

MHC Reconnaissance Survey Town Report

SALISBURY

Report Date: 1985

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.



MASSACHUSETTS HISTORICAL COMMISSION

William Francis Galvin, Secretary of the Commonwealth

Chair, Massachusetts Historical Commission

220 Morrissey Blvd.

Boston, MA 02125

www.sec.state.ma.us/mhc

mhc@sec.state.ma.us / 617-727-8470

MHC RECONNAISSANCE SURVEY REPORT

Date: 1985; Updated: 1997

Community: Salisbury

I. TOPOGRAPHY

The town of Salisbury is located in the northeastern portion of Essex County, Massachusetts. It is bordered northerly by the Massachusetts/New Hampshire state boundary, westerly by Amesbury, southerly by the Merrimac River and Newburyport, and easterly by the Atlantic Ocean. Physiographically, Salisbury 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. Land surfaces generally slope southerly and easterly to sea level from the northwestern portion of town where elevation exceeds 200 feet. Most of the town contains relatively level to undulating terrain.

Igneous deposits throughout most of the town characterize bedrock deposits in the Salisbury area. Newburyport quartz diorite represents the largest bedrock type present, covering nearly the entire town. Dedham granodiorite, also an igneous deposit, is also present in small areas in the northwest portion of town. Bedrock deposits represented by the Marlboro formations represent the only sedimentary formations in the town. These rocks are present in small areas at the tip of the barrier beach near the mouth of the Merrimac River. Bedrock deposits are unknown in the barrier beach area along the coast.

Soils in the Salisbury area represent a mixture of types found in organic deposits, windblown sand, outwash deposits and lacustrine or marine sediments. Soils of the Ipswich-Westbrook-Udipsamments association are found in all marsh and beach areas in the eastern portion of town. These soils occur in deposits ranging from deep and nearly level areas to gently sloping to very steep areas. They also range from mucky soils formed in organic deposits to sandy soils formed in windblown sand. Soils belonging to the Hinckley-Windsor-Merrimac association are found in the southern half of town and strip along the entire northern town boundary.

These soils occur in deep and nearly level to steep areas. They are excessively drained sandy and loamy soils formed in outwash deposits. Soils belonging to the Scantic-Maybid-Boston association are found in a strip-like distribution extending east/west through the central portion of town. These soils are from very poorly drained to moderately well drained loamy soils formed in lacustrine or marine sediments.

Major drainage in Salisbury is characterized by several brooks, creeks and rivers, most of which drain into the Merrimac River which runs across the entire southern town boundary. Considerable drainage also exists in the large marsh/estuary in the eastern portion of town, the northern portion of which drains into Hampton Harbor in Seabrook, New Hampshire, while the southern portion also drains to the Merrimac River. Important inland brooks included Lucy Brook, Smallpox Brook and Meader Brook. Tidal rivers and creeks include Back River, Merrimac River, Town Creek, Black Rock Creek and Morrill Creek. There are no major bodies of water (ponds, lakes, etc.) within the present limits

of Salisbury. At European contact, most of Salisbury was forested with little undergrowth. Some grassy areas were also present. The original forest growth in Salisbury and in Essex County in general included a mixture of mostly oak and pine as well as chestnut, poplar, maple, birch and some other hardwoods and conifers. Second growth patterns, including oak, maple and pine, characterize most of the town today. Vast areas of marsh vegetation are present along the coast.

II. POLITICAL BOUNDARIES

Salisbury was originally part of Merrimac Plantation authorized in 1638 and settled shortly thereafter. The town was first named Colchester and later changed to Salisbury at incorporation. Salisbury was originally a large township including the Massachusetts towns of Salisbury, Amesbury and Merrimac as well as the New Hampshire towns of South Hampton, part of Kingston, Plainstown, Newton, Seabrook and Hampstead. From 1643 to 1679 Salisbury was the shire town of Norfolk County, which then included Salisbury, Hampton, Haverhill, Exeter, Dover, and Strawberry Brook (Portsmouth). At that date, old Norfolk County ceased to exist with Salisbury losing much of its territory to the state of New Hampshire. In 1655 that part of Salisbury west of the Powwow River was organized as Salisbury New Town (now Amesbury and Merrimac). Salisbury New Town was established from Salisbury in 1666. In 1714 the West Parish of Salisbury was established with the original settlement area as the East Parish. Parts of Salisbury were annexed to Amesbury in 1844 and 1886.

III. HISTORIC OVERVIEW

Salisbury is a suburban coastal town with several distinct characteristics. The most prominent is the historic beach resort village and three-mile long commercial/residential strip on the shore. The historic town center exhibits institutional, commercial and residential development from the Federal through the Late Modern Periods and was the focal point of the town's business from the Colonial Period through the Early Modern Period when the beach area became the dominant village. Historic farms and agricultural operations are evident away from the center and beach areas but their surrounding landscapes are disappearing under residential subdivision. There is Late-Modern Period suburban development dispersed throughout the town in the form of subdivisions and single detached dwellings.

Salisbury was originally part of the 1638 Merrimack Plantation, which included land in Essex County, Massachusetts and in New Hampshire. In 1655, Salisbury west of the Powwow River was renamed Salisbury New Town (later Amesbury and Merrimac) and included Merrimack. In 1679, Salisbury's size was reduced to include land east of the Powwow River and south of the New Hampshire border. This was further reduced in 1886 when land was annexed by Amesbury, leaving Salisbury with land east of the village of Rocky Hill and north of the Merrimack.

Surviving historic landscapes, groups of buildings and isolated historic fabric are evident in the town in several areas. The area with the highest amount of surviving buildings and the least amount of incompatible construction is at Ring's Island on the Merrimack River in the southern part of town. Other significant historic fabric is in

the central village and isolated examples of building types and styles survive dispersed throughout the town.

Topography of the town is coastal lowland with hills below 250 feet and easterly sloping ground. Drainage of the lowland is into the Merrimack and coastal estuary via many small, often unnamed streams. The larger streams are Lucy Brook, Smallpox Brook and Meader Brook. Tidal rivers beside the Merrimack are the Black, Town Creek, Black Rock Creek and Morrill Creek. The dominant geographic features of the town are the Atlantic Ocean, Merrimack River and the estuaries.

Early trails through the town were laid out by natives probably along the beach and inland from the ocean on the present Ferry and Seabrook Roads. Elm Street was probably an early westerly route. Water travel on the sea and the Merrimack was also a common form of travel among natives. Early settlers' roads were improvements on these existing trails and the network was expanded to consist of streets at the center, to the Powwow River and to Newburyport. The expanding network of roads made available industrial sites on the Powwow River on the Amesbury - Salisbury border and the Merrimack River to the south, which would become important regional centers of production. Textiles and marine products would dominate the markets until the early 1900s. Agricultural activities away from the central industrial and coastal villages provided food and employment to a smaller sector of the population.

Several examples of construction remain from the Colonial through the Early Modern Periods. Surviving Colonial and Federal Period houses are typically two-and-one-half story, five-by-two bay forms, some of which have Beverly Jogs. Other forms such as side-gambrel and saltbox houses also exist. Both center and interior side chimneys were built during the periods. Colonial Period population clusters occurred at the center, the Plains in the northwest part of town and at Ring's Island in the southwest. Expansion during the Federal Period was facilitated by the construction of a bridge to Amesbury over the Powwow River and one to Newburyport over the Merrimack. Construction of turnpikes did not occur in Salisbury during the Federal or Early Industrial Periods, possibly due to the presence of convenient water routes.

