

MHC Reconnaissance Survey Town Report

BEVERLY

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.

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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: 1986

Community: Beverly

I. HISTORIC OVERVIEW

A town of relatively smooth terrain in southern Essex County, Beverly contains probable areas of native settlement activity near the mouth of the Bass River and along its coastal margins. Within the economic and social hegemony of nearby Salem, Beverly attracted its first European colonists ca. 1630, but did not gain incorporation until 1668. The early village core was located east of the Bass River, its first meetinghouse erected at Cabot and Hale Streets (1656). The town people's primary occupations in the 17th century town were fishing, agriculture, commerce and husbandry.

Settlement continued to be focused east of the Bass River around the meetinghouse vicinity with secondary clustering developing in North Beverly toward Wenham Lake (a second parish established in the north in 1713), and extending along Essex toward the present Centerville area, and east along Hale Street. As its maritime trades increase, commercial and residential activity proliferated in the Fish Flake Hill vicinity above the southern water front. By the early Federal decades, the new construction of roads and residences was drawn to the southern peninsula but increasingly moved northward along Cabot Street toward the meetinghouse vicinity. Despite the rapid emergence of Beverly center as the town's primary core of civic, commercial and residential activities, settlement within the town remained dispersed in several locales. In 1830, outlying nodes could be found at Beverly Farms and at North Beverly, while the central village remained essentially bimodal, its primary clustering still divided between the civic and institutional core at the meetinghouse (Hale and Cabot), and the maritime focus near Fish Flake Hill.

The Early Industrial town grew rapidly, sustained by the fishing industry until mid-century, and then increasingly by manufacturing activities until period's end. As the economic importance of the waterfront declined, the city's orientation then shifted to the commercial center along Cabot Street at Hale. Institutional building proceeded at a rapid pace in the civic core, while commercial enterprises gradually began to relocate northward. Tanneries clustered in the railroad vicinity along the Bass River. Other manufactories (the majority shoes) formed a nascent industrial fringe along the river's east bank down to the depot vicinity. By mid-century, multiple cross streets were opened on the peninsula, and residential building began to flow en masses from Fish Flake north. By 1870, dense construction expanded out from Cabot west toward the manufacturing fringe, this the locus of worker housing while upper-middle class construction fanned east from Cabot toward the scenic waterfront. Centerville emerged as a community at this time. Agricultural activities remained localized in the northern town, serviced by the community of North Beverly, while Beverly Farms, with its picturesque waterfront, began to attract more upper class buildings.

Late Industrial population increased 252% during the period, fueled by the town's unprecedented industrial expansion. A dense industrial sector took form between Park Street and the Bass River. Residential building, particularly multiple-family dwellings, boomed. Vast three decker neighborhoods soon surrounded the manufactories and overwhelmed the western peninsula. Upper middle class dwellings filled the eastern peninsula, the finest attracted to the select coastal lots. Residential communities fanned northward and east, as both railroad and trolley lines connected the suburban town with the commercial and industrial districts. Beverly Farms entered its major period of growth. Late in the

period, the community became an attraction of Boston's Gold Coast, and attracted both elite seasonal visitors and builders.

Now a city sustained by its shoe industry, Beverly's growth began to stabilize. Commercial activities began to expand beyond the earlier commercial core and fanned onto Rantoul Street and further north along Cabot. Suburban single family homes were erected in large numbers especially in North Beverly, and along the coast toward Beverly Farms but it was finer, more opulent building that came to characterize the Beverly Farms littoral, as mansions on large estates became more the rule than the exception. The inland town, toward Centerville, now experienced little growth, many of the interior roads now falling into disrepair. Zoning laws appear absent in the contemporary town, as much of its historic fabric has been sacrificed to modern commercial and auto-oriented development.

II. POLITICAL BOUNDARIES

Beverly was established as a town from 17th century Salem in 1668. By 1679, the bounds between Beverly and Salem and Wenham were defined. 1753 saw part of Salem annexed by the town and in 1857 part of Beverly annexed to Danvers. In 1894, Beverly was incorporated as a city.

