

United States Department of the Interior  
National Park Service

3964

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



### 1. Name of Property

Historic name: Cove Street Historic District

Other names/site number: NA

Name of related multiple property listing:

NA

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

### 2. Location

Street & number: 22 - 66 Cove Street and 56 Old Cove Road

City or town: Duxbury State: MA County: Plymouth

Not For Publication:

Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Applicable National Register Criteria:

A  B  C  D

<u>Brona Simon</u>	<u>April 8, 2019</u>
<b>Signature of certifying official/Title:</b>	<b>SHPO</b>
<b>Date</b>	
<b>State or Federal agency/bureau or Tribal Government</b>	
In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
<b>Signature of commenting official:</b>	<b>Date</b>
<b>Title :</b>	<b>State or Federal agency/bureau or Tribal Government</b>

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**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

  
Signature of the Keeper

5/28/19  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>18</u>	<u>4</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>3</u>	structures
<u>0</u>	<u>0</u>	objects
<u>18</u>	<u>7</u>	Total

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

DOMESTIC/single dwelling

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**Current Functions**

(Enter categories from instructions.)

DOMESTIC/single dwelling

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

EARLY REPUBLIC/Federal

MID-19<sup>TH</sup> CENTURY/Greek Revival

LATE VICTORIAN/Italianate

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS/Colonial Revival

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property:

Foundation: BRICK, STONE (Granite)

Walls: WOOD (Weatherboard, Shingle)

Roof: SYNTHETICS (Fiberglass-asphalt), WOOD

Other (Chimneys): BRICK

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

### Summary Paragraph

The Cove Street Historic District is a neighborhood of residential properties, situated on land that gently slopes down to the south between the Duck Hill and Bluefish rivers in northern Duxbury, at the beginning of the Powder Point peninsula. Small, single-family houses line both edges of the street, complemented by numbers of mature street trees. Buildings are primarily wood-frame construction and 1 ½ stories high, with both side-gable and front-gable forms. Vernacular examples of the Federal and Greek Revival styles predominate, along with one example of Italianate design and two in the Colonial Revival style. Both of the latter are remodeled former outbuildings. Similar scale and massing, along with consistent setbacks and spacing, further contribute to the cohesive character of the neighborhood. On the east, south, and west, the Cove Street Historic District is adjacent to high-style historic neighborhoods with larger-scale dwellings and lots. The Cove Street Historic District is a well-preserved and concentrated enclave of vernacular architectural design in Duxbury.

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## Narrative Description

The Cove Street Historic District is a linear area near the mouth of the Bluefish River that extends approximately one-quarter mile between Cedar Street on the south and Lovers Lane on the north. It includes twelve properties on Cove Street and one on Old Cove Road, which was previously part of a Cove Street parcel (Figure 1, Sketch Map). All buildings in the Cove Street Historic District are single-family, wood-frame houses. Most were constructed in the 19<sup>th</sup> century; two were remodeled from outbuildings in the early 20<sup>th</sup> century, and one new house was constructed in 2017. The area is unified by many common architectural features, including moderate front and side setbacks, which create a cohesive street edge; 1 ½-story building heights on all but two dwellings; uniform proportions; gabled roofs; and common architectural themes in fenestration and in modestly ornamented wall, door, and window trim (Photo 1).

Building designs are overwhelmingly vernacular, with ornament focused on main entrances. The Cape or cottage form is typical for the earliest houses in the district, consisting of a low, compact, and plainly styled 1- or 1 ½-story block, one or two rooms deep, having a side-gable roof and a five-bay façade with a center entrance. Foundations are typically granite or brick; walls are clad with clapboards and/or wood shingles and typically have plain flat trim; and roofs are usually asphalt-shingled and without gable returns. Small but prominent drip caps are prevalent at the window lintels. Street trees and occasional wood fences provide additional visual continuity.

### *Federal Period*

Nearly half of the houses in the area are Federal in style and appear to date from the first third of the 19<sup>th</sup> century. Located south of Old Cove Road, they include a pair of 2 ½-story houses on the east side of Cove Street and four 1 ½-story cottages scattered on both sides of the street. All are modestly scaled, with side-gable forms, five-bay façades, and windows set tight to the eaves. Simple but elegant Federal-period proportions are evident in both building volumes and detailing, particularly in slender pilasters at the door frames and bed moldings at the roof eaves.

### 31 Cove Street, Abigail and Isaac Chandler House, ca. 1829 (DUX.543)

The Abigail and Isaac Chandler House has a five-bay façade with a pedimented center entrance vestibule (likely an addition) and a modest center chimney. Clapboard walls with plain flat corner boards rise from a granite-block foundation. Windows have 6/6 sash and plain flat trim, and are tight to the eaves at the second story. Projecting from the rear are a 1 ½-story ell clad with wood shingles and several one-story additions, all with irregular fenestration.

### 41 Cove Street, Lucy Drew House, ca. 1829 (DUX.546; Photo 6)

Also five bays long by two bays wide, the Lucy Drew House features a flush, two-bay addition on the northern end of the original block. The original two-story, five-bay façade has a modest center chimney and a center entrance vestibule with a pedimented roof supported by a pair of Tuscan columns; its door is flanked by full-height sidelights framed by pilasters. Rising from a granite-block foundation, walls are clad with wood shingles on the façade and clapboards on the sides, trimmed with plain flat boards at the corners and a narrow bed molding at the eave. Windows have 12/12 double-hung sash and plain flat trim. The south elevation contains a one-story glazed sun porch with a low hip roof along the first floor; the north side has a two-story, gabled appendage. Appearing to date from the early 20<sup>th</sup> century, a one-story garage at the northeast corner of the lot has a front-gable roof, one large vehicle bay, wood-shingle cladding, and plain flat trim.

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28 Cove Street, Charles Jr. and Hannah Drew House, ca. 1830 (DUX.542; Photo 3)

The Charles Jr. and Hannah Drew House rises 1 ½ stories from a brick foundation to a side-gable roof with minimal gable returns; its 6/6 windows have prominent sills and plain flat trim. The five-bay façade has a center entrance with cut-granite-block steps and a projecting, gabled vestibule with a pedimented gable and slender corner pilasters supporting a molded entablature and framing narrow sidelights covered by full-height shutters. Walls are clad with clapboards on the façade and wood shingles on the sides; they are trimmed with plain flat corner boards and a modest cornice molding at the eaves. The rear addition that presently houses the kitchen is reported (by the current owner) to consist of two historic fish houses moved up from the waterfront, a story supported by their form and proportions.

36 Cove Street, Samuel E. and Sallie Ripley House, ca. 1830 (DUX.545; Photo 5)

The Samuel E. and Sallie Ripley House, a fine example of a Cape Cod house form, rises 1 ½ stories from a granite-block foundation to a side-gable roof with a pair of slender end-wall chimneys. Clapboard walls are trimmed with narrow corner boards and a simple cornice molding. The five-bay façade has a prominent center doorway with tapering pilasters; a comparatively high, molded entablature; and half-height sidelights. Windows are typically 6/6 sash with plain flat trim. Side elevations of the deep main block have two widely separated windows. Southwest of the house, an early to mid- 20<sup>th</sup>-century garage rises one story to a side-gable roof, with three individual vehicle bays and wood-shingle cladding with plain flat trim.

47 Cove Street, Henry S. and Keziah Delano House, ca. 1832 (DUX.548; Photo 8)

Standing at the intersection of Cove Street and Old Cove Road, the Henry S. and Keziah Delano House is a deep, five-by-two-bay cottage, augmented by a series of modest rear additions. The main block, another example of the Cape Cod house form, rises 1 ½ stories from a brick foundation to a side-gable roof that is clad in wood shingles, and a modest center chimney. Walls are low in height and are sheathed in clapboards on the façade and wood shingles on the sides, rear, and rear additions. Windows typically have 12/12 sash on the first floor and 8/12 sash in the half story, with projecting frames. The center entrance has slender pilasters that frame ¾-height sidelights and support a narrow frieze. At the eastern edge of the lot, an early barn stands 1 ½ stories high with a front-gable roof and one-story lean-to along one side. Clad in wood shingles, the late 19<sup>th</sup>-century barn has one large vehicle door (two cars wide) and a small six-light window centered above.

48 Cove Street, William Paulding House, 1833 (DUX.549; Photo 1, center)

The William Paulding House rises 1 ½ stories to a steeply pitched, side-gable roof; the foundation consists of brick at the front and granite at the sides. Wood-shingled walls are trimmed with narrow, flat corner boards and a simple bed molding at the eaves. The five-bay façade has 6/6 windows with plain flat trim and a center doorway framed by half-height sidelights, slender pilasters, and a molded entablature. The side elevations have small four-light windows in the eaves of the half story. A series of small additions extends to the rear of the main block.

*Greek Revival Style*

A trio of houses in the Cove Street Historic District display the Greek Revival style, most strongly in their decorative door frames and typically front-gable orientation. Conservative traces of the Federal style linger in their restrained proportions and trim and in their small-paned window sash. Two of the three houses of this period display the style's characteristic front-gable form with a side-hall plan and offset entrance. Interestingly, the largest house in this style and in the district (42 Cove Street) retains a traditional half-house form with a side-gable roof and offset entrance.

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42 Cove Street, Joseph Nickerson House, 1833 (DUX.547; Photos 1, 7)

The only 2 ½-story Greek Revival style house in the district, the Joseph Nickerson House is unusually large and tall, three bays wide and three bays deep with a steep side-gable roof and a side-hall plan. The building rises from a brick foundation to clapboard-clad walls with a narrow molded fascia board and minimal gable returns. Windows feature 6/6 sash with plain flat trim. The façade is notable for its offset entrance with half-height sidelights, channeled pilasters, and a molded entablature with a Greek key design in three discrete panels. Substantial one- and two-story wings have been added to the rear of the original block.