Surviving building fabric from the Industrial periods includes the East Parish Meetinghouse, two school buildings, several Greek Revival residences, both front and side-gabled forms and a Mansard cottage. Quarry cuts remain on Ring's Island indicating the occurrence of some Early Industrial Period industry. Many Late Industrial cottages with little stylistic pretension remain at the south end of the beach and coexist with Early Modern and Late Modern development. More stylish Late Industrial Period residences are located on the North End Boulevard. Very little industrial architecture from the period remains except one example located almost on the beach at the east end of Broadway. It is a four story, four-bay by sixteen-bay building with boarded windows and some surviving eave brackets. The Boston and Maine Railroad's Eastern Division operated in the town with a secondary line to the west into Amesbury but inspired little local development.

Modern Period development is located mostly at the beach and consists of residential and recreational/commercial buildings intended for

summer tourists. Working class residents built simple one-and-one-half story houses before the turn of the twentieth century. Construction of hotels, cabins, arcades and a carousel soon followed and changed the nature of the area from residential to vacation properties and commercial establishments. The beach retains this character today.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

Native American transportation routes in the Salisbury area likely emphasized water travel along the Merrimac River, Atlantic Ocean and numerous other tidal rivers and creeks. Water travel along the Merrimac River reduced travel time inland and provided an access to coastal settlements. Land based travel was also probably important linking interior areas with the Merrimac River and seacoast. A major coastal trail probably existed in the vicinity of the Ferry Road and Seabrook Road both of which border coastal marshes in the eastern portion of town. This trail may have been an important link in a coastal route linking the New Hampshire area with Massachusetts. A westward trail also probably existed in the vicinity of Elm Street paralleling the Merrimac River and linking the coast with the Powwow River area and points westward. Secondary trails extending to the town's numerous interior coastal wetlands likely spurred from major riverine and coastal trails.

B. Population

Salisbury 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. Most seventeenth century colonists considered the Pawtucket and Massachusetts Indians closely related but separate entities. Some Pawtucket Indians in the southern portion of Essex County may have been included among the Massachusetts (Swanton 1952; Speck 1928). Gookin (1792) lists ca. 3,000 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 Pawtuckets.

The Native American population in the Salisbury area may have numbered in the vicinity of 100 individuals during much of this period. Following epidemics and Indian wars in the early 17th century, fewer than 25 individuals likely remained in the Salisbury area.

C. Settlement Pattern

A few Woodland but no Contact Period sites are currently known for the Salisbury area. Artifacts of potential Contact period origin have been found in the town area though specific sites are yet to be located. This evidence in addition to factors such as environmental potential, latter 17th century documentary sources, known Contact period site locations in other Essex County towns, and contemporary secondary sources indicate Contact period sites will eventually be found in the

Salisbury area. Known Contact period sites are present nearby in Haverhill, possibly Methuen, Newbury, Newburyport, Ipswich, Salem, Marblehead and probably Saugus. Secondary sources also note a Native American presence in many towns in the area including Haverhill, Methuen, and possibly the Andover/North Andover area. Numerous locations along the Merrimac River, its tributaries, inland wetlands and the coastline may have been good site locations. In addition to habitation and village type sites, special purpose sites such as fishing sites, shell middens, quarries and burials were also probably present. These sites may have been located along riverine area or along the periphery of interior wetlands such as ponds, swamps, and brooks.

D. Subsistence Pattern

Native American in the Salisbury 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 furbearers. 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 Merrimac River. Shad, salmon and trout were also available though their distribution was probably restricted to the Merrimac River. 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 areas or around the periphery of major ponds and wetlands.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes

Indian trails likely continued in use in the Salisbury area throughout most of the Plantation period. Water travel was also important, as Salisbury was a coastal community with numerous creeks and coastal rivers providing transportation routes via the Merrimac River to the coast or by direct routes. European transportation routes began shortly after 1638 as Indian trails were upgraded to horse paths and cart ways connecting interior areas with the coast and the Merrimac River. The Ferry Road and Seabrook Road corridor may have been an earlier Indian trail that developed into a Colonial route linking coastal areas and locales to the north in New Hampshire with the Merrimac River. These routes were probably laid out around ca. 1650. The first European road laid out was probably the circular road around Salisbury Green on which many of the early house lots were located in ca. 1639. By 1641 two highway surveyors were appointed by the town indicating transportation routes were of major concern. In 1643 a road that ran from the Powwow River up into the country was ordered laid out. This route may have been a portion of Elm Street or the South Hampton Road laid out to provide access to grants made along the Powwow River. In 1645 a highway to the beach was ordered laid out, probably the Beach Road as it exists today. A ferry was developed at an early date providing a link with Colonial settlement, across the Merrimac River to the south. In ca. 1648 Mr. Carr was given the rights

to the ferry for 14 years. The ferry ran by boat from the Newburyport side of the river to Carr's Island, then by bridge from the northern shore of Carr's Island to the Salisbury shore. Only foot passengers, animals and persons on horseback used the bridge. A path, probably Ferry Lot Lane, connected the river landing with the Mudnock Road/Elm Street area. In 1655 the first bridge across the Merrimac; a floating bridge, was built between Carr's Island and Newbury at the old ferry location. Water based transportation was important to Salisbury Coastal waters, the Merrimac River, the Powwow River and numerous other coastal creeks and rivers provided the only contact between new settlements and the rest of the world. River and coasting vessels brought needed supplies to these early settlers and often returned with lumber, barrel staves and other items. These and routes provided the basis for a West Indies trade which began to develop late in this period.

B. Population

Europeans settled Salisbury in 1638 as permission was given to 12 petitioners to begin a plantation at Merrimac. Only five of these individuals with their families actually settled in Salisbury. The population increased rapidly so that by 1643, 71 persons are listed as owning land in the town. This number may have represented up to 355 individuals although several landowners probably did not reside in the town. By 1650, 66 males are listed as Salisbury Commoners. The town's population was now increasing at a slower rate than during the first five years of settlement. In 1659, 76 names appear on the Country Rate List for Salisbury, which may have included some Amesbury residents. Salisbury's population may have actually declined late in this period as the Amesbury territory was settled. By 1675 the town's population was probably in the vicinity of 250 to 300 individuals. A few Native Americans were present in Salisbury by 1666 though they may have been gone by 1675. Most Salisbury residents were of English descent from the Lincolnshire/Salisbury area of England. Many of the town's original settlers had previously settled into the Newbury settlement. Salisbury residents organized the First Congregational Church in 1638, two years before incorporation. Quakers were probably present in the 1650s though a formal church was not yet organized.

C. Settlement Pattern

Europeans first settled Salisbury in 1638 as part of the Merrimac Plantation. This territory included all lands from the Merrimac River north for ten miles including what is now the town of Seabrook, a portion of Hampton, Exeter, Kensington, Kingston and South Hampton, all in New Hampshire, the Haverhill line to the west and the Atlantic Ocean to the east. Initial settlement was made near the ocean in the vicinity of Beach Road and Ferry Road where original land grants around Salisbury Green were made. The early settlement was named Colchester—changed and incorporated in 1640 by the General Court to Salisbury. Salisbury was the early shire town, or court town, of Norfolk County. This status was lost when Salisbury was joined with Massachusetts forming Essex County.

