Martin who in c. 1665 erected a home in North Swansea at the junction of Short Street and Route 6 (site of c. 1728 John Martin house). Reverend Myles settled near the western bank of the Palmer River at the junction of Barneyville Avenue and Old Fall River Rd. A number of pre-1675 homes were established on Gardner's Neck probably in the general vicinity of the Eddy and South Gardner cemeteries (located adjacent to the present villages of Swansea and Ocean Grove, respectively). High Cole settled in c. 1669 west of Gardner's Neck on Touisset Neck, possibly near the present village of Touisset. All of these locations were well situated since they provided the English settlers with immediate access to major waterways, extensive riverine and marine resources and agricultural land. The Swansea area lacked civic/religious facilities. These were located in present Barrington which at the time was the civic/religious center of Old Swansea.

D. Economic Base:

There was no documentation of the native or colonial economies. The native population probably maintained their traditional subsistence rounds although with increased emphasis on European-Indian trade.

Agriculture was probably the mainstay of the colonial community. River and off-shore fishing were likely additional important economic pursuits when considering the settlers' proximity to major bodies of water.

E. Observations:

Secondary sources suggest the Swansea area had a sizeable pre-war native community. Examination of the town's reputed native historic sites and documentary sources would provide considerable insight into the extent and location of Swansea's pre-war native population. The colonial settlement early gained notoriety as a refuge for Baptists. Future research should focus on clarifying the town's poorly documented pre-1675 economy. Archaeological vestiges of Swansea's pre-1675 English settlement probably survive between the Palmer River and North Swansea and to a lesser degree in the vicinity of the western bank of Cole River and Gardner Neck.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

Little documentation of the town's post-war transportation network. The old Warren Rd. probably had been laid out early this period in order to provide settlers residing on Gardner's Neck and Swansea village with access to present Warren. Early-mid 18c settlement north of Swansea village probably spurred construction of Hailes Hill Rd., Dillon Lane, Sharps Lot Street. Stevens Road was likely built as a primary route from Swansea Village to present Somerset.

B. Population:

Existing sources provided no information concerning the post-war native population. Those references for the colonial population are limited. Old Swansea (included Somerset until 1790) had a population of 1840 residents in 1765. This figure increased to residents in 1776.

C. Settlement Patterns:

Little data dealing with post-war native settlement is provided by the available sources. A rockshelter a short distance southwest of the Touisset Country Club may have been occupied in the 18C.

Swansea gained the dubious distinction of being the first English town to be attacked during King Philip's War. The town suffered heavy damage during the fighting. Nineteen residents were killed and all of the homes were destroyed on Gardner's Neck (N.A. 1967: 11-12, Hutt 1924: II, 814). Protection was sought in the town's two garrison houses located on Revered Myles' and Jared Bourne's property (immediately south of the junction of Gardner's Neck Rd. and Wilbur Avenue). Initial post-war resettlement probably took place shortly after termination of Anglo-Indian hostilities in the vicinity of Swansea Village and on Gardner's Neck. By the late 1680's and early 1690's, homes had been erected in these two locations probably near the Gardner and Eddy cemeteries. A late 17C - early 18C settlement node was likely established adjacent to the Myle's bridge (site of Old Swansea's c. 1700 meetinghouse). By the early 18C, settlement had spread to the east congregating near the site of the c. 1717 Baptist meetinghouse (intersection of Old Fall River Rd. and Baptist Street). Homes were built in central Swansea in the vicinity of Luther/Riley, Eddy (Locust St.), Hortonville, Wood and old Smallpox cemeteries probably in the early-mid 18C. Some settlement took place near the Wheaton cemetery (Baker Rd in the early 18C. The early 1760's witnessed the emigration of several Swansea residents to New Brunswick (Hutt 1924: II, 815).

D. Economic Base:

The available sources provided no information dealing with the post-war native economy. The colonial economy was poorly documented. Agriculture and fishing probably continued as the primary economic pursuits of Swansea' settlers. A warehouse, fish house and pier were erected by Samuel Gardner on Cedar Cove probably in the late 18C. The first documented shipbuilding occurred in 1694 with the construction

of a 40 ton sloop on the Lee River in either present Swansea or Somerset (Wright 1917: 87). A probable late 18C shipyard was established by John Barney on the southwest bank of the Palmer River adjacent to the Myles' Bridge. The only evidence of local mill industry was the reference to a pre-1725 iron works complex on the Cole's River (Wright 1917: 130). There were probably late 17C and 18C mills on the Palmer River, Heath Brook, Kickamuit and Cole Rivers, Lewin Brook and Lee River.