66 Cove Street, Henry Paulding House, ca. 1838 (DUX.552)

Modestly sized and scaled, the Henry B. Paulding House stands at the corner of Cove Street and Lovers Lane. The building rises 1 ½ stories from a brick foundation to a front-gable roof with minimal gable returns and a side-hall plan. Wood-shingled walls are trimmed with modest corner pilasters and a high molded frieze. The façade contains an offset entrance with grooved pilasters, ¾-height sidelights, and a narrow, molded frieze board. Windows feature 8/8 replacement sash at the first floor and 6/6 sash in the half story. A variety of rear appendages are modest in scale and utilitarian in design. A mid-20<sup>th</sup>-century garage facing Lovers Lane, at the northwest corner of the lot, has a saltbox form, two individual garage bays, wood-shingle cladding, and a 6/6 window on each gable end.

35 Cove Street, Alden Chandler House, ca. 1853 (DUX.544; Photo 4)

Although small in stature, the Alden Chandler House is distinguished by the district's most assertive stylistic statement at its offset entrance. The small, 1 ½-story volume rises from a granite foundation to clapboard-clad walls trimmed with comparatively wide, flat corner boards and frieze boards and a front-gable roof with small gable returns. The façade is highlighted by an unusually wide door enframement composed of a channeled surround with flat corner blocks and ¾-height sidelights. Windows typically have 6/6 sash and flat trim. Several small-scale additions extend to the rear.

*Italianate Style*

The last originally residential building in the Cove Street District displays the Italianate style. This dwelling is a simple 1 ½-story building with a front-gable form, located at the northwest portion of the district.

56 Cove Street, Julian Paulding House, ca. 1876 (DUX. 550; Photo 1)

The Julian Paulding House rises 1 ½ stories from a poured-concrete foundation to a front-gable roof with pronounced gable returns and a side-hall plan. Clapboard-clad walls are trimmed with corner pilasters and a thick molded frieze board. The modest offset entrance features a flat surround, oversized cornice molding, and a Victorian door with a pair of arched panes of glass. The building appears to have experienced sympathetic but significant remodeling in its window sash and trim, foundation, and substantial rear additions.

*Colonial Revival Style*

In the early 20<sup>th</sup> century, the following two houses, which are at the fringes of the Cove Street Historic District, were converted from outbuildings into residences.

22 Cove Street, John C. Runkle House, ca. 1917 (DUX.541; Photo 2)

The building at 22 Cove Street encompasses a mélange of small-scale volumes with low-pitched gable roofs, all clad in clapboards with plain flat trim. Previously a storehouse with an L-shaped footprint, the building was converted to a dwelling between 1917 and 1924. The rear ell was added between 1915 and

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1945. Small 6/6 windows are typical. The front wing is one story high and two bays deep with its gable end oriented toward the street and anchored by a modern exterior chimney. The main wing runs north-south, with its ridge parallel to Cove Street. On its four-bay Cove Street façade, the second story overhangs the lower floor and an off-center entrance. A one-story glazed sun porch is appended to the south gable end of this wing. The northwest wing rises two stories to an asymmetrical gable roof in the center and irregular appendages. A large, Colonial Revival-style garage (mid-20<sup>th</sup> century) at the northwest corner of the site has three individual, arched bays; a side-gable roof; clapboard sheathing; and a small octagonal cupola.

56 Old Cove Road, Parker Chandler House, ca. 1927

Clad in wood shingles, the main block of the Parker Chandler House consists of a relatively small 1 ½-story main block with long shed-roofed additions across its front (north) and side elevations and long shed-roofed dormers on both roof slopes. Two slender exterior chimneys are centered on the east and west elevations. The main entrance, centered in the glazed sunroom on the north elevation, consists of double-leaf French doors. This house is thought to have been converted in the 1920s from an unspecified outbuilding. A small barn/garage (late 19<sup>th</sup> century), located south of the house and accessed between 35 and 41 Cove Street, is 1 ½ stories high with a front-gable roof, an asymmetrically placed garage door, and a large twelve-light window centered in the half story. It is clad with wood shingles and plain flat trim.

**Alterations and Noncontributing Resources**

Alterations typically consist of rear additions and dormer windows, most of which are compatible in size, scale, materials, and detailing to the original buildings. Several garages have been created from former outbuildings or built new in compatible locations and styles. In 2017, a late 19<sup>th</sup>-century house and accompanying turn-of-the-20<sup>th</sup>-century barn at 62 Cove Street were demolished; a new house with compatible form, massing, scale, materials, and detailing has been constructed on the property. Given the development pressures of a prosperous modern economy on this architecturally modest neighborhood, The historic character and architectural integrity of the Cove Street Historic District survive remarkably intact. The boundaries of the district have been drawn to exclude noncontributing properties.

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## 8. Statement of Significance

### Applicable National Register Criteria

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

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

### Criteria Considerations

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

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

Architecture  
Community Planning and Development

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1829–1969

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

ca. 1829–1830: Subdivision of Asa Chandler and Sylvanus Drew estates

\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Samuel E. Ripley – housewright

Howe, Manning & Almy – architects

\_\_\_\_\_

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Cove Street Historic District is a remarkably well-preserved example of modest but well-crafted houses from the late 18<sup>th</sup> through late 19<sup>th</sup> centuries and represents the growth and development of Duxbury as a shipbuilding center and later as a summer resort. Historically, the area is notable as a pair of early subdivisions constructed for workers during the peak period of Duxbury's shipbuilding industry. Architecturally, the district is representative of vernacular Federal, Greek Revival, Italianate, and Colonial Revival styles in Duxbury, assembled in a remarkably cohesive streetscape. The Cove Street Historic District retains integrity of location, design, setting, materials, feeling, workmanship, and association and meets Criteria A and C of the National Register at the local level. The period of significance is 1829 to 1969. It begins with the subdivision of the land and the construction of oldest houses in the district (31 and 41 Cove Street). The period of significance ends 50 years from the present, a timeframe established by the National Park Service as adequate for evaluating resources from an objective historical perspective.

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

#### *Architecture*

The Cove Street Historic District maintains an excellent collection of small-scale residential development from the turn of the 19<sup>th</sup> century through the early 20<sup>th</sup> century, representative of Duxbury's simple, largely conservative architectural character. The streetscape is visually unified by strong common patterns of building spacing, heights, forms, materials, style, and architectural elements. Although modest in scale and ornament, its buildings are well proportioned, finely detailed, and highly intact.

#### *Community Planning and Development*

The Cove Street Historic District exemplifies residential expansion in Duxbury, especially for working class families, during the 19<sup>th</sup> century. Directly abutting the more high-style Old Shipbuilder's Historic District (NRDIS 1986), which contains houses built by ship captains and owners, the Cove Street Historic District represents a parallel history of houses built for those who worked in Duxbury's shipbuilding industry. The houses in the district also played a supporting role in the development of summer resorts in Duxbury.

The first formal shipyard in Duxbury was established in 1764 by Ezra Weston at Powder Point at the mouth of the Bluefish River. Additional shipyards were soon constructed nearby, prompting development northward along Washington Street and away from the existing town center. As a result of the shipbuilding industry, Duxbury witnessed an intense period of growth between 1780 and 1840. The shipbuilding industry peaked in the 1830s, however, and began a dramatic decline beginning in the 1840s. The resultant economic slump lasted into the late 19<sup>th</sup> century. During that time, Cove Street residents worked in the trades as carpenters, jobbers, or as washerwomen. At the turn of the 20<sup>th</sup> century, Duxbury experienced an economic revival through its newfound popularity as a summer resort. By that time, Cove Street residents represented the service economy with carpenters, builders, private drivers, gardeners, housemaids, and nurses. By the second half of the 20<sup>th</sup> century, these houses became permanent homes for Boston commuters.

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## Developmental History/Additional Historic Context Information

### Overview

Duxbury was incorporated in 1637 as an outpost of Plymouth. For its first 100 years, Duxbury consisted of scattered farmsteads and small mills. Although the town's seaside location encouraged fishing to augment agricultural activities, Duxbury was largely dependent upon Plymouth for services and sustenance. A small town center evolved around the first meetinghouse, erected ca. 1657 in South Duxbury. Salt-hay meadows at Duxbury Bay and along the mouths of the Duck Hill and Bluefish rivers provided fodder for livestock.

Shipbuilding in Duxbury began in the early 18<sup>th</sup> century with builders located along the coast in South Duxbury near Captains' Hill. The first formal shipyard was established in 1764 by Ezra Weston on the Powder Point peninsula at the mouth of the Bluefish River. Additional shipyards were soon constructed near Weston's, prompting development northward along Washington Street and away from the original town center. The early shipyards built fishing vessels, small sloops and coasters for local trade. After the Revolution, trendsetter Weston enlarged his shipyard and began building larger schooners, brigs, and barks for overseas travel. Other shipyard owners followed Weston's lead: Sylvanus Drew, Samuel Frazar, Israel Sylvester, Levi Sampson, and Samuel Delano all built shipyards at the Bluefish River in the early years of the 19<sup>th</sup> century.