III. TOPOGRAPHY

The town of Beverly is located in the south-central portion of Essex County, Massachusetts. It lies at north latitude 42 degrees, 34' 38" and west longitude 70, degrees 54' 5". The average length of the town is about 6 miles with an average width of three miles. 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. Locally, coastal Essex County contains more hilly country than other Seaboard Lowland areas. In Beverly, the topography is generally hilly with no extensive areas of level land. Land surfaces generally slope southerly, downward to the ocean. Elevations are generally 100 feet or less with some hills exceeding 100 to 150 feet.

Bedrock deposits in the Beverly area are characterized by igneous formations throughout the town. Quincy granite is the most common type present, particularly in northern and eastern areas. Limited distributions of Salem gabbro-diorite (diorite and gabbro diorite) are present in the western portion town along the Beverly/Danvers town line. Formations of Beverly syenite are found along the southern and eastern coastline.

Soils in the Beverly area represent a mixture of formations formed through glacial outwash, organic deposits, marine action and urban development. Soils of the Chatfield-Hollis-Rock outcrop association are one of the more common associations in Beverly. These soils are generally found southerly from Centerville and in the North Beverly area. They are present in moderately deep to shallow deposits in gently sloping to steep areas. These soils are generally well drained, loamy soils formed in glacial till containing areas of exposed bedrock. Soils belonging to the Merrimac-Hinckley-Urban land association are also common in Beverly. These soils are found through the town in deep deposits in nearly level to steep areas. They are generally excessively drained loamy and sandy soils formed in outwash deposits or in areas where soils have been obscured by urban development. West of Route 1A through Beverly Center soils belonging to the Paxton-Montauk-Urban land and Urban-land Udorthents associations are present. Many of the natural

characteristics associated with soils in these areas have also been obscured by urban development. Limited distributions of soils belonging to the Canton-Woodbridge-Freetown and Boxford-Scitico-Maybid associations are also found in Beverly. Both associations occur in deep deposits and nearly level to steep areas. Each association ranges from well drained to poorly drained. The former association occurs in glacial till and organic deposits, the latter exclusively in lacustrine or marine sediments.

Major drainage in Beverly is through ground water and tributary streams feeding the Wenham Lake/Bass River corridor to Beverly Harbor. About one-third (100 acres) of Wenham Lake (earlier known as Great Pond) lies in Beverly, the remainder in Wenham. Other smaller ponds included Beaver Pond, Norwood Lake, Round Pond and Little Pond. Other surface drainage includes Bass River, Tan Yard and Job's Pond Brooks all flowing into the Bass River as well as Cedar Stand, Swallow's, Sawmill and Patches or Thissel Brooks. Numerous freshwater wetlands containing bog iron deposits are also common.

The original forest growth in Beverly and in Essex County in general consisted of a mixed growth of white pine, oak, chestnut, poplar, maple, birch and some other hardwoods and conifers. However, secondary growth patterns cover most of the town today. These patterns are characterized by second growth oak and chestnut in uplands to pine in areas of droughtly and sandy soils. Some birch, cedar, juniper and white pine are also present.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

Native Americans transportation routes in the Beverly area likely emphasized water travel along the Bass River and Beverly Harbor/Massachusetts Bay areas. Conjectured trails were also present along rivers and streams particularly those leading to the coast. A major land trail likely paralleled the Bass River. A major coastal trail may have been present in the vicinity of route 127 and Bridge Street. Inland trails may have also existed in the vicinity of Rt. 1A/Rt. 97 and Rt. 22 linking the Beverly Harbor area with northern settlements, possibly in Ipswich.

B. Population

Beverly 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 Naumkeags and Agawams who may have been a subtribe of the Massachusetts but seemed to be under the leadership of the Penacooks. Most 17th century colonists considered the Pawtucket and Massachusetts Indians closely related but separate entities. Both Swanton (1952) and Speck (1928) include the Pawtucket Indians in the Beverly/Salem area among the Massachusetts. Gookin (1674) lists about 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, probably exaggerated. During the same period both Gookin and Mooney list about 3,000 men belonging to the Massachusetts, which probably included some Pawtuckets. The entire Native American population in the Beverly 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 Beverly area.

C. Settlement Pattern

Numerous Woodland but no Contact period sites are known for the Beverly area. However, environment variables, latter 17th century documentary sources and the high density of Woodland period sites indicate sites of this period should be present. For example, the area around the mouth of the Bass River may have been a good site location as well as other areas along the coast. Known Contact period sites are present in Manchester, Ipswich, Marblehead and probably Salem. In addition to habitation and village type sites, special purpose sites such as fishing sites, shell middens and burials were also probably present. These sites may have been located on the coast or along the periphery of interior wetlands such as ponds, swamps and streams.

