

# MHC Reconnaissance Survey Town Report

## LAWRENCE

Report Date: 1986

**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: 1986; Updated: 1997

Community: Lawrence

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### I. TOPOGRAPHY

The town of Lawrence lies in the northwestern portion of Essex County, Massachusetts; its center is found at 42 degrees, 42 minutes, 23 seconds north latitude and 71 degrees, 10 minutes, 13 seconds west longitude. Lawrence includes about 4,577 acres of which 2,216 acres lie in the Northern District or north of the Merrimack River with 2,097 acres lying to the south. The Merrimack River covers about 264 acres, dividing the town through its center. Lawrence is bordered to the north by Methuen, east by North Andover, south by Andover and west by Andover and Methuen.

Physiographically, the town lies within the New England Seaboard Lowland, a relatively smooth coastal strip of land with some hills usually below the 400 and 500 foot contours. Lawrence proper lies on a broad and open plain with a rolling swell of land on the northern bank of the river. South of the river a wide plain extends westward from rolling broken terrain and the Shawsheen River. Elevations average around 50 feet or less near the Merrimack River but frequently exceed 100 to 150 feet throughout most other areas of the town. The highest points in Lawrence lie west of the city where Tower Hill, a rolling ridge and Prospect Hill are formed. Tower Hill is the highest point in the city at about 250 feet. The hills and ridges enclose a valley nearly 2 miles broad extending northerly and southerly to higher elevations outside the city.

Both igneous and sedimentary deposits throughout the town characterize bedrock deposits in the Lawrence area. Sedimentary Merrimack quartzite is present in most of the town, particularly the northern half. Igneous Salem gabbro diorite is formed in the southern portion of town.

Soils in Lawrence represent a mixture of types formed in outwash deposits and glacial till. Soils of the Hinckley -Windsor-Merrimack association are present throughout most of the town on the southern side of the Merrimack River and the central part of the town north of the Merrimack River to the Spicket River area, in deep deposits and nearly level to steep areas. They are excessively drained, sandy and loamy soils formed in outwash deposits. Soils of the Paxton-Woodridge-Montauk association are found in most of the town north of the Merrimack River, particularly in eastern, western and northern areas, in deep deposits and nearly level to steep areas. They are well-drained, loamy soils formed in a compact glacial till. Soils of the Canton-Chariton-Sutton association are formed in the southeastern corner of town, in deep deposits and nearly level to steep areas. They are well-drained, loamy soils formed in friable glacial till.

Major drainage in Lawrence is through the Merrimack River, which drains through the center of town from west to east. Two tributaries of the Merrimack River; the Spicket River and Shawsheen River drain the northern and southern portions of town respectively. Few ponds are present.

The original forest growth in Lawrence and in Essex County in general included a mixed growth of white pine, oak, chestnut, poplar, maple, birch, and some other hardwoods and conifers. Pine growth was particularly great in the southern portion of town, often known as moose country. In areas where vegetation remains, second growth patterns are characteristic of the town today. These growth patterns often included oak and chestnut in upland areas as well as birch, cedar, juniper and white pine.

Much of Lawrence's landscape as it exists today has been altered by urban/industrial development. East of Union Street a deep depression originally existed in the area of the North Canal, which rests on made land. The eastern portion of the common is also a tilled locale originally an alder swamp drained by a tributary brook of the Merrimack running along Jackson Street. Another large filled basin was originally in the area between Amesbury, Haverhill and Franklin Streets. A depression, originally tilled with water also existed in the North Depot area.

## II. POLITICAL BOUNDARIES

Lawrence was originally part of the Haverhill settlement north of the Merrimack River and the Andover settlement south of the river. North Lawrence was set off from Haverhill as Methuen in 1725. South Lawrence was known as the South End and later as Andover in 1646. Both portions were incorporated as the town of Lawrence in 1847. Lawrence was incorporated as a city in 1853. Parts of Methuen were annexed in 1854 and 1930. Portions of Andover and North Andover were annexed in 1879. Part of Lawrence was annexed to Methuen in 1946.

## III. HISTORICAL OVERVIEW

Lawrence was founded in 1845 as a planned mill town based on the textile industry. Densely settled with little open land for modern industrial development, the city economy remains largely focused on the manufacturing and service enterprises located in the subdivided mill space once controlled by major textile manufacturers. The original plan (1844) of the community organized street patterns to follow the gentle bend in the Merrimack River, which is paralleled by the North and South Canals that channel the water power generated by construction of the Great Stone Dam.

The formation of Lawrence began with incorporation of the Essex Company in 1845. The firm was organized to harness water power at

Bodwell Falls on the Merrimack River ten miles downstream from the City of Lowell which had also been developed by the same group of financiers and manufacturers. These capitalists, headed by Abbott Lawrence as president and chief stockholder, included wealthy Boston merchants who invested profits from foreign commerce in the rising textile centers. A holding of 4,313 acres was accumulated from landowners in Methuen and Andover. Charles S. Storrow, an engineer as well as general agent and treasurer of the Essex Company, laid out an original plan as a 60 square-block grid oriented to the river and North Canal with parallel zones moving northward for industrial, boarding house residential, commercial, institutional, and better residential uses.

The company secured rights to develop and lease water power and in the first decade made most of the improvements in the community including construction of the Great Stone Dam (1845-48, NR; extant), North Canal (1845-48, NR; extant), locks (1845, NR; extant), lockkeeper's house (c. 1848, NR; extant), gatekeeper's house (1845, NR; extant), gatehouse (1848, NR; extant), lumber dock (not extant), machine shop (1846-48, NR; extant), mechanics tenements (1847, NR; extant), textile mills and a paper mill. Constructed in this period were: the Bay State Mills (1846, not extant), Atlantic Mills (1846, 1852; not extant), Pacific Mills (1852-53), Pemberton Mill (1853, collapsed 1860, rebuilt 1860, NR; extant) and Duck Mill (1853-54, NR; extant) to make textiles and a paper mill. The Essex Company provided a sewer system. Engineer Charles Bigelow supervised construction.

Granted a charter in 1853, a significant, new, industrial city of 17,639 (1860) inhabitants, substantially comprised of foreign-born immigrants, was created in 15 years. Charles Storrow was elected the first mayor. The Irish escaping the potato famine comprised 33 percent of the workforce in 1848 and 40 percent in 1860. Women and children constituted a considerable proportion of workers throughout the nineteenth century. Early diversification within the local textile industry to include cotton, wool and worsted manufacture and a willingness to experiment with new techniques and machinery fostered economic survival through the various business failures, financial panics and economic depressions beginning with the Panic of 1857.

Between 1860 and 1910, Lawrence experienced a tremendous period of growth in workforce, mill construction, plant size and conglomerate ownership. The population of the city nearly quintupled from 17,639 to 85,892. By 1905, Lawrence harbored the largest proportion of foreign-born residents in the state. "New immigrants" from southern and eastern Europe and the middle east arrived joining the Irish, French Canadians, English, Scotch and Germans who had earlier settled in the city. Fifty-one different nationalities were represented.

Beginning in the 1860s, encouraged by Civil War demand, protective tariffs, technological advancements and mass market potential, productive emphasis switched to long-fiber worsted goods. Worsteds and cotton production remained steady during the Civil War.

Diversification sustained textile production through the post war periods of fluctuating demand. Lawrence became the world leader in the production of worsted woolen goods. The Depression of 1893 and increased competition from foreign goods after reduction of tariffs resulted in temporary closures at all the local textile mills. Decentralized ownership of the mills was supplanted by large conglomerates, notably the American Woolen Company, which increasingly gained control of the industry.

Paper manufacture was carried on in Lawrence by the William Russell Company (purchased by Champion International Paper Company in 1900), which became a leading maker of coated papers used in periodicals and books.

Technological advancements in machinery and motive power along with the introduction of building and fire codes resulted in a sixty-year modernization in mill construction. By 1860, slow-burning or fire-resistant, plank-design, flat-roofed, heavy timber-framed assembly replaced previous pitched-roof, stone wall forms. Fire retardant construction further advanced in the 1880s and 1890s as steel construction replaced earlier cast iron and timber framing and allowed larger expanses of windows. Reinforced-concrete construction appeared at the turn of the century. After 1880, new, heavier machinery required wider mills (typically of 100 to 125 feet), which necessitated larger windows and better heating systems to improve lighting and compensate for heat loss. The change from water to coal-fired steam power by 1880 allowed mills to locate beyond the shores of the power canals. New mill sites were developed and old ones were rebuilt. Electricity was introduced in the middle 1880s.

The Pacific Mills complex underwent a tremendous expansion between 1864 and 1895. The buildings of George E. Kunhardt Woolen Mills were built between 1880 and 1916 on the site of the earlier Lawrence Mills. The Washington Mills, which rebuilt the Bay State Mills site in 1886-87, were purchased by the conglomerate, the American Woolen Company, which further improved the complex between 1909 and 1925. In the 1890s, the Everett Cotton Mills developed the yard of the former Essex Company Machine Shop north of the North Canal. At its construction in 1909, the main mill was the world's largest cotton mill.

The municipal water system began with construction of a reservoir on Tower Hill (1874-75, NR) to which water was pumped directly from the Merrimack River. The Lawrence Experimental Station opened in 1886 under the direction of Hiram F. Mills (1836-1921), considered the father of sanitary engineering in America. Constructed on property loaned to the Massachusetts State Board of Health by the Essex Company, it was the first research facility in the United States for the study of water sanitation and sewerage treatment. The country's first municipal filtration system for the elimination of bacteria was installed on the banks of the Merrimack River in 1893. The Richardsonian Romanesque Lawrence water tower (NR), one of the earliest examples of a decorated standpipe in the state, was built in

1896 allowing a greater extension of the water system. In 1906, new mains were laid to extend the pressurized water service to the central business district and enhance firefighting capabilities.

Labor unrest in Lawrence was first expressed in the form of a strike in 1882 at the Pacific Mills. Wage reductions prompted another strike in 1894 at the Washington Mills. Several firms including the Arlington, Pacific and Wood Mills invested in improved conditions and additional services and activities for workers to enhance labor relations. A strike in 1902 proved to be unpopular, and gained only slight concessions.

The Strike of 1912, precipitated by the loss in wages with the reduction of hours due to passage of the 54-hour work week for women and children, earned the city international renown as 20,000 workers faced by martial law maintained a walkout for 2 months. As the first great industrial strike in America, the walkout focused national and congressional attention on inferior living and working conditions including child labor in Lawrence. Its success for the workers, a 10 percent wage increase, overtime pay and amnesty, resulted in increased wages for all textile workers in New England.

During the first two decades of the twentieth century, the textile industry was characterized by steep fluctuations and the initiation of permanent decline. In 1913, the Atlantic Cotton Mills were sold at auction to the Pacific Mills. During World War I, workers gained increased wages and reduced work hours.

Between the First and Second World Wars the large conglomerates of the textile industry contended with their workers over wages and benefits. A strike in 1919 achieved adoption of the 48-hour week and a 10 percent pay gain, but strikes in 1922, 1925 and 1931 were only marginally successful.

The post war boost in demand for worsted goods augmented production in Lawrence. Production of worsted woolen textiles followed by cotton goods remained the principal industry in Lawrence through the 1920s. Although large-scale plant expansions declined sharply, some development continued. With the end of a wartime ban on construction, the American Woolen Company built a 10-story warehouse (1919, now housing, North Canal Historic District 11/13/84). The Arlington Woolen Company built a large spinning mill (1925, not extant). The decade was also marked, however, by the closing of two major factories, the Atlantic Cotton Mills in 1925-26 and the Everett Cotton Mills in 1929. Competition with factories in the southern United States advantaged by lower land and labor costs, tax subsidies and proximity to some raw materials was seen as the cause of decline in the New England textile industry.

The Depression took its toll on all manufacturers, but demand for military fabrics during World War II helped sustain a few textile manufacturers. The Russell-Champion International Paper Company

continued to flourish through mid century. A subsidiary industry, fabrication of paper making machinery, supported several small firms.

The post World War II decline of the textile industry in New England was attributed to several factors: competition from other markets, the rising popularity of synthetic fibers, the post-war recession, declining population and confinement to aging, congested, manufacturing complexes disadvantaged by inadequate truck docking facilities and multi-level construction unsuited to modern, efficient manufacturing processes. The Arlington Mills discontinued production in 1952. The last, major, conventional, natural fiber textile mill in Lawrence closed when the Pacific Mills ceased operations in 1957.

Ensuing occupants of the mill buildings have included manufacturers of electrical machinery, apparel, finished goods, machinery, textiles and leather products. The workforce continues to include the foreign born with origins shifting to Latin America and Southeast Asia. A hydroelectric plant was erected adjacent to the Great Stone Dam in 1978. A much-publicized plan in the mid 1980's for Emerson College to relocate from its urban campus in Boston to a riverbank location in North Lawrence failed to come to fruition. New Balance Athletic Shoes occupies the Ayer Mill and constructed a new warehouse and distribution center in the new Riverfront Industrial Park created on part of the site previously designated as the Emerson Campus.

KGR, makers of women's apparel for specialty retailers, has purchased and rehabilitated American Woolen Company Storehouse and the Kunhardt Mill. It has recently also purchased the Lawrence Duck Mill and the **American Woolen Company Storehouse No ???**. The company has plans to renovate the former. Malden Mills manufacturers of upholstery material, flock and most notably Polartec, the patented fleece fabric utilized by high-end outdoor sports apparel retailers, occupies the Arlington Mills and built a profitable business. Despite a devastating fire in December 1996, the firm has not only rebuilt on the same complex, but has purchased several additional historic mill buildings that it plans to renovate. This remarkable commitment to continue manufacturing in the inner city earned the owners and Lawrence international recognition. The reconstructed plant opened in 1998.

The success of Malden Mills contrasts with other textile manufacturers who had vacated the city. Conversely, fire has left the site of the Russell-Champion International Paper Mill in ruins for years with the remnants scheduled for demolition this year. The area is scheduled to be redeveloped into open space and park land in conjunction with an Island Street revitalization area.

#### IV. CONTACT PERIOD (1500 - 1620)

##### A. Transportation Routes

Native American transportation routes in the Lawrence area likely emphasized water travel along the Merrimack River and its two major tributaries in the area, the Spicket and Shawsheen Rivers. Conjectured land trails were also probably present along each of these rivers with fording places where possible. Both Haverhill and East Haverhill Streets have been noted as early Indian trails.

##### B. Population

Lawrence was inhabited by members of the Pawtucket group (often called Penacook) who inhabited the coast from the north side of Massachusetts Bay in the Saugus/Salem area to York Village, Maine. Locally, this group is commonly referred to as the Pentuckets who occupied the Merrimack River local from "Little River" in Haverhill to Pentucket Falls at Lowell. Most 17th century colonists considered the Pawtucket and Massachusetts Indians closely related but separate entities. Both Swanton (1952) and Speck (1928) include Pawtucket Indians in the Salem area among the Massachusetts. Gookin (1792) lists ca. 3,000 men belonging to the Pawtucket group prior to the 1617-19 epidemics, while Mooney (1928:4) lists 2,000 men belonging to the Penacook group (probably Pawtucket), as many as 12,000 natives, probably exaggerated. During the same period, both Gookin and Mooney list ca. 3,000 men belonging to the Massachusetts, which probably included some Pawtucket's. The Native American population in the Lawrence area may have numbered in the vicinity of 200 individuals during much of this period. Following the epidemics, fewer than 50 individuals, if any, remained in the Lawrence area.

##### C. Settlement Pattern

Numerous Woodland but no Contact period sites are known for the Lawrence area. However, environmental variables and known Contact period sites in surrounding towns indicate sites of this period should be present. For example, areas along the Merrimack, Shawsheen and Spicket Rivers may have been good site locations as well as along the periphery of major wetlands streams and ponds. In addition to habitation and village type-sites, special purpose sites such as fishing sites, shell middens and burials were also probably present. Contact period sites have been recorded in several towns surrounding the Lawrence area including Haverhill, Newbury, Newburyport, Ipswich, Salem, Marblehead, and probably Saugus. This factor plus the local environmental potential indicates the Lawrence area is likely underreported for the Contact period.

##### D. Subsistence Pattern

Native Americans in the Lawrence area subsisted on a variety of seasonally determined activities including hunting, fishing, the

collecting of wild plants and shellfish and horticulture. Hunting was a major activity focusing on larger mammals such as deer and smaller fur-bearers. Upland game birds and ducks were also hunted, particularly in wetlands and meadows surrounding riverine areas. Seasonal runs of alewives were probably present in most brooks leading to the Merrimack, Shawsheen and Spicket Rivers. Shad, salmon and trout were also available at the main rivers. Gathering activities probably focused on numerous species of terrestrial as well as freshwater plants. Domestic plants such as corn, beans, pumpkins, squash and tobacco were important. Native fields were likely located along major riverine area or around the periphery of major ponds and wetlands.

## V. PLANTATION PERIOD

### A. Transportation Routes

Indian trails likely continued in use in the Lawrence area throughout most of the Plantation Period. Water travel also probably existed along the Merrimack, Shawsheen and Spicket Rivers. European land transportation in Lawrence probably began on the south side of the Merrimack River in the early 1640s as Andover (North Andover) village was settled. Early roadways in this area were probably upgraded Indian trails, horse paths and cart ways linking the village with common fields and pastures west of the Shawsheen River. By the end of the period these routes also linked isolated farmsteads in the area. North of the Merrimack River early roadways also developed early probably due to the areas close proximity to the villages of Haverhill and Andover. Few Europeans were located in the area during the Plantation period.