As a result of the shipping industry, Duxbury experienced an intense period of growth between 1780 and 1840. Shipbuilding enterprises peaked in the 1830s, with 71 ships built and 900 workers employed in the five-year span between 1832 and 1837. The National Register nomination for the Old Shipbuilders Historic District sums up that period as follows:

"The fishing industry in Duxbury was at its most productive, with over 300 men and 46 ships active in fishing; 1.8 million pounds of codfish passed through Duxbury harbor that year alone. Fourteen shipyards operated along the waterfront; accompanying them were more minor but nonetheless critical enterprises associated with the industry: ropewalks; sail lofts; forges; sparsoaks; and steamsheds. An 1833 census indicated that while Duxbury still numbered 200 farmers among its citizenry, 900 men (1/3 of the male population) were engaged in shipbuilding, foreign commerce, fishing or coastal trade."<sup>1</sup>

Accessory industries grew along with the shipyards and employed carpenters, coopers, sailmakers, caulkers, and sparmakers.

Washington Street, which runs parallel to the waterfront and served as the north-south spine of the shipbuilding area, was laid out in 1798. In 1803, a bridge spanning the Bluefish River was built at the north end of Washington Street. The bridge opened Powder Point to development along its waterfront.

Prosperous shipyard owners began to construct large dwellings facing Washington Street. These dwellings were increasingly sophisticated and reflected their owners' elevated standing. Amid these large dwellings were the smaller, one- and two-story dwellings built by and for shipyard workers. Among Duxbury's leading shipyard owners was Sylvanus Drew. Drew's yard was located on Powder Point Road just east of the intersection with Cove Street. The Drew shipyard began with Perez Drew, a ship

<sup>1</sup> Betsy Friedberg, Massachusetts Historical Commission, and Duxbury Historical Commission, Old Shipbuilder's Historic District National Register of Historic Places nomination, 8:4, 1986.

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carpenter who established the yard before the Revolution. The second generation included brothers Sylvanus and Joseph Drew. Grandsons Captain Reuben Drew and Charles Drew, Sr. took over the yard after Sylvanus's death in 1829. In addition to shipbuilding, the Drew family invested in cargo and shipped out as captains and crews, broadening their economic reach.

Beginning in 1830, Samuel Frazar, husband of Sylvanus Drew's daughter Abigail, operated a shipyard on the Bluefish River on St. George Street, just west of its intersection with the bridge over that river. Frazar also owned a grist mill on the north shore of the Bluefish River, also at the west side of the bridge. The intersection of St. George Street, Washington Street, Powder Point Road, and Cove Street became a commercial area known as Town Square that centered on the Duxbury Bank (DUX.47), which was formed in 1833 by shipbuilder Ezra Weston II.

**Evolution of the Cove Street Neighborhood**

Cove Street began in the 17<sup>th</sup> century as a path, or cartway, that crossed the neck of the Powder Point peninsula and connected the Bluefish River with the salt meadows at the Old Cove, which is located to the northeast of the Cove Street Historic District on the Duck Hill River. This cartway served farmers who harvested hay from the meadows to feed their livestock. Two dwellings in the historic district may date from this early, agricultural period, although they are not specifically documented until ca. 1829.

Several factors in play in the second quarter of the 19<sup>th</sup> century led to the present development of the Cove Street Historic District. First, the shipbuilding industry was strong in 1830 and the demand for workers' housing was robust. The proximity of the Drew, Weston, Loring, and Sampson shipyards placed pressure on the adjacent Cove Street area. Second, two prominent landholders in this area died within four years of one another—Asa Chandler in 1825 and Sylvanus Drew in 1829—providing an opportunity for their heirs to capitalize on the demand for housing. Yeoman Asa Chandler held extensive landholdings along Powder Point Avenue east of the cartway. Shipyard owner Sylvanus Drew held landholdings west of the Old Cove cartway in addition to his house and shipyard at 37 Powder Point Avenue (Figure 2). The Chandler and Drew estates were subdivided and developed virtually concurrently, resulting in the unified setting, scale, and architectural character that distinguish the Cove Street Historic District. Drew's property along the west side of the cartway was divided into eleven lots between present-day St. George Street and Lovers Lane. Chandler's land along the east side of Cove Street between Powder Point Avenue and the Duck River was divided into several lots along Cove Street and Powder Point Avenue.

An intense period of building began soon after the properties along Cove Street were subdivided in 1829 and 1830. Cove Street was formally laid out as a public road in 1831. The roadway had been anticipated a few years before that time; deeds from 1829 and 1830 use the "proposed road" as a boundary. It appears that the subdivision of the Chandler and Drew estates and the proposed expansion of the cartway happened concurrently. A mix of eight late Federal-style and three Greek Revival houses were built on Cove Street by 1838; the earliest houses were constructed ca. 1829 at 31 and 41 Cove Street. Another Greek Revival dwelling was added in 1853. These buildings are all extant. Two Italianate-style houses were constructed at 56 and 62 Cove Street in the 1860s and 1870s; (#62 was demolished in 2017, and replaced with a new house.) Two more dwellings were 19<sup>th</sup>-century barns or outbuildings that were converted to Colonial Revival-style houses ca. 1920.

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The first owners and residents of Cove Street were largely part of the shipbuilding industry. Samuel Frazar owned a shipyard. Charles Drew, Jr. (28 Cove Street) was a merchant or trader in the shipping industry.<sup>2</sup> Bradford Weston, William Paulding (48 Cove Street), and Henry Paulding (66 Cove Street) were also shipwrights or ship carpenters. Alden Chandler was employed as a shipyard painter.<sup>3</sup> The neighborhood also contained tradesmen. Samuel Ripley (36 Cove Street) was a housewright who likely built his own house.<sup>4</sup>

*East Side of Cove Street – Asa Chandler Estate*

At the turn of the 19<sup>th</sup> century, Asa Chandler owned extensive real estate on Powder Point east of the cartway that became Cove Street. Just three months before his death in 1825, Chandler sold property bounded southwesterly by Powder Point Road and the cartway to his grand-nephews Asa C. Delano and Henry S. Delano, both cabinetmakers. They subsequently subdivided much of his land in the Old Cove area. The resulting small house lots on the east side of Cove Street were sold around 1829.

31 Cove Street, Abigail and Isaac Chandler house, ca. 1829 (DUX.543)

31 Cove Street has been previously assigned a conjectural construction date of circa 1816, the date at which it is reported that Asa Chandler's son Isaac moved to the property with his wife and children.<sup>5</sup> However, primary sources do not clearly support this date. Asa C. and Henry S. Delano sold the double lot that would eventually contain 31 and 35 Cove Street to their sister Abigail Delano Chandler in 1829.<sup>6</sup> That deed contains no mention of any buildings on the lot. In contrast, contemporaneous deeds for other parcels of the subdivided Chandler land, especially the lot immediately south of 31 Cove Street, do mention specific buildings. This may indicate that the building was constructed ca. 1829 in a Federal style consistent with Duxbury's conservative architectural tastes.

The house appears on the 1833 map as A. [Abigail] Chandler. (Figure 3.) In 1837, Abigail and her husband Isaac Chandler, a mariner, sold the lot containing 31 and 35 Cove Street—"our homestead place with all the buildings thereon"—to their adult sons Alden and Isaac.<sup>7</sup> In 1853, the brothers divided the lot.<sup>8</sup> Yeoman Isaac took the half lot on which stood 31 Cove Street. 31 Cove Street remained in the Chandler family until 1946, when it was sold to T. Harry Tait of Brookline (see 56 Old Cove Road).

35 Cove Street, Alden Chandler house, ca. 1853 (DUX.544)

Parallel to the history of 31 Cove Street, Alden Chandler acquired the half lot on which 35 Cove Street now stands in 1853 and likely constructed the house around that time. After Alden's death in 1882, the house passed to his son Erastus Chandler, a veteran of the Civil War and a shipyard painter, who had been living with his father. In the 1920 census, Erastus lived in this house with his nephew John Chandler, a plumber, and John's family. After Erastus died in 1921, the house was sold to the Emerson family, who owned a large summer house at 22 Powder Point Road (DUX.14).<sup>9</sup>

<sup>2</sup> Estate of Sylvanus Drew to Charles Drew, Jr, Plymouth Deed Book 170, page 127, April 24, 1830; and Charles Drew, Jr. to Sylvanus Drew, Plymouth Deed Book 187, page 200, April 26, 1830.

<sup>3</sup> Isaac Chandler to Alden Chandler, Plymouth Deed Book 252, page 255, March 5, 1853.

<sup>4</sup> Samuel Frazar to Samuel E. Ripley, Plymouth Deed Book 170, page 155, June 1, 1830.

<sup>5</sup> Date Board File: 31 Cove Street, Duxbury Rural and Historical Society.

<sup>6</sup> Asa C. and Henry S. Delano to Abigail Chandler, Plymouth Deed Book 170, page 120, May 4, 1829.

<sup>7</sup> Isaac Chandler and Abigail Chandler to Isaac and Alden Chandler, Plymouth Deed Book 192, page 190, January 3, 1837.

<sup>8</sup> Isaac Chandler to Alden Chandler, Plymouth Deed Book 252, page 261, March 5, 1853, and Alden Chandler to Isaac Chandler, Plymouth Deed Book 255, page 134, March 5, 1853.

<sup>9</sup> Estate of Erastus Edgar Chandler to Carlotta Emerson, Plymouth Deed Book 1398, page 420, October 15, 1921.

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41 Cove Street, Lucy Drew House, ca. 1829 (DUX.546)

In his will, shipyard owner Sylvanus Drew had provided for his wife Mercy and unmarried daughters Lucy, Wealtha, and Zilpah to share his dwelling house on Powder Point Avenue and his household goods.<sup>10</sup> Upon his death in 1829, the three sisters instead chose to sell their parents' house. Lucy, then 49 years old, decided to use her share of the inheritance to purchase a house for herself; in 1830 she acquired the lot of land at 41 Cove Street from Asa and Henry Delano.<sup>11</sup>

The house at 41 Cove Street has previously been assigned a construction date of circa 1794.<sup>12</sup> However, primary sources do not clearly support this date. The deed transferring property to Lucy Drew contains no mention of any buildings on the lot. In contrast, contemporaneous deeds for other parcels of the subdivided Chandler land, especially the lot immediately south of 31 Cove Street, do mention specific buildings. This may indicate that the building was constructed ca. 1829 in a Federal style consistent with Duxbury's conservative architectural tastes.