Salisbury grantors agreed that each settler should have two pieces of meadow and a certain amount of planting land determined by the wealth

of each individual or grantee. Land was divided on the basis of four acres granted for every 100 pounds of wealth, a formula some say was devised as an intentional motive to influence wealthy individuals to settle the area. All first division lands and lots earlier granted were located in the circular road with other early grants on the road to the neck and the Beach Road. Early grants of meadow and upland were usually made in different localities. Some grants were made in 1639 including the Hodges Hole area and the great planting lots west of the Powwow River. The town made the largest land grants along the Merrimac River with Rings Island reserved for fishermen. By 1640 large numbers of new grants were made. Carr's Island in the Merrimac River was granted to George Carr at this time. Other grants included "encouragements" along the Powwow River for grist and saw mill construction. Lands on the east side of the Powwow River were granted in 1642. Most land grants in Salisbury date to 1643, the date from which grants were officially recorded.

D. Economic Base

As Colonial settlers established themselves in the Salisbury area, hunting and gathering wild foods were important to their subsistence. However, the combined use of agriculture and husbandry were clearly the most important aspects in the economic lives of the town's first settlers. Indian corn, wheat, barley and rye were the most important food crops. Fruit and vegetables were also grown but grains were the most important food produce. Hemp and flax may have also been important for home textile production. English hay was probably grown by 1675 though salt marsh hay was probably used more due to extensive marsh areas in the eastern part of town. Husbandry was an important activity in Salisbury. Cattle, horses, sheep, and swine were the most important animals on local farms; oxen and fowl were also present. In 1649 a vote at a town meeting ordered that all meadow on the north side of the river should be reserved for the use of the common. This land was not to be altered without consent of the entire town. Little River was appropriated for the sole use of the common in 1652. By 1653 it was ordered that all beach common running from the Merrimac River's mouth to Hampton River's mouth including all meadow and marsh not disposed of should remain a town common forever. Records kept for mowing and proportional distribution of beach common grass in ca. 1654 indicate 120 property owners were presenting Salisbury at that date. By 1661 lands lying between the river that comes for the new meadows and the head of the mill River (Powwow) were ordered divided. This division included 58 lots set off in units ranging from 30 to 120 acres each.

Salisbury's first meetinghouse was probably built in ca. 1638 at Salisbury Green in the vicinity of Beach Road and Route 1A. The house was repaired and enlarged in 1651. A second meetinghouse was built in 1665. Salisbury's first burial lot was laid out on Beach Road east of the meetinghouse. A watch house may have been built in 1649. The Norfolk County Court house was built in Salisbury in ca. 1643.

Industry also began early in the town's settlement focusing on lumber and maritime resources. By 1652 William Osgood was granted lands in the western portion of town on the Powwow River to build a sawmill. This mill represented the start of an important industrial focus in

that area. The Osgood mill was known as a very productive mill specializing on sawing planks for shipbuilding. Pipestove manufacture was also an important lumber trade with considerable export to the Newburyport area. Coasting and riverine commerce was likely important to this trade. By the end of the Plantation period much of the trade or business in Salisbury was by barter with lumber being the chief article used in large transactions. Shipbuilding was also developed during this period focusing in smaller vessels. The availability of lumber as well as importance of fishing and trade probably encouraged this industry. Salisbury's proximity to the coast, Merrimac and Powwow Rivers also encouraged fishing and shell fishing.

Various individuals were granted exclusive rights to build fish weirs on the Merrimac and Powwow Rivers at different times throughout this period. Cod fishing in small boats along the coast was also probably important. By 1650 Rings Island in the Merrimac River was used for setting up stages and flakes, both important to early cod fishing. Early attempts at whaling may have also occurred. Shell fishing was conducted for subsistence and probably as a source of bait in the cod fishing industry. Extensive shellfish beds currently exist at the mouth of the Merrimac River and along the coast. These beds were probably available to early residents in the area.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

Native trails had been upgraded to horse paths and cart ways by this time or had become overgrown. The Ferry Road and Lafayette Road/Seabrook Road corridor provided a north/south corridor from settlements on the Newbury/Newburyport side of the river north through Salisbury to New Hampshire. Elm Street extended west from this east Meetinghouse on this route to the West Parish and Powwow River area. A corridor was also present in this area leading to New Hampshire along Ricky Hill then Portsmouth Road route which split to Main Street easterly and the Elmwood Street/Mingo Road/Congress street route to the west. Riverine and maritime travel remained important with increased travel to the southern colonies, West Indies and Europe. The floating bridge was still present at Carr's Island.

B. Population

In 1675, 250 to 300 individuals may have resided in Salisbury. During the early Colonial period the town's population was unstable, as many residents may have moved to the Amesbury area. In 1678, 55 males, possibly 275 individuals are listed as taking the south of Allegiance and Fidelity in Salisbury. This number probably remained stable throughout the late 17th century. In 1687, 45 men and women are listed as members of the Salisbury Church although the figure did not include the individuals such as Quakers, foreigners and possibly those involved in maritime industries. By 1710, 76 able bodied men were enrolled in the Salisbury Militia. This list may have represented 380 or more individuals in the township at that time Salisbury's population increased dramatically after ca. 1710 after Indian threats had subsided. By 1765, Salisbury's population contained 1344 individuals or 3.09% of the Essex County total. From 1765 to 1775 the

town's population rose by 24.03% to contain 1667 individuals or 3.27% of the Essex Country total. In 1765 "negroes" represented the town's only racial minority at .52% of the total population. Most Salisbury residents remained Congregationalist though some Quakers were also present.

C. Settlement Pattern

Dispersed farmsteads continued to characterize most Salisbury settlement throughout the Colonial period. Constant threat of Indian attack showed settlement between ca. 1676 and 1723 and necessitated protective measures by the town. In ca. 1675 the meetinghouse was fortified and three blockhouses or places of refuge prepared in the vicinity of Congress Street, near the Rabbit Farm and on the Seabrook Road. Settlement may have also been slowed early in the period as some Salisbury residents relocated to the new Amesbury settlement west of the Powwow River.

D. Economic Base

Agriculture and husbandry continued to characterize most aspects of Salisbury's economic base throughout the Colonial period. Grains remained the major focus of most agricultural production with corn as the chief crop. Husbandry also continued in importance. Industry expanded at a rapid rate throughout this period though most mills and shipbuilding were in the vicinity of the Powwow River, now in Amesbury. Salisbury Point also developed as an important shipbuilding area. Salisbury now had a diversified population of farmers, herdsman, millwrights, shipwrights, blacksmiths, shoemakers, and merchants.