### B. Population

It is unknown exactly when Europeans first permanently settled Lawrence. Earliest settlement probably occurred south of the Merrimack River. Lawrence may have had some permanent residents in this area by 1650-60 as some individuals took up residence on their farms. That portion of Lawrence north of the Merrimack River probably received less settlement than the southern area. The threat of Indian attack and geographical remoteness of this area slowed population growth throughout the period. Some families probably resided in the area by 1675. Between 5 to 10 families, possibly 50 individuals may have resided in Lawrence by the end of this period. Lawrence's population was exclusively Congregationalist during this period. All residents were ethnically English, probably from Hampshire, Lincolnshire and Wiltshire Counties. Some Lawrence residents had earlier settled in Ipswich and Newbury.

### C. Settlement Pattern

Lawrence may have been settled during the 1630s although most evidence indicates few Europeans were in the area prior to ca. 1640. North

Lawrence was originally settled as part of Methuen, which was then part of Haverhill. South Lawrence was originally part of the Chochichawicke or Andover settlement.

The area in the eastern and southern portion of town near the river (which includes present day Lawrence) was probably first settled in the 1640s and 50s from nearby Haverhill and Andover. Early grants, usually small in size have been noted for the area around The Spicket River as part of Haverhill land divisions. A 20-acre house lot was granted to individuals for each 20 pounds of estate. Individuals with estates under that sum were given 10 acres proportioned for his house lot together with meadow and common planting ground proportionally. Andover Village residents were required to reside in the village while farming common fields west of the Shawsheen River in Lawrence and possibly Andover. The first field was divided west of the river, known as Shawsheen Field in 1656. A second division resulted in the second open field north of the Shawsheen Field nearer the Merrimack River in Lawrence. By the 1650s and 1660s, Andover's open field system began to break down resulting in larger allotments, often continuous and at great distance from the village and residents began to move to their fields and settle such neighboring areas as Lawrence. Indian threats still discouraged settlements in this area.

#### D. Economic Base

The combined use of agriculture and husbandry were the most important aspects in the economic lives of Lawrence's first settlers. Much of Lawrence on the south side of the Merrimack River was common lands for the Andover Village settlement, now North Andover. Open field farming was present during this period with individuals farming Lawrence while living in the village in North Andover. This pattern began to change in the 1660s as fields were closed and patterns of private ownership prevailed. Farming was also present on the north side of the river during this period though not to the extent as attempts south of the river. Much of this area is reported as meadowlands mowed by the commoners of Haverhill. Farming on both sides of the river focused on Indian corn, wheat, barley and rye as the most important food crops. As permanent settlement was made, fruit and vegetables were also grown. The production of vegetable fibers from hemp may have also been important. Cattle, horses, sheep and swine were the most important animals on farms though their numbers were probably low because of Indian threats. Oxen and fowl were also present. Fishing was present in the Merrimack, Shawsheen and Spicket Rivers focusing on runs of sturgeon, shad, alewives and salmon.

### VI. COLONIAL PERIOD (1675-1775)

#### A. Transportation Routes

Native trails had likely been upgraded to horse paths and cart ways by this time. Official or improved roadways were not numerous during this period since the Merrimack and Shawsheen Rivers still provided

the best transportation. On the north side of the Merrimack River the Old Haverhill Road continued to represent the main thoroughfare through the town connected to the river by the old ferry roads. The easterly extension of this road, later known as East Haverhill Street, led to Haverhill and extended to the river along Old Ferry Road or Ferry Street to the point where Marston's Ferry and an earlier ford were located. Ferry Street was a portion of the Old King's Highway (Doran 1924:19) built by order of King George for military purposes. The westerly portion of the Old Haverhill Road, later known as Haverhill Street led to settlements in Dracut and Chelmsford. This road approached the Merrimack near Boswell's Ferry along what are now Reservoir, Ames and Doyle Streets. Bodwell's and Marston's Ferries were the main transportation points across the Merrimack during this period. Other roadways probably present in North Lawrence during this period included portions of the Cross, Arlington, Berkley and Marston Streets. Few roadways were present in South Lawrence during this period. Portions of Andover Street were probably present crossing the Shawsheen River in the Memorial Park areas. This road connected the Lawrence area with Andover Village (North Andover). Portions of Lowell Road also probably existed as a westerly path or cart extension of Andover Street. Portion of Broadway and Merrimack Streets may have also existed during this period.

#### B. Population

Lawrence's population grew slowly during this period. After the threat of Indian attack subsided in ca. 1700, colonial populations increased slightly on both the northern and southern sides of the Merrimack River. By 1775, 150 individuals may have resided in Lawrence, dispersed throughout the entire town. Lawrence's population remained Congregationalist and ethnically English throughout this period. Residents on the southern side of the river worshipped in Andover Village while residents on the north side worshipped in the Methuen settlement.

#### C. Settlement Pattern

Lawrence's settlement pattern changed throughout this period although dwelling houses and farmsteads on the north and southern side of the river were not numerous and rather remote from each other. Residents in both portions of town lived under the constant threat of Indian attack until the early 17<sup>th</sup> century. On the north side of the river that part of Methuen, which included Lawrence, became a separate township in 1725. Settlement there spread along the Old Haverhill Road or Haverhill and East Haverhill Streets. Most of the area north of the river remained forest which a heavy growth of timber in uplands and meadows in the lowlands. Residents south of the river called the Methuen district of Lawrence Gomorrah; South Lawrence retained the densest part of the town throughout this period due to its location between Andover Village (North Andover) and the South End (Andover). This area was also made up of sparsely settled farmsteads. Only the area in the vicinity of Andover Street and Broadway approached the

likeness of a village with sortie dwelling houses and taverns. The Andover tract of Lawrence was commonly known as the Moose Country or the Plain of Sodom.

#### D. Economic Base

Agriculture and husbandry continued to characterize the economic base of dispersed farmsteads in Lawrence throughout the Colonial period. Grains renamed the main farm products on Lawrence farms with corn increasingly becoming the main crop. Cows, cattle, sheep, and swine were still the most important farm animals. Fishing was probably still important focusing on rivers of sturgeon, shad, salmon, and alewives in the Merrimack, Shawsheen and Spicket rivers. Fish wharves may have been present on the south side of the Merrimack River during this period. Industrial activity was probably present in Lawrence during this period though little evidence of it survives. An early fulling mill may have been built on the Shawsheen River by residents of Andover Village on the northern side of the river. Grist mills are reported on the lower portion of the Spicket River.

#### E. Architecture

The only documented property from of this period is the c. 1715, 5 x 2 bay, 2 1/2-story, center-entry, center-chimney Parker Inn at 288-190 Andover Street (MHC No. 541) in South Lawrence, the one remnant of the former settlement as "Four Corners". It has an enhanced surround and two, 1 1/2-story rear ells.

### VII. FEDERAL PERIOD (1775-1830)

#### A. Transportation Routes

Roadways continued to be built in the Lawrence area throughout this period as improved routes were developed between mill and farming areas in the Andover, Haverhill, and Methuen settlements. Colonial period roadways continued in use with the Andover Street/Broadway crossroads the major routes south of the river and Haverhill/East Haverhill Streets major routes to the north. Ferry travel across the Merrimack ceased in 1793 as the Proprietors of Andover Bridge incorporated and the first wooden bridge over the Merrimack was built. In 1802 Andover Bridge collapsed but was rebuilt by 1803. The central span of the bridge collapsed again (1803-04) but was immediately rebuilt. Floods again destroyed Andover Bridge in 1807, after which the bridge was rebuilt on stone piers upstream where the later railroad bridge was built.

Turnpike construction also developed during this period improving the conditions and speed of travel and stimulating the start of stagecoach lines locally, to Salem and Boston, and to the north in New Hampshire and Maine. The Londonderry Turnpike (now Broadway) was laid out in 1805 from Concord, New Hampshire to Medford. In Massachusetts this road was known as the Andover and Medford turnpike, and remained a toll road throughout this period. From 1806 to 1808 the Essex on

Salem Turnpike was laid out extending from Broadway in South Lawrence into North Andover and on to Salem. This road became a free highway in 1829. Turnpike construction not only increased stage travel along their routes but also encouraged improvements on local roadways as well. Lawrence roads improved during this period included Merrimack Street, the Lowell Road, Newbury Street, Essex Street, Amesbury Street and Haverhill Street. After Andover Bridge was built a road was laid out northeasterly from the bridge to the corner of Amesbury and Haverhill Streets. Old ferry roads increasingly fell into disuse.

River navigation was still important along the Merrimack River during the Federal period. Boats and small barges still carried people and goods from Lawrence to the Newburyport area. By 1820 coal steam travel was important to Lawrence. In 1828 Federal authorities contemplated dredging the Merrimack River to improve river transportation above tidewater and built a seaport town. This plan was resurrected from time to time though little was done about it.

#### B. Population

Little changed in the isolated farmsteads of Methuen and Andover in the future territory of Lawrence. No separate population figures are available, but is estimated by Dorgan not to have exceeded 200.

#### C. Settlement Pattern

Most of the area later purchased for incorporation into the City of Lawrence consisted of farmland.

The piano case factory of Abiel Stevens existed (c. 1820-1832) on Stevens Pond, created by damming the Spicket River in the northwest part of the territory of the future city of Lawrence.

#### D. Economic Base

Federal period economic activities in the parts of Andover and Methuen, which would eventually become Lawrence, were probably limited to farming and fishing along the Merrimack River.

#### E. Architecture

No building from this period have been documented or observed on reconnaissance.

Industrial: No known industrial construction undertaken.

### VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

#### A. Transportation Routes

Colonial and Federal period roads remained important although some were probably rerouted as a dense street network was laid out in the area. Some old roads remained unchanged and can still be traced today including Haverhill Street, East Haverhill Street, Broadway, Lowell Road (Andover Street) and Merrimack Street. The old ferry roads were

probably non-existent at this time. By the 1830s objections to tolls and the poor condition of turnpikes led to the abandonment of the system with control of the turnpikes reverting to local authorities. The Andover and Medford Turnpike was the last toll road becoming a free highway in 1836. Stagecoach travel remained important until ca. 1850 when railroads were developed ending the stagecoach era. Horse-drawn express lines remained important throughout much of this period. The first, the Boston and Lawrence Express was started by Stevens and Abbott around the start of this period, but dissolved in 1869. In 1870 Cogswell was organized employing about 13 horses and 25 men. A third company, Abbott and Company also ran an express line between Lawrence, Boston and Methuen.

As railroad replaced stagecoach lines, several companies were created which laid out local routes and lines between Lawrence, Lowell, Salem and Manchester, New Hampshire. By 1848 the Boston and Maine Railroad rerouted tracks between Andover and North Andover so that the line ran around South Lawrence. The Boston and Maine Railroad carried most of Lawrence's freight and passenger service. In 1848 the Lowell and Lawrence Railroad also opened a line which extended into North Lawrence across the river between where Andover Bridge and Lawrence Bridge were later located. The Essex Railroad was opened between Lawrence and Salem that same year. In 1849 the Boston and Maine Railroad opened a line between Manchester and Lawrence crossing the river near Andover Bridge. Street railway companies and routes were also organized in Lawrence during this period providing transportation between Lawrence and outlying districts and towns. In 1863 the Merrimack Valley Horse Railroad was incorporated, later reviewing its charter in 1866. The following year the first company to operate a street railway in Lawrence (probably affiliated with the Merrimack Valley Horse Railroad) organized horse and car travel, which ran on Essex Street from the depot to Everett Mills and a line to Methuen. By 1868 a street line was extended to the Machine shop in North Andover. Local lines were now continually being established.

By 1837 Andover Bridge had been rebuilt as a rough wooden structure upriver from its earlier location. In 1846 the bridge was taken over by the Essex Company who rebuilt the bridge in 1848. Disaster struck Andover Bridge again in 1852 when a great freshet washed away the tollhouse, south abutment and fishway. Andover Bridge was totally rebuilt in 1858. A second bridge, Lawrence Bridge, was built across the Merrimack River near Union Street for the convenience of people in North Andover and Lawrence. In 1868 all bridges across the Merrimack were freed of tolls and incorporated as part of public highways.

Merrimack River navigation was still important in the Lawrence area although the first man made obstacle to this travel was created during this period. The first Merrimack River Dam was started in 1845 and the last stone laid in 1848. This bridge was the largest in the world at the time of construction being 1629 feet long. Canals running parallel with the river were constructed on both sides. Attempts were still being made for larger vessels to navigate the Merrimack River to

Lawrence. In June 1848 the Steamer Lawrence navigated the river from Newburyport to Lawrence. Prior to this attempt river travel by larger vessels had met with little success. Natural formations on the river such as the channel at Mitchell's Falls presented serious obstacles to river navigation. While coal transport on smaller craft from Newburyport to Lawrence was important, major riverine travel by larger vessels never amounted to much.

#### B. Population

Population rose from approximately 100 in 1845 to 6,000 three years later. By 1860, the number of residents reached 17,639. Established in the same year as the Irish potato famine, Lawrence immediately attracted Irish emigrants which accounted for 33 percent of the work force including a substantial proportion of women and children in 1848, 40 percent in 1860. In 1848, the foreign born comprised 37.5 percent of the population, 95 percent of whom were from Ireland. In 1855, with a population of 16,114, the foreign born made up 41.7 percent of which 71 percent were from Ireland, 16.8 percent were from England, 6.0 percent from Scotland, 2.5 percent were from Canada and 2.5 percent were from Germany. A decade later, of a population of 21,698 the proportion of foreign born had reached 42.48 percent with the respective percentages of the foreign born by country of origin: 65.61 percent from Ireland; 8.72 percent from England; 2.41 percent from Scotland; 2.59 percent from Canada and .70 percent from Germany.

The population reached 28,921 in 1870: 25.78 percent were from Ireland; 8.49 percent from England; 19.31 from Scotland; 3.59 percent from Canada; 3.67 percent from Germany.

#### C. Settlement Pattern

Prior to construction of the Great Dam, the area within the future city limits of Lawrence consisted of scattered farms inhabited by fewer than 200 individuals. The few dwellings in North Lawrence were primarily located along the road between Haverhill and Lowell straightened and graded to be later known as Haverhill and east Haverhill Streets and along the Londonderry Turnpike (now Broadway). Land later to comprise the most compactly-settled districts of the city, Wards 2, 3 and 4 belonged to the large 300-acre farm of Daniel Appleton White divided into tillage pasturage and woodland. Between the Merrimack and Spicket Rivers along the lines of future parallel roads, Jackson, Newbury and Union Streets were the cultivated areas and orchards of the farms of Daniel Merrill and Phineas M. Gage. The farmhouse and building of the latter were located on what is now Jackson Terrace. Gage's orchard stood in the section now crossed by Orchard Street. His garden extended along what became Garden Street. Trull Farm with tillage and forest was located on Tower Hill. Lands of the poor farm of the Town of Methuen were located on both sides of the turnpike (Broadway) from Andover Bridge northward with a large pasture on the east slope of Tower Hill. The future Common and part of the prospectively densely-settled section of Ward 2 was the farm of Joshua Thwing. Fertile farmland also occupied the area north of the Spicket River. Fish wharves followed the North bank of the Merrimack

River between the Turnpike and northward bend in the river. The only mill other than the piano case factory was Graves soap factory at the base of Clover Hill.

The closest semblance to a settlement existed south of the Merrimack River at "Four Corners", the crossroads of Andover Street and South Broadway. Here were located Essex Tavern and Shawsheen Tavern (later Revere House), a store and a brick building owned by Daniel Saunders, one of the founders of Lawrence. Otherwise, longstanding orchards and fields of corn and rye occupied the farmland in the future area of South Lawrence.

Charles S. Storrow (1809-1904), engineer and treasurer of the Essex Company, laid out a town plan in 1844 oriented to the river and North Canal in the form of a 60 square-block grid innovatively incorporating railroad spurs to service future factories. His system created functional zones: industrial development on the island created between the North Canal and the Merrimack River; worker housing (company-owned boarding houses) in the two blocks north of the canal along Canal and Methuen Streets; the central business district along Essex Street laid out parallel to the river and canal; a civic and institutional area on the perimeter of the Lawrence Common. Lots specified for institutional and residential use were platted through out the remainder of the Essex Company property sold at auctions in 1846, 1847, 1855. Deed restrictions established construction and height requirements and initial density limitations. The founders, planning a model town, set aside many acres for a common and parks. Storrow's organizational pattern and building standards remain evident in the heart of the city.

The first mills and boarding houses were located on canal sites leased or purchased from the Essex Company. The area between the North Canal and Methuen Street and along the canal island between Broadway (the Essex Turnpike, 1804) and the Spicket River were occupied by a succession of boarding houses and mills. Construction of the South Canal in 1865 advanced industrial development south of the Merrimack River.

A separate industrial zone evolved in North Lawrence on the Spicket River near the Methuen border. The Stevens piano factory was destroyed by fire and rebuilt in 1856. After several changes in ownership between 1863 and 1865, the mill was purchased by the Arlington Woolen Company which reconstructed in 1866 after another fire.