The building appears on the 1833 map (Figure 3) as the house of "L. Drew." The 1840 census shows Lucy Drew as head of household with a man and a woman in their 30s and two children under the age of 5 living with her. These people are likely shipyard carpenter Bradford Weston and family, who lived with Lucy Drew for the remainder of her life and who inherited the property. The 1855 census identifies Bradford (age 45) and his wife Sarah (49) and their children Austin (17) and Anne (19) as living with Lucy Drew. Austin Weston lived in the Drew house and worked as a caulker in the shipyards as late as 1860. Austin moved to San Francisco by 1864 and in 1884 was living in Yokohama, Japan, where he remained for the rest of his life. In absentia from Yokohama, Austin sold 41 Cove Street to Mary Burdette in 1907.<sup>13</sup> Mary Burdette's estate sold the property to house carpenter Parker B. Chandler in 1914.<sup>14</sup> Chandler and his wife sold the house to son Philip Chandler and daughter-in-law Elizabeth Chandler in 1949 (see 56 Old Cove Road).

47 Cove Street, Henry S. and Keziah Delano House, ca. 1832 (DUX.548)

In 1832, Asa Delano sold his lot at 47 Cove Street to his brother Henry, who built a house there shortly thereafter. The building appears on the 1833 map as the house of H. Delano (Figure 3). In 1835, Henry sold his "homestead place with dwelling" to shipyard owner Ezra Weston.<sup>15</sup> The property moved through the Weston family until carpenter George B. Bates purchased it in 1867. The house remained in the Bates family until 1952.<sup>16</sup>

*West Side of Cove Street – Sylvanus Drew Estate*

Among the many landholdings of Sylvanus Drew was a parcel of land north of Powder Point Avenue and St. George Street, on the west side of the cartway, which he rented to farmer Nathaniel Thomas.<sup>17</sup> After Drew died in 1829, this parcel was subdivided into eleven house lots and sold at an estate auction in

<sup>10</sup> Estate of Sylvanus Drew, Plymouth Probate No. 6738.

<sup>11</sup> Asa C. Delano and Henry S. Delano to Lucy Drew, Plymouth Deed Book 170, page 128, May 18, 1830.

<sup>12</sup> Date Board File: 41 Cove Street, Duxbury Rural and Historical Society.

<sup>13</sup> Date Board File: 41 Cove Street, Duxbury Rural and Historical Society.

<sup>14</sup> Estate of Mary Burdette to Parker B. Chandler, Plymouth Deed Book 1203, page 152, July 18, 1914.

<sup>15</sup> Henry S. Delano to Ezra Weston, Plymouth Deed Book 183, page 132, July 10, 1835.

<sup>16</sup> Alden G. Weston to George B. Bates, Plymouth Deed Book 341, page 266, May 19, 1867 and George B. Bates to Mary A. Bulkley, Plymouth Date Book 2210, page 38, 1952 and Book 2622, page 217, 1958.

<sup>17</sup> Plymouth Probate Papers for Sylvanus Drew, Case 6737-6781, Box 107128, 1829.

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1830.<sup>18</sup> House lots three through eleven are located within the Cove Street Historic District. Each measuring 100 feet wide along Cove Street, the lots are located along the west side of Cove Street between Cedar Street and Lovers Lane. House lots one and two are located at the southernmost end of Cove Street, between Cedar Street and St. George Street, and are part of the Old Shipbuilder's National Register Historic District.

Drew's son-in-law Samuel A. Frazar was the highest bidder for six of the house lots (lots four, six, seven, eight, ten, and eleven), purchasing them for \$117.50.<sup>19</sup> These lots would be later identified as numbers 22, 36, 42, 48, 62, and 66 Cove Street. It appears that Frazar purchased the lots on speculation, as three of the lots were sold within two months of purchase and two others within a few years.

28 Cove Street, Charles Jr. and Hannah Drew House, ca. 1830, house lot five (DUX.542)

Sylvanus Drew's grandson, Charles Drew, Jr., purchased two house lots (five and nine) at his grandfather's estate auction in 1830. It appears that he constructed the house on this lot shortly thereafter for himself, his wife Hannah, and his family. Drew is noted as "merchant" and trader in deeds to the property and was likely occupied in the trading and cargo operations of the extensive Drew family business.<sup>20</sup> Drew died in 1855; his widow Hannah remained in the house until her death in 1893. Her heirs sold the property out of the family in 1902. In the early 20<sup>th</sup> century, Howard Blanchard, a laborer and painter, lived in the house. His son Howard, a gardener, also resided there. Real estate investor John C. Runkle purchased the house in 1931 (see 22 Cove Street).

36 Cove Street, Samuel E. and Sallie Ripley House, ca. 1830, house lot six (DUX.545)

Samuel Frazar purchased this house lot at his father-in-law's estate auction in 1830 and quickly resold the property to housewright Samuel E. Ripley. Given Ripley's profession, he is the likely builder of the house. It appears that income was sufficiently steady in the years following that Ripley also purchased 22 Cove Street (house lots three and four) for outbuildings. The properties remained in the family until 1917.

42 Cove Street, Joseph Nickerson House, 1833, house lot seven (DUX.547)

Josiah Nickerson, merchant, of Boston acquired this lot from Samuel Frazar in 1833. Nickerson had the extant house constructed that year for his son Joseph Nickerson,<sup>21</sup> who operated Sylvanus Drew's salt works on the bluff above the Old Cove. Josiah's daughter Harriet (b. 1810) is noted to have run a private school in a building (not extant) located on the site of 56 Cove Street. Lot Swift, "gentleman," purchased the property in 1854.<sup>22</sup> Lot Swift is listed as a farmer in censuses from 1855 through 1880. The property remained in his family until 1955.<sup>23</sup>

<sup>18</sup> Estate of Sylvanus Drew to Samuel A. Frazar, Plymouth Deed Book 169, page 94; Book 170, page 127; Book 170, page 128; Book 170, page 154; and, Book 170, page 25, 1830.

<sup>19</sup> Estate of Sylvanus Drew to Samuel A. Frazar, Plymouth Deed Book 169, page 194, June 1, 1830.

<sup>20</sup> Estate of Sylvanus Drew to Charles Drew, Jr., Plymouth Deed Book 170, page 127, April 24, 1830, and Charles Drew, Jr. to Sylvanus Drew, Plymouth Deed Book 187, page 200, April 26, 1836.

<sup>21</sup> Samuel A. Frazar to Josiah Nickerson, Plymouth Deed Book 179, page 99, April 4, 1833, and Josiah Nickerson to Joseph Nickerson, Plymouth Deed Book 177, page 111, November 25, 1833, "...together with the two-story house and out house...the dwelling house and outhouses having...been built [since] April last."

<sup>22</sup> Joseph Nickerson to Lot Swift, Plymouth Deed Book 265, page 99, August 11, 1854.

<sup>23</sup> Isabel Swift to Myron and Marjorie Vincent, Plymouth Deed Book 2408, page 465, April 5, 1955.

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48 Cove Street, William Paulding House, 1833, house lot eight (DUX.549)

Samuel Frazar sold this parcel to shipwright William Polden (Paulding) in 1832.<sup>24</sup> Paulding likely built the house the following year; his tax assessment rose from \$2.00 in 1833 to \$24.00 in 1834.<sup>25</sup> William Paulding and his son William P. Paulding worked as shipwrights, according to the 1850 census.

66 Cove Street, Henry Paulding House, ca. 1838, house lot eleven (DUX.552)

Samuel Frazar sold house lot eleven in 1838 to ship carpenter Henry Paulding, who is likely the brother of William Paulding (48 and 56 Cove Street). In the 1855 Massachusetts census, Henry Paulding and his wife Emmaline had seven children living with them. The house remained in the Paulding family until 1906.<sup>26</sup>

### **Decline of the Shipbuilding Industry**

Duxbury's active and prosperous shipbuilding era of the late 18<sup>th</sup> and early 19<sup>th</sup> centuries did not last long. By 1840, Boston's busier harbor had attracted Duxbury's larger shipbuilders, and many shipyard owners relocated operations to Boston, where many of the ships' owners already resided. By the mid-19<sup>th</sup> century, the shipbuilding industry demanded faster and larger ships. Until this time, shipbuilders had been able to work around the shallow waters that handicapped Duxbury. Duxbury Bay was too shallow for the weight of the larger ships.

By the 1840s, the Duxbury shipbuilding industry was clearly in decline. Affected by the financial panic of 1837, most of the early shipyards closed by 1840. The shipyards that remained were sold to new owners and became significantly smaller operations or went bankrupt. "Decline in the town was swift and dramatic... Duxbury launched only four ships in 1845: in 1865, two."<sup>27</sup> The last fully rigged Duxbury ship was launched in 1869.

Ship carpenter William Paulding (48 Cove Street) saw opportunity amid the losses, and in 1852 purchased the Drew shipyard, which had gone bankrupt in 1843. Paulding knew the Drew operation well, having begun his career 1823 as an apprentice to Charles Drew.<sup>28</sup> Paulding operated the yard until 1867, building 52 market boats, schooners, and barks. His best-known vessel was the bark *Smyrniote*, built in 1858–1859 for Boston fig merchant Marquis Niccolo Reggio. *Smyrniote* served in the Mediterranean fruit trade until 1877 and is said to have held the record for the quickest passage to Smyrna (an ancient port city in present-day Turkey now known as Izmir).<sup>29</sup> One of his last vessels was the *Mary Amanda*, named for his granddaughter Mary Amanda Bates, the child of his daughter, Emma Paulding, and her husband, George Bates (47 Cove Street).