E. Architecture

Residential: Colonial Period houses in Salisbury consist mostly of two-and-one-half-story, side-gabled forms with both paired and center chimneys. Five-by-two bay houses of this type exist in small clusters at Salisbury Plains, Salisbury Square and several are at Ring's Island. Isolated Examples are located on Elm Street west of the Square. One example at the Square has a Beverly Jog and another has a three-bay facade. Colonial Period Capes of five-by-two bays exist at the Plains, Square and at Ring's Island. Two side-gambrel residences are located at Ring's Island but this form is rare in the town. A three-bay saltbox built in 1680 is also located on Ring's Island.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

By 1830 Salisbury's road network had more than doubled. Increased settlement and utilization of interior areas introduced new roads throughout the town, particularly along the Merrimac River and to the west. Forest Road and several unnamed lanes were extended towards the marshes in the eastern portion of town. However, it was probably the construction of the Essex Merrimac Bridge and later Newburyport Bridge that brought about improvements in two major corridors. The Essex Merrimac Bridge was built in 1792 connecting Newburyport (then Newbury) with the Salisbury side of the river (now Amesbury). The

bridge was partially destroyed in 1812, rebuilt then collapsed again in 1826. It was rebuilt again as a toll bridge in 1828. This bridge caused the development of several new routes in the western portion of town. On the Salisbury side of the river, a corridor was laid out up Merrill Street, Rabbit Road and Willow Street where it forked to Locust and Main Streets, both leading to New Hampshire. In 1826, a charter was obtained for the Newburyport Bridge, crossing the Merrimac River from Newburyport to the Salisbury shore. Finished in 1827, it was longer than any other bridge over the river and diverted much of the traffic from the Essex-Merrimack Bridge. This bridge completed the Route 1/1A corridor through eastern Salisbury connecting the south side of the river with New Hampshire and other points north along Bridge Road and Lafayette Road.

Salisbury was a link in stage travel between Boston and Portsmouth since 1761 although regular travel did not begin until the start of this period. By the late 18th and early 19th century, stage travel had increased considerably with the creation of the Eastern Stage Company in 1818. Alternate day service was now available between Portsmouth and Boston. Stage travel remained important throughout this period. Turnpike construction was noticeably absent in the Salisbury area.

B. Population

C. Settlement Pattern

Federal Period settlement in Salisbury was focused on five villages. The westernmost was the large industrial village of Amesbury and Salisbury Mills and was located on both sides of the Powwow River. In 1795, it was already the site of five unspecified mills and an iron mill. East Salisbury focused on the town common at the junctions of Bridge and Lafayette Roads, Elm Street and Beach Road. The West meetinghouse was located between the other villages and became the village of Rocky Hill. Another village in Federal Salisbury was at Ring's Island on the Merrimack River near the Ferry Road and the bridge to Newburyport. Settlement began here in the Colonial Period and expanded during the Federal. Salisbury Point on the river was the site of a bridge to Newburyport by 1795 and by 1830, a meetinghouse and several wharves for river-borne trade and shipbuilding were present. Residential construction here began in the late 1700s and continued through the Federal Period. The Point, Ferry, Rocky Hill, and the Mills were annexed to Amesbury by 1886 leaving Ring's Island and the village around the East Meetinghouse in Salisbury.

Other Federal development occurred on Beach Road east of the center, around the corner of Congress, Mingo and Locust Streets in the northwest section of town and in Salisbury Plains in the north central area. Roads either built or upgraded between 1795 and 1830 include Main, Willow, Locust and Baker Roads in the west and Dock, Beach, Forest and Seabrook in the east. A 1798 residence with Beverly Jog is on Seabrook Road and two 5x2 bay, Federal Period Cape Cod style houses and a six bay residence are on Locust Street. Settlement here was dispersed and probably was based on agricultural activities.

Most manufacturing, shipbuilding and commerce took place in the village of Amesbury and Salisbury Mills at the Powwow River and

Amesbury town line. In 1820, approximately half the townsmen worked in manufacturing and half in agriculture. In 1830, there were a flannel factory, fulling mill, saw and gristmill, meetinghouse and a tavern at the Mills, which was accompanied by the densest settlement in town.

D. Economic Base

During the years between the American Revolution and the War of 1812 Salisbury's economy was based on a mixture of maritime industries and related manufacturing, and agriculture. The focal point of most economic activity was Salisbury Point, where shipbuilding and the ancillary trades were undertaken and to and from which vessels arrived/departed on fishing and commercial voyages. While some fishing and boat buildings continued after 1812, the second war with Britain interrupted maritime economic activities, causing the cessation of such industry in small ports like Salisbury. The very forces which interrupted maritime commerce led to the promotion of domestic manufacturers, and Salisbury benefited from this trend as water-powered textile mills were established on the east side of the Powwow River, at the Amesbury border. The first factory woolen mill was established in 1812. Between 1813 and 1832 two other mills one woolen, the other cotton, commenced operations. Both woolen mills were owned by the Salisbury Mfg. Co., which also owned textile mills on the west side of the Powwow River in Amesbury. The only other known manufacturing industry was tanning. As early as 1791 there were two ten houses. In 1823 Seth Clark established a tanning shop at Rocky Hill. Leather treated there was sold in Salem and Boston. Farmers tilled 649 acres (7%) of the 9159 total acres of land counted on the 1791 census. Another 2463 acres (26.7%) was cultivated with salt and especially English hay, while 4883 acres was devoted to pasturage. The remaining 12.6% was worked or unimproved. There were 8 slaughterhouses in 1791, as well as several grist and sawmills. In 1820 the occupation distribution was balanced. 150 men (49.5%) worked in manufacturing, 43.8% worked in agriculture, and 20 men (6.6%) in commerce. The Provident Institution for Savings was established in 1828.

E. Architecture

Residential: Federal Period housing in Salisbury includes several high-style Federal examples as well as smaller front-gabled houses with few ornamental elements. Larger houses of the period are typically five-by-two-bay forms, both with center and paired end chimneys, and two display a Beverly Jog. The greatest densities of Federal style residences are at Ring's Island, Salisbury Square, Salisbury Point and Salisbury Plains at the intersection of Main, Locust and Congress Streets. Others are dispersed along Elm Street west of the Square, Mudnock and Lafayette Roads. The smaller, less decorative structures are one-and-one-half story, side-gabled forms located on Elm Street west of the Square, Salisbury Plains, Bridge and Beach Roads and on Locust Street. Four-bay and six-bay side-gabled examples remain at Ring's Island and a second six-bay form is at the Plains. Single examples of a raised five-by-two-bay form, hipped roof and a square plan residence also survive.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

Federal period roadways continued in use and were improved throughout this period. The major corridor through the town continued across the Newburyport Bridge north along Routes 1 and 1A to New Hampshire. A secondary corridor remained from the Essex-Merrimac Bridge (now in Amesbury) also leading north. As the need for residential and industrial space increased, cross streets were laid out in the Salisbury Village, Amesbury Ferry and Salisbury Point areas, all now in Amesbury. Similar development also occurred in East Salisbury near the old town center at the juncture of Bridge and Beach Roads.

In 1840 the Eastern Railroad was completed to Newburyport and extended through Salisbury shortly thereafter. The trunk line for this route crossed the Merrimac River west of the Newburyport Bridge and extended north to New Hampshire roughly parallel with the Route 1/1A corridor. By 1847-48 a spur extended from this line in East Salisbury to the Powwow River. The line ran parallel and north of Elm Street.

B. Population

C. Settlement Pattern

The villages of Amesbury and Salisbury Mills straddled the Powwow River, were located in both towns, and comprised the biggest village in either town until this part of Salisbury was annexed to Amesbury in 1886. The village was known as Salisbury Falls in 1830, which is indicative of the features that attracted large numbers of milling concerns by 1872. In 1830, there were four mills and several residences at the falls. By 1856, the village had taken on the form of a busy industrial, commercial and residential village with approximately 200 buildings on both sides of the river that would characterize this part of both towns through the Early Modern Period. In 1872, there were 23 manufacturers of various goods, 18 merchants and 21 other businesses. This commercial and industrial activity inspired construction of no less than 350 residences in the village by 1872. Of these, approximately 200 were located within the former boundaries of Salisbury.