As early as 1850 there were eleven schools in Lawrence all built on land donated by the Essex Company. The Newbury Street School (1850, NR; extant) was one of three schools built in Lawrence that year. The Walton School (c. 1860, NR; extant) was built on Methuen Street. Both educated the large boardinghouse population in the vicinity. Mechanics Blocks in the form of rowhouses were built by Essex Company farther north on Union, Garden and Orchard Streets (1847, NR; extant). Worker housing (not extant) for the Pemberton Mill was constructed on Canal Street between South Union and Mill Street. Newbury Street was crowded with mill-owned boarding houses. In addition to the brick

boarding houses numerous frame houses were erected in the area between the mills and the common,

The Common became lined with fine residences, churches and institutional buildings. For the first twenty years in Lawrence's existence, Haverhill Street was restricted to one house per lot, one family per house. Also part of Storrow's plan for residential streets were Jackson Terrace, Jackson Court and Newbury Place. Jackson Court and Jackson Terrace, apparently conceived as a distinctive street set on axis to a path in the 17-acre Central Common, were sold at auction by the Essex Company in 1855 to the Bay State Mills. Gradually built up between the late 1850's and late 1880s as a private, residential development first by the Bay State Mills, later the Washington Mills and finally by Morris Knowles and John A. Fallon, these streets filled with both modest, unpretentious houses and high quality, spacious Italianate and Queen Anne dwellings.

Before 1850 while Lawrence remained a model town, settlers built small houses with gardens to the east and north of the Common. The "plains", the area bounded by the Spicket River, Haverhill, Jackson and Hampshire Streets was occupied by large, slate-roofed, two-family Second Empire dwellings.

The coincidence of the Irish potato famine with the founding of Lawrence, promoted the arrival of the Irish-born who numbered 6,047 by 1865. This influx quickly turned the model town into an immigrant city. The Irish flocked to Wards 2 and 3 which rapidly became the most densely-populated area in the City. Not only did the Irish live in mill boarding houses, they also settled in the "plains" above Haverhill Street and built wooden, sod-lined shanties near the dam on the south bank of the Merrimack River.

Essex Street laid out to be 80 feet wide in comparison to the 50 or 60 foot expanse of other streets was designed as the main thoroughfare of the commercial district. Buildings were restricted to three stories and brick or stone construction. The street was macadamized in 1861. In 1870, ?

By 1870, North Lawrence east of Broadway to the Spicket River was densely developed with mill housing and worker residences. The area North of the Spicket River to the Methuen line between Broadway and Tarbox (now Berkeley) Street, although platted in some areas, still contained broad open spaces and remained only sparsely occupied. On the north and west banks of the Spicket River between Brook and Vine Streets were two industrial complexes, the Essex Dye Works and George E. Davis Leather Board Manufactory. Although development had begun along High, Howard and Woodland Streets on lower Prospect Hill, settlement remained thin and the summit vacant except for a few estates and clusters of houses at the intersection of High and Platt Streets.

The railroad corridor in North Lawrence west of Broadway to May/Margin Street and north to Alden Street was developed with factories, coal, stone, lumber and wood yards as well as railroad-related property. The area beyond to the Methuen line became residential and less-thickly settled. West of May Street, North of Haverhill Street to the Methuen border were the open expanses of the municipal Bellevue Cemetery, St. Mary's Catholic Cemetery, the City Reservoir and large, unimproved parcels. Although more densely-settled, large holdings and unoccupied platted streets also remained south of Haverhill Street to the Merrimack River.

South Lawrence was densely occupied only in the area west and north of the area isolated by the Boston and Maine (east of Broadway) and Lowell and Lawrence Railroad lines (north of Andover Street). Large expanses of property still remained under control of the Essex Company.

#### D. Economic Base

During the decade from about 1845 to 1855 the sparsely settled farming district along the Merrimack River was transformed to a vast textile-manufacturing center of national (and international) importance. Lawrence, the town and manufacturing district, was created by Boston and Lowell capitalists, among them Amos Lawrence, Patrick Tracy Jackson, Nathan Appleton and Charles Storrow, who foresaw the enormous water-power potential of Boswell's Falls on the Merrimack River. In 1845 these merchant/manufacturing magnates formed the Essex Company, capitalized at one million dollars, and began construction of a 1/4 mile long dam at the falls, a one-mile long canal parallel to the river, a large machine shop and several large textile mills. At the Lawrence Machine Shop textile machinery and tools, steam engine turbines, etc. were produced by as many as 1000 people in 1846, in order to stock the textile mills. Prior to the formation of the Essex Co., the only manufacturing enterprises in Lawrence were the Durant Paper Mill (on the south bank of the Spicket River, east of Newbury Street), the Stevens' Box Co. (on later site of Arlington Mills, also on the Spicket River) where cases for Chickering pianos were made, and the Graves Soap Factory (at the foot of Clover Hill).

Within a few years of the construction of the dam, canal and machine shop, three large textile mills, all built speculatively by the Essex Co, were in operation, and each with capitalization in excess of one million dollars. By 1849 both the Bay State Mills and Atlantic Mills were in production, the former making woolen shawls, the latter cotton sheets and shirts. In 1852 the Upper Pacific Mills began manufacturing cotton cloth and by 1855 worsteds as well. By the time of the first manufacturing census of Lawrence in 1855 the Pemberton Mills and Lawrence Duck Co. had also been incorporated, with capitalization's of the \$450,000 and \$300,000, respectively, bringing the total number of cotton mills to six and woolen or worsted mills to five, with a combined capitalization of \$5.6 million. In the cotton mills almost 20 million yards of delaines (a cotton-wool blend, dress

fabric), sheeting, shirting, ticking and duck cloth, and 200,000 yards of flannel worth \$1.9 million were produced, employing 2585 people (72% female) and running 127,044 spindles (10% of the cotton spindles in Massachusetts). The five woolen mills produced 2.8 million yards of beavers, cassimere, satinet, felting cloth, carpets, fancy plaids and flannels (71% of the product) worth 1.7 million, plus more than 150,000 shawls valued at \$536,000, employing 2300 people (56% male) and 103 sets of machinery (15% of state total). Thus, in total the textile mills produced 25.9 million yards of cloth worth \$4.16 million, employing 4885 people in 1855.

From 1855 to ca. 1860 the Lawrence textile industry, like the U.S. economy, was mired in a slump. Both the Bay State Mills and Lawrence Machine Shop (up to then the largest machine shop in the U.S.) went bankrupt following the 1857 economic depression. However, conditions improved markedly in the early 1860s, stimulated initially by the demand for woolen and worsted cloth and blankets for the Union Army. Lawrence was prime beneficiary of this growth (unlike Waltham and Lowell where heavy dependence on Southern cotton caused prolonged periods of shut-down at the mills), as existing firms and new companies engaged in war production. In 1860 Bay State Mills were reorganized as Washington Mills and the Lawrence Machine Shop was converted to Everett Mills. Following the collapse of the Pemberton Mill the company rebuilt and turned to woolen production. In 1863 Butler and Robinson's Yarn Mill opened and began making worsted yarns. The following year the Lawrence Woolen Mills were incorporated and the Central Pacific Mills were added, primarily for manufacture of worsted cloth. Then in 1865 the Arlington (woolen) Mills were established on the Spicket River. By 1865 there were almost 8000 people (60% female) employed in the mills, up 59% from 1855. While the number of cotton spindlers almost doubled to 237,476, cotton cloth production declined slightly to 17 million yards. Still, because of the scarcity of cotton the value of the cloth jumped enormously, totaling \$7.2 million, or 282% higher than in 1855. Over the same span woolen cloth production appeared to hold steady at 2.8million yards of flannel and blanketing (59% of the total), broadcloth, cassimere, satinet and Kentucky jeans, plus shawls and other woolen piece goods. The total value of this cloth was \$4.9 million in 1865, or 187% higher than in 1855. Had the census been conducted in 1863-64 at the height of the war, the woolen cloth production figures would undoubtedly have been much higher. In addition to cloth producers, Lawrence was home to the Pacific Mills Print Works, an enormous complex of printing, bleaching and dyeing factories where calicoes and delaines were made from cloth produced in Lawrence and other New England textile centers. In 1865 the company treated or finished almost 27 million yards of cloth valued at \$9.2 million. In all, the textile industry accounted for 85% of the manufacturing product and 78% of the manufacturing workforce in 1865.

While still heavily dependent on the textile industry the Lawrence economy did diversify during the war and after. The most important industry after textiles was paper manufacturing. In 1853 the Russell

Paper Co. was established, followed by the Lawrence Paper Co. in 1855. By 1865 there were 311 people employed at seven paper mills whose combined product value was almost \$1 million. Next in importance came the many ancillary manufacturers serving the textile and paper industry, most notably the firms making textile and paper making machinery, steam engines, boilers, holloware and other machine castings, belts, bands and harnesses for the machinery, as well as spindles, shuttles, etc. Among the firms established was a flyer and spindle works (1862), the Levi Sprague Shuttle Co. (1864), the McCabe Boiler Co. (1865), and the Emmons Loom Harness Co. (1868). In all, thirteen firms employed 332 people and produced goods worth \$738,645 in 1865. The remaining \$357,320 of the almost \$25 million manufacturing product for that year was divided among 35 firms who employed 364 people and whose products (in descending order of their value) included: gas (Lawrence Gas Co., est. 1847), hats, shoes, boxes, sewing machines (McKay Sewing Machine Association est. 1847) curried leather, railroad cars, chaiser and wagons, soap and candles, brass products, dyestuffs and drugs and medicine, carriage wheels, files, harnesses, and upholstery.

In 1865 there were only 20 farms in Lawrence with fewer than 700 improved acres. Forty-five people were employed cultivating 350 acres of hay, 145 acres of potatoes, 92 acres of corn and other grains, 40 acres of vegetables and caring for a small number of livestock. The Webster and Co. Grain Mill was established in 1868, as was the Lawrence Lumber Co. Banks established during the period included the Bay State National Bank (1847), the Pemberton National Bank (1854) and the Essex Savings Bank (1847).

#### E. Architecture

Industrial: The first industrial buildings constructed in Lawrence were the Durant paper factory, on the Spicket River; the Steven's box shop, also on the Spicket River; and the Graves soap factory. None of the three are known to survive.

The first textile-related buildings were begun in 1846. The Lawrence Machine Shop (later the site of Everett Mills) was constructed between 1846 and 1848 and consisted of a machine shop, forge, foundry, round house, pattern houses and smaller outbuildings. All of these structures were built of granite blocks. The machine shop (extant) is the largest structure, four stories high, 405 feet by 65 feet, with steeply pitched roof, six stair-towers, and globe windows in the attic and in the central stair tower. The forge shop (extant) is two stories high, 225 feet by 43 feet, with a pitched roof. The L-shaped foundry building also survives (though with additional stories), attached to which is the boiler house with a 125-foot circular chimney, also constructed of granite blocks. After the complex was taken over by Everett Mills a two-story brick weave shed (extant) with attic and pitched roof was added in 1863; the roof has a clerestory monitor windows on the south side and dormers on the north side. The Bay State Mills were also constructed during the 1846-48 period and

consisted of three 6 & 1/2 story brick factories, each 22 bays by four bays, with clerestory roofs (later demolished). The Atlantic Mills were also constructed between 1846 and 1843 and consisted of two five-story brick factories, one 24 bays by 5 bays, the other 18 bays by 10 bays, with gable roofs. A third mill connecting these two was erected in 1852. By 1853 the Upper Pacific Mills had also been erected, and consisted of a large main mill, 850 feet by 75 feet (demolished) and several smaller buildings for bleaching, dyeing and printing. Also erected in 1853 were the Pemberton Mill and Lawrence Duck Co. The original Pemberton factory collapsed in 1860 because of faulty cast iron columns and was replaced ca. 1862 by a five-story brick structure (extant) with basement and attic and trapdoor monitor, pitched roof, and stair towers with gambrel roofs; the ornate windows and corbelled cornice reflect "a mixture of Italianate, Romanesque and Second Empire styles" (Molloy 1978: 25) The Lawrence Duck Company's mill was the smallest of the "first generation" of textile mills. The four-story brick factory, 200 feet by 40 feet, still stands at Union and Canal Streets, though the upper floors are early twentieth-century additions. In 1864 the second Pacific Mills complex, the Central Mill, was constructed, also on Canal St. Originally a two-story brick building, 350 feet by 150 feet, with unusually high, 17 foot ceilings (designed to accommodate jacquard looms), a flat roof with monitor and two stair water towers with mansard roofs; this extant structure now has two additional stories erected ca. 1865-77, and is 150 feet longer, and the mansard roofs on the towers have been removed. Also erected in 1864 was the Lawrence Woolen Mill (later Kennard's) of unknown design, at Union and Island Street. In 1867 the Arlington Mills erected a four-story Gothic style frame mill on Broadway (later demolished).

Both the Russell Paper Co. and Lawrence (later Bacon) Paper Co. erected mills on Marston Street, the former at Canal, the latter at High St. None of the original structures, dating from 1653 and 1855, survive. In 1855, Briggs and Allyn Mfg. Co. erected a small wooden factory at Winter and Melvin Streets (later demolished). In 1864 the Sprague Shuttle Co. erected a small wooden factory at 275 Lowell Street (later demolished). In 1865 the McCabe Boiler Co. erected an L-shaped, one-story frame building with pitched roof (extant) at 9 Water Street. In 1868 Emmons Loom Harness Co. erected a factory at 7 May Street (demolished). The Lawrence Gas Co. erected several buildings on Marston Street near O'Reilly Bridge ca. 1846, though the only surviving structure is a one-story brick purifier house with pitched roof, 52 feet by 34 feet. The McKay Sewing Machine Co. erected a factory at West and Haverhill Streets toward the end of the period (demolished).

The dam (1848), gate house (1848), gatekeeper's (1848) and lock keeper's houses (c. 1848) all extant; North Canal Historic District NRDIS 11/13/1984) were constructed with the dam (NRIND 4/13/1977: North Canal Historic District NRDIS 11/13/1984), and canal (extant; NRIND 7/29/1975: North Canal Historic District NRDIS 11/13/1984) and mark the inlet of the north canal.

## Residential

Small-scale, early boarding houses reflect a conservative "corporate" style with simple details including gable returns, corbeled tables and granite-trimmed openings. Brick boarding houses were built for the Bay state Mills along four blocks between Jackson and Newbury Streets. The sole survivor at 1 Jackson Street/269-275 Canal Street (c. 1847, North Canal Historic District NRDIS 11/13/1984); MHC No. 219 is an 11-bay, pitched-roof, brick, building with granite-silled, rectangular windows. Six blocks of boarding houses were erected for the Atlantic Mills on Canal and Methuen Streets between Hampshire and Lawrence Streets. One survives at 401-403 Canal Street (1847, North Canal Historic District NRDIS 11/13/1984); MHC No. 215. It is a 7-bay, dormered pitch-roofed, red-brick building with rectangular windows denoted by granite sills and lintels. A bay of commercial space was added to the ground level c. 1928.

On the south bank of the Merrimack River near the dam, Irish immigrants built shanties of sod-covered, rough lumber with roofs of overlapping boards and stove-pipe chimneys.

Mechanics Blocks in the form of attached, brick row houses constructed by the Essex Company remain along Union, Orchard and Garden Streets (1847, Mechanics Block Historic District, NRDIS 4/3/73 enlarged 7/7/78; MHC No.s 449-490). Typically they are 2 1/2-story, 3 bay-wide dwellings with ridge-roofs interrupted by a single triangular dormer above the center bay. Main entries in adjacent residences are paired in adjoining bays and include sidelights, 6-light transoms and in some cases are surmounted by bracketed hoods added at a later date.

Examples of early worker housing, similar 2 1/2-story, gable-roofed, 6-bay wide, Greek Revival, brick, double houses with paired center entries remain at 59-61 Newbury Street (1852; MHC No. 8), 67-69 Newbury Street (1852; MHC No. 11), 126-128 Haverhill Street (1850, MHC No. 36), 6-8 East Haverhill Street (MHC No. 41), 87-89 Elm Street (1847/48, MHC No. 55) and 33-35 Tremont Street (c. 1849, MHC No. 102). Each has trabeated openings denoted by granite sills and lintels emphasizing and initial preference for masonry construction. Slightly more elaborate variations of this type are found at 19-21 East Haverhill Street (c. 1851; MHC No. 46), 7-9 East Haverhill Street (c. 1849, MHC No. 45) and 103-105 East Haverhill Street (c. 1849, MHC No. 42). The comparable, frame version of this house form is located at 118-120 Haverhill Street (1853; MHC No. 37). Similar, three and four-story, multi-family Greek Revival residences of the period are found at 64-66 Newbury Street (1852; MHC No. 9) and 68-70 Newbury Street (1854, MHC No. 15).

Masonry, gable-end, side-entry, Greek Revival, single-family dwellings are represented in both 1 1/2 and 2 1/2-story versions: 124 East Haverhill Street (Between 1850 and 1855, MHC No. 185) and 107 Summer

Street (1849; MHC No. 33), 133 East Haverhill (1854; MHC No. 182) and 329 Haverhill Street (1850) MHC No. 79). Some have later-victorian applications: 124 East Haverhill Street (between 1850 and 1855, MHC No. 185) and 107 Summer Street (1849; MHC No. 33), 133 East Haverhill (1854; MHC No. 182).

Examples of very modest worker's cottages exist in the tiny, 1 1/2-story, gable-end, side-entry, 3 x 3-bay, frame cottage at 54 Chestnut Street (pre-1868; not inventoried). Another small, simple, 1 1/2-story, frame, side-entry cottage is found at the rear of the lot at 151 Oak Street (not inventoried). Such dwellings with gardens built to the north and east of the Common were the model homes of operatives in the early years of Lawrence history. This double-loading of lots which intensified density in the center city is further exemplified by the larger 2 1/2-story, side-entry, frame worker's cottage (pre-1875) with both Greek Revival and Italianate detail at 9 1/2 Summer Street (Pre 1875; not inventoried) which stands behind a 6-bay, side-gable, frame, double house with pedimented hood over paired center entries at 7-9 Summer Street (pre 1875; not inventoried).