D. Subsistence Pattern

Native Americans in the Beverly 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. Sea mammals such as seals and drift whales may have also been hunted in the Beverly Harbor and Massachusetts Bay area. Upland game birds and ducks were available in and around freshwater wetlands, riverine areas and in marshlands along the coast. Interior ponds, streams and rivers afforded a variety of freshwater fish. Larger rivers such as the Bass River may have contained seasonal runs of smelt, alewives, shad, sea-run trout and possibly salmon. A variety of marine species of fish would have been available in Beverly Harbor, Massachusetts Bay and the Atlantic Ocean. Several species of terrestrial as well as fresh and saltwater plants in the Beverly area provided a valuable food resource. The Danvers River, Bass River, Beverly Harbor and coastal Massachusetts Bay presently contain several species of shellfish which may have been available during the Contact period and shell midden sites verify this expectation. Domesticated plants such as corn, beans, pumpkins, squash and tobacco were important. The location of native fields are currently unknown, however, they were likely located along coves or inlets on the southern shoreline, the Bass River or the periphery of major wetlands such as Wenham Lake.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes

Water travel along the coast remained the fastest and at times the most convenient mode of transportation between early fishing stations and settlements in Beverly and similar areas to the east on Cape Ann and southerly to the Salem/Marblehead area. Locally, water travel was equally important in Beverly Harbor, the Bass River, local coves and inlets and between coastal islands.

Indian trails likely continued in use in the Beverly area throughout most of the Plantation period. Crude European transportation routes also developed in some areas before settlement. By the 1630's many Indian trails, particularly those along the coast and Bass River were upgraded to horsepaths and cartways linking early fishing areas and settlements. In 1636 a ferry was established linking Salem with the Cape Ann side as Beverly was then called. Beverly's first road was also laid out about the time following portions of Cross and Colon (Cow Lane) Streets. This road, at first probably a trail, extended roughly from Woodbury Point to the head of Bass River. By ca. 1644-45 the major north/south regional roadway was probably laid out through the Beverly

area. This road, known as the Bay Road or County Road followed the general route of Route 1A. By ca. 1646 a way was laid out from the ferry landing to Jeffrey's Creek (Manchester). This route likely existed as Route 127 from the vicinity of Prides Crossing eastward. West of this area the road probably took the general course of Cow Lane/Essex Street then Common Lane to Prides Crossing. The southern coastal road (Hale Street/Route 127) also joined the northern route in the Prides Crossing area. A westerly road also probably existed during this period from the Bass River area westward along Elliot Street. Local unnamed roads also existed during this period linking houselots forming areas and common lands. Most road development was in the southern part of town.

B. Population

Native Americans may have resided in the Beverly area during this period, however, little is known regarding how many, where, in what, or how they lived. Europeans probably first settled in the Beverly area by 1626-28 when fishermen, abandoning the Cape Ann settlement moved to this coastline. Other settlers, primarily farmers who originally settled on Cape Ann, then Salem, removed to the Bass River by ca. 1630. There were probably no more than 20 to 25 individuals. As Beverly lands were divided in the 1630's population began to grow at a faster rate. Beverly was incorporated in 1668 containing an estimated population of 600 individuals. Many of Beverly's first settlers were Episcopalians who under Roger Conant yielded religious preference to later Puritan Congregationalists. The First Parish and Congregational Church in Beverly was organized in 1667 and remained the only civic/religious body in town throughout this period. Prior to that date Beverly residents were communicants of the Salem First Church though separate services were held in Beverly by 1650 or earlier.