E. Architecture:

Residential: Swansea retains some dozen and a half houses of the Colonial period. These include almost equal numbers of center-chimney cottages and houses. Although five-bay, center-entrance plans predominate, at least two center chimney houses and two cottages with three-quarter (four-bay) plans are known. The earliest house in the town is dated to 1690; this is the Wilbur House on Old Warren Road, a two-story, center-chimney house whose exterior appearance suggests substantial remodelling in the 18th century. Other early houses, dated to the first quarter of the 18th century, are known in town, among them the Luther and Martin Cottages (c. 1725; c. 1728), both center-chimney cottages with gambrel roofs. The Luther cottage retains a single very small dormer over the center entrance; if original, as it appears to be, this would be an important and early example of the use of that characteristic Georgian detail. Dormers are also used on another cottage of c. 1730. Most of the center-chimney houses of the period date from the mid-century. The earliest known instance of the use of the double chimney plan is the Daggett Cottage, built in 1774. Two houses in Swansea were garrisoned in King Philip's War; these were the Bourne House (c. 1664) and the Myles House (c. 1667), both of which no longer stand. Although the Myles House survived until 1909, there are no accounts known of the house's structure. It is assumed that both houses were simply fortified at the outbreak of the hostilities in 1675.

Institutional: The first institutional building constructed in Swansea was the Baptist meetinghouse of 1717, a 41 1/2' x 33' x 22' structure which was the oldest Baptist church in the country until its demolition in 1846. This congregation was organized in 1663 by John Myles at Rehoboth; it later met at Barrington, Rhode Island and moved c. 1700 to Myles Bridge in Swansea.

Commercial: At least one tavern of the period is known to survive. This is Short's Tavern on Market Street, a three-quarter plan center chimney house dated c. 1742 and remodelled in the Federal period.

F. Observations:

The extensive destruction suffered by Swansea during King Philip's War hampered the settlement's development until the early 18th century. Swansea's proximity to the Narragansett, Mt. Hope and Buzzard's Bays strongly suggests the community had economic and social ties with colonial settlements in this region. Swansea fell within an active 18th century shipbuilding region which stretched from the eastern shore of Narragansett Bay to Buzzard's Bay. Future research should clarify the extent of Swansea's involvement in the pre-1775 shipbuilding industry. A considerable number of late 17th century and early 18th century burial grounds and structures survive in present Swansea.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

General improvement of existing colonial roads. Some development of interior road network at end of period.

B. Population:

Population stable from beginning of period to 1800, growth to 1820 then decline to the end of the period.

C. Settlement:

Residential settlement consisted of dispersed farmsteads along colonial roads. No distinct civic core during this period although a commercial node at Luther Corner.

D. Economic Base:

Extension of Colonial period's agricultural base. By 1795, six corn mills, two sawmills, and fulling mill. Town also had extensive fishing business. Menhaden was commonly used for fertilizer. By the close of the War of 1812, by which time menhaden oil had become a substitute for whale oil, the fisheries for a time became more important than agriculture, especially on Gardner's Neck (Wright).

Some shipbuilding also carried on on Palmer's River yard at Barneyville, although until 1802, the product of the yard was primarily in small boats for local farmers to move produce, and for fishermen. The fame of the Barney shipyard dates from 1802 when Mason Barney began building larger ships. Between that date and 1859, at least 137 ships of all sizes were constructed.

Two cotton mills on the Cole River established in the century's first decade provided experience for the development of later mills in Fall River. Swansea Cotton Factory was begun in 1806, one of the state's earliest, at what is now Hortonville, by Nathaniel and Dexter Wheeler, and Oliver Chace. Both Wheelers and Chace (Dexter was a Rehoboth mechanic later responsible for the earliest power looms in Fall River) were partners in the Troy Cotton & woolen mill. About the Swansey Union Cotton Mfg. Co., there is less known, though it appears to have been established a few years later on a lower Cole River privilege west of Swansea Village. (Brayton appears to confuse it with the Swansey Cotton Factory Hortonville; Wright (p. 89)

locates it on Lewin Brook in the center of Swansea Village.) At its incorporation in 1814, there were 19 named incorporators, virtually all of them Swansea residents, though William Slade of Somerset (owner of Slade's ferry) was afterwards one of the original proprietors of Fall River's Pocasset Mill.