Between 1830 and 1856, East Salisbury had grown from a small village with two meetinghouses, a tavern and several residences to include approximately 60 residences, a school, store, railroad station, cemetery and numerous commercial establishments. In 1847, the village was the site of the junction of the Salisbury Branch Railroad and the Eastern Division of the Boston and Maine Railroad. By 1872, East Salisbury included approximately 80 residences, a freight station, union hall, two grocers, blacksmith shop, post office, three shoe shops and six unnamed shops. East Salisbury had become the third biggest village east of the Powwow River behind the Mills and the Point.

Other population centers in Salisbury were the villages of Salisbury Point and Rocky Hill, which would both be annexed to Amesbury in 1886. Salisbury Point was the site of approximately 133 residences and at

least 17 commercial and industrial establishments. Rocky Hill was the site of 25 residences, a Congregational Church and a school.

Ring's Island held around 30 residences, several small shops and a school by the end of the period. Salisbury Plain had grown to about 30 residences, a school, two undetermined shops, a blacksmith and a cemetery. Significant new development took place at Salisbury Beach during the period. Approximately 45 houses were built very close together on the west side of the beach road as well as the Atlantic and Neptune Hotels and a store. The hotels are no longer standing and period houses are no longer recognizable as Early Industrial.

D. Economic Base

During the Early Industrial period Salisbury's population became increasingly dependent on the manufacturing sector for employment. In 1840, 372 men (53.7%) worked in manufacturing jobs, 43% (298 men) in agriculture and 22 (3.1%) in commerce. By 1865, 606 men (75%) had jobs in manufacturing industries, 202 men in agriculture.

Majority of men were employed in the three textile mills. The Salisbury Mfg. Co. employed 300 people (200 men) in the two woolen mills in 1837. There, 850,000 yards of cloth were manufactured with a value of \$275,000. The cotton mill was a small operation with only 15 employees. Cotton yarn worth \$11,000 was produced in 1837. In 1865 this factory still only employed 15 people. The Salisbury Mfg. Co., by contrast, had built two new factories by this time, and employed 662 people (368 men) who produced almost one million yards of broadcloth worth \$1.34 million. The company was able to take advantage of the heightened demand for woolens during the Civil War.

Other significant products manufactured during the period included ships and small boats, carriages, shoes and hats. The local shipbuilding industry was kept alive by the local fishing industry. Between 1832 and 1837, 47 vessels of almost 4000 tons were built, employing 81 men. The numbers fell sharply later in the period and in 1865 only four vessels were built. Still, many small boats were manufactured. In 1837 ten men made 215 boats, whereas in 1865 47 men made almost 1900 boats. The carriage industry got under way mid-period, during the decade 1855-1865.

The workforce increased from nine men to 31 and product value increased from \$8,000 to \$41,000. The shoe industry started small and ended the period smaller still, with 12 employees in 1832 and 9 in 1865. However, for a time in the late 1830s, 135 people (87 men) made shoes as "outworkers," probably for Haverhill shoe manufacturers. The 1837 depression, and later, the rise of factory production caused this industry to gradually disappear from Salisbury. Small quantities of tanned leather were made throughout the period. The hat industry, by contrast, expanded. In 1832 ten people made 8000 hats worth \$16,000. By 1865 55 people (32 men) worked in one firm, making almost 150,000 hats worth of \$84,00.

Short-lived attempts were made to produce a variety of other manufacture products. A comb factory was operated in the late 1830s, as was a cooper's shop. Tinware was made for a time in the 1850s and

1860s, bricks in the 1860s and boxes, also in the 1860s. The value of all manufactured goods increased 264% from \$470,400 in 1837 to \$1.71 million in 1865, largely on the strength of the textile products.

The number of farmers fell 32% from 298 men in 1840, to 202 men in 1865. The value of agricultural products, by contrast, increased 190% from \$24,300 in 1845 to \$70,450 in 1865. The 2408-ton crop of English mowing and salt hay accounted for almost 50% of the value in the latter year. Corn and other grains were valued at \$11,000 in 1865, and potatoes at \$13,000 and fruit at \$9500. In 1865 there were 143 farms of 8691 total acres. Of this 2655 acres (30.5%) were under cultivation. 4585 acres (52%) were used as pasturage, and the remainder was wooded or otherwise unimproved.

A small number of people worked the fisheries during the period. In 1837 there were nine large vessels in the cod and mackerel trade and the catch was valued at \$11,500. By 1865 the number of vessels had fallen to five and the product valued only \$8,000. Three Salisbury vessels still were engaged in the coasting trade in 1865.

E. Architecture

Residential: Early Industrial Period residences appear in side- and front-gabled forms of one-and-one-half and two stories throughout the town. Greek Revival elements are common. Concentrations appear at the Center, the Plains, Salisbury Point and at Ring's Island. Isolated examples are on Beach, Collins, Ferry, Lafayette, Mudnock and True Roads, Pleasant Street and Sweet Apple Tree Lane. Greek Revival gable-front cottages exist at the Center on Beach Road, on Mudnock Road and Pleasant Street. Variants of this form are cross-gabled three-bay houses on Ferry Road and a house on True Road of three-by-five bays. Two-and-one-half story side-gabled forms with five-bay facades are located on Mudnock, Folly Mill and Ferry Roads and on Pleasant Street, some of which are duplexes and double-pile plans. One-and-one-half-story Cape Cod forms are located on Pleasant Street at the Center and on Mudnock Road. Second Empire houses are rare in the town with one extant at Ring's Island. An Italianate design remains at Folly Mill Road.

Industrial: Several shops and small factories exist on Ring's Island along the river. These are front-gabled forms clad in wood clapboards. Another shop building from the period remains behind the two-and-one-half-story duplex house at 42 Mudnock Road. A disused quarry is visible on the north side of Ring's Island but no associated buildings remain.

Institutional: The Federal Period saw construction of the East Parish Meetinghouse on Lafayette Road in the Center in 1834. This is a well-maintained two-story, front-gabled structure of two by three bays with paired entries, paneled pilasters and a square tower added at the end of the nineteenth century. An attached parish house was also built late in the nineteenth century. At the south end of the square on Bridge Road is a school of two by three bays built in a side-gabled form of one-and-one-half stories with center entry and a decorative wheel window in the west gable peak. A second Federal school exists across the square to the west. It is a one-and-one-half story, front-

gabled form with a side ell clad in wood clapboards. Maplewood Cemetery on Ferry Road south of Sweet Apple Tree Lane was established during the period.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

Early Industrial period roads continued in use and saw improvements although few new roads were built. Existing Eastern and Salisbury Branch Railroads continued now under the Boston and Maine Railroad Packet service continued between Salisbury and other town along the Merrimac until the late 19th century. This form of transportation was replaced by street railway service, which was electrified after 1890. Several lines of the Massachusetts Northeastern Street Railway System crossed the town by the end of the period. Main Street car lines extended from Seabrook Beach south along the entire length of Salisbury Beach, along the Beach Road/Elm Street corridor, along Bridge Road and Lafayette Roads and through the northern portion of town through Salisbury Plains.