C. Settlement Pattern

Little is known regarding Native American settlement patterns in Beverly during this period. Some natives were probably present though their numbers were small. Tradition states some of the first colonists to settle the Beverly area were fishermen, possibly from the abandoned Cape Ann settlement settling at Tuck's Point in ca. 1628. However, most sources place the actual settlement of Beverly 1630 or later when the leaders of the Cape Ann plantation who subsequently were reported to be the most prominent members of the first Salem settlement moved to Beverly. These individuals are commonly known as the founders of the first permanent colony of "Cape Ann Side", later incorporated as Beverly. Several attempts were made to separate Beverly from Salem. However, Beverly's closeness to Salem probably held back its growth as an independant town until incorporation in 1668. Beverly's first meetinghouse was built in 1656 on the southern corner of Cabot and Hale Streets opposite the later Unitarian meetinghouse. This structure was used as a schoolhouse, civil and religious center. A burial ground was established near the meetinghouse in 1672. An earlier burial ground may have existed at Woodbury's Point. A stone wall fort was built around the 1st meetinghouse in 1675 at the time of King Phillip's War. A training field or Common area also adjoined the meetinghouse. By 1662 Beverly had a military foot company and later a horse company.

Early settlement in Beverly may have been made by fishermen who settled along the coast east of Bass River as early as 1628 without official grants for their land. As a rule, these individuals occupied small parcels of land of about an acre or two on which a house, garden, fish flakes and stages were

probably erected. The Ryal Side of Beverly was the first area to receive permanent settlers. Several early grants were made in this area. However, most settlement in Beverly was east of the Bass River. Several Old Planters or individuals who originally settled Cape Ann, then Salem, probably built homes in the area immediately east of Bass River within the limits of the tide water as early as 1630. Actual land division were not made in this area until 1635 when the Thousand Acre Grant was divided. This grand extended from Wenham Lake to the Bass River containing five 200 acre farms. Only three of these were actually settled. Additional grants of land were made soon after usually smaller in size, grants of 25 acres or less were not uncommon. By 1675 the area around the First Parish meetinghouse was a centralized village of mills and dwelling houses around a common. Most settlement was concentrated in the southern portion of town. Some settlement had been made on both sides of Hale Street as well as the route 1A area north to Wenham Lake. Settlement was also beginning on Essex Street towards Centerville.

Beverly common lands included all those lands within the town that were not divided among individual owners. These tracts were held in common by the town's land owners. The early settlement of land followed patterns of the English open field system whereby fields were used primarily for pasturage. Any decisions about land use were made in common. Land patterns began to change in 1643 when all lands were ordered to be fenced. In 1670 it was also voted that town common lands could not be disposed of unless voted by the entire town at a town meeting. Beverly commons consisted of 1850 acres in seven tracts, the largest of which was sheep pasture containing 1013 acres. Other common lands, usually pasture areas included Mackerel Cove, Ruby Hill, Cedar Swamp, Burnt Hill, Snake Hill and Bald Hill.

D. Economic Base

Native Americans may have resided in the Beverly area during this period. However, little is known about where or how those people lived. English fishermen were probably the first to settle the Beverly area inhabiting coastal areas and coves on both sides of the Bass River. Fishing was the most important aspect in the economic base of these early settlers. Small boats exploiting local coastal water, primarily for cod, characterized the early fishery. Stages, flakes and possibly structures for storage were present along much of the coastline. Tradition states Tuck's Point and Mackerel Coves were particularly important to the early fishery. As larger vessels were built, longer voyages characterized much of Beverly's fishing fleet. These voyages were often to the Magdalen coast of Labrador where fish were caught and dried, then taken to the West Indies. Two or even three voyages were often made in one season. Beverly's coastwise and foreign commerce also probably developed during this period. Fish was probably at the base of trade with the better quality going to Europe and lesser qualities to the West Indies. Lumber was also an important domestic and foreign trade items. Shipbuilding probably developed as a needed by product of fishing and trading. Early European colonists interested primarily in fishing probably combined hunting, fishing, gathering and agriculture on a subsistence level. By 1630 and later colonists interested primarily in agriculture and husbandry rapidly began to characterize the town's economic base, at least as important as fishing and commerce. Indian corn, wheat and barley were the most important food crops grown as well as rye when possible. Fruit and vegetables were grown but grains were the most important food produce. Salt marsh was probably exploited from marshes along the Bass River and coastline. Husbandry was also an important activity in Beverly. Cattle, horses, sheep and swine were the most important farm animals. Oxen and fowl were also

present. Salt works were present on the Ryal side during this period at Salter's Point between the Danvers River and Duck Cove.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