The later history of William Paulding's shipbuilding career, as well as that of his son Julian, is illustrative of Duxbury's economic climate during the second half of the 19<sup>th</sup> century. Despite the optimism that surely prompted William Paulding to purchase the bankrupt Drew shipyard, Paulding was unable to

<sup>24</sup> Samuel A. Frazar to William Polden, Plymouth Deed Book 177, page 7, November 3, 1832.

<sup>25</sup> Duxbury tax assessor's records for 1833 and 1834, cited in Date Board File: 48 Cove Street, Duxbury Rural and Historical Society.

<sup>26</sup> Andrew Paulding, et. al. to Charles Davis, Plymouth Deed Book 941, page 431, September 5, 1905.

<sup>27</sup> Betsy Friedberg, Massachusetts Historical Commission, and Duxbury Historical Commission, Old Shipbuilder's Historic District National Register of Historic Places nomination, 8:5, 1986.

<sup>28</sup> Lucy Porter Higgins, "When and Where Some of the First Ships Were Built in New England, *Americana Illustrated*, vol. 13, no. 3 (July 1919): 249, accessed through Google Books July 10, 2016.

<sup>29</sup> Lucy Porter Higgins, "When and Where Some of the First Ships Were Built in New England, *Americana Illustrated*, vol. 13, no. 3 (July 1919): 249, accessed through Google Books July 10, 2016.

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overcome the economic conditions that surrounded the shipbuilding industry and closed the yard in 1867. In 1874, Paulding mortgaged the shipyard and in 1879 mortgaged his house at 48 Cove Street.<sup>30</sup> The house and remainder of the yard went to sheriff's sale in 1881 and were purchased by neighbor and son-in-law George Bates (47 Cove Street).<sup>31</sup>

56 Cove Street, Julian Paulding House, ca. 1876, house lot nine (DUX.550)

This house lot was the second purchased by Charles Drew, Jr. at his grandfather's estate auction in 1830.<sup>32</sup> It does not appear that Drew built a house on this lot, however. The 1857 map (Figure 4) notes a "School" in this location, which supports secondary sources that state Harriet Nickerson (42 Cove Street) ran a private school on this lot (not extant). This use is also supported by the deed through which Charles's widow Hannah conveys this "pasture land... school house lot" to next-door neighbor William Paulding in 1857.<sup>33</sup> In 1875, William sold the property to his youngest child, 24-year-old Julian E. Paulding.<sup>34</sup> Julian is listed as a shipwright in the 1870 census and as a carpenter in the 1880 census. In 1890, he defaulted on a mortgage on the property, and in the 1900 census, at age 49, was listed as a farm laborer boarding with a family. In 1896, Mary Chandler Foster, daughter of Alden Chandler of 35 Cove Street, purchased the house here with her husband Hiram Foster.<sup>35</sup>

**Recession Economy**

The second half of the 19<sup>th</sup> century found Duxbury with many fewer residents, as workers followed industrial jobs to Boston and beyond. Duxbury's expansion had been narrow in focus, leaving Duxbury economically vulnerable when the shipping industry declined. While many members of the older generation of Cove Street residents still identified themselves as shipwrights, including William Paulding (age 63), Henry Paulding (61) and Bradford Weston (59), their children and younger workers found work where they could outside the maritime industry. Henry Paulding's son Andrew (age 18) was working as a farmer in 1870, as was Bradford Weston's son Austin (32). George B. Bates "worked on shoes." The 1880 census lists George Bates and Ray Swift working as laborers and Samuel Ripley and Julian Paulding working as carpenters. Andrew Paulding was working as a shoemaker. In 1900, Will Hancock was working as a telegraph operator, likely at the telegraph office at the nearby former Duxbury Bank building. Census data indicates that during the last decades of the 19<sup>th</sup> century, more Cove Street wives and daughters were working in addition to keeping house. For example, in 1894, Mrs. H. T. Swift worked as a nurse.

The construction of the Duxbury and Cohasset Railroad in 1870 provided a much-needed economic boost to Duxbury. One source states that it was at one point the largest employer in Duxbury, employing freight agents, section foremen, crossing guards, engineers, conductors, and firemen. William Kettler, Henry Paulding's son-in-law, worked as a railroad electrician in 1870. In 1910, Ray Swift's son-in-law William Peterson worked as a fireman for the railroad. The railroad was located roughly parallel with the east side of Tremont Street (Route 3A) and west of Washington Street. The Duxbury depot was located three-quarters of a mile west of Cove Street on St. George Street.

<sup>30</sup> Date Board file: 48 Cove Street, Duxbury Rural and Historical Society, citing Plymouth Deed Book 212, page 22 and Book 454, page 117.

<sup>31</sup> Plymouth Deed Book B471, page 34, March 16, 1881.

<sup>32</sup> Estate of Sylvanus Drew to Charles Drew, Jr, Deed Book 170, page 127 April 24, 1830, and Charles Drew, Jr. to Sylvanus Drew, Deed Book 187, page 200, April 26, 1830.

<sup>33</sup> Hannah Drew to William Paulding, Plymouth Deed Book 386, page 147, April 4, 1857.

<sup>34</sup> William Paulding to Julian Paulding, Plymouth Deed Book 386, page 146, June 10, 1872.

<sup>35</sup> Charles Holmes to Mary D. Foster, Plymouth Deed Book 719, page 448, June 3, 1896.

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### Summer People and the “Peddlers Era”

Even more important to the economic health of the community, the construction of the Duxbury and Cohasset Railroad opened the town to summer people, who were to be the third chapter in the Cove Street Historic District. Summer people, typically from New York City and Boston, purchased many of the existing houses in Duxbury. Others lodged at the Powder Point School for Boys when school was out of session.<sup>36</sup> Inns and boardinghouses were established along Washington Street. By the beginning of the 20<sup>th</sup> century, Cove Street had transformed from a rural cartway leading to salt-hay meadows into an active road that led to the town landing and bathhouses on the south shore of the Duck Hill River, near where Cove Street meets Lovers Lane.

In the late years of the 19<sup>th</sup> century and early decades of the 20<sup>th</sup> century, there was a noticeable shift in the ownership and use of many of the houses on Cove Street. Several of the houses that had sheltered and supported generations of families were sold out of the family. In some cases, these sales were to professional people who maintained primary houses outside of Duxbury and used the Cove Street houses as summer houses. The 1894 city directory provides the first indication of the shift to summer people with the inclusion of Stephen W. Gifford, a Boston salesman, with a summer residence on Cove Street. The 1908 city directory indicates that H. E. Stewart, in “chemicals” in Boston, and Mrs. Josephine Baum, also of Boston, summered on Cove Street.

Inversely, during this period, approximately half of the houses on Cove Street became rental properties typically occupied by tradespeople. With the increased desirability of Duxbury and its many old houses re-imagined as summer houses came a demand for tradespeople as well as workers to provide the services summer visitors might need. One source has referred to this time as the “Peddlers Era.”<sup>37</sup> Cove Street residents provided many of these services. Painters, contractors, and laborers provided the work to repair or refurbish Duxbury’s older houses. Cove Street residents Edgar Chandler and George Doane worked as a painters and paperhangers. George B. Bates (47 Cove Street) and George Corbett worked as contractors, and John Chandler (35 Cove Street) worked as a plumber.

It was not uncommon during this time for residents to have had more than one enterprise operating at the same time. Julius B. Chandler advertised in the 1908 city directory with simultaneous listings as an oil and gasoline dealer and Sunday newspaper delivery service; in the 1910 census, he also appears as a painter. Erastus E. Chandler (35 Cove Street) advertised as a dealer in eggs, butter, and cheese. In the 1915 directory, William Burke advertised his services as a “Grader and General Jobber...Homes Cared for in Winter.” Hairdresser Orin Folsome also worked as a shoes salesman. Hardworking laborers and washerwomen are also well represented on Cove Street during this time. As many of the houses in the district were rentals during this period, it is difficult to ascertain which residents lived in which houses.

The final two houses in the Cove Street Historic District illustrate the desirability of vacation homes and the shift from primary to seasonal residences.

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<sup>36</sup> The school was located three-quarters of a mile east of Cove Street in the King Caesar House (120 King Caesar Road, DUX.28), which was used as the Powder Point School from the 1880s to the 1920s).

<sup>37</sup> Katherine H. Pillsbury, Robert D. Hale, and Jack Post Pillsbury, *The Duxbury Book 1637-1987*, (Duxbury: Duxbury Rural and Historical Society, 1987), 117.