Bridges across the Merrimac River were also improved during this period. In 1894 the Essex Suspension Bridge was reinforced and in 1909, razed and the present suspension bridge constructed. The Route 1 highway bridge (with turntable) between Salisbury and Deer Island was erected in 1902. In 1888 the Newburyport railroad bridge (also with turntable) was built, replacing a wooden structure.

B. Population

Salisbury's population experienced the largest population decrease of any town in Essex County, falling 54.5% from 3775 in 1870, to 1717 in 1915. Most of this decline took place between 1885 and 1890 when the population fell from 4840 to 1316. Thereafter the total increased gradually. The number of foreign-born residents declined by 48% from 456 in 1875, to 237 in 1915. Nonetheless, because of the dramatic overall drop, the foreign-born percentage of the total population increased from 11.2% to 13.8%. The Irish were the largest immigrant group early in the period, followed by Canadians, English, and Scots. By 1915 the largest group was Italian-born, followed by Canadian.

C. Settlement Pattern

Development in Salisbury from 1872 to 1884 slowed in the villages of Salisbury Mills, Rocky Hill, Salisbury Point, East Salisbury and Ring's Island. Growth increased at Salisbury Beach. The industrial village of Salisbury Mills expanded to include over 300 residential buildings and 90 large industrial structures. Rocky Hill and Salisbury Point remained around the same size as in 1872 with 27 and 129 structures respectively. Ring's Island and Salisbury Plain also experienced little growth and the number of buildings remained around 30 in each village. East Salisbury also did not grow in proportion to the Mills but Salisbury Beach was the site of approximately 19 new buildings between 1872 and 1884 for a total of 58.

In 1886, the town of Amesbury annexed the area of Salisbury between the Powwow River and the village of Rocky Hill in the Merrimack River, which encompassed Salisbury and Amesbury Mills, Rocky Hill and Salisbury Point. Salisbury was left with the less populated villages of East Salisbury, Salisbury Beach, Salisbury Plain and Ring's Island. Thus were the population and productivity of the town reduced by more than half at that time. New settlement was limited after 1886 to seaside development at Salisbury Beach. This village was sufficiently popular to attract a street railway along its entire length to Seabrook, New Hampshire by 1903 as well as a westerly route to the Mills. Surviving architecture indicates there was a large amount of residential construction at the south end of the beach in the form of small, gable front houses with little stylistic pretension. On the south end of the beach Libby, Bussette, Oceanfront, Vermont Streets and Atlantic Avenue all display examples of period construction, indicating new settlement in that part of town. Architectural styles are not clearly represented but elements of the Four Square, Victorian Eclectic and shotgun forms are present. Development also occurred on the north end of the beach in the form of more elaborate Shingle Style residences on the east side of North End Boulevard. A Shingle style church was built on the west side of the boulevard to accommodate the increasing numbers of residents. Some industry may also have been located on the ocean in the large building of four by sixteen bays at the east end of Broadway. Little remains to suggest its original function.

D. Economic Base

The first two decades of the Late Industrial period were prosperous times in Salisbury. Most men worked in the manufacturing sector. In 1875, 829 men (65.5%) worked in manufacturing, 279 men (22.%) in farming had 157 men (12.4%) in commerce. A decade later there were more than 1000 manufacturing jobs for men, which accounted for 71.4% of all occupations. Agricultural jobs fell to 205 (14.2%), while commerce increased to 207 men (14.3%). Then came the annexation of large part of Salisbury, including the areas of most economic activity, to Amesbury. By 1895 only 204 men worked in manufacturing, an 80.2% drop from the previous decade. Similar decline was experienced in agriculture and commerce.

The value of manufactured goods declined sharply from \$845,956 in 1875, to \$362,000 in 1895, and by 1905 to a mere \$8000. While textiles were still being made in Salisbury in the 1870s and 1880s the product was listed in the Amesbury census figures. Thus, in 1875 the newly emerging carriage industry accounted for 70% of the total manufacturing product. The only other significant industry was hat-making with a product value of \$141,000. Small numbers of shoes, combs, bricks and tinware products were made early in the period.

The number of farms fell slightly as well, dropping 10% from 8158 acres to 7327 acres. The percentage of land under cultivation, however, increased from 38% to 47%. Hay, feed grains and milk were the primary products. The value of agricultural goods also fell slightly, from \$119,987 in 1875, to \$110,248 in 1905.

By 1888 mackerel and cod fishing had practically ceased in Salisbury. Still, there were seven firms making small fishing boats for the New England, Labrador and Bay fisheries.

E. Architecture

Residential: Late Industrial Period houses in Salisbury were designed in a range of styles including Colonial Revival, Victorian Eclectic and Classical Revival. Gable-front cottages of one-and-one-half stories to two-and-one-half stories remained popular and were built with Victorian Eclectic elements instead of Greek Revival as in the Early Industrial Period. Several are located on Ring's Island, Ferry Road, Folly Mill Road and at Salisbury Plains in the northwest part of the town. A stylish Ferry Road example has a bay window and bracketed eaves, paneled pilasters and a Classical entry surround. Others are less ornamented but retain design-integrity. Bungalows were built in dispersed locations near the beach as well as inland but are fewer than the sparsely ornamented front-gabled cottages. Inland Colonial Revival style houses of two-and-one-half stories were built with complex plans and one example has cobblestone piers supporting the porch.

Residential development at the beach during the period includes many unornamented cottages of less than two stories, particularly at the south end of the beach on Libby Street, Bussette Lane, Oceanfront Street and Central Avenue. Many houses have original wood shingle cladding, isolated Bungalow and Craftsman elements and low-hipped roofs and clipped gables. Also, approximately six shotgun houses were built in the area of Oceanfront Street and Libby Street. Many have been altered with the addition of enclosed porches. The north end of the beach area (North End Boulevard) experienced more stylish development. A group of six side-gambrel Shingle style houses with porches on four sides were built adjacent to one another on the waterside of the boulevard north of Liberty Street. A three-story Shingle style house with a complex plan, canted corners, oculi, wrapping porch and several steeply pitched gables exists at the north end of Central Avenue. This and the other stylish homes on the boulevard have been resided in vinyl clapboards. More shotgun houses and bungalows are located at the north end of the beach on Commercial Avenue. All historic architecture at Salisbury Beach exists among a great deal of utilitarian Late Modern development.

Institutional: The two-and-one-half story Shingle style Star of the Sea Chapel is on the North End Boulevard at the beach and is ornamented with wood shingled walls, buttresses, a cupola, paired entry porches and cobblestone foundation. The front-gabled East Parish Meetinghouse at the Center was altered with the addition of a square tower and Queen Anne sash in 1897. A parish house was also added during the period. Less monumental institutions include the front-gabled, one-and-one-half-story Ring's Island Rowing Club on Ring's Island. This is a one-by-three bay building with a garage door in the facade. Also on Ring's Island is the 1892 Community House, which is another one-and-one-half-story, front-gabled structure with Victorian Eclectic design elements such as a hooded entry with double doors and turned brackets. Cushing Hall in the center was built at the end of the nineteenth century in a two-and-one-half-story form of three by

seven bays with pediment, pilasters and a Palladian window in the facade. An addition was made to the rear of the building and the front entry has been altered. Memorial School was built around 1900 in a two-story form of brick and cast stone with a hipped roof and has been altered with two additions.