Water travel remained an important mode of transportation between Beverly and the Cape Ann, Salem and Marblehead areas. The ferry between Salem and Beverly remained active throughout this period. Land transportation was becoming increasingly important. Route 1A remained the major north/south corridor following Enon Street east of Wenham Lake and Cabot Street to the west. Dodge Street and Route 22 through Centerville also provided routes northward. Hart Street also existed northward from Beverly farms. In the eastern portion of town the coastal route along route 127 joined with Essex Street and Common Land at Prides Crossing and remained the major route to Manchester. West of the Bass River Conant Street and Elliot Street provided major westward routes. As settlement increased, local unmarred ways continued to be laid out linking house lots, farms and common lands. Most roads continued to be concentrated around the Bass River and coastal areas though transportation routes in inland areas were also developing, particularly in the Wenham Lake area.

B. Population

At the start of the Colonial period approximately 600 to 700 individuals inhabited the Beverly area. Settlement growth during this period was considerable faster than the previous period. By 1708, 1680 individuals were living in Beverly. This population increased to 2023 individuals in 1753. In 1765 when the first census was taken 2164 individuals resided in Beverly comprising 4.97% of the Essex County total. In 1765 one Indian and 79 negroes comprised 3.65% of the total town population. Also in that year, 404 families lived in 307 houses for a ratio of 1.32 families per house. In 1675 religious worship in Beverly was through the Beverly First Church, Congregational. In 1711-12 persons living on the Ryal Side (Rail Side) were allowed to associate as a religious society with Beverly but were not united with Beverly until 1753. In 1713 the Second Parish known as the North and Upper Parish of Beverly was incorporated. By 1776 Beverly's population increased by 27.26% to contain 2754 individuals or 5.41% of the Essex County total.

C. Settlement Pattern

Land patterns that developed in Beverly during the Plantation period continued to characterize settlement throughout most of the Colonial period. Most settlement continued to be concentrated in the southern part of town particularly east of the Bass River around the First Parish meetinghouse and along coastal areas in the vicinity of Hale Street and Elliot Street on the Ryal Side. Inland settlement continued, primarily in two areas. The Route 1A area north to Wenham Lake represented the major inland settlement focusing on the area near the Juncture of Conant Street, Enon Street (Rt. 1A) and Cabot Street. The Beverly second or Upper Parish was organized in this area in 1713. This parish was joined religiously with the Rail Side at that date. The Rail Side was joined politically with Beverly in 1753. A second area of inland settlement was present along Essex street towards the Centerville area.

A new First Parish meetinghouse was built in 1682 on the opposite side of Hale Street from the first house. The old meetinghouse was sold in 1684. Stones

used in the fort around the first meetinghouse were used to build a wall around the adjoining burial place. A third First Parish meetinghouse was built in 1770. By 1705 the training field or common was deeded to the town. The town's horse company was disbanded by 1690. In 1767 a powder house was erected on the commons. A fire department was organized in 1774. Beverly's Second Parish meetinghouse was built in 1714 at the junction of Cabot and Conant Streets. A second Parish burial yard was established near the meetinghouse in 1715.

The common field system was still in place during much of the Colonial period though lands were continually being granted, sold, or leased. The dispersment of these lands was probably the source of considerable debate within the town as the town and commoners or proprietors of grants held a divided jurisdiction over these lands. The Beverly proprietors did not organize until 1727. In 1716 most common lands were divided into stints or rights of six acres each. Ten stints were set aside for the use of the poor and ministry. Common land rights were also assigned at this time. One right was given to freeholders of homes erected before 1661 providing they were standing and inhabited in June 1715. Rights were also given to freeholders whose homes were standing and inhabited in 1668 and to freeholders of all other dwellings standing in 1699, erected after 1661, and not in succession of any of the former between 1668 and 1699 (Stone 1843: 192). Other rights granted pertaining to common lands ensured that rocks would remain free for the use of all inhabitants of the town and the remaining common pastures would be managed separately by the proprietors of each. Most common pastures were probably divided shortly after 1716 (e.g. Snake Hill Pasture 1716).

D. Economic Base

Fishing and other maritime related trades continued to grow together with agriculture and husbandry to form a mixed economic base in Beverly. Larger fishing vessels making two or three voyages to the offshore banks were now the rule rather than exception. Smaller vessels fishing local coastal waters were also present. Cod, mackerel and herring probably characterized most fishery attempts. Coastwise commerce was also important throughout the New England and Canadian coastline, the southern colonies, West Indies and possibly South America. Foreign commerce was also popular, particularly with England, Spain and Portugal. In 1683 Beverly became a lawful port of entry annexed to the port of Salem. Shipbuilding also continued particularly to supply local fishing and trading needs salt works were still probably present on Salter's Point. Lime kilns were also likely present.