An example of corporate housing built by the Arlington Mills which were established in 1865 stands at 210-216 Arlington Street (MHC No. 143). The Second Empire block consists of 4, 3-story, 5-bay, center-entry units separated by chimneyed, party walls. Entries are emphasized by gable-roofed surrounds supported by Tuscan columns and circular panels with shell motifs above the doorway in place of a fanlight. Another example of worker housing from the period is the large, 4-family, Second Empire dwelling at 86-88 Oak Street (not inventoried).

The more-stylish 1 1/2-story, Gothic Revival cottage at 35 East Haverhill Street (1851, MHC No. 52) represents the typical period residence of a small businessman. Other gable-end, side-entry dwellings with period details occupied by skilled tradesmen are found at: 99 Bradford Street (pre 1875, not inventoried), 64 Newbury Street (pre-1875, not inventoried) and 127 South Broadway (pre 1875, not inventoried).

The Common became lined with fine residences, churches and institutional buildings. Among the early, impressive residences are three Italianate houses at 55 Jackson Street (1857, MHC No. 444) and 57 Jackson Street (1857, MHC No. 21) and 59 Jackson Street. The Dr. Aaron Ordway House at 59 Jackson Street (1855, Jackson Terrace NRDIS 11/13/1984; MHC No. 22) retains quoins of its original design and a 2-story, portico supported by Corinthian columns and responds added in a turn-of-the-century remodeling that introduced Federal details. A large, three-story, brick, double house with paired entries beneath a bracketed porch is located at 31-33 Jackson Street (c. 1855, MHC No. 18). An unusual, brick, 3-story, Italianate duplex is nearly flat-roofed with a shallow, center gable, wide overhanging eaves supported by elaborate, large, paired brackets, balustraded, 1-story, square bays separated by an arcaded porch is located at 203-

205 Haverhill Street (1855; MHC No. 62).

Jackson Terrace including Jackson Court and Newbury Place (Jackson Terrace NRDIS 11/13/1984) a compact residential street near the commercial district, was devised as an extension of the Common area. It remains a distinctive entity of mid to late nineteenth century, Italianate (5 Jackson Terrace, MHC No.s 25 and 8A Jackson Court, MHC No. 30), Queen Anne (7, 8, 10 and 11 Jackson Terrace; MHC No.s 26-29) and Second Empire (8A Jackson Court; MHC No. 30) residential architecture distinguished by a central, formally-landscaped space bounded by an elliptical granite wall, granite steps and an iron gate.

Finer period residences continued to be built along Haverhill Street beyond the perimeter of the common forming a fashionable neighborhood of affluent merchants, businessmen and professionals. Examples include the Italianate houses at 246 Haverhill Street (early 1860s, MHC No. 66), 352-354 Haverhill Street (1863/64, MHC No. 85), 355 Haverhill Street (1861, MHC No. 80) and 355-358 Haverhill Street (1860, MHC No. 86); the Second Empire dwellings at 269 Haverhill Street (1867/68; MHC No. 71) and 91 Summer Street (c. 1864, MHC No. 34) and the Stick Style 274 Haverhill Street (1867-68, MHC No. 69).

Better residences were also built on East Haverhill Street. Among these are the finely-detailed Gothic Revival dwellings at 35 East Haverhill Street (1851; MHC No. 53) and 168 East Haverhill Street (1840's; MHC No. 190), the Italianate house at 146 East Haverhill Street (1864; MHC No. 187) and the large, Stick Style residences at 55 East Haverhill Street (c. 1870, MHC No. 53) and 56 East Haverhill Street (1869-70, MHC No. 51). A remarkably- intact, 3-story, Italianate house with period landscape remain at the corner of Salem and Phillips Streets (not inventoried).

A picturesque 1 1/2-story gable-end, side-entry home with later Gothic Revival gingerbread detailing and Italianate tower is found at 13 Milton Street (c. 1850, MHC No. 141). A large Stick Style house curiously dated to 1850 with detailing attributed to a later period is at 7 Lowell Street (c. 1850, MHC No. 63). Nearby, outstanding Italianate residences are also located at 500 Lowell Street (c. 1856; MHC No. 132) and 506 Lowell Street (c. 1856; MHC No. 133).

Other finely-detailed Italianate dwellings are located at 61 Bradford Street (1868, MHC No. 93) ; 65 Bradford Street (c. 1870, MHC No. 94) and 85 Bradford Street (1864, MHC No. 98) and 93 Bradford Street (1867/68, MHC No. 100). Similarly, associated with the Italianate, large, Second Empire houses such as 71 Bradford Street 1868, MHC No. 96), 89-91 Bradford Street (1869, MHC No. 99) and 99-101 Franklin Street (1865/66 with subsequent additions, MHC No. 97) were also built during this period in this expanding fashionable, Victorian neighborhood.

## Religious

The Classical Revival style was favored for early churches in Lawrence. An original, frame building (1846) for Grace Episcopal Church, 35 Jackson Street was replaced by the current, Gothic Revival, granite church (1852, enlarged 1895, NRIND 11/7/76; MHC No. 204). Also fronting on the Common is Gothic Revival, granite Trinity Congregational Church at 165 Haverhill Street (1859-60; MHC No. 206).

Nearby is the brick, pedimented, Italianate, First Universalist Church 201 Haverhill Street (1852; MHC No. 207) with projecting, square, entry tower.

The frame, 3 x 5-bay First United Presbyterian Church at 319 Haverhill Street (1847-48; MHC No. 208) has heavy quoins, a truncated, square tower with mansard roof and combines Italianate and Romanesque Revival detail. The stone Central Methodist Church, a merger of the First Methodist Episcopal Church and the Garden Street Methodist Episcopal Church was built on Haverhill Street in the second decade of the twentieth century.

The Garden Street Methodist Episcopal Church was previously located in the modest, brick Romanesque Revival building at 150 Garden Street (1855, MHC No. 203). Its planar surfaces are relieved by corbeling at the eaves, decorative architraves above fenestration and contrasting stone at the arched, main entry.

The Merrimack Congregational Society organized in 1846, was renamed the Lawrence Street Congregational Church in 1847 and held meetings in a small, wooden building at the corner of Haverhill and Lawrence Streets (burned 1912) that was replaced by the stone church on the same site (1915, not inventoried).

First Baptist Church founded in 1847, renamed several months later the Amesbury Street Baptist Church met in a frame building at the corner of Haverhill and Amesbury Streets before erecting a permanent edifice (1850, not extant) at the same site. The Unitarian Church, organized in 1847 and dedicated a wooden church (1850, tower and spire burned 1859) at the corner of Haverhill and Jackson Streets (see Late Industrial Period).

The First Universalist Society organized in 1847, built a Church on Haverhill Street (1852, remodeled and enlarged and enlarged, 1865). The Central Congregational Church, founded in 1849, dedicated a church at the corner of Essex and Appleton Streets (1854, burned 1859). It was replaced by the stone church (1860, not inventoried) fronting the common at 167 Haverhill Street. When the Central and Eliot Congregational churches consolidated in 1883, the name became Trinity Congregational Church. The Eliot Congregational Society, organized by members of the Lawrence Street and Central Churches, dedicated a brick church at the corner of Appleton and Methuen Streets in 1866 (not extant).

A modest, frame, Catholic Church (appearance unknown) was built c. 1846 at the corner of Chestnut and White Streets. The Irish community built Immaculate Conception Church (1853, demolished 1997). The original parish house of Immaculate Conception became a residence of the Xaverian Brothers who assumed operation of Saint Mary's Boys School in 1889. Three, successive buildings served as Saint Mary's Church in 1849, 1851 and 1871. The first, a wooden chapel, was surrounded by a larger granite edifice to create the granite, second Saint Mary's Church. The chapel was then demolished. The third is the monumental, cruciform plan, granite, Gothic Revival church at 300 Haverhill Street (1866-1871; MHC No. 210). The second church building was adapted to other parish uses, a school and a convent.

### **Civic Buildings**

City Hall, 200 Common Street (1848, remodeled 1923; Downtown Lawrence Historic District NRDIS 11/1/1979), originally c. 120' x c. 69', designed by Melvin & Young of Boston, built by Eli Cook, William I Stetson and Alexander Mair of Boston. It incorporates an original, bracketed clock/bell tower surmounted by the most-prominent, decorative feature in the city, an 9.5-foot eagle with ball and pedestal designed and carved by John M. Smith, Selectman in 1848. He supervised woodwork construction at the Essex Company machine shop. The building was enlarged to its present appearance in 1923 (see below). It originally also housed the Court of Common Pleas, the lock-up, police court and free evening school.

The first, brick, fire house in Lawrence was erected at the corner of Haverhill and White Streets in 1856. It later became a store house for the public property department and a polling site. Another brick fire station was built in 1869 at the corner of south Broadway and Crosby Street occupied by Engine No. 3.

In 1850, police headquarters was moved from a lockup near the corner of Turnpike (Broadway) and Common Streets to the basement of City Hall. A new lock up was built near the corner of Common and Jackson Streets. A brick police station was erected at the corner of Common and Lawrence Streets in 1867.

The city's almshouse opened in 1849 on Marston Street. The first Essex County Courthouse (1858, burned 1859; Downtown Lawrence Historic District NRDIS 11/1/1979) at the corner of Common and Appleton Streets on land donated by the Essex Company. It was rebuilt in 1860.

The granite-faced brick, octagonal with radiating wings House of Correction (1853, subsequently enlarged, damaged by fires in 1988 and 1995, demolished 1998) on Auburn Street eventually housed 116 cells and 180 prisoners.

The industrial school for refractory boys opened by the city Off Marston Street became the Lawrence Reform School in 1870 (original

appearance unknown).

### **Institutional**

The red, brick Protectorate of Mary Immaculate (1868, subsequent additions; not extant), an orphan asylum and home for the disabled was opened on Maple Street in 1868.

### **Public Schools**

There were three, simple, one-story district schools in the area of Lawrence when the Essex Company began operations. Of the two in the tract formerly Methuen, one was on Tower Hill, the other at the intersection of Prospect and East Haverhill Street. The one on the south side of the Merrimack River was located near intersection of South Broadway and Lowell Street.

In 1846, the Essex Company built a 1-room schoolhouse between Haverhill and Tremont Streets which was operated under the direction of the Methuen school committee. With the incorporation of Lawrence, a school committee was named and 1 1/2-story, 2-room school buildings were constructed on Jackson Street (later site of the Unitarian Church) and on Lowell Street on the south side of the Merrimack River.

Consultation with Horace Mann and other educators in 1848 led to the adoption of a continuous system with a sequential differentiation of instruction into primary, middle, grammar and high school leading to college. The first grammar school on the north side of the river opened in 1848 in the Jackson Street schoolhouse (later named Oliver School) then moved to the Oliver School, completed the same year. Another grammar school opened in the schoolhouse on the south side of the river. The first high school organized January 31, 1849 was located in the front of the first floor of the Oliver School.

Ten schools existed when Lawrence was incorporated as a city in 1853. Although remodelled, schools which continued on the same sites into the second decade of the twentieth century were: the Newbury Street, Amesbury Street, Cross Street and Prospect Street schools. The Oliver School and Oak Street Schools were razed and replaced to accommodate the Oliver Center School (grammar). The original high school was erected 1867.

The 2 1/2-story, L-shaped, Italianate Newbury Street School (1850, Jackson Terrace NRDIS 11/13/84; MHC No. 213) , built of pressed red brick in compliance with the requirements of the Essex Company, has round-arched windows with brick hood molds and corbeled stops, broad, overhanging eaves with large brackets and a 1-story, flat-roofed wooden, entry porch supported by plain, square posts located in the corner created by the plan.

The pitch-roofed, brick, Queen Anne Walton School (c. 1860, Methuen Street; North Canal Historic District NRDIS 11/13/1984) was built to

educate the large boardinghouse population. Ornamentation includes a raised-panel pattern terminating in a fanlight at the west elevation and a hip-roofed pavilion with a round-arched entry with brick hood molding and corbeled stops.

### **Parochial Schools**

Saint Mary's Girls' School began in 1860 in a frame building (demolished) on Haverhill Street between Hampshire and White Streets.

### **Commercial**

An small masonry, Greek Revival commercial block with granite sills and windows stands at 107-111 East Haverhill Street (1855, MHC. No. 40).

Essex Street designed as the main thoroughfare of the commercial district, retains remnants of the earliest commercial construction in the Greek Revival buildings at 271 Essex Street (1852, Downtown Lawrence Historic District NRDIS 11/1/1979; MHC No.724) and 275 Essex Street (1852, Downtown Lawrence Historic District NRDIS 11/1/1979; MHC No. 233). Nearly an entire block of a mid nineteenth-century, commercial streetscape displaying a variety of surface treatments and details including Greek Revival (179-189 Essex Street, 1850, Downtown Lawrence Historic District 11/1/1979 MHC No. 220); early Italianate (191-193 Essex Street, 1854, Downtown Lawrence Historic District NRDIS 11/1/1979; MHC No. 221, 195-203 Essex Street, 1855 Downtown Lawrence Historic District NRDIS 11/1/1979; MHC No. 222 ) and Bracketed Style (209-215 Essex Street, 1866-67, Downtown Lawrence Historic District NRDIS 11/1/1979; MHC No. 224) also survives. This block partially replaced the U.S. Hotel (formerly at 213-15 Essex Street), a store and the "Church Block" which included the Second Congregational Church, all of which had been razed in a fire in 1859.

The Italianate style remained popular for commercial buildings constructed in the 1850's, 1860's and 1870's. Examples include: the buildings at 243-247 Essex Street (1854-55, Downtown Lawrence Historic District NRDIS 11/1/1979 MHC No. 228); 259-263 Essex Street (1856, Downtown Lawrence Historic District NRDIS 11/1/1979; MHC No. 230); 265-267 Essex Street (1855, Downtown Lawrence Historic District NRDIS 11/1/1979; MHC No. 231); the Appleton Block at 305 Essex Street (1854, Downtown Lawrence Historic District NRDIS 11/1/1979; MHC No. 237), built by and named for one of the directors of the Essex Company, and a remnant of a uniform, bracketed, pitched-roof block that formerly extended to 325 Essex Street (MHC No. 239); the bracketed buildings at 217-223 Essex Street (early 1860's; MHC No. 225) the bracketed building at 225-235 Essex Street (early 1860's; MHC No. 226) and 256-262 Essex Street (1868-69; MHC No. 244).

A cluster of Italianate, commercial buildings also exists nearby at 170 Common Street (late 1890s, MHC No. 251; Downtown Lawrence Historic District NRDIS 11/1/1979), and 180 Common Street (c. 1885, MHC No.

IX. LATE INDUSTRIAL PERIOD (1870 - 1915)

A. Transportation Routes

Railroad related construction continued to characterize transportation developments in Lawrence during most of this period. The Boston and Maine Railroad continued as the major rail company in the town carrying the majority of Lawrence's freight and passengers. Few changes actually occurred with rail routes in Lawrence during this period in 1879 the Lawrence and Lowell Railroad obtained permission to cross the Boston and Maine tracks at grade in South Lawrence representing one of the only railroad changes during this period.

Street railways continued to provide transportation between the center of Lawrence and outlying districts and towns throughout this period. Two major companies controlled service in Lawrence. Locally, the Lawrence Division of the Eastern Massachusetts street railway controlled most track in the town and was formerly known as the Merrimack Valley Horse Railroad, the Boston and Northern, the Bay State Street Railway, and finally the Eastern Massachusetts. A second company, the Massachusetts Northeastern Street Railway also had extensive amounts of track in the area. The Lawrence and Methuen Street Railway Company formerly knew the Massachusetts Northeastern Street Railway as the Southern New Hampshire, which was absorbed. Street railway developments in Lawrence during this period were continually characterized by the construction of local lines. Major line construction began in 1876 as the South Lawrence Branch running to the depot south of Andover Bridge extended tracks to South Lawrence. In 1887 the Newbury, East Haverhill, and Buckley Street lines were built. The Belt street line, also built in 1887 was built after North Andover was cut off from the main line when the Union Street Bridge burned. Tracks were built on Water and Lawrence Street in 1888. Most street railways were electrified in 1890-91. The Andover area was connected to the Lawrence Street railway system in 1891. From 1893 to 1894 Lawrence Street railway lines were extended to Haverhill and Lowell connecting the major factory areas along the Merrimack River. In 1902 the Lawrence Division opened lines to Middleton, Danvers and Salem. Horse drawn freight express lines still operated in the town though their end was near.

Street networks became denser in Lawrence during this period. Salem Street became the principal business thoroughfare in the town. Electric streetlights began to appear in the late 19th century. As automobiles were developed early in the 20th century road surfacing was improved, particularly along major routes. Roadways were now used for recreational purposes as well as travel. The old turnpike from the rise at Shattuck Street near the Falls Bridge, southward to Phillips Hill was used as a track for horse races on festival and public days.