Commercial: A large factory building remains from the period at the east end of Broadway. This is four-story building clad in asbestos clapboards with a shallow-pitched roof and some remaining eave brackets. The plan is 16 bays by four and occupies a beachfront lot. A front-gabled store with rubblestone walls and enclosed porch survives at the Plains. A power station for the street railway remains at the corner of Bridge Street (Route 1) and March Road. This is a two-story brick structure with fifteen-pane fixed sash and an ornamental brick corbel table. Several commercial/recreational buildings were built at the end of the period to accommodate beachgoers but do not survive in recognizable form. Business included hotels, dance halls and a theater.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

Roadways changed little during this period. The Route 1/1A corridor continued as the major route through the town. Other important roads included Beach Road, Elm Street and the Ferry Road. Railroad service continued on both Boston and Main lines though Streetcar service ended. In 1922, the Newburyport railroad bridge was strengthened and its turntable was made electrically powered. The Route 1 highway bridge was demolished and replaced with the present bridge.

B. Population

After suffering heavy losses during the Late Industrial decades (-54.5%), Salisbury recouped, its population increasing steadily to tally a 63% growth rate for the period. Its population was less than 14% foreign-born in 1915, overwhelmingly Canadians (37%) and Italians (36%). This figure had fallen to 9.0% by 1940.

C. Settlement Pattern

There was little new development during the period and settlement patterns did not change. East Salisbury remained the civic focus of the town. There was some commercial development along Routes 1A, and 1 in the form of diners, gas stations and at least two motor courts. Scattered residential development occurred throughout the town with few subdivisions built during the period away from the beach. Salisbury Beach experienced the most intense development from tourist and recreation-related construction.

While many of the beachfront streets were laid out during the Late Industrial Period, they continued to be developed during the Early Modern. On the south end of the beach Libby, Bussette, Oceanfront, Vermont Streets and Atlantic Avenue all display examples of period construction, indicating continued settlement in that part of town. Architectural styles are not clearly represented but elements of the

Craftsman, Bungalow, Four Square and late Colonial Revival forms and styles are present. Houses in this neighborhood may have originally supported residents occupied in the trades and probably the fishing industry. By the Early Modern Period, they probably had been adapted for use as second homes and rental units, which continues to be true today. A narrow, pedestrian-oriented avenue was built between cinderblock buildings at the east end of Broadway to house attached recreation-related businesses around mid-century.

Settlement continued on existing roads at the north end of the beach as well. Also, there were new roads laid out to expand the network of streets built in the late nineteenth century. These include 16th Street, which is occupied by several cottages probably built in the 1920s. 9th through 14th Streets, Lewis and Florence Streets were also built during the period and support small numbers of cottages clad in novelty board siding and some Colonial Revival Capes. Commonwealth Avenue also experienced increased settlement density during the period.

Settlement in the Center, Plains and Ring's Island had remained steady. Few residential buildings from the period survive on Ring's Island. A house possibly belonging to the harbor master was removed in the mid 1990s. Several small shops remain on the island, however. The Center and the Plains experienced scattered suburban development throughout the period and into the Late Modern.

D. Economic Base

Early in the period "little business was transacted in Salisbury." There was a "few stores...a few shops, one shoe factory employing about thirty-five workmen, and another (shoe) factory being constructed" (Arrington 1921: 1456). By 1955 the shoe industry had expanded operations. In that year there were a total of the manufacturing firms with 239 employees. The two largest firms were the Kristine Shoe Co. and Sandlee-Goodman Shoe Co., manufacturers of women and children's ballerina and welt shoes. Manufacturing employed 48.5% of the workforce, followed by wholesale and retail at 32.5%. There were 74 retail firms with 160 employees in 1955. The service and construction industries accounted for most of the remaining 19%.

E. Architecture

Residential: Houses built in the Early Modern Period were rarely pretentious but display elements of the Craftsman, Colonial Revival styles and Bungalow and Four Square forms. Clipped gables, low-pitched hipped roofs, battered porch piers, novelty board siding are common, particularly at the south end of the beach. Florence Street on the North End Boulevard is the site of a two Bungalows, one of which has a period garage adjacent. Bungalows are also located on Lewis Street and cottages with some Colonial Revival elements are on 9th through 14th Streets. A group of six cabins is located on Vermont Street and arranged in close order as in an early twentieth century motor court. Another isolated example of period residential design is the English Revival style house on Lafayette Road.

Institutional: The Salisbury Police station is a two-story Colonial Revival style brick block of three by two bays designed by Penn Varney in 1926. A four bay addition of one story has been added to the rear.

Commercial: The Fish Tale Diner at the southwest corner of Ring's Island is a 1930s Worcester brand diner with barrel roof and wood shingled addition. The diner retains its original windows, which have stained glass in the upper sash. Ann's Diner on School Street is a 1950 Worcester Brand diner with a wood frame addition at the rear. Two motor courts survive on Beach Road (Route 1A). Beach Grove Cabins near Dock Lane is a group of approximately 30 cabins that retain original siding and in some cases windows. The motor court appears to retain its original layout. A second motor court with less integrity due to the application of vinyl clapboards to its 75 buildings exists on Beach Road near the Old County Road. Some cabins have clipped gables and original sash. A tall, narrow five story, three by five bay former hotel with crenellated parapet walls, some 8/8 double hung sash and a cast block foundation survives at the corner of Ocean and Oceanfront Streets south of Broadway. This may be the former Hotel Castlemona designed by Joseph Forzeze in 1934. A gas station with a tiled roof, vertical board siding and multiple pane sash was removed from its site on Route 1 in the mid 1990s.

XI. SURVEY OBSERVATIONS

The Salisbury inventory consists of five building forms, two area forms, a burial ground form, four bridge forms and a historical marker form. It is of a scope that is not helpful to researchers seeking quantitative information about cultural resources in the town. Existing forms predate the establishment of professional research standards for surveying historic architecture and other resources. Both historical narratives and architectural descriptions are incomplete but do provide a starting point for further research concerning some resources.

Future inventory forms should concentrate on completing area forms for the central village and Ring's Island, individual forms for outstanding buildings not in the villages and sites of historical and archaeological significance. Plantation through Early Modern Period residential examples exist in the town and merit attention from historians in order to complete the survey. Commercial, institutional and industrial examples also survive in smaller numbers. The beach area retains many interesting buildings that have received no documentation and should be investigated to improve the understanding of development trends in that neighborhood.