As inland lands were cleared, agriculture and husbandry gained in importance throughout the Colonial period so that by 1775 they were as important or more so than maritime related trades. Grains, particularly corn, continued to characterize most farm products though vegetables may have been gaining in importance. Cows, swine, oxen, horses and probably sheep continued to be important. Shoe makers continued to exist in small shops. Sawmills and grist mills were also present.

E. Architecture

Residential: The town includes three well-known first period houses. The Balch House (n.d.) was originally a 1 & 1/2 story house of three bays and one room plan; it was expanded at three later dates with a lateral extension, its height raised, as well as a rear extension; it has been restored on two separate occasions. The Hale House (1694) was originally a 2 room, center

chimney plan, with a mid-18th century gambrel additions, and many 19th century changes during seasonal use. The Chipman House (after 1715) was also originally a two room, center chimney plan, but was subsequently altered at mid-18th century to substitute two rear wall chimneys and add a rear kitchen ell. About 10 additional houses are said to date to this period. Later in the 18th century builders favored center chimney houses with symmetrical side elevations; among the 2 & 1/2 story examples equal numbers survive of five bay and four bay examples, and three bay versions are known from both a gable and a gambrel roofed example. Gambrel roofs were particularly common for smaller houses, where it provided a nearly full height second story. An indication of the town's period importance is the large number and early date of double interior chimney, Georgian plans; houses in this form are dated as early as the 1720; a total of about ten are known; one employs an L-plan and hip roof (Giles, 1768), and several gambrel roofs are known. Though it does not survive, Browne Hall, built in 1750 in imitation of a house in Lancashire was indeed an ornament to the region; measuring 70 feet across its facade, this two story structure was composed of two hip roof blocks connected by a long hall containing the center entry; the complex included slave quarters and a farmhouse, was moved in 1761, later sold to Richard Derby before its last owner dismantled and sold it early in the 19th century.

Institutional: The town constructed its first meetinghouse of unknown appearance, in 1656; in 1672 its interior was improved. In 1682 a second house was constructed, 50 x 40 feet, two stories in height under a cross gable roof with a turret and at least two entries. In 1770 the third meetinghouse, still standing, was built; this large house measured 70 by 53 feet with 28 foot studs; on its west end stood a 15 foot square tower, on its east a 14 foot square porch; on the interior, the pulpit was located "opposite the great door" with the elder and deacon seats below it, while the floor was occupied by pews along the walls, and free seats in the center. In 1714 after the formation of the Precinct of Salem and Beverly, a meetinghouse was built in North Beverly measuring 50 by 40 feet with a turret on the west and east ends on the floor; in 1751 the town voted to add a steeple and bell, and in 1771 added a porch on the east end; seats later gave way to pews. In 1674 a school was built near the First Parish meetinghouse measuring 20 x 19 feet with nine foot studs; a watchhouse was located nearby. Land was granted for a school at the Farms in 1713. A powderhouse was built in 1767. The town considered constructing an almshouse in 1720.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

Colonial roads continued in use and were improved. Major cross streets opened were Dade Street between Cabot and Hale, Charnock and Winter Streets in the northern downtown; Washington Street from central Cabot street east to the waterfront; and in the Fish Flake Hill vicinity, Union, Davis, Front, and Bartlett Streets. The addition of Boyles, Standley and Essex streets now opened a north/south throughway from the town's central waterfront at Beverly Cove to the Post Road (route 1A) at Hamilton. This connected Beverly with Newburyport. Perhaps the major advance of the period came with the construction of the Essex Bridge. A ferry had run between Beverly and Salem's Neck since 1639. In 1788, a bridge connection was erected. 1481 feet long and 32 feet wide, the Essex (now Beverly) Bridge contained 93 piers and was equipped with a draw. To prevent travel from Danvers Neck being diverted to

this new route, the Spite bridge was built over Frost Fish Creek shortly thereafter. Throughout the Federal decades, the town's principal wharves and harbor activities remained in the Fish Flake Hill vicinity.