The Merrimack River remained a major focus of transportation in Lawrence throughout this period. Both the Andover Bridge and Lawrence Bridge burned in 1881 and 1882 respectively, and bridges were rebuilt during this period. Attempts were also made during this period to again improve river navigation in the Lawrence area. In 1879 obstructions in the river were removed and boats built for transporting coal from Newburyport to Lawrence. Lands along the river were also leased to the Essex Company for a landing place and coal yard. This venture was short lived, as the channel at Mitchell's Falls did not prove deep enough or safe enough for travel

## B. Population

Despite increasing 212% from 28,921 in 1875 to 90,259 in 1915, Lawrence's population ranking fell from first to second in the county (behind Lynn) by the end of the period. Except for a slight drop in 1885 the population registered impressive gains every census year through 1915. The foreign-born population grew at a slightly faster rate than the general population, increasing from 15,546, or 44.5% of the total in 1875 to 41,347 or 45.8% in 1915. Whether at its low of 44% in 1885 or its high of 46.6% in 1895, Lawrence's foreign-born percentage was the greatest of any municipality in the state. In 1910, 86% of the total population of 86,000 was either foreign-born or had parents who were immigrants. In the early years of the period the Irish were the largest immigrant group, with twice as many members as the next leading group, the English, followed by Canadians, Germans, and Scots. By 1915 immigrants from southern and eastern Europe and Canada had assumed the greatest prominence. First among immigrant groups in 1915 were Italians with 20% of the total, followed by large numbers of French Canadian, English, Irish, Polish, Russian, German, and Syrian immigrants, and smaller numbers of Lithuanian, French, Portuguese, Armenian, and Turkish-born residents.

The presence of so many nationalities in Lawrence produced an enormous number and range of religious organizations. Numerous churches were established during the period including St. Anne's (French Canadian Catholic) Church (1871); the German Presbyterian Church (1872); Trinity Methodist Church (1872); St. Lawrence's (French Canadian Catholic) Church (1873); the Union Evangelical (Congregational) Church (1875); Tower Hill Congregational Church (1877); the German Methodist Episcopal Church (1878); St. Augustine's (Catholic) Church (1878); St. Marks' Methodist Episcopal Church (1879); St. Paul's Methodist Episcopal Church (1885); The Religious Society of Friends (1886); the Church of Assumption of Mary (German Catholic) (1687); the Congregation of Sons of Israel (Jewish) (1894); the First Church of Christ Scientist (1887); Wood Memorial Free Baptist Church (1899); the Congregation of Anshea Sfard (Jewish) (1900); St. Augustine's Episcopal Mission of Grace Church (1905) and Parish; the Franco-American Methodist Episcopal Church (1907); the Church of the Holy Rosary (Italian Catholic) (1908) and Salem Street Primitive Methodist Church (1915). Catholic national parishes formed during the period

Include: St. Joseph's Syrian Parish of St. Mary's (Greek Catholic Rite) (1896); Sacred Heart (French Catholic) Parish (1899); St. Anthony's Syrian Maronite Parish (1902); St. Francis (Lithuanian Catholic) Parish of St. Mary's (1903); Holy Trinity (Polish Catholic) Parish (1904); S.S. Peter and Paul (Portuguese Catholic Parish) (1905). Other religious societies organized during the period included the Armenian Apostolic Church; the First Spiritual Church; Lighthouse Mission; Lithuanian National Catholic Church; St. George's Syrian Greek Orthodox Church; St. John the Baptist Russian Greek Church; the Spiritualist Temple; the Swedish Lutheran Church; and the Syrian Protestant Church.

The various nationalities also established a wide range of social clubs, benefit associations, cooperatives and private schools. The Irish established the Knights of St. Patrick ca. 1870 and the Catholic Debating Society, the Sheridan Dramatic Club and the Emmett Literary Society by 1882, as well as the Gaelic Athletic Association in 1892. In 1870 French Canadians established Congregation des Dames and Circle Daroissal of St. Anne's as well as dramatic and literary societies in the 1860s. In 1871 Germans established the Lyra Singing Society, in 1874 they organized the Socialist Labor Party of Lawrence, in 1876 the Hayes Political Club and a dramatic club in the 1880s. The English established the Glee and Madrigal Club in 1873, the Albion Political Club in 1886, and the English Social Club in 1900. Italians established the Christopher Columbus Society in 1899 and other clubs before 1909. Armenians established the Republican club in 1912. Organizations with mutual benefit associations included the Hibernian, Turner, Alsace, St. Jean de Baptiste, Christopher Columbus and Syrian societies. Likewise, Germans, French, Lithuanians and Belgians established cooperative stores. French Canadians established a private school in the 1870s, Irish Catholics the Sacred Heart (parochial) School in 1901, Italians the Holy Rosary School in 1910, and Poles the Holy Trinity School in 1912. Syrians also established a school before the close of the period.

Public schools established during the period included the Packard School (1872); the Harrington School (1874); and a new high school in 1901. The city established an industrial school for the immigrants in 1909. Lawrence Free Public Library was established in 1872. Intellectual and improvement societies included the Riverside Literary Society; the Unitarian Shakespeare Club; the Natural History Society; the Young Men's Catholic Lyceum and the Lawrence Mozart Association and Choral Union. The Ladies Union Charitable Society established Lawrence General Hospital in 1882. There was also a YMCA and a YMHA.

### C. Settlement Pattern

Old mill sites were rebuilt and new ones developed as wider, larger mills were constructed to comply with new fire and building codes and to accommodate larger equipment. New forms of power liberated industrial development to spread beyond the canal sites north and south of the Merrimack River. In North Lawrence, boardinghouses north of the canal were razed and replaced by mills and storehouses, altering the original land-use pattern established by the Essex Company plan. The William Russell Company (purchased by Champion International Paper Company in 1900; not extant, ruins only) expanded over a 1 1/2-acre site between Prospect Street and the Everett Mill yard on Union Street.

A major industrial concentration arose on the south bank of the Merrimack River with erection of mammoth, new complexes, the Wood Mill (1905-1906), the Ayer Mill (1908-1909) and the Prospect? Mill (1909). Industrial development was further dispersed with expansion on the Spicket River of the Arlington Mills in North Lawrence near the Methuen border. The Arlington Woolen Company began rebuilding and expanding the complex in 1879 to accommodate new machinery, new fire-resistant building techniques, new methods of manufacture and improved safety and work standards. To some extent the growth of the industrial plant occurred by taking over areas formerly occupied by mill housing.

French Canadians who followed the Irish as the predominant immigrant group in the city began to arrive after the Civil War and settled south and west of the "plains" where they built Saint Anne's Church (1873, extant) whose school was the second largest in the Archdiocese of Boston.

English textile workers also arrived in large numbers after the Civil War to work in the Arlington Mills. They settled near the Irish and the French Canadians, but in slightly better areas on Broadway near the mill. German textile workers having begun to arrive in 1854 settled in a place called "Hallsville" between the Spicket River the base of Prospect Hill and established a thriving community after the Civil War.

By the late 1870's, the hill and Spicket River areas of Prospect, High and Jackson Streets were established as an affluent neighborhood of spacious homes.

Through the 1880's, Lawrence retained a half-rural character with farmland at the end of Jackson and Prospect Streets. In 1883, the area north of the Spicket River and east of Broadway is listed on the Sanborn Fire Insurance Map of that year as occupied by scattered frame dwellings. Woodlands remained east of the Spicket River at the base of Prospect Hill. In South Lawrence, the area occupied by frame residences expanded east of South Broadway and North of Andover Street to Foster Street.

As waves of "new immigrants" began to arrive in the 1890's, they took over the less-desirable residential areas. The Italians moved into former Irish districts on Lower Common Street and on the "plains". Lithuanians, Poles, Jews and Syrians also moved into the city. Poles settled near the Italians on Garden, Union and Brook Streets.

Mill operatives increasingly found housing farther away from the factories and commuted by street car. The typical movement of the various ethnic groups as they established themselves in succeeding years was away from the undesirable areas in the lowland, heart of the city to better sections on the higher elevations on the outskirts. Between 1880 and 1910, many Irish moved across the river to South Lawrence and French Canadians located up the slopes of Tower Hill in western Lawrence.

The Richards 1896 Atlas shows North Lawrence north of the Spicket River had also become densely settled with worker housing to the Methuen boundary. The area east of Lawrence Street gradually thinned to areas that were platted but not yet occupied along upper Prospect Street as lower Prospect Hill began filling up with residences. The summit remained largely open with a number of large, homes along upper East Haverhill Street. South of Haverhill Street, an industrial railroad corridor remained between Broadway and May Streets. Residential density had increased west of May Street? but gradually thinned toward Ames Street beyond which remained large holdings and unimproved, but platted streets. Bellevue Cemetery had expanded nearly to the Methuen line.

In 1896, the Essex Company retained control of substantial open expanses of property in South Lawrence along South Union Street North of Bailey Street and along Osgood Street east to the Shawsheen River. Land west of Foster Street and North of Andover Street was densely developed. The area south of Andover Street west of Broadway was filling in with housing, but the Essex Company still owned large lots. Property east of South Union Street to the Shawsheen River and the Andover and North Andover lines remained unoccupied. Except for a few dwellings, all the land south of Andover Street to Mount Vernon Street between Brookfield and Beacon Streets was vacant and owned by the Essex Company. Weare, Gilbert and Sylvester Streets between Broadway and Corbett Road were platted as Woodland Heights. The remaining area west and south of the Merrimack River to the Andover line remained open as well, with Packard, Tewksbury, Eaton and Furber Streets platted as West Park, but unoccupied.

The population of the City doubled between 1890 and 1912. The influx resulted in the construction of larger tenements more densely congested primarily in the central wards of the city. Three-decker districts appeared around the turn of the century. Larger tenements of four or more units were built to accommodate the expanding population.

Between 1896 and 1906, density of settlement increased in North Lawrence on Prospect Hill. Although the reservoir replaced Pleasant Terrace, houses were added along Howard and Woodland Streets. Moran Court and Pleasant Place subdivided former large lots on Pleasant Street. Only marginal infill occurred on previous subdivisions along Allston, Sherman and Wilbur Streets, but new houses were added to Cottage Park along John, Brookline and east Platt Streets between East Pleasant and Marston Streets. Large lots between Kendall and Ferry Streets were platted as Ridge Road and Oakwood Avenue. A new subdivision was added at the end of East Haverhill at the Methuen line. Density of development increased on Upper Prospect, Custer, Logan and Hooker (Sheridan) Streets.

Density also increased North of the Spicket River east of Lawrence Street toward Prospect Street especially on upper Bruce, Saunders and Knox Streets. It increased east of Broadway along Bunkerhill, Saratoga and Bennington Streets west to Hampshire Street which gained a trolley line and north of Park and Alder Streets to the Methuen boundary. A notable district of three-deckers (1909-1925, NR; extant) arose along Alder, Juniper, Poplar, Basswood and Upper Lawrence and Arlington Streets near the Methuen border on open space that had been farmland until 1875.

A large unoccupied expanse remained south of Haverhill Street west of Tower Hill Street to the Methuen line, but infill occurred in existing subdivisions and new plats were added west of Ames Street. Infill also occurred north of Haverhill Street south and west of the reservoir on Tower Hill. Subdivisions and settlement increased between the street car lines on Haverhill and Water Streets.

In South Lawrence, Essex Company property east of South Union Street to the Shawsheen River was subdivided and began to infill. More Essex Company property south of Andover Street and west of South Broadway was subdivided, but remained unoccupied. Woodland Heights and West Park subdivisions began to infill, but the area west to the Andover line except of a cluster of houses along Adams Street remained an open expanse. Land east and west of South Union Street south of Ipswich Street was platted as Union Heights. A small subdivision was introduced between South Street and the Boston and Maine Railroad line. Except for areas close to South Union Street, the remaining land south of Andover Street east to the Andover/North Andover border sat unimproved.

Between 1906 and 1910 in South Lawrence, the American Woolen Company which was relocating its industrial operations from along the North Canal to the south bank of the Merrimack River, built 142 residential units in South Lawrence including 12 one-family houses for overseers, 52 cottages, 442 one-family, two-story brick houses in the Philadelphia house plan and 36 units in nine Market Street tenements.

#### D. Economic Base

During the course of this period, Lawrence emerged as the leading worsted cloth-manufacturing center in the U.S. In the early decades, as in the previous period, the textile companies were about equally divided among cotton, woolen and worsted goods producers. Gradually in the 1880s and 1890s many of the mills were converted to worsted production and by 1910, upon the incorporation of the American Woolen Company, the city's status as the premier worsted goods center was clearly established.

Lawrence's economy, like the nations, fluctuated between boom and bust, suffering serious decline in the 1870s, modest recovery in the 1880s, deep depression in the early 1890s, and unprecedented growth in the early years of the 20th century. Indicative of the difficulties experienced in the 1870s was the length of time the Essex Co. took to build the second (south) canal, which was begun in 1870 and was still incomplete ten years later. Despite the instability of the economy the data on manufacturing product value indicates tremendous growth between 1875 and 1905, more than doubling from \$19.1 million to \$48million, as do the employment figures, up 84% from 12,600 to 21,910 people engaged in manufacturing occupations. Of these figures, textiles accounted for 78.6% of the product value in 1875 and 79.2% 1905, while accounting for 79% of manufacturing employment in 1905. In the latter year worsted cloth accounted for 81% of the total textile product, cotton goods for 15% and finished (printed, dyed or bleached) goods for the remaining 4%. Another indication of the enormous growth was that by 1880 two weeks of production equaled the annual product of 1855, or about 4 million yards. In all, there were 338,000 spindles and 9057 looms in operation in 1880.

Prior to the establishment of the American Woolen Company the eight major textile firms were essentially those established in the previous period, though most were much larger. The Pacific Mills manufactured and/or printed 65 million yards of cloth in 1880, 50% more than in 1870 and 490% more than in 1860. The Washington Mills (formerly Bay State) remained the largest woolen goods producer in the world until the conversion to worsteds in the 1890s. In 1880 the firm had five woolen mills with perhaps 150,000 spindles, one cotton mill and one worsted mill with more than 27,600 cotton and worsted spindles, 1200 looms and 2400 employees. Following the construction of an entirely new factory complex in the mid-1880s production shifted to worsted cloth. Other companies making the shift to worsteds included the Arlington Mills, Geo. Kunhardt and Co. (formerly Lawrence Woolen Co.), and the Pacific Mills (only partially). In 1896 the Arlington Mills established the first mill for manufacture of worsted tops in the U.S.

In 1899 the recently incorporated American Woolen Co absorbed the Washington Mills. In 1901 American Woolen also took control of the former Berkley Mill, established in 1873 as a woolen mill, but converted to worsted yarn manufacture in 1879. Then in 1906 the company built the massive Wood Mill, named after the company founder,

William Wood, the largest worsted mill complex in the world, containing 225,000 spindles, 1500 looms and 160 sets of carding machines. Yet another complex, the Ayer Mills, was added to the company's enormous holdings in 1910.

In 1906 the United States Worsted Co. (USWCO) was established to manufacture worsted and woolen men's wear and dress goods. A second worsted yarn manufacture, which supplied spun yarns to the city's cloth mills, was the Monomac Spinning Co., organized in 1911. A second textile bleachery, Farwell's Bleachery, was established in 1876 and by 1914 was a large complex. In 1911 the Pacific Print Works (the other bleaching) completely modernized its facilities. A small hosiery mill was established by Carter and Wilson in 1874, employing about 40 people in production of stockings, as was the Wright Mfg. Co., a small producer of cotton, alpaca and mohair braids, in 1873.

The economic position of the textile mill operatives worsened in the late 19th century, causing increasing conflicts with mill owners. Beginning during the 1873 depression and continuing until 1896, wages for Lawrence mill workers fell steadily. In 1875 the average yearly wage was around \$400, compared to the state industry average of \$476. By 1893 the average annual wage had fallen to \$300, as wages fell faster and farther than prices, leaving Lawrence operatives with 25% less in earnings than mill workers in Lowell and Fall River. Moreover, during the 1893 depression 15,000 operatives were out of work as all the Lawrence textile mills shut down for a time to offset overproduction. While wages did increase after 1896 they did not retain the 1893 level until 1909. Attempts to form lasting, strong unions to improve worker's economic conditions met with only limited success. The National Union of Textile Operatives attempted to form a Lawrence local in the 1890s, but without lasting impact. Likewise the American Federation of Labor (A.F.L.) began a general organizing drive in Lawrence in 1900. Of the textile unions formed, only the mule spinners and loom fixers organizations (both skilled classifications) lasted more than a few years. In 1905 the International Workers of the World (I.W.W.) established a Lawrence local of the National Industrial Union of Textile Workers, attempting to organize less skilled operatives. The first major strike in Lawrence occurred in 1882 at The Pacific Mills following a wage reduction. In 1891 wool sorters at the Arlington Mills struck, as did workers in the Washington Mills in 1894 and 1902, also following wage reduction. (In the latter year strike-breakers were imported). Thus it was not without precedent when a wage cut, following a state mandated cut in the hours of labor, precipitated the renowned Bread and Roses strike of 1912. This strike began at the Wood Mill in January 1912, quickly spread to the Washington, Ayer and other mills, eventually engulfing the city of Lawrence in one of the early 20th century's most intense labor conflicts. During the eight-week long strike the National Guard was employed to control the strikers and their many sympathizers, and 500 people were arrested, including the two I.W.W. leaders. In the end the strikers won out, gaining wage increases of 5 - 25%, with the spill over effect of stimulating wage increases of 5 - 7% throughout

the New England textile industry.

Second to the textile industry in product value and employment was the paper industry. Firms newly established prior to 1884, included the Merrimack Paper Co. and Munroe Paper Co. In 1900 the Russell Paper Co. was absorbed by the Champion International Co one of the largest paper manufacturers in the U.S. Between 1875 and 1905 the number of paper producers declined from 5 to 4 but product value and employment figures showed significant gains. By 1905 there were 600 people producing paper products worth \$1.65 million. Industries ancillary to textiles and paper were next in importance, especially the machine and other metal goods producers. By 1905 there were 26 machine shops and four other metal goods shops, which employed 950 people and produced goods worth \$1.5 million.