Another of the named incorporators of the Swansea Union was John Mason, the Swansea postmaster. With Israel Brayton, Mason set up a company store in Swansea Village (then "Scrabbletown") and for nearly two decades the store distributed yarn of the Swansea Union (and other area mills) to local women to be woven at home and returned to the store in exchange for other goods. After two years, Mason dropped out of the partnership, to be replaced by another Swansea Union incorporator, Brayton's cousin, William Bowers. (A detailed account of store activities, based on recently discovered accounts, is contained in Alice Brayton's Trading in Scrabbletown (1952?).) A similar store was presumably operated at Luther's Corner by the agent of the Swansea Cotton Factory, Joseph Luther.

Even less is known about the Swansea Paper Company, probably begun by about 1818, and incorporated in 1828, where, under the direction of William Mitchell, straw paper was manufactured.

E. Architecture:

Residential: Approximately two dozen houses and cottages of the Federal period survive in Swansea. These include almost equal numbers of houses and cottages. Of the houses, approximately half are traditional in plan with center-chimneys and five-bay facades with center entrances; the remaining houses are double chimney plan structures with only two more progressive end chimney plan houses known. Almost all of the houses exhibit the end gable overhang characteristic of Federal houses in the Taunton River region. Of the cottages, most are traditional center-chimney structures with five-bay center-entrance plans; two three-quarter plan (four bay) and one half-plan (three bay) cottages were observed. Most of the houses of the period are located in dispersed agricultural settings, but some concentrations of residential structures were observed at Hortonville and at the town center with a well-preserved crossroads grouping of period buildings at Luthers Corner.

Institutional: Comparatively little institutional construction occurred in the Federal period with a lower level of ecclesiastical diversity than is typical for the Federal period. A Christian church, organized informally in 1803, was formally instituted in 1820. A "Six Principle" Baptist church was organized in 1820, as well, but it apparently never gathered a following and was defunct by the end of the 19th century. There were five schools standing in the town in 1830 along with four churches; there is no documentation for the construction of these structures, excepting the Baptist church constructed in the Colonial period.

Commercial: At least two commercial structures of the period have survived. These are the Luther Tavern (c. 1812) on Old Warren Road, a two-story, center chimney Federal house with an end gable overhang, and the Luther Store (1815), an intact two-story, end chimney brick structure with double entrances and an integral lean - to now be used as the Somerset Historical Society museum.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes:

Improvement of existing Federal period roads. Fall River, Warren and Providence Railroad in 1866.

B. Population:

Despite slight increase 1850 population continues decline to end of period. Foreign born population 7% in 1855.

C. Settlement:

Little discernable nucleation, mill village at Swansea Factory during early part of period. Other industrial endeavors widely scattered. Principle settlement mode remains dispersed farmstead.

D. Economic Base:

Agricultural base with a strong second in fishing and shipbuilding. For much of the period Mason Barney's yard on the Palmer's River was the largest single employer, closing in 1861. Substantial quantities of dressed and salted menhaden were shipped to southern markets and the West Indies.

Other manufacturing activities recorded by the state census through 1845 included one cotton mill (the Swansey Union), a woolen mill, and Mitchell's straw paper manufactory (an unidentified second paper mill is recorded in 1837). Swansea's 191 farms in 1865 were producing large quantities of Indian corn, potatoes, and beef, which, beginning in that year, could be shipped east or west via the new Fall River, Warren & Providence Railroad. (Joseph Luther, formerly the Swansey Cotton Factory's agent, uses one of the line's original incorporators.)

E. Architecture:

Residential: Dispersed construction of a modest number of cottages and houses continued into the early years of the Early Industrial period. Sidehall plan structures are comparatively rare, with the more conservative double and end chimney plans predominating across the town; in at least a few instances, the traditional center-chimney plan was used, probably into the 1840s. Most of the houses constructed are Greek Revival or transitional Greek Revival/Italianate in style, with one notable exception. This is the three-story Stevens mansion at the town center on Stevens Road. That house, built in 1855, is a three-story double pile plan Italianate villa with a low hip roof, square belvedere and semi-octagonal three-story bay to the rear. It is certainly the most ambitious house in the town for the period. Minor concentrations of period settlement are located at the town center and at Hortonville.