B. Population

During this period the town grew by 48% from 2754 to 4073. Growth was moderate except for the last 20 years of the period when the total dropped from a high of 4608. In 1830 the town was the region's ninth largest.

The town experienced the familiar denominational proliferation. Within the First Congregational Society a significant proportion were Arminians. A Third Congregational Society (Dane Street) was formed 1801. Baptists withdrew to join the Danvers church in 1792; by 1801 a separate Baptist church was formed. In 1827 a Christian church was formed. In 1810, Hannah Hill and Joanna Prince formed the first Sunday school for religious education in America. Voluntary associations were popular among the town's commercial elite. As early as 1779 a Masonic Lodge was formed in the town, and a second or reorganized lodge was formed in 1824. A Social Library was formed in 1802. Fire companies were popular here as in other port towns. The Third Essex Regiment included Beverly, and the town also included light infantry and foot companies. During the Revolution Beverly women demonstrated successfully against the failure of the town's West Indies merchants to sell their products at stated prices (1777). Later, perhaps responding to the effects of Embargo, the Beverly Charitable Society was formed (1807). In 1825 the town abolished its grammar school.

C. Settlement Pattern

Throughout the period, Beverly contained several nodes of settlement activity. Fish Flake Hill (now in Beverly's southern downtown) was the commercial hub of Beverly's prospering fishing and shipbuilding industry, and the site of bustling wharves and harbor-related activities. The construction of the town hall at the common and meetinghouse (1798), signalled the evolution of Hale and Cabot St. as the town's primary civic corridor. Before the period's end, additional institutional buildings here included the remodelling of First Parish meetinghouse (1795), the Baptist meetinghouse (1801), the Alms House (1803), and nearby, the Dane Street Church (1803).

Elite residential construction was attracted to two principal areas, first to Front Street on Fish Flake Hill, with its vantage point overlooking the harbor, and also north along Cabot and Hale, to the nascent hub of Beverly's civic and institutional activities. More modest dwellings were erected (and survive) toward the east on Hale Street, from Ober to Boyles, on Northern Hale, on Ober Street near the coast, and scattered along Essex, Cabot and Hale Street leading north out of the vicinity of the downtown.

While residential and institutional building was most concentrated in Beverly Center, an 1830 mapping of the town's schoolhouses suggests the dispersed nature of Beverly's population. Outlying settlement nodes could be found at Beverly Farms and at North Beverly, where there were both schools and meetinghouses. The cove, a smaller community at this time, contained only a school. Suggesting both the prominence of Beverly Center and the extent of its inland residential push, the center claimed two schools, both on Cabot Street one in the Fish Flake Hill vicinity and the other, north at Eliot and Colon Streets. The town's industries, still very small in scale during the period, were clustered at the Bass River.

D. Economic Base

In many respects "history has not been kind to Beverly". While the town was a pioneer in textile manufacturing, the site of the first American cotton factory, real significant progress and successful textile production was left to other towns in the region. Likewise, "after showing Salem how to fish and privateer, the larger port (Salem) absorbed her neighbor in 1789 as a place of entry and registry." (Morison, 1921, reprinted 1961: 141). Because Beverly was in the shadows of such an important port as Salem, the town's history has not been well recorded.

During the decade immediately following Independence Beverly developed into a small but prosperous commercial seaport. On the strength of the agricultural and fishing sectors Beverly merchants established a small but quite successful maritime trade. As early as 1791 almost 10% of the town's agricultural land was under tillage. Of 7196 total acres 706 were under tillage and 1895 acres (26%) were devoted to cultivation of hay. Pasturage, meanwhile, consumed 3693 acres (51%) of the total, leaving only 13% of the land unimproved. Among the agricultural products were large quantities of English and fresh meadow hay, livestock, especially steers and swine, corn and grains, potatoes, onions, cranberries, cheese and timber. In 1795 there were five gristmills and one sawmill, as well as a tan and slaughterhouse. Beverly's inhabitants also devoted great attention to the cod and mackerel fisheries. In fact, Beverly was the only Massachusetts fishing port which in 1790 had increased its tonnage of fishing vessels and the size of the catch over pre-Revolutionary figures. Between 1785 and 1795 the tonnage of vessels doubled. Despite these advances this was still a small port with fewer than 3000 tons of vessels in 1791. Large quantities of fish and agricultural products enabled Beverly to establish a small maritime trade. In 1786, 19 vessels registered in Beverly were engaged in the coasting and foreign trades and voyages to southern ports, the West Indies and the Cape Verde Islands. Most of the vessels were owned by a few prominent merchants, the Cabot family, Moses Brown, Israel Thorndike and Joseph Lee. Among the products they imported were rum and other distilled spirits, sugar, cocoa and tobacco.