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22 Cove Street, ca. 1917 (DUX.541)

The property at 22 Cove Street, purchased by John C. Runkle in 1917, underwent a dramatic transformation between 1917 and 1924. The building on the lot was identified as a “Store House” on a “barn lot” as late as 1917.<sup>38</sup> Runkle transformed the barn into a house with a piazza before selling it in 1924.<sup>39</sup> He also purchased 28 Cove Street in 1931. Runkle appears to have been a real estate investor from Waltham and, later, Cambridge, who recognized the growing attraction of Duxbury for summer homes. Runkle’s largest project was the subdivision of the adjacent 6.6-acre lot at 50 Cedar Street (DUX.515; Old Shipbuilders HD). Runkle and his wife Gertrude lived at 50 Cedar Street and converted two outbuildings on that property into summer rentals. Tax records in 1943 indicate that the Runkles owned five houses in Duxbury, four of which were summer rentals.<sup>40</sup>

56 Old Cove Road, Parker Chandler House, ca. 1927

When house carpenter Parker Chandler purchased 41 Cove Street in 1914, the property included one dwelling house<sup>41</sup> and four outbuildings, including a large outbuilding at the northeast corner of the lot.<sup>42</sup> Chandler took out mortgages on the property in 1920 and 1927, perhaps to finance the transformation of the large outbuilding into the Colonial Revival house now identified as 56 Old Cove Road. The 41 Cove Street lot was divided into a front and a rear lot with a narrow easement along the south boundary line to access the new house at the rear of the property. Chandler sold the property in 1945 to Harry and Ethel Tait of Brookline.<sup>43</sup>

36 Cove Street also became one of the summer homes beginning in the early 20<sup>th</sup> century. During Elinor Prudden’s ownership in the 1920s, the house was the subject of a lengthy article in *The House Beautiful* magazine, describing the house as “one of the aristocrats of the Cape Cod Houses.” The architects of record were Lois L. Howe & Manning. The firm of Howe, Manning & Almy is believed to be the first architectural firm in Boston founded by women and only the second such practice in the United States. Lois Lilley Howe graduated from the Massachusetts Institute of Technology in 1890, began commissioned work in 1894, and established her own firm in 1900. Eleanor Manning (MIT 1906), one of her draftsmen, became her partner in 1913.

“The emphasis of the firm was on domestic architecture and the partners did both building and remodeling. They were interested in urban housing problems and worked with the Architects’ Small House Service Bureau of Massachusetts and the Boston Housing Association throughout the 1920s and 1930s. They submitted small house designs to the Department of the Interior for the Subsistence Homestead Communities, remodeled apartments for the Lynn Slum Clearance Project, and developed housing in Mariemont, Ohio.”<sup>44</sup>

<sup>38</sup> John Runkle to Gertrude Runkle, Plymouth Deed Book 1343, page 159-160, December 8, 1919, cites Estate of Ardelia Hall to John Runkle, Plymouth Deed Book 1288, page 161, July 27, 1917. Also, Sanborn Fire Insurance Atlas, 1915.

<sup>39</sup> Gertrude Runkle to Olive Bigelow, Plymouth Deed Book 1469, page 559, October 16, 1924.

<sup>40</sup> MHC DUX.515.

<sup>41</sup> Estate of Mary Burdette to Parker B. Chandler, Plymouth Deed Book 1203, page 152, July 18, 1914.

<sup>42</sup> L.J. Richards Company, *Topographical Atlas of Surveys, Plymouth County* (Springfield, Massachusetts: L.J. Richards Company, 1903) and Tax Assessor’s map, Duxbury Rural and Historical Society, 1913.

<sup>43</sup> Parker B. Chandler to T. Harry Tait and Ethel Tait, Plymouth Deed Book 1885, page 225, May 8, 1945.

<sup>44</sup> <https://libraries.mit.edu/archives/research/collections/collections-mc/mc9.html>. Listed as Commission 393 is Mrs. Theodore Prudden, 1917-1918. Runkle is listed as Commission 352, 1916. Accessed July 1, 2016.

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### **Summer Staff**

Beginning around 1910 and continuing into World War II, a subtle but important shift in professions is noticeable in city directories and in census data. One or two summer people were still noted as having residences on Cove Street, and working-class residents, such as postal workers Grace and Mary Bates, were listed alongside paperhangers and carpenters. In addition, employees that tended to the specific needs of large summer estates began to be listed. For example, landscape gardeners, flower gardeners, garden laborers and chauffeurs are listed as residing on Cove Street. More intimate needs were also tended to by Cove Street residents. Nellie Burdette worked as a nurse to a private family; her mother Marion worked as a laundress. Sarah Ferris worked as a washerwoman for a private family.

While many of the Cove Street dwellings were used as rental properties in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries and many residents took in boarders, there was a shift during the second quarter of the 20<sup>th</sup> century in the nature of the rentals. In some instances, the Cove Street dwellings in which these workers resided were now owned by the owners of large summer estates. One such example was 35 Cove Street. In 1921, 35 Cove Street was sold to the Emerson family, founders of Emerson Hospitals in Roxbury and Concord. The Emersons owned a large summer house nearby at 22 Powder Point Road (DUX.14). In 1938, 35 Cove Street was sold to the Ellison family, who lived in the large house at 10 Powder Point Road (DUX.109) at the intersection of Cove Street and Powder Point Avenue. Census records and city directories indicate that 35 Cove was used as staff housing for the larger, adjacent estates.

Today, the Cove Street Historic District is occupied by year-round, middle-class residents who work nearby or commute to Boston. With the exception of the recent demolition of a historic house and barn at 62 Cove Street (replaced by a modern structure), changes to the streetscape have been minimal and generally reflect the increased use of cars (represented in new garages) and the modern trend for larger floor plans (accommodated in rear additions).

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Henry F. Walling. *Map of the County of Plymouth*. Boston: D. R. Smith & Co., 1857.

John Ford, Jr. *Map of Duxbury, Massachusetts*. Pendleton's Lithography, 1833. Harvard University Map Library, <http://vc.lib.harvard.edu/> accessed May 6, 2016.

The L. J. Richards Company, *Topographical Atlas of Surveys, Plymouth County*. Springfield, Massachusetts: The L. J. Richards Company, 1903.

Duxbury, Massachusetts Tax Assessor. Map of property owners in Duxbury. 1913. In collection of Duxbury Rural and Historical Society.

Sanborn Map Company. *Sanborn Fire Insurance Map, Duxbury, Plymouth County, Massachusetts*. 1915, 1931, 1945.

### Secondary Sources

Friedberg, Betsy, Massachusetts Historical Commission, and Duxbury Historical Commission. Old Shipbuilder's Historic District National Register of Historic Places nomination. 1986.

Long, E. Waldo. *The Story of Duxbury 1837-1937*. Duxbury: Duxbury Tercentenary Commission, 1937.

Massachusetts Historical Commission. "MHC Reconnaissance Survey Town Report: Duxbury". 1981.

Pillsbury, Katherine H., Robert D. Hale, and Jack Post Pillsbury. *The Duxbury Book 1637-1987*. Duxbury: Duxbury Rural and Historical Society, 1987.

Wentworth, Dorothy. *Settlement and Growth of Duxbury, 1628-1870*. Duxbury: Duxbury Rural and Historical Society, 1973.

Winsor, Justin. *A History of the Town of Duxbury*. Boston: Crosby & Nichols, 1849.

Cove Street Historic District  
Name of Property

Plymouth Co., MA  
County and State

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

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

**Primary location of additional data:**

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

Name of repository: Duxbury Rural and Historical Society

**Historic Resources Survey Number (if assigned):** DUX.F See District Data Sheet for building form numbers.

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**10. Geographical Data**

**Acreeage of Property** approximately 6.2 acres

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |                        |                       |
|------------------------|-----------------------|
| 1. Latitude: 42.050993 | Longitude: -70.672356 |
| 2. Latitude: 42.051106 | Longitude: -70.671745 |
| 3. Latitude: 42.048635 | Longitude: -70.671862 |
| 4. Latitude: 42.048571 | Longitude: -70.672399 |

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**Verbal Boundary Description** (Describe the boundaries of the property.)

The Cove Street Historic District is bounded by Cedar Street on the south and Lovers Lane on the north. It consists of twelve properties lining both sides of Cove Street, and one adjacent property on Old Cove Road, which was previously part of a Cove Street parcel. The boundaries follow the lot lines of the properties outlined on the attached assessors maps (Assessor Maps 116 and 117) and listed on the district data sheet.

The Cove Street Historic District directly abuts the National Register-listed Old Shipbuilder's District (NRDIS 1986).

**Boundary Justification** (Explain why the boundaries were selected.)

The boundaries selected comprise an intact area of 19<sup>th</sup>- and early 20<sup>th</sup>-century residential construction. Surrounding development profoundly contrasts in period, forms, scale, setting, and historic development. The only modern intrusion is compatible in form, massing, scale, and materials with the historic fabric of the district. Legally recorded property lines define all edges of the district.

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**11. Form Prepared By**

name/title: Wendy Frontiero and Stacy Spies, preservation consultants, with Betsy Friedberg, National Register Director

organization: Massachusetts Historical Commission

street & number: 220 Morrissey Boulevard

city or town: Boston state: MA zip code: 02125

e-mail: betsy.friedberg@sec.state.ma.us

telephone: 617 727 8470

date: May 2018

Cove Street Historic District  
Name of Property

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County and State

### **Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### **Photographs**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### **Photo Log**

Name of Property: Cove Street Historic District

City or Vicinity: Duxbury

County: Plymouth State: Massachusetts

Photographer: Wendy Frontiero

Date Photographed: November 2015, July 2016, April 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 8: 42, 48, and 56 Cove Street. Camera facing northwest.

Photo 2 of 8: 22 Cove Street. Camera facing northwest.

Photo 3 of 8: 28 Cove Street. Camera facing southwest.

Photo 4 of 8: 35 Cove Street. Camera facing northeast.

Photo 5 of 8: 36 Cove Street. Camera facing northwest.

Photo 6 of 8: 41 Cove Street. Camera facing east.

Photo 7 of 8: 42 Cove Street. Camera facing northwest.

Photo 8 of 8: 47 Cove Street. Camera facing northeast.

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**List of Figures (used with permission)**

- Figure 1. Sketch map.
- Figure 2. Drew and Chandler landholdings ca. 1829.
- Figure 3. 1833 Ford map with district boundaries superimposed
- Figure 4. 1857 Walling map with district boundaries superimposed.
- Figure 5. 1879 Walker map with district boundaries superimposed.