Institutional: Several of the town's churches were built in the Early Industrial period. These are the First Baptist church (1848), a one-and-a-half story Greek Revival/Italianate structure with a center entrance

and two-stage square belfry and the First Christian church (1833), a two-story Greek Revival building with a three-bay wide facade with pilasters and a central entrance and two-stage square tower with domed octagonal cupola. Also organized in the period was Christ Episcopal Church (1846), with a church built in 1848; this was described as a "simple Romanesque structure" (Hurd, "Swansea"). If the church was in fact in the Romanesque style, it is an early and unusual use of that style in the region.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Dighton, Swansea, Somerset Street Railway, 1895. Improvement of existing roads.

B. Populations:

Population begins slow climb during this period, 97% increase from 1870 to 1915. Foreign born population 13% of total 1885; grows to 22% in 1915.

C. Settlement:

Opening of South Swansea Station by Fall River, Warren and Providence Railroad opens Gardners Neck to summer residents beginning of period, primarily well-to-do Fall River Merchants and Mill Owners. Suburbanization of Gardners Neck by end of Period. Touisset Park develops summer colony by turn of century. Remainder of town primarily agricultural. First town house at Swansea Village 1891.

D. Economic Base:

Swansea became increasingly agricultural during the Late Industrial period. By 1905, a quarter of her products were from the dairy business alone, while most of the rest in vegetables, hay and fodder and poultry. In addition, the Brightman Fishworks (1880-90) used part of the menhaden catch to make a variety of fertilizers; and D.R. Child, in Barneyville Swansea Mfg. Co. At Swansea Village, the Swansea Print Works, like other finishing plants in the vicinity of Fall River, became an outlet for Fall River print cloth.

E. Architecture:

Residential: Very little construction occurred in the first years of the period, but in the 1890s and after the turn of the century, one and two story hip and gambrel roofed houses were built in some numbers along streetcar lines which were laid out in the period. Neighborhoods of modest suburban single-family houses are located along Wilbur Avenue and Fall River Avenue. Most of these are either Colonial Revival or Craftsman in style. Also in the period, some resort development began to occur at South Swansea on Gardner' Neck Road and at Ocean Grove. In that location, a number of Colonial Revival, Queen Anne and Shingle Style houses, including a few houses of some pretension, were constructed in the 1890s and after the turn of the century.

Institutional: A number of institutional buildings were constructed at the town center at the end of the 19th-century; all of these were donated to the town by Frank Shaw Stevens, a prominent textile industrialist. These include the Town Hall (G. Merrill Brown, 1891), a one-and-a-half story brick and brownstone Romanesque Revival building with a very deep pyramidal hip roof and two-story hip-roofed tower, the Public Library (Henry Vaughn, 1900), a one-and-a-half story rock-faced sandstone Tudor Revival building with cross gables, and Christ Episcopal Church (Henry Vaughn, 1900), a one-and-a-half story granite Gothic Revival chapel with an offset entrance tower with crenellations. Other institutional buildings of the period include the Stevens School (c. 1910), a one-story hip-roofed brick Georgian Revival School on Gardner's Neck Road.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

Route 6 designated by 1930.

B. Population:

Growth continues to end of period, slight slowing in growth rate during the depression. Foreign born 21% of total in 1930.

C. Settlement:

Continued suburbanization of Gardners Neck. Some minor suburbanization along trolley routes otherwise agricultural.

D. Economic Base:

With the opening of street railways, 1895, Swansea developed increasingly as a suburb of Fall River and nearby Rhode Island communities. No new industries were identified in Swansea in this period.

E. Architecture:

Residential: Very little construction took place in the period. Most of the construction occurred in the early years of the 1920s along the streetcar lines and at the South Swansea. Modest one-story Colonial Revival cottages and two-story pyramidal hip-roofed red brick Georgian Revival school on Stevens Road at the town center.

XI. SURVEY OBSERVATIONS

The Swansea survey is comprehensive for the period prior to 1850, but includes only the outstanding buildings of the later period, such as the municipal buildings at the town center and the more ambitious summer houses at the "Colony" on Gardner's Neck Road. Some area forms could be completed for turn of the century suburban development such as that along Wilbur Road. Potential districts exist at the town center and also at Hortonville, a very well-preserved grouping of early to mid-19th century cottages.

SWANSEA

XII. SOURCES

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