Numerous smaller manufacturing establishments broadened the economic base, some serving the textile industry while other served the needs of a growing industrial city. Those whose products exceeded \$50,000 in 1875 included producers of bobbins and spools (1 firm), loom harnesses (2 firms), boxes (1), iron castings (2), portable steam engines (1), leather belting (2), shoes (5), sewing machines and other shoe machines (1), leather board (1), custom-made clothing (12), bread products (3), meal and flour (3), lumber (19), doors, sashes and blinds (1), and tin ware and stoves. These industries whose product value exceeded \$10,000 in 1875 included producers of brass castings (1), carriages and wagons (5), cigars (2), cloaks and dresses (2), roasted coffee (1), concrete walks (1), confectionary (2), furniture (3), mineral water and spruce beer (1), monuments and gravestones (4), picture frames (3), soap (1), steam-engines governors (1), and wheels (1). Data for industries other than the top three (textiles, paper and machinery) is not available for the end of the period.

While the total number of men employed in Lawrence grew by 182% between 1875 and 1915, the occupation distribution remained about the same. Manufacturing accounted for about 70% of the male workforce in 1880 and 70% in 1900, trade and transportation (commerce) for 9% in 1880, 15% in 1900, laborers for about 10% and government and professional workers for about 4%. By 1905 there were 841 commercial establishments employing over 2700 people and selling goods worth \$1.5 million (65% retail). Agriculture employed only about 1% of the workforce. While the number of farms increased from 20 in 1875 to 69 in 1905 the value of agricultural products was still only \$51,000 in 1905 (compared to \$20,000 in 1875). Greenhouse and hot-house products topped the list in 1905, followed by dairy, hay vegetables and poultry.

The city's commercial interests formed the Lawrence Board of Trade in 1888 and the Merchants' Association in 1902, before consolidating as the Chamber of Commerce in 1913. Banks established during the period included the Lawrence National Bank (1872), the Broadway Saving Bank (1872) and the Pacific National Bank (1877).

## E. Architecture

Industrial: Everett Mills erected new buildings at the complex at Union, Canal and Garden Streets. In 1892 a four story brick mill, 237 feet by 107 feet, was constructed with shallow pitched roof and a stair-water tower. In 1900 a brick boiler and engine house was erected (later demolished). In 1905 a seven-story brick storehouse, 150 feet by 50 feet, was added, and soon after a large six-story, brick mill 650 feet by 75 feet (all extant). Washington Mills (formerly Bay State) replaced the entire factory complex with six "brick, multi-story, flat-roofed, rectangular buildings...of standard late 19th century construction, (Molloy 1978: 29) ca. 1886-87" (all extant). A brick boiler house and octagonal stack (extant) were erected at the Upper Mills in 1873, and in 1910 a large six-story weaving mill, 300 feet by 75 feet. At the Central Mills a brick engine house and octagonal chimney (extant) were erected in 1885, and did the mill engineer-architect Charles Main design the first industrial buildings; 150 feet lengthened the 1864 mill in 1908. At Pemberton Mills, picker, dye, and storehouses were built late in the period (demolished). Lawrence Duck Co. 1853 mill was a renovated and new upper floor added in 1906, also by Charles Main. At Arlington Mills the 1867 wooden mill was demolished in 1880 and replaced with a large brick factory; a saw-tooth roofed weave shed was erected nearby. In 1896 a mill for manufacture of worsted tops (balls of worsted yarn made by combing wool into long fibers) was erected (the first of its kind in the U.S.) and in 1906 a new powerhouse was built. At Arlington (later Acadia) Cotton Mills a three-story brick factory with castellated water tower was erected in 1891; then in 1886 a second almost identical factory was added. Kunhardt (formerly Lawrence Woolen) Co. demolished the old complex and built several new factory buildings after 1890. In 1873 the Berkley (later Prospect) Mills erected a three-story brick yarn mill, 60 feet by 30 feet, with pitch roof (extant), on Merrimack St. west of Central Bridge. In 1877 the Farwell Bleachery erected three buildings (extant) at 39 South Canal St. at the Central Bridge intersection; in 1914 the company added six other bleaching and dyeing facilities (extant), all one or two-story brick buildings. In 1890 the Lewis Co. erected a wool scouring plant on Merrimack Street on the South Canal; in 1895 a three-story brick mill for carbonising wool, 150 feet x 40 feet (extant), and several large wooden structures (later displaced by the Central Bridge) were erected. In 1906 American Woolen Co. erected the massive Wood Mill on South Union and Merrimack Streets. The two main mills were five-story brick structures plus basements, 1380 feet by 130 feet, with monitor roof; only one survives. A brick storehouse (extant) of seven stories, 130 feet by 500 feet, was also erected, as was a one-story brick boiler house, 350 feet by 125 feet, and attached engine house, 130 feet by 65 feet (both extant). Then, in 1910, American Woolen erected the smaller Ayer Mills, also at South Union and Merrimack Street. The two main mills (extant) are six and seven-story brick structures, 595 feet by 123 feet and 329 feet by 123 feet, respectively, are connected at the east end by an eight-story brick building, 81 feet by 40 feet, which housed water closets and

stairways, and are connected at their west ends by a stair and elevator tower, 81 feet by 40 feet, with a large weather vane on top. These buildings are "decorated with elaborate facades in a neo-Georgian style, with pediments, granite Coursings, and palladian windows..... and are among the most highly styled 20th century mills in the U.S." (Molloy 1978:27). A dye house and boiler-turbine house erected at that time have since been destroyed. In 1911 the Monomac Spinning Co. erected a spinning mill, 300 feet by 100 feet, at South Union and Grafton Streets (extant), as well as a storehouse, 40 feet by 50 feet, and a boiler-turbine house 75 feet by 100 feet (both extant). The same year the Pacific Mills erected a new print works complex at 360 Merrimack Street. With the exception of the storehouse and boiler house, these buildings (all extant) are three or four-story brick structures. The finishing building is 1250 by 120 feet; the printing building is 1600 feet by 120 feet, while the main building is a two-winged structure, each 750 feet by 250 feet. The storehouse is a brick seven story structure, 320 feet by 120 feet, while the boiler house is a one-story brick structure, 250 feet by 125 feet (both extant).

The Merrimack Paper Co. erected a mill on the South Canal in 1870, a one-story brick structure with basement 210 feet by 50 feet, which is the oldest surviving building on the second canal. In addition a two-story brick office building and storehouse with basement, attic and pitched roof was erected that year on the South Canal Street site (extant). In 1900 a boiler house was added. In 1887 J.H. Home and Sons, paper machine manufacturers, erected a one-story brick factory, 64 feet by 300 feet, with monitor roof, at 109 Blanchard St (extant). In 1892 the building was extended to 64 feet by 410 feet. In 1900 a one-story brick foundry, 75 feet by 50 feet was added, (extant) and was later enlarged as well. Six new factories were erected by the Stanley (formerly McKay Sewing Machine) Mfg. Co. during the period at the West and Haverhill Sts. site. Two of these survive, one from ca.1875, the other ca. 1890. The Emmons Loom Harness Co. erected a new three-story brick factory, 100 feet by 40 feet with elaborate facade and hip-roofed water tower, on May Street in 1896 (extant). In 1900 a boiler house was built (extant) and in 1910 an addition was made to the 1896 structure. In 1674 the Sprague Shuttle Co. erected a two-story, L-shaped brick building, 100 feet x 42 feet, at 275 Lowell Street (extant). In 1890 the building was extended 120 feet.

In 1900, under ownership of U.S. Bobbin and Shuttle Co., three new factories of four or five stories were added to the 1874-1890 building (extant), along with a bailer and engine house (extant). The Kimball Shoe Co. erected a four-story brick mill, ca. 1890, patterned after standard textile mills, 150 feet by 75 feet, with stair-water tower at 45 Blanchard Street (extant), as well as a one-story brick boiler house with stack (extant). In 1893 Briggs and Allyn Mfg. Co. (makers of wooden products) erected a three-story brick mill, 150 feet by 40 feet, with flat roof at the Winter and Melvin Streets site (extant). Lawrence Gas Co. erected a one-story brick pitched roof exhaust house ca. 1980 at the Marston St. site (extant). The Pacific Mills erected

a power station in 1907, consisting of three buildings: a coal storage pocket, 200 feet by 50 feet, a brick boiler house, 125 feet by 75 feet, with flat roof and monitor, and a brick generator house, 125 feet by 75 feet (all extant). Ca. 1890 Cold Spring Brewery erected a three-story brick factory and one-story boiler house at 675 South Union St (both extant).

## **Residential**

The last of the shanties in the Patch were razed in 1894 and 1898. Although a few survived (see 151 Oak Street above), many of the model small cottages with gardens in the area north and east of the Common, that had allowed residents to keep a few domestic animals were demolished or transformed to rear-lot dwellings.

Examples of considerable houses with greater detail were also built as exemplified by the 2 1/2-story, pedimented, gable-end, side-entry duplex with 2-story, angled bay and pedimented main entry at 137 Oak Street (between 1890 and 1892, not inventoried) and the 2 1/2-story Second Empire, side-entry residence at 133 Oak Street (between 1875 and 1890, not inventoried). Substantial if modest worker housing such as the side-gable, center-entry duplex at 17-19 Milton Street (1888/89, MHC No. 140) with attractive period elements continued to be built despite the population pressure and construction boom.

Similarly appealing, 1 1/2-story and 2 1/2-story, gable-end, side-entry cottages with angled-bays and Italianate detail were built on the lower slope of Prospect hill. Examples include 115 East Haverhill Street (1855, MHC No. 517) and 141 East Haverhill Street (1875, MHC No. 531), 309 Prospect Street (1878, MHC No. 510), 316 Prospect Street (1877, MHC No. 545), 321 Prospect Street (1880, MHC No. 508) and 117 East Haverhill Street (1885, MHC No. 519). An impressive, 2 1/2-story, gable-end, side-entry house with full-width porch is at 112 East Haverhill Street (1877, MHC No. 514). A finely-detailed duplex combining Queen Anne, Colonial Revival and Stick Style elements is found at 28 Milton Street (c. 1900, MHC No.139).

Larger tenements of four or more units constructed to accommodate the expanding population became common. A four-family, Second Empire dwelling is located at 86-88 Oak Street (pre 1875, not inventoried). A large, 2 1/2-story, rectangular, frame block remains at 25-33 Highland Street (between 1890 and 1892 not inventoried). The hip-roof is broken by a triangular central pediment echoed in the triangular roofs over the three entries. A large 3-story, double house, originally with a mansard roof remains at 60-62 Newbury Street (1870/71, MHC No. 16).

Although less well represented than in other industrial cities such as Worcester and Fall River, the three-decker house form appeared in Lawrence around the turn of the century. By 1895, there were 957 tenements of three or more stories predominantly located in the central wards of the city where the most-recent immigrants lived. By 1910, 268 four-story buildings were located in the center of Lawrence,

a greater number than in any other city in Massachusetts. Four-story, frame tenements, crowded only eight feet apart, two to a lot on lower Common Street between Newbury and Union Streets, survived until the early 1970's when they were cleared by urban renewal programs. Examples of more-highly detailed, early twentieth-century tenements which replaced earlier structures are found one block away at 127-129 Oak Street and 147-149 Oak Street (not inventoried).

A notable district with nearly continuous streetscapes of wood frame three deckers (variously 1909-1925, Arlington-Basswood NRDIS 11/13/1984; MHC No.s 323-410) is found in a six block area along Alder, Juniper, Poplar, Basswood and upper Lawrence and Arlington Streets. As is typical, these three deckers are rectilinear in plan with adapted Classical Revival detail. They rise from rusticated foundations to flat roofs denoted by wide, molded, sometimes dentillated cornices and overhanging eaves supported by brackets. Verticality on the facade is emphasized by three-story, shallow, angled-bay windows, complemented by three-story porches supported by Doric columns, sometimes grouped in three with enclosed, shingled or balustered rails. Clapboard siding is interrupted by wide horizontal bands of shingles at each level. Variations within the area include a three decker with a commercial storefront at street level and "double" three decker of six units. Developed at the time when local officials were attempting to improve housing conditions by restricting buildings of more than four units, this development with well-ventilated units was considered exemplary.

An example of early twentieth-century corporate paternalism is found in the Market Street tenements built by the American Woolen Company. Between 1906 and 1910, the firm built 142 residential units in South Lawrence including 12 single-family houses for overseers, 52 cottages, 42 single-family, two-story, brick, Philadelphia house form dwellings and the 36 units on Market Street.

The Market Street Tenements (1909, American Woolen Mill Housing District NRDIS 4/8/1982; MHC No.s 435-443) consist of 9, three-story, wood frame buildings organized in a rigidly-symmetrical complex relieved by the angled placement of the structures and the utilization of 5, distinct design variations of the triple decker. Details consist of Queen Anne and Colonial Revival motifs including pedimented entries, slender columns, fluted pilasters, sidelighted entries, bay windows, fenestration with multi-paned upper sash as well as 4/2, double-hung sash and textured surfacing including diamond-shaped shingled panels to contrast with wide clapboarded expanses.

Forty-two, 2-story, 1-family, brick houses designed by local architect, James E. Allen, were built by the American Woolen Company in six rowhouses of seven units each on Wood Way, Washington Way and Prospect Way (not inventoried) off Market Street in South Lawrence. Each building of red brick in white mortar with tooled, white marble trim and brick quoins is 98 feet 8 inches long and 39 feet wide including 2 units of 5 rooms and 5 units of 4 rooms plus front

vestibule. All have individual water and plumbing systems, include rear entry of 6' x 10' piazza, bathroom, pantry, and closets.

The most attractive of the American Woolen Company Housing (NRDIS 4/8/1982) in Lawrence is the enclave of 1 1/2-story, frame, Colonial Revival cottages they built on Market, Greenfield, Loring, East Street, Shawsheen Road and Osgood Street in South Lawrence designed by Lowell and Andover architect, Perley F. Gilbert. Each varies in design, consists of 6 rooms with an "inviting" porch (most currently enclosed), on a footprint of 576-721 SF on ample lots and sold for \$2100-\$2475. Most have gambrel roofs, but hip and gable roofs are also present. Layout consists of living room, dining room, kitchen, pantry, china cupboard, stair hall with large closet on the first floor, three bedrooms and a bathroom on the second floor and attic storage.

By the late 1870's, the hill and Spicket River areas of Prospect, High and Jackson Streets were established as affluent neighborhoods of spacious homes and remained such through the early twentieth century gaining notable examples of late Victorian and turn of the century styles in areas often controlled by deed restrictions. Documented examples include the large, 2 1/2-story, Second Empire residences at 245 Jackson Street (c. 1870, MHC No. 180), 168 Jackson Street (1870, MHC No. 171), 229 Jackson Street (1872, MHC No. 167), 231 Jackson Street (1872, MHC No. 168), 235 Jackson Street (1874, MHC No. 170) and 184 Jackson Street (1876, MHC No. 175); the large, 2 1/2-story, pyramidal-roofed, Italianate dwelling at 233 Jackson Street (1876/7, MHC No. 169); the large Stick Style home at 225 Jackson Street (1878, MHC No. 166), the high style, Queen Anne/Colonial Revival houses located at 162 Jackson Street (1893, MHC No. 164) and 180 Jackson Street (1893, MHC No. 174) and other transitional residences such as the Queen Anne/Colonial Revival homes at 209 Jackson Street (1905, MHC No. 161), 217 Jackson Street (1893, MHC No. 165), 190 Jackson Street (1891, MHC No. 178); the Queen Anne/Stick Style house at 217 Jackson Street (1893, MHC No. 165); the Queen Anne/Colonial Revival dwellings at 152-154 Jackson Street (1902/3, MHC No. 163), 176 Jackson Street (c. 1900, MHC No. 173) and 190 Jackson Street (1891, MHC No. 178); the Queen Anne/Shingle Style houses at 241 Jackson Street (1900, MHC No. 177) and 194 Jackson Street (1894, MHC No. 179) and the Shingle/Colonial Revival home at 172 Jackson Street (1892/93, MHC No. 172).

Examples of period styles as they moved up the slopes of Prospect Hill are the large, brick Queen Anne house at 30 East Haverhill Street (1877/78, MHC No. 48); the Second Empire mansion at 134 East Haverhill Street (1875/76, MHC No. 186), the Queen Anne double house at 109-111 East Haverhill Street (1889, MHC No. 513); the large Stick Style house at 186 East Haverhill Street (1887, MHC No. 196); the Stick Style duplexes at 113 East Haverhill Street (1886, MHC No. 515) and 114 East Haverhill Street (1875, MHC No. 516), the Shingle Style residences at 143 East Haverhill Street (1878, MHC No. 533), 171 East Haverhill Street (1891, MHC No. 537), 2-4 Knox Street, (1909, MHC No. 562), as a

duplex at 199-121 East Haverhill Street (1911, MHC No. 521) and in high style at 351 Prospect Street (c. 1906, MHC No. 502), the Colonial Revival dwelling and carriage house at 142 East Haverhill Street (1893, MHC No. 532); the high-style, massive Queen Anne mansion at 178 East Haverhill Street (1894, MHC No. 192), the stately, Queen Anne and Georgian mansions at 162 East Haverhill Street (1890, MHC No. 189) and 153 East Haverhill Street (1897/98, MHC No. 188) and the massive, eclectic Victorian houses at 175 East Haverhill Street (18887-88, MHC No. 194) and 177 East Haverhill Street/163 Woodland Street (1891/92, MHC No. 195).