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Cove Street Historic District

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**DISTRICT DATA SHEET**

Assessors #	MHC #	Street Address	Historic Name	Date	Style	Resource Type	Status	Photo #
117-052-001	DUX.541	22 Cove St	John C. Runkle House garage wood picket fence	Late 19 <sup>th</sup> c/ ca. 1917 mid 20 <sup>th</sup> c late 20 <sup>th</sup> c	Colonial Revival Colonial Revival No style	Building Building Structure	C C NC	2
117-051-000	DUX.542	28 Cove St	Charles Jr. and Hannah Drew House	ca. 1830	Federal	Building	C	3
117-060-000	DUX.543	31 Cove St	Abigail and Isaac Chandler House garage	ca. 1829 1974	Federal No style	Building Building	C NC	
117-059-000	DUX.544	35 Cove St	Alden Chandler House	ca. 1853	Greek Revival	Building	C	4
117-050-000	DUX.545	36 Cove St	Samuel E. and Sallie Ripley House garage	ca. 1830 mid 20 <sup>th</sup> c	Federal Colonial Revival	Building Building	C C	5
116-058-001	DUX.546	41 Cove St	Lucy Drew House Garage Wood picket fence	ca. 1829 E – mid 20 <sup>th</sup> c Late 20 <sup>th</sup> c	Federal No style No style	Building Building Structure	C C NC	6
116-049-000	DUX.547	42 Cove St	Joseph Nickerson House	1833	Greek Revival	Building	C	1, 7
116-057-000	DUX.548	47 Cove St	Henry S. and Keziah Delano House barn	ca. 1832 L 19 <sup>th</sup> c	Federal No style	Building Building	C C	8
116-048-000	DUX.549	48 Cove St	William Paulding House garage	1833 2016	Federal No style	Building Building	C NC	1

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Assessors #	MHC #	Street Address	Historic Name	Date	Style	Resource Type	Status	Photo #
116-047-000	DUX.550	56 Cove St	Julian Paulding House garage/pool house	ca. 1876 2012	Italianate No style	Building Building	C NC	1
116-046-000	DUX.551	62 Cove St	(historic bldg. was demolished in 2017)	2018	Contemporary	Building	NC	
116-045-000	DUX.552	66 Cove St	Henry Paulding House garage wood picket fence	ca. 1838 1967 Late 20 <sup>th</sup> c	Greek Revival Colonial Revival No style	Building Building Structure	C C NC	
116-058-002	DUX.778	56 Old Cove Rd	Parker Chandler House barn/garage	Late 19 <sup>th</sup> c/ ca. 1927 Late 19 <sup>th</sup> c	Colonial Revival No style	Building Building	C C	

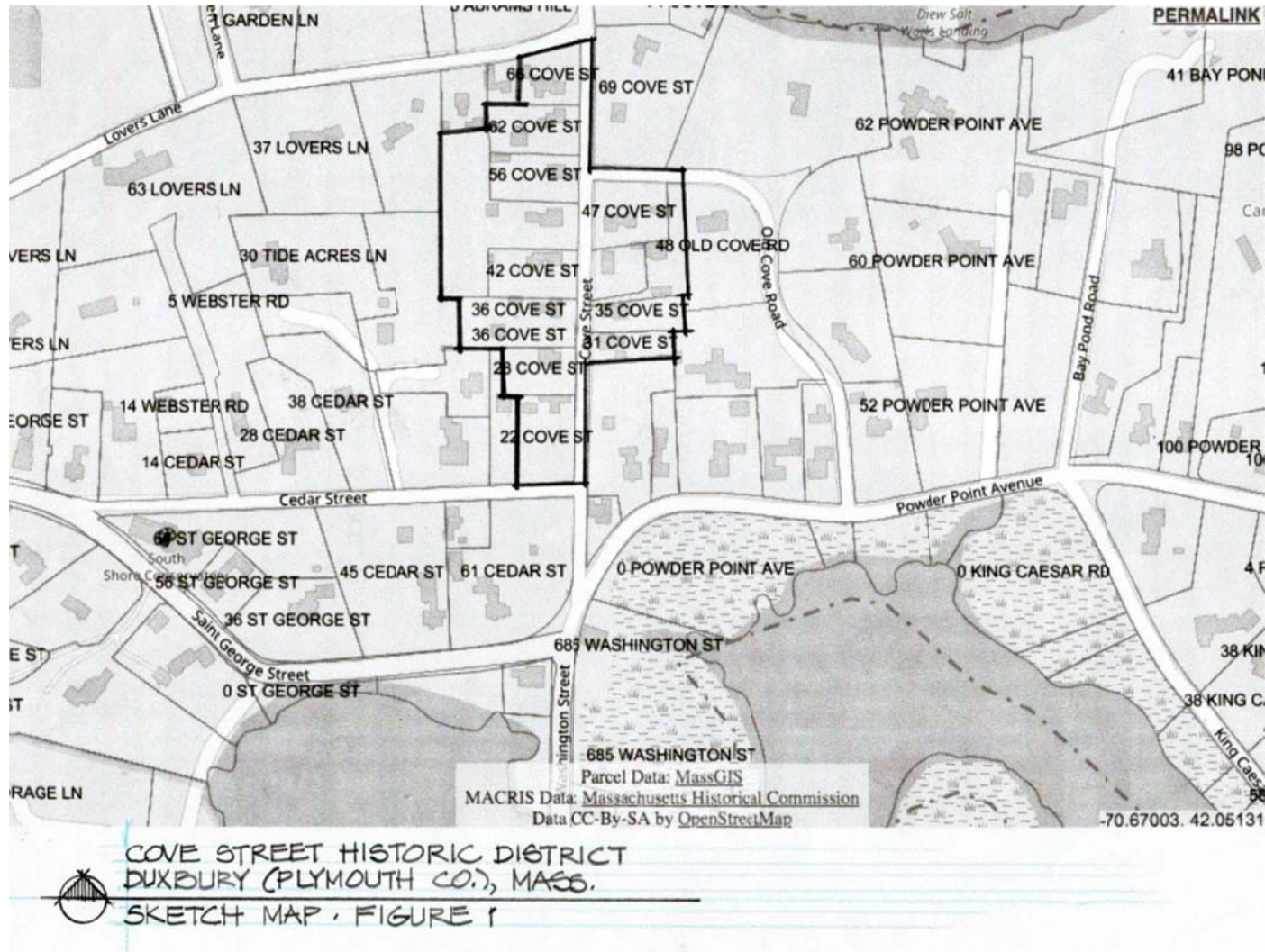
**TOTAL DISTRICT RESOURCE COUNT**

	<b>Contributing</b>	<b>Noncontributing</b>
Buildings	18	4
Sites	0	0
Structures	0	3
Objects	0	0
<b>Total Contributing Resources</b>	<b>18</b>	<b>Total Noncontributing Resources 7</b>

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Figures





Cove Street Historic District

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Fig. 3. 1833 Ford map with district boundaries superimposed. (North at top)