XII. FINDING AID:

Type/style	Address	Period...
Side-gabled 5x2 bay	255 Elm Street	Colonial
Side-gabled 5x2 bay	Main at Congress	Colonial
Side-gabled 5x1 bay	Ferry Road	Colonial
Side-gabled 3x1 bay	on Common	Colonial
Side-gabled 5x1 bay	on Common	Colonial
Side-gabled Three bay	Ring's Island	Colonial
Side-gambrel Cape	Ring's Island	Colonial
Side-gabled 5x2 bay	Salisbury Plains	Colonial
Type/style	Address	Period
Side-gabled 5x2 bay	Congress Street	Colonial
Saltbox 3 bay	First Street	Colonial
Saltbox 3 bay	33 Ferry Road	Colonial
Side-gabled 5x2 bay	Elm Street	Federal
Side-gabled 5x2 bay	Seabrook Road	Federal
Side-gabled Six bay	Ring's Island	Federal
Cape 5x2 bay	Elm and Cushing	Federal
Cape 5x2 bay	Congress at New Locust	Federal
Cape 5x2 bay	Elmwood at Folly Mill	Federal
Raised Cape 5x2 bay	Bridge Road	Federal
Raised Cape 5x2 bay	Bridge Road	Federal
Federal square plan	Ring's Island	Federal
Side-gabled 5x2 bay	Old Elm Street	Federal
Side-gabled 5x2 bay	Ferry Road	Federal
Side-gabled 5x2 bay	Mudnock Road	Federal
Side-gabled 5x2 bay	True Road	Federal
Side-gabled 5x2 bay	Schoolhouse Lane	Federal
Side-gabled 5x2 bay	Lafayette Road	Federal
Side-gabled 5x2 bay	Main Street	Federal
Beverly Jog 5x2 bay	Seabrook Road	Federal
Side-gabled 4 bay	Ring's Island	Federal
Side-gabled six bay	Ring's Island	Federal
Side-gabled six bay	New Locust Street	Federal
Beverly Jog 3 bay	Old Elm Street	Federal
3x2 bay	Old Elm Street	Federal
3 bay facade	83 Dock Lane	Federal
5 bay hipped roof	Center	1804
Side-gabled 3 story	Ring's Island	Federal
Side-gabled 5x4 bay	Ferry Road	Early Industrial
Side-gabled 5 bay	Pleasant Street	Early Industrial
Front-gabled cottage	Beach Road	Early Industrial
Greek Revival cottage	43 Pleasant Street	Early Industrial
Greek Revival cottage	Collins Road	Early Industrial
Greek Revival cottage	Folly Mill Road	Early Industrial
Cross-gabled cottage	78 Ferry Road	Early Industrial
Cross-gabled cottage	104 Ferry Road	Early Industrial
3x5 bay, 1 ½ story	142 True Road	Early Industrial
Side-gabled 5x3 bay	42 Mudnock Road	Early Industrial
Side-gabled 2 ½ story	Folly Mill Road	Early Industrial
Mansard cottage	Ring's Island	Early Industrial
Cape Cod house	Pleasant Street	Early Industrial
Cape Cod house	Mudnock Road	Early Industrial

East Meetinghouse	Lafayette Road	1834
School	Bridge Road	Early Industrial
School	Park Street	Early Industrial
Side-gabled shop	Ferry Road	Early Industrial
Maplewood Cemetery	Ferry Road	Early Industrial
Front-gabled cottage	Collins Road	Late Industrial
Cross-gabled house	Elm Street	Late Industrial
2 ½ story 3 bay	Ring's Island	Late Industrial

Type/style	Address	Period
2 ½ story 3 bay	Ferry Road	Late Industrial
2 ½ story 3 bay	105 Ferry Road	Late Industrial
Greek Revival 2 story	Folly Mill Road	Late Industrial
Shingle style house	North End Boulevard	Late Industrial
Shingle style house	North End Boulevard	Late Industrial
Bungalow	Bridge Road	Late Industrial
Bungalow	Beach Road	Late Industrial
Bungalow	Dock Lane	Late Industrial
Bungalow	Maple Street	Late Industrial
Four square	Elm Street	Late Industrial
Four square	Mudnock Street	Late Industrial
Colonial Revival	Ferry Lot Lane	ca. 1900
Colonial Revival	Folly Mill Road	Late Industrial
Shingle style church	North End Boulevard	ca. 1885
Clubhouse	Fourth Street	Late Industrial
Union Chapel	Ring's Island	1892
Town Hall	Beach Street	1892
Spaulding School	Maple Street	ca. 1900
Front-gabled shop	Ring's Island	Late Industrial
16x4 bay factory	Broadway	Late Industrial
Gable front store	Main Street	Late Industrial
English Revival house	Lafayette Road	Early Modern
Concrete house	County Road	ca. 1930
Fire house	Forest Street	ca. 1915
Craftsman house	Commonwealth Avenue	ca. 1915
Brick power station	Bridge Road	ca. 1915
Police Station	Railroad Avenue	1926
Motor court	Beach Road	Early Modern
Motor court	Beach Road	Early Modern
Diner	Bridge Road	ca. 1930
Shotgun house	Libby Street	Early Modern
Bungalow	Libby Street	Early Modern
Craftsman	Libby Street	Early Modern
Clipped gable roof house	Oceanfront Street	Early Modern
Shotgun house	Oceanfront Street	Early Modern
Shotgun house	Central Avenue	Early Modern
Victorian Eclectic cottage	Vermont Street	Early Modern
Cottage	16 th Street	Early Modern
Bungalow	Florence Avenue	Early Modern
Bungalow	Lewis Avenue	Early Modern
Cape Cod house	12 th Street	Early Modern
Cape Cod house	13 th Street	Early Modern
Cape Cod house	14 th Street	Early Modern
Cape Cod house	15 th Street	Early Modern
Cape Cod house	16 th Street	Early Modern
Hotel Castlemona	Ocean Street	1934

ALSO:

GAS STATION (NOW North Shore Auto)
RT 1, 1A, MOTOR COURTS
Fish tale etc.
Fire Station on Forest and High Streets
Harbormaster's in Ring's Island
Electric station on Comm. Ave
Police Station
COMM Block Lafayette Road (NE corner Collins)
Power Station 395 Bridge (E Side, N of Ferry Rd)

XIII. BIBLIOGRAPHY

- Arrington, Benjamin F.
1922 Municipal History of Essex County in Massachusetts. Lewis
Historical Publishing Company, New York. Volume I.
- Fuller Donald C. and Charles F. Hotz
1979 Soil Survey of Essex County, Massachusetts, Northern Part. USDA
Soil Conservation Service.
- Gookin, Daniel
1970 Historical Collections of the Indians in New England (1792).
Jeffrey H. Fiske, ed. Towtaid.
- Hoyt, David W.
1897 The Old Families of Salisbury and Amesbury, Massachusetts.
Providence, R.I.
- Hurd, P. Hamilton
1888 History of Essex County, Massachusetts. Volume II. J.W. Lewis and
Company, Philadelphia.
- Massachusetts Historical Commission
1985 Reconnaissance Survey Report: Salisbury, Massachusetts.
- Massachusetts State Archives
Various Department of Public Safety, Division of Plans. Fire Safety
Inspection Cards.
- Merrill, Joseph
1880 History of Amesbury and Merrimac. Haverhill: Press of Franklin
P. Stiles.
- Mooney, James
1928 The Aboriginal Population of America North of Mexico. John R.
Swanton, ed. Smithsonian Miscellaneous Collections 80(7).
Washington.
- Steinitz, Michael, Survey Director, Massachusetts Historical
Commission
1994 Salisbury, Windshield Survey Field Notes.

Maps and Atlases

1795 Salisbury. Map.

Anderson, Philander
1830 Salisbury. Map.

Beers, D.G. & Co.
1872 Atlas of Essex County, Massachusetts. Philadelphia.

Dockham, C. Augustus
1866 Essex County, Massachusetts. Map. Boston.

Nichols, W. and J. S. Morse
1830 Amesbury. Map.

Sargent, Christopher
1794 Amesbury. Map.

Scarborough Company
1903 Massachusetts. Map. Boston.

State of Massachusetts, Public Works
1952 Newburyport, East. Map.

Walker, George H. & Co.
1884 Atlas of Essex County, Massachusetts. Boston.

Walling, H. F.
1856 Essex County. Atlas. Boston.