A remarkably intact enclave of two Second Empire dwellings with barn, originally built by William Russell of the Russell Paper Company exists in a picturesque hillside setting with original landscape at 155 and 159 Prospect Street (1871/72, MHC No.s 197 and 198) adjacent to another large Second Empire house at 125 Prospect Street (c. 1875, MHC No. 199). A charming, intact, 1 1/2-story, Second Empire cottage is documented at 120 East Haverhill Street (1876, MHC No. 522).

An exclusive neighborhood of spacious, finely-executed, period residences also developed at the north end of Prospect Street. Examples include: the impressive, symmetrical, Colonial Revival double house at 407-409 Prospect Street (c. 1906, MHC No. 496); and the transitional, Shingle Style/Colonial Revival dwellings at 401 Prospect Street (between 1896 and 1906, MHC No. 498); 395 Prospect Street (between 1896 and 1906, MHC No. 499) and 391 Prospect Street (between 1896 and 1906, MHC No. 500).

A unique, eclectic design executed in concrete block with monumental, 2-story, Colonial Revival portico is found nearby at 5 Campo Seco Street (c. 1911, MHC No. 157).

Other established, affluent, neighborhoods also gained new infill such as the Queen Anne/East Lake dwelling at 87 Summer Street (c. 1880 MHC No. 35); the Stick Style mansion at 260 Haverhill Street (1880's, MHC No. 67); the impressive transitional Queen Anne/Colonial Revival residences at 541 Haverhill Street (1897/98, MHC No. 109) and 567 Haverhill Street (1897, MHC No. 110), the large, Second Empire dwellings at 379 Haverhill Street (1871, MHC No. 90), 379 Haverhill Street (1871, MHC No. 91) and 589 Haverhill Street (c. 1878, MHC No. 113) and the large, Second Empire duplex at 169-171 Haverhill Street (1881/82, MHC No.60) on the Common.

Fine examples of period styles are also found on the adjacent streets as these neighborhoods expanded during the building boom generated by late nineteenth century prosperity. Included among these are the massive, transitional Queen Anne/Stick Style home at 55-57 Bradford Street (1880/81, MHC No.92), the large, multi-family, Second Empire residences at 67 Bradford Street (c. 1885, MHC No. 95) and 242 Haverhill Street (1871, MHC No. 65) and the large, transitional Queen Anne/Stick Style houses at 63 Cross Street (n.d., MHC No. 104) and 155 Franklin Street (c 1885, MHC No. 103). Another cluster of attractive,

large, finely-detailed, transitional Queen Anne/Colonial Revival dwellings are documented at 482 Lowell Street (1886, MHC No. 131), 606 Lowell Street (1911, MHC No. 136) and 610 Lowell Street (1897, MHC No. 137) and the Colonial Revival mansion at 611 Lowell Street (1908, MHC No. 138). Another impressive, period Second Empire home is located at 556 Haverhill Street (1890, MHC No. 108).

New fashionable subdivisions were with larger lots were laid out on Tower Hill with large homes such as the Colonial Revival dwellings at 21-23 Dartmouth Street (1897/98, MHC No. 121) and 26 Dartmouth Street (1897, MHC No. 119), the Queen Anne/Colonial Revival house at 40 Dartmouth Street (1896, MHC No. 125) the Shingle Style residences at 9 Dartmouth Street (1900/01, MHC No. 120) and 20 Dartmouth Street (1900/01, MHC No. 118) in Kearsarge Heights.

Another attractive neighborhood developed on the hill west of Prospect Hill. It included well-appointed residences such as the high style Queen Anne/Colonial Revival dwellings at 49 Thorndike Street (1893/94, MHC No. 151); 61 Saunders Street (1893/94, MHC No. 152), the duplex at 79-81 Saunders Street (1899, MHC No. 155), the large, towered, Italianate home at 58 Eutaw Street (1855, MHC No. 146), the multi-family, Gothic Revival/Stick Style residence at 50-56 Eutaw Street (1889, MHC No. 145), the massive, Queen Anne/Shingle Style/Colonial Revival double house at 84-86 Knox Street (1894/95, MHC No. 153) and the large Jacobean, multi-family home at 65-67 Thorndike Street (1907, MHC No. 150).

### **Institutional**

Lawrence General Hospital was opened by the Ladies Union Charitable Society in 1883 on a building on Methuen Street. In 1902, the hospital (original appearance unknown) moved to its present site at the intersection of General and Prospect Streets.

Incorporated in 1897 and originally located in South Lawrence, a new building for the Lawrence Home for the Aged (1909, extant, c. of Fern and Berkeley Streets) was built on Clover Hill on land donated by Methuen millionaire philanthropist, Edward F. Searles.

The Lawrence City Mission, organized in 1859 and incorporated in 1876, was located on Jackson Street.

### **Civic**

A sandstone, neoclassical post office building (demolished) was erected at the corner of Broadway and Essex Street in 1905.

The 3-story, pressed red brick Essex County Courthouse at 40 Appleton Street (1848, burned 1859; rebuilt 1860, enlarged 1901-03, NR; MHC No. 213) was remodeled and expanded according to Beaux Arts Classical design by Lawrence architect, George G. Adams. Elaborate detail includes intricately-carved brownstone window surrounds and

entablature with projecting, modillioned cornice. A projecting portico, with colossal, paired, corinthian, red sandstone columns set on high pedestals and supporting an entablature and carved pediment, houses the main entrance.

The county took over the Lawrence Reform School in 1891 and named it the Essex County Training School. It is comprised of several period buildings located on a campus environment overlooking the Merrimack River.

The red brick State Armory (1893; demolished 1960s?) was built on Amesbury Street. An annex (extant) was built in 1913 on Lowell Street Methuen.

The Colonial Revival Park Street Fire Station at 290 Park Street (1895, MHC No. 216), designed by local architect James T. Allen for Combination 7, is executed in pressed brick with granite sills and keystones, square hose tower, hip roof, bracketed cornice, lunettes and Palladian window.

The following brick, period firehouses were built: in 1876 at the corner of Franklin and Concord Streets occupied by Engine No. 2; in 1910 on Oxford Street for Engine 4; in 1907 at 80 Lowell Street (not extant) as the Central Fire Station; in 1896 at 480 Howard Street (extant, not inventoried) for Combination No. 6; in 1900 at 329 Ames Street (extant, not inventoried); for Combination 8 and in 1908 at 161 Bailey Street (extant, not inventoried) for Combination 9.

The brick police station at the corner of Common and Lawrence Streets was razed in 1914 and replaced with a new police headquarters (1915, demolished) erected on the same site.

The Richardsonian Romanesque Lawrence Public Library (1892, 1902 addition demolished in 1969; NRIND 11/24/1978), now office space), designed by George G. Adams, was built at 190 Hampshire Street. It is an irregularly massed building with complex slate roof of varying heights constructed of rock-faced red brownstone with arches, lintels, sills belt courses of light, Ohio sandstone and North Conway granite. It incorporates a 75-foot octagonal stair/entrance tower on the northeast corner with Syrian arch of wide voussoirs and heavy archivolts.

The Neoclassical South Lawrence Branch Library (1898, still in use, not inventoried) is located at 135 Parker Street.

The Municipal Hospital (not extant) opened on the site of the almshouse on Marston Street in 1912. An Isolation Hospital (not extant) for infectious diseases opened by the city off Marston Street in 1902. A Tuberculosis Hospital (not extant) was established by the city on Chickering Street.

## Public Schools

The large Romanesque Revival Rollins School on Prospect Hill at 452 Howard Street (1892/3, MHC No. 215) designed by Lawrence architect George G. Adams in red brick with red mortar and North Conway granite trim, most notably expressed in massive arches over paired entries on the facade. The school, known for its 125-foot, clock tower on the northwest corner, had 10 classrooms, a large hall, teachers room and library.

Other period schools following the Rollins model with 10 to 16 classrooms are The John K. Tarbox grammar school (1895, addition 1910s; extant, not inventoried) 59 Alder Street, the Emily G. Wetherbee grammar school (1897; extant, not inventoried) 75 Newton Street, the Alexander B. Bruce grammar School (1902; extant, not inventoried) 135 Butler Street, Tower Hill, the Gilbert E. Hood grammar school (1905, demolished 1970s?) on Park Street.

The new central Oliver grammar school (1917, extant) 183 Haverhill Street on the site of the former Oliver grammar school, Oak Street School and old high School buildings was constructed with 36 class rooms, assembly hall, 4 manual training and domestic science room, teachers' room and school department administrative offices.

Other period schoolhouses are the Packard School (converted to commercial space and offices, not inventoried) Parker Street, South Lawrence; the Arlington School 150 Arlington Street (extant, not inventoried) the Harrington School corner of Newbury and Elm Street; Storrow School, Storrow Street, Saunders School (extant, not inventoried) 243 South Broadway and Breen School (extant, not inventoried) 114 Osgood Street.

The original high school was erected 1867 (appearance unknown) became an administration building and burned December 6, 1910. A new Lawrence High School (1901) was built at 233 Lawrence Street,

## Parochial Schools

In 1870, Saint Mary's Boys' School began in Saint James Hall (demolished, appearance unknown) at the corner of Haverhill and White Streets. In 1880, Saint Mary's Boys' School (301 Haverhill Street) moved into the former twin-towered, stone, Romanesque-influenced, Saint Mary's Church which was renovated to house 11 classrooms and the Catholic Young Men's Association, organized in 1886. A new, 3 1/2-story, brick Saint Mary's Girls School (1890's) 301 Haverhill Street with 16 classrooms was built on the site of the convent (razed) on Oak Street. Saint Mary's parish also supported Saint Rita's School 490 Hampshire Street and The Assumption Parochial School 216 Lawrence Street.

Other period parochial schools built in the city are: the 3 1/2-story, brick Romanesque-influenced Saint Anne's Parochial School for Boys, 400 Haverhill Street; Saint Joseph's Parochial School for Girls (394 Haverhill Street, ), Saint Laurence Parochial School (extant, abandoned, not inventoried) 168 Newbury Street; Saint Patrick's School (extant, not inventoried) 97 Parker Street, Sacred Heart School (extant, not inventoried) 23 Hawley Street; Holy Rosary School (Italian, vacant, not inventoried) 100 Summer Street, Holy Trinity School (Polish, extant not inventoried) 30 Trinity) Street.

## **Commercial**

The Italianate style in commercial architecture continued into the 1870's as represented by the building at 204-210 Essex Street (1872-73, Downtown Lawrence Historic District NRDIS 11/1/1979, MHC No. 248) and an exceptional example being Sweeney's Building (1874, Downtown Lawrence Historic District NRDIS 11/1/1979, MHC No. 247) at 218-230 Essex Street.

The most distinguished and impressive commercial architecture in Lawrence dates between 1880 and 1920, the period when Lawrence became the world's largest worsted producer. Notable examples are: the Queen Anne/Romanesque Revival Stearns Building (309-11 Essex Street, 1854, but brownstone front added 1887, Downtown Lawrence Historic District NRDIS 11/1/1979), the Romanesque-inspired, 4-story, Merchants National Bank (264 Essex Street, 1889, MHC No. 243, Downtown Lawrence Historic District NRDIS 11/1/1979) with massive, projecting, corbeled cornice, carved terra-cotta panels, pilasters with carved, foliated capitals and exceptional brickwork; the 5-story, brick Adams Block (286-288 Essex Street, 1890, Downtown Lawrence Historic District NRDIS 11/1/1979, MHC No. 240), also designed by Lawrence architect George G. Adams, trimmed with sandstone and terra cotta to exhibit a combination of Queen Anne and Richardsonian elements; the Romanesque high rise, Gleason Building at 349-351 Essex Street (1891, MHC No. 254) designed by Arthur Gray of Boston; the Classical, 5-story, Oswald Building (270-78 Essex Street, 1912, MHC No. 242, Downtown Lawrence Historic District NRDIS 11/1/1979) designed by Henry Rowe with white-stone facade of 6, engaged corinthian engaged columns supporting a classical entablature, decorative panels with carved swag motifs, elongated, round-arched windows and pedimented dormer windows.

Described on construction as the largest office building north of Boston, the Bay State Building (295-303 Essex Street, 1904 Downtown Lawrence Historic District NRDIS 11/1/1979) at 8 stories high introduced new scale and massing to the formerly 4-5 story, nineteenth-century commercial district. It is also the only documented Renaissance Revival property in the city other than a single industrial property.

## Religious

In the early twentieth century, there were 43 Churches in Lawrence representing 12 different denominations.

The large St. Mary's High Victorian Gothic rectory 300 Haverhill Street (MHC No. 76) was built in 1873. Saint Mary's Convent (1893, extant not inventoried) was built at the corner of Haverhill and Hampshire Streets.

Other religious organizations include: the United Presbyterian Society founded in 1854, built a church in 1870 on Concord Street. It moved to the Methodist Episcopal Church at the corner of Haverhill and Hampshire Streets in 1911. Bethel Armenian Congregational Church, begun c. 1902 as a mission of the Lawrence Street Congregational Society, organized as a Church in 1916 and assumed the Concord Street edifice formerly occupied by the United Presbyterian Church.

Other smaller, religious organizations which established themselves within the city of Lawrence include: Armenian National Apostolic Church; First Spiritual Church; Lighthouse Mission at 21 Appleton Street; Lithuanian National Catholic Church at 150 Garden Street MHC No. 203; Saint George Syrian Greek Orthodox Church, 302 Elm Street; Saint John the Baptist Russian Greek Catholic Church, 65 Exchange Street; the Salvation Army, 206 Broadway; Spiritualist Temple, 128 Howard; Swedish Lutheran Church and the Syrian Protestant Church.

The Second Baptist Society, organized in 1860, built a Church (not extant) on Common Street in 1874. Saint John's Episcopal Society, organized in 1866, had the Church on Bradford Street later occupied by the Lithuanian Catholic Church until 1903 when it erected a new Church at 342 Broadway. The South Congregational Society organized in 1868, built its Church (extant, not inventoried) at 198 South Broadway in 1896. The Parker Street Methodist Society (1870) built its Church (extant, not inventoried) on Parker Street in 1875. The Advent Christian built its Church at 303 Lowell Street in 1899. The Primitive Methodist Society (1871) which became the Tower Hill Congregational Society (1877) and the United Congregational Society (1886) built a church in 1872 at the corner of Lowell and Warren Streets. Salem Street Primitive Methodist Church (extant, not inventoried) organized as a mission in 1915 the same year, also established a building at the corner of Salem and Phillips Streets. Two, large, ethnic churches were built in this period almost at the same time in the Romanesque Revival style: Saint Anne's Church at the corner of Haverhill and Franklin Streets (1903-06, MHC No.209) and Saint Laurence O'Toole's Church (1903, MHC No. 205, demolished in 1980's) at the junction of East Haverhill and Newbury Streets. Both parishes had outgrown earlier church buildings. Each of the massive, brick structures featured elaborate facades with large towers at the corners. Saint Anne's Parish formed in 1871 built a church on Haverhill Street (1873-1883) and a larger edifice on Franklin Street in 1906. Saint Laurence O'Toole Catholic Parish built the frame

church at the corner of South Union and Essex Streets in 1873.

Riverside Congregational Church ( ) at 290 Water Street was organized as Union Evangelical in 1875 and became a Congregational Church in 1878. Saint Augustine's (Catholic) Church (1878) was located on Water Street. The German Presbyterian parish, organized in 1872, dedicated a Church on East Haverhill Street in 1875. A split in the organization resulted in some members forming the German Methodist Episcopal Society in 1878 and dedicating a Church on Vine Street in 1881. Saint Mark's Methodist Episcopal Church organized as Bodwell Street Methodist Episcopal Church in 1879, changed its name in 1890 and dedicated a church at the corner of Essex and Margin Streets in 1890. Saint Paul's Methodist Episcopal Church, organized as Arlington Union Church in 1885 in the Lake Street chapel, became a Methodist Episcopal Church in 1891 and erected a building at the corner of Wyman and Arlington Streets. The Religious Society of Friends established in 1886 had a meetinghouse on Avon Street (extant, not inventoried). Wood Memorial Free Baptist Church held services in a church on Coolidge Street. The First Church of Christ (Scientist) organized in 1896, dedicated a church on Green Street in 1896. Saint Augustine's Episcopal Church established as a mission of Grace Church in 1905 in a chapel at the corner of South Union and Boxford Streets became a separate parish in 1907. The Franco-American Methodist Episcopal Parish, founded in 1907 moved into a church on Water Street in 1914.

The Congregation of Sons of Israel, organized in 1894, built a synagogue on Concord Street in 1913. Congregation of Anshea Sfarad formed in 1900, constructed a synagogue at 85 Concord Street in 1907.

The Church of Assumption of Mary (German Catholic) formed as a parish in 1887 and constructed a church on Lawrence Street the same year. Sacred Heart (French Catholic) Parish, formed in 1899, began a church on South Broadway in 1915. Saint Anthony's Syrian Maronite (Catholic) Parish formed in 1902 dedicated a Church in 1906. Saint Francis (Lithuanian Catholic) Parish organized in 1903 and purchased Saint John's Episcopal Church on Bradford Street the same year (extant, not inventoried). Holy Trinity (Polish Catholic) Parish established in 1904, dedicated a Church on Avon Street (extant, not inventoried) in 1905. Saints Peter and Paul (Portuguese Catholic) Parish constituted in 1905, dedicated a Church at 123 Chestnut Street in 1907 (extant, not inventoried). The Church of Holy Rosary (Italian Catholic) Parish, formed in 1908, assumed the frame church formerly occupied by Saint Laurence O'Toole Parish at the corner of Essex and Union Streets.