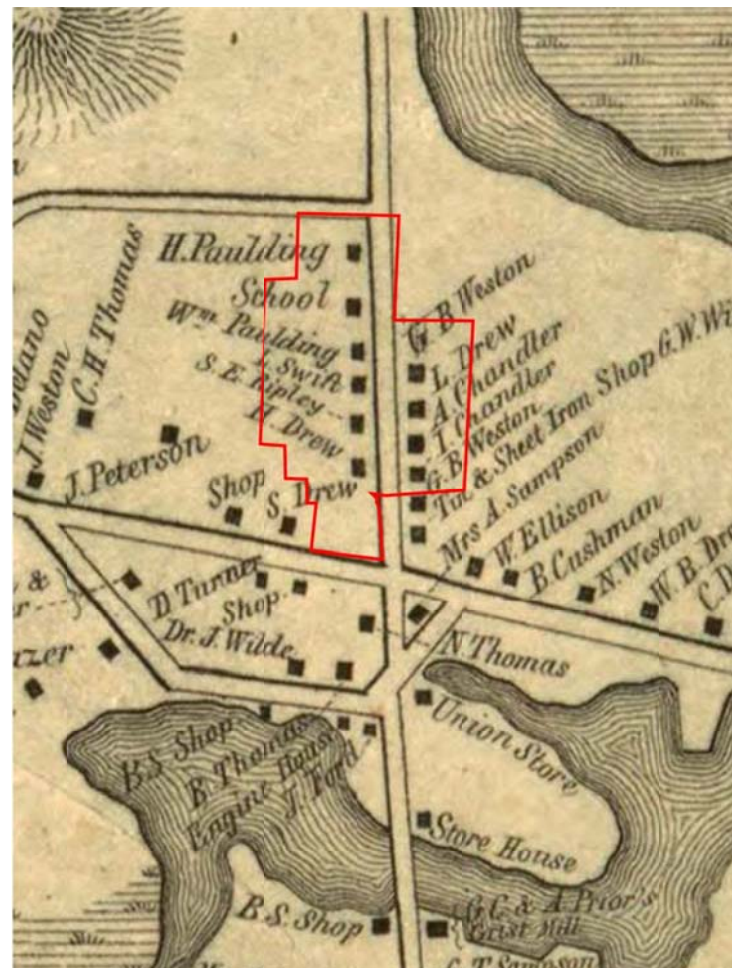


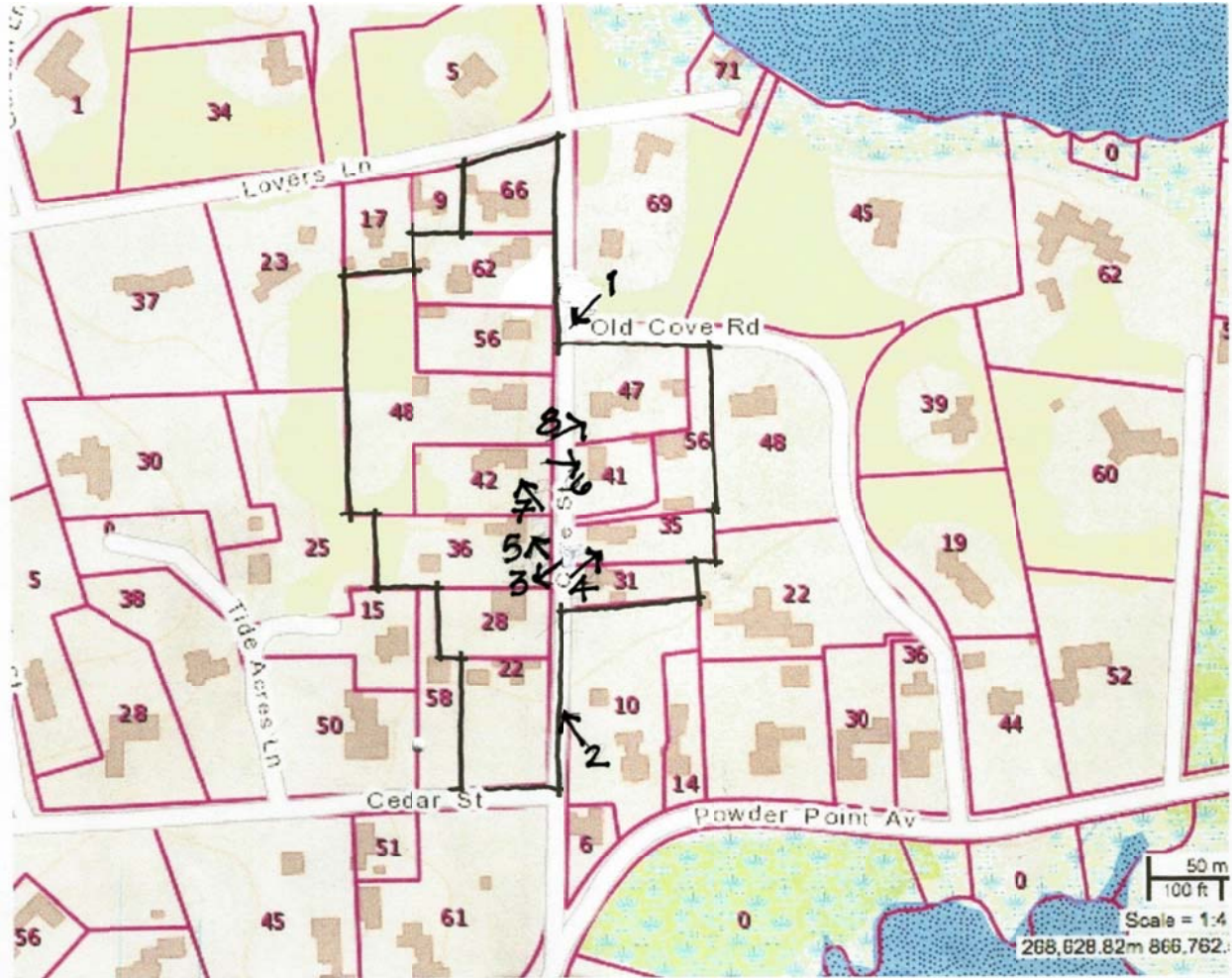
Fig. 4. 1857 Walling map with district boundaries superimposed. (North at top)



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Photo Key



COVE STREET HISTORIC DISTRICT  
DUXBURY • PLYMOUTH COUNTY • MASS.  
PHOTO KEY



FY 2019

Created by CAI Technologies  
May 2018

**LEGEND**

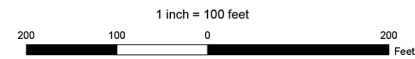
- Parcels
- Easements
- Adjacent Map
- Building
- Marsh/Bog
- Wooded marsh
- Cranberry Bog
- Salt Marsh
- Open Water
- Reservoir (with PWSID)
- Tidal Flats
- Beach/Dune

DEP Wetlands (1:12,000)



Town of Duxbury  
MASSACHUSETTS

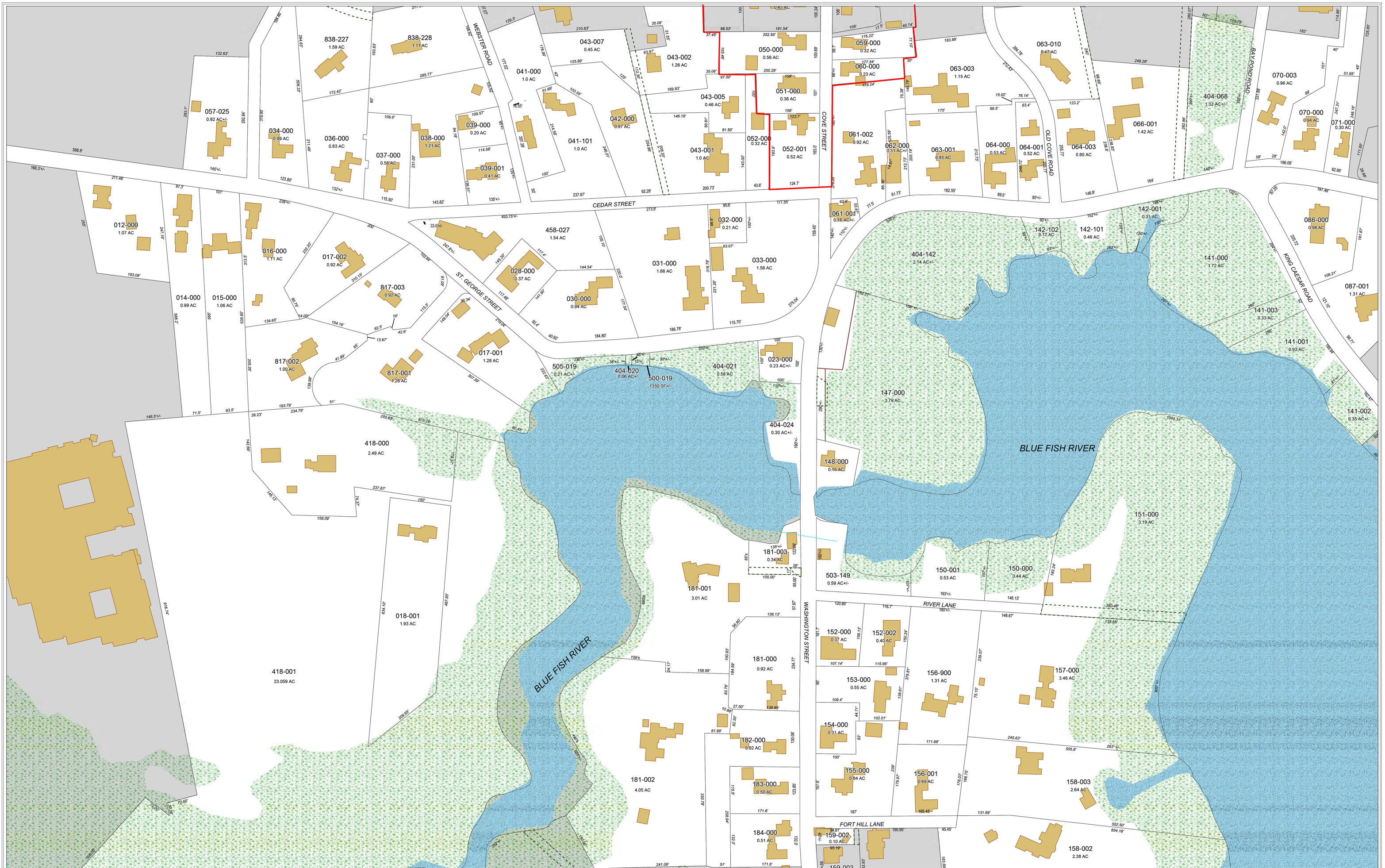
Parcel boundaries shown on these maps are for  
assessment and planning purposes only.



104	115	132
105	116	133
106	117	134

Assessor Map

**116**



FY 2019

Created by CAI Technologies  
May 2018

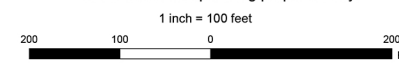
**LEGEND**

- Parcels
- Adjacent Map
- Easements
- Building
- DEP Wetlands (1:12,000)
- Marsh/Bog
- Wooded marsh
- Cranberry Bog
- Salt Marsh
- Open Water
- Reservoir (with PWSID)
- Tidal Flats
- Beach/Dune



Town of Duxbury  
MASSACHUSETTS

Parcel boundaries shown on these maps are for  
assessment and planning purposes only.



105	116	133
106	117	134
107	118	135

Assessor Map

**117**



Scale: 1 grid square = 1000 meters (3280 feet)

# Cove Street Historic District, Duxbury (Plymouth Co.), MA



1. 42, 48, and 56 Cove Street. Camera facing northwest.



2. 22 Cove Street. Camera facing northwest.

# Cove Street Historic District, Duxbury (Plymouth Co.), MA



3. 28 Cove Street. Camera facing southwest.



4. 35 Cove Street. Camera facing northeast.

# Cove Street Historic District, Duxbury (Plymouth Co.), MA



5. 36 Cove Street. Camera facing northwest.



6. 41 Cove Street. Camera facing east.

# Cove Street Historic District, Duxbury (Plymouth Co.), MA



7. 42 Cove Street. Camera facing northwest.



8. 47 Cove Street. Camera facing northeast.