The First Church of Christ Scientist opened on Green Street near Franklin Street.

## X. EARLY MODERN PERIOD (1915-1940)

### A. Transportation Routes

While railroad services declined in most towns during this period, Lawrence may have developed more track while losing only one major route. The Lowell and Lawrence line was the only major line discontinued. A spur line remained from the Boston and Maine Railroad to the Amherst Street area. Major Boston and Maine lines remained roughly parallel with Broadway from South Lawrence northwards to New Hampshire. A major Boston and Maine line also remained on the south side of the Merrimack River. Electric street railways were abandoned during this period at the expense of motor buses and cars. Automobile transportation increased considerably throughout this period along with increased care and maintenance of roads. Some new roads and older roads were upgraded to state highways. All streets in the city were illuminated with electric lights by 1918. That same year the Central Bridge was finished representing the first really modern bridge in the city. The Central Bridge was opened as part of the great highway (Route 114) through the city. By ca. 1921 Lawrence had 108 miles of streets. At that time 18 miles of paved streets were present with granite, cement and grout covering. By 1940 the number of paved streets had risen considerably. In 1934 the Lawrence Municipal Airport was built in the area between Lake Cochichewick and the Merrimack River. While the airport was built mainly for Lawrence interests, scarcity of space in that town prohibited its construction there.

### B. Population

Although Lawrence's population increased 5% between 1915 and 1920, thereafter growth was negligible. In fact, 1945 marked the beginning of a pronounced decline, with the town losing 12.5% of its population before the period's close, at fully 15.7% for the period as a whole. An extraordinarily high 45.8% of Lawrence's population was foreign-born in 1915, among them Italian (21%), Canadians (16.5%), English (12.5%) and Irish (12.3%). By 1950, foreign-born comprised only 21.3% of Lawrence's population and the Canadians (30%) and Italians (31%) dominated the nativities.

### C. Settlement Pattern

By 1926, development intensified somewhat on lower Prospect Hill along High and Howard Streets and in subdivisions along upper Ferry Street, especially along Oakwood Avenue, Ridge Road and Kendall Street and south of East Haverhill Street. Subdivisions had been platted farther south of the Methuen line almost to Sow Brook off Marston Street, but remained unoccupied.

Density further increased in the center city east of Lawrence Street with housing along Brook Street, Trinity (formerly Howard) Street, Erving Avenue, Fitz Street, lower Bruce and Saunders Streets near the

Spicket River and continued into formerly platted but thinly improved areas between Berkeley and Prospect Streets. The Neo-Classical Masonic Temple (1923, NR; extant) was added to the residences, churches and institutional buildings which surrounded the Common.

By 1926, the district of three-deckers immediately west of Lawrence Street (1909-1925, NR; extant) along Alder, Juniper, Poplar, Basswood and Upper Lawrence and Arlington Streets was completely filled in. All the land west of Ames Street and Bellevue Cemetery to the Methuen border was platted and was sparsely settled.

In South Lawrence by 1926, nearly all the Essex Company subdivided land east of Osgood Street and North of Salem Street had been developed as a substantial neighborhood of attractive, single-family cottages by the American Woolen Company. Salem Street between South Union and Foster Streets remained under the control of the Essex Company and undivided, but otherwise the property west to Sanborn Street was densely developed. Additional infill had occurred in West Park, but substantial expanses north of Andover Street remained unimproved in control of the Essex Company. The same remained true as had been the case in 1906 south of Andover Street west of Broadway to the Andover line except for subdivisions that had been added immediately west of Broadway north of Inman Street where dense infill had proceeded in an irregular line as far west as Davis Street. Woodland Heights just north of the Andover line was still not filled and the remaining land, excluding Adams and now also including Bourque Street, remained open to the Town of Andover. Open space also remained east of South Broadway south of Exeter Street and the mills of the Monomack Spinning Company to the Andover/North Andover boundary line.

By 1955, South Lawrence had become more densely occupied by residential construction. Little land was set aside for industrial development, even along such traditional zones as the rail corridor. The area north of Andover Street west of Sanborn Street had been developed with some open spaces along Dana and Everett Streets. Open area survived North of Coolidge Street, west of Belnap Street and in whole blocks on Portland, Tewksbury, Eaton and Furber Streets. Between Andover and Inman Streets, South Broadway, and Davis Street, open lots persisted only at the west end of Groton and Farley Streets. Beacon Court Apartments, a development of 208, 2-story, frame duplexes with isolated parking lots and a central maintenance building was built along winding drives surrounded by the curving loop of Beacon Avenue. Platted but as yet undeveloped lots continued west of Beacon Street north of Hale Street. The subdivision just north of the Andover line between South Broadway and Jefferson Street was still only half filled.

Open land existed east of South Broadway, south of Exeter/Farley Streets along Grafton Street, but dense settlement characterized the remaining area south to Daly Street. Stadium Courts, a large project of 256, 2-story units in 35, 6 and 8-unit buildings was constructed

between Phillips and Crawford Streets north of Parish Road. Settlement, mostly of single-family homes, nearly filled the last remaining open area south of Grafton Street between the railroad line and Winthrop Avenue where only scattered lots remained open. The only new industrial zone was set aside on the south bank of the Merrimack River near the Andover line.

#### D. Economic Base

In the years prior to the Great Depression, Lawrence was the unrivaled world leader in the manufacture of worsted goods. Heightened demand for textiles during the First World War stimulated vast increases in production and employment, especially at American Woolen, Pacific Mills and Arlington Mills. These three firms absorbed many of the smaller textile companies during the early years of the period, and emerged as the dominant economic force in the city.

American Woolen Co., in particular, dominated the economic and physical landscape, employing 15,000 people in the Wood, Washington and Ayer Mills in 1921. These mills contained 373,408 spindles, 568 sets of carding machines and at least 4000 looms, and turned out more worsted cloth than any other firm in the world. Likewise, the Pacific Mills and Print Works was the world's foremost producer of printed textiles. Capitalized at close to \$40 million in 1923, the company had 8000 employees who operated 307,328 spindles (mostly cotton) and 7497 looms. Even the much smaller (in contrast) Arlington Mills capitalized at \$12 million, had 7000 employees who ran 130,000 spindles and 2634 looms. Together the three companies employed 78% of the 38,150 textile workers employed in Lawrence, and generated the vast majority of the \$121.2 million textile product in 1921. Of this total value, worsted and woolen goods accounted for \$106.7 million (87.6%) and cotton goods for the remainder. Some of the smaller textile firms that contributed to the manufacturing employment base were the Everett Mills, with 2000 employees, United States Worsted Col, with 1500, Monomac Spinning Co. with 1200, Acadia Mills (formerly part of Arlington Mills) with 1100, Kunhardt and Co. with 700, Lawrence Duck Co. and Pemberton Mills, each with 600, and Patchogue Plymouth Co. with 450 employees.

While textiles accounted for 81% of the total manufacturing product and around 80% of the manufacturing workforce, there were other significant industries that contributed to the health of the pre-Depression era economy. First among these was the paper industry, led by Champion International Co., one of the largest manufacturers of coated paper in the world. Then came the machine and machine-tool industry. In 1921 there were 20 machine shops and foundries making and repairing machines and tools for use in the textile and paper mills. In addition, there were several firms producing bobbins, shuttles and spools for textiles, shoes, soap and chemicals, tin, brass and copper products, and cement, stone and marble products.

The period of prosperity experienced during and immediately following World War I was the last Lawrence would experience. After the Crash of 1929 Lawrence's economy began to unravel, and by the end of the period the city's textile industry was in permanent decline. The seeds of this failure were planted when the textile companies began investing their capital in new plants and equipment in the lower-wage, non-union southern states. While American Woolen, Pacific and Arlington Mills all continued to produce cloth in Lawrence into the 1950s, production and employment levels were steadily reduced. By 1952 there were only 7000 textile operatives still employed a drop of over 80% from the early 1920s, and while textiles was still the leading manufacturing industry in Lawrence, its share of the manufacturing occupation base had fallen from 80 to 42%. In all there were only 16,401 people employed in manufacturing in 1952, compared to about 45,000 in the early 1920s. The next largest employer after textiles was the machine industry, employing 16% of the total, followed by the shoes and leather goods industry with 12%, then clothing and paper products at 6.8% and 6.5% respectively. There were a total of 166 manufacturing establishments, including 26 textile firms, 22 machine shops, 15 shoe and leather firms, 12 clothing firms and 9 paper mills. Manufacturing employed 61% of the workforce, followed by retail and wholesale at 23%, and the service industry at 7%, while the remainder was divided among construction, finance, real estate, transportation, communications, and utilities. Lawrence had an unusually high unemployment rate of 9.4% in 1952, compared to the state rate of 5.8%, thus reflecting the city's economic woes.

#### E. Architecture

**Industrial:** The Acadia (formerly Arlington) Cotton Mills erected new buildings early in the period. Arlington (Worsted) Mills erected a large spinning mill in 1925, the last ever built by the firm. Between 1915 and 1920, the United States Worsted Co. erected a dyeing plant and finishing plant of one and two stories, respectively, and a boiler house with 125 foot chimney, on Merrimack Street (all extant). The Patchogue-Plymouth Co. (owners of former Bacon Paper Co. plant) demolished the original buildings on the Marston and High Streets site and erected a few three and four-story brick structures (extant), ca. 1915-20.

#### **Residential**

Existing inventory has largely excluded South Lawrence and documented little residential architecture of the period. Inventoried properties focus on Prospect Hill, where a local historic district has been established, reflect upper scale architecture such as the 2-story, Colonial Revival dwellings at 405 Prospect Street (1921, MHC No. 497), 115 Ferry Street (c.1940, MHC No. 538) and 5 Custer Street (1920, MHC No. 561).

Attractive, early twentieth-century duplexes are also found nearby at 2-4 Custer Street (1924, MHC No. 560), 22-24 Summit Avenue (1924, MHC

No. 503), 34 Highlawn Avenue (1923, MHC No. 501), 327 Prospect Street (1922, MHC No. 507) and 139 A & B East Haverhill Street (1942, MHC No. 530).

### **Commercial**

The decade of the 1920s was the last period of construction along the center of Essex Street. Notable buildings include the neoclassical Bay State National Bank (238 Essex Street, 1926; Downtown Lawrence Historic District NRDIS 11/1/1979, MHC No. 245) and the New England Telephone Building (1924; Downtown Lawrence Historic District NRDIS 11/1/1979) 226-232 Common Street. The 4-story building at 289-91 Essex Street (1913; Downtown Lawrence Historic District NRDIS 11/1/1979, MHC No. 235) is noteworthy for its ornate, classical, metal facade with 2-story, corinthian columns, pilasters and entablature. The 4-story, brick, Art Deco-influenced Eagle Tribune Building at 279-285 Essex Street (1929; Downtown Lawrence Historic District NRDIS 11/1/1979), which replaced a nineteenth-century structure that had burned the year before, displays a simple facade balanced between horizontal rows of grouped windows separated by narrow, vertical piers, projecting end bays that emphasize the corners and a peaked roofline.

An interesting warehouse with commercial retail space at street level remains at 9-17 Appleton Street (1923, MHC No. 249).

### **Institutional**

The Neo-Classical Masonic Temple (1923, Jackson Terrace, NRDIS 11/13/1984) added to the high-style institutional element around the Common. Designed by George G. Adams the 3-story, smooth, ashlar, masonry building has 4, colossal, projecting porticos supported by Ionic columns resting on substantial dados and plinth and large, multi-paned, round-arched windows.

### **Religious**

The Unitarian Church, at the corner of Haverhill and Jackson Streets, was demolished in 1916 and replaced with a smaller building.

The Spanish/Romanesque Calvary Baptist Church (1923, Downtown Lawrence Historic District NRDIS 11/1/1979, MHC No. 202) at 23 Pemberton Street built on the site of the Old Free Baptist Church, survives only as a burned-out shell.

Additional religious organizations which built churches in this period are: Armenian Bethel Congregational Church, 8 Lowell Street; Evangelical Lutheran Church, 163 East Haverhill Street; Vine Street Methodist Church, 20 Vine Street; Saint Patrick's Church, (extant, not inventoried), 114 South Broadway; Armenian Holy Cross Apostolic, 54 East Haverhill Street; Church of the Nazarene, 19 Broadway; Immaculate

Conception Polish National Catholic Church, 112 Andover (extant, not inventoried); Jehovah's Witnesses, 81A Common Street; Congregation Ansha Shulin (extant), 411 Hampshire Street; Congregation Tefereth of Israel, 492 Lowell Street; Congregation Temple Emanuel, corner of Lowell and Milton Streets.

## **Civic**

Local architect George G. Adams was also responsible for the expansion and remodeling of City Hall (1849, remodeled 1923; Downtown Lawrence Historic District NRDIS 11/1/1979) at 200 Common Street. The 3-story, grey brick building trimmed with grey-stuccoed, concrete aggregate has Georgian Revival detail in the form of pilasters at each building angle, a Doric entablature surmounted by a balustrade and a projecting center, entrance pavilion with concrete porch below a Palladian window.

Extant public schools constructed in the period include the Leahy School, 100 Erving Street (not inventoried) and Leonard School (not inventoried), 60 Allen Street.

## **XI. SURVEY OBSERVATIONS**

Lawrence's inventory of 516 buildings and 34 structures covers many important buildings focusing on the substantial houses of the affluent on Prospect Hill and along or in the vicinity of Jackson, East Haverhill and Haverhill Streets; corporate-sponsored worker housing in both North and South Lawrence; early worker housing along Newbury Street; turn-of-the-century three deckers in the Basswood-Arlington district and industrial properties in the North Canal area. The inventory does not adequately reflect Early Modern Period properties and excludes many religious buildings and associated properties, even those along the Common (an area noted in several sources as the location of distinguished properties) and particularly ignores those dispersed throughout the city representative of various ethnic groups. A number of properties associated with social and service organizations of local ethnic groups remain, but have not been documented. Previously considered beyond the timeframe of inventory, a number of post World War II veterans' housing projects remain in the city and are not included in the inventory, but are worthy of note. One middle class neighborhood that has largely been ignored exists in the area comprised of Thorndike, Saunders, Knox and Bruce Streets.

The section defined as the Prospect Hill Local Historic District is inadequately documented with many of the existing inventory forms completed on the front only. Evidence exists of previous consideration of expanding the area included in the district. This concept along with the idea of creating a second local historic district on Prospect Hill should also be examined in the hope of promoting maintenance and preservation in the vicinity.

The Arlington District, (an nebulously-defined area, but currently considered to be bounded by Lawrence Street to the east, the Spicket River to the south, Broadway to the west and the Methuen border to the north) has generated substantial publicity due to the reconstruction at Malden Mills and commitments for redevelopment assistance from the communities of Lawrence and Methuen, the state and federal government agencies, local corporations and the Archdiocese of Boston. The district is reflected in the inventory only in the Arlington Basswood Historic District NRDIS 11/13/94).

The Lawrence Common is recorded in the Downtown Lawrence Historic District (NRDIS 11/1/1979), but no other parks, cemeteries/burial grounds, monuments or fountains have been inventoried. Lawrence is rich in a number of historic fire houses and school buildings, both of which are under-represented in the inventory.

Very few properties in South Lawrence have been documented. The three National Register nominations south of the river document corporate housing constructed by the American Woolen Company. Also overlooked is the historical landscape at Den Rock Park in South Lawrence which has been the source of controversy over the years and very recently as several proposed development projects adjacent or on park property have threatened its integrity or traditional usage.

As a city which began losing population in the late 1920's, Lawrence has had difficulty supporting its building stock. Economic decline has not only exacerbated the problem but also affected maintenance on all property. A number of urban renewal projects were not sensitive to local traditional building types. Problems with abandonment and arson in the late 1980's led to a program of public-sponsored demolition that has razed more than 300 properties since 1991. The vast majority of these units have been in North Lawrence. In at least one, high-profile location, a failed redevelopment/ housing project has intensified the problem. These losses have undermined streetscapes and in several areas created an impression of devastation.

### **Finders Guide**

Other than the Parker Inn in South Lawrence, the oldest documented and observed properties date from the Early Industrial Period and are concentrated along pre-existing transportation routes, Haverhill and East Haverhill Street, and in the 60 square-block area initially devised for the city by Charles S. Storrow in functional zones between the Merrimack and Spicket Rivers.

Industrial properties are concentrated the north and south banks of the Merrimack River and on Broadway near the Methuen boundary.

Greek Revival Houses are clustered on Newbury, Haverhill and East Haverhill Streets. Early Industrial Period, Italianate houses are

clustered on Jackson, Haverhill, Lowell and Bradford Streets.

Late nineteenth-century residences are located are located on Tower and Prospect Hills, in the area between Park and Berkeley Streets and along Sheridan, Logan, Custer and Knox Streets. Numerous such properties also located in South Lawrence which is principally undocumented.

Substantial turn-of-the-century residences are concentrated on Jackson, East Haverhill and Prospect Streets and on Haverhill and Lowell Streets on Tower Hill. More modest Late Industrial Period are found in South Lawrence but are not inventoried.

Most Early Modern Period and later development occurs in South Lawrence.

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