As the commercial economy grew and prospered Beverly was beset by increased economic inequality. Expansion of the real and personal property holdings of merchants and traders resulted in 20% of Beverly's taxpayers owning 70% of the real property and 89% of the personal property in 1790. (In neighboring Wenham, by contrast, the equivalent figures were 50-60% for real property and 59% for personal property.) Commercial development also brought about changes in the occupational structure. Employment in fishing and commerce increased from 30% to 41% of the total work force from the last quarter of the 18th century to the first quarter of the 19th century. Many Beverly craftsmen worked in the trades that serviced the maritime economy. Shipbuilding and the related industries such as sail, rope, block and pump, and barrel making dominated the 31 distinct crafts in the early 19th century. Meanwhile the percentage employed in agriculture fell from 24% to 16%. While an extensive service sector did not develop as in larger ports like Salem, Beverly did have a bank, the Beverly Bank, incorporated in 1802, and the Beverly Marine Insurance Co. chartered in 1809.

Other small-scale manufacturing also figured prominently in the economic base. In 1811 employment in all areas of manufacturing, including maritime-related occupations, was close to 500 people and product value was \$120,000. The principal products were boots and shoes, cabinet ware and

chairs, and soap and candles. Many Beverly fishermen made shoes in the winter months on consignment from Lynn and Danvers. Other products included bricks, curled hair, mustard and tinware. Manufacture of Brittaniaware, using leadless pewter was first attempted in the U.S. by Israel Trask in 1812 in a small shop in Beverly.

Beverly was also the first site of factory production of cotton products in the U.S. Around 1787-88 several of Beverly's merchants, including Moses Brown, the Cabots and Israel Thorndike, incorporated the Beverly Cotton Manufacturing Co. A factory was erected where two horses were used to power cotton carding and spinning machines. Using an Arkwright roller card (capable of carding 50 lbs of cotton per day), four spinning jennies (the largest containing 84 spindles), twisting and warping machines and fourteen fly shuttle looms (spring driven shuttles), this company produced cotton thread, denim, thick-set, corduroys and velverets, employing 40 people in 1790. The firm achieved only limited success over the next few years and the corporation was dissolved prior to 1800. Nonetheless the business was carried on by its new owners who ca. 1801 established a new mill on the Bass River. There they continued to make cotton goods using water power until ca. 1812 when the whole enterprise collapsed. The company not only was unable to compete with cheaper British imports but had difficulty when some skilled operatives were enticed to work in the emerging cotton textile factories in Worcester and Pawtucket.

E. Architecture

Residential: Town builders continued to employ the center chimney form during this period; three bay examples were most common, followed by four and five bay examples with gable roofs; two gambrel roofs were used. In large three story houses fashionable hip roofs were used from three, four, and five bay examples. Of particular interest, however, are the related groups of houses that retain this interior chimney but locate their primary entrance in the center of the three bay gable end; about a dozen are inventoried and dated usually to the first decade of the century. Double interior chimney Georgian plans remained popular for larger homes. Most common were those of three stories with hip roofs in the classic period form, about seven frame as well as the exceptional brick Cabot House. Smaller two story examples include three brick and a frame example. Gable roof examples are also known from a handful including three, four and five bay examples; a 2 & 1/2 story, end wall chimney, five-bay example, and a three story, rear wall chimney, five bay examples are also known.

Institutional: In 1795 the First Parish enlarged and modernized their meetinghouse by dividing it in the center, inserting an additional 20 feet, and adding a new entry with a 30 foot portico with four pillars. No changes were made to the North Precinct building. In 1801 the Baptists built a meetinghouse measuring 48 by 45 feet. A year later the newly formed Third Congregational Society built a meetinghouse measuring 50 by 64 feet with a porch on the east and south and a tower on the west rising 20 feet above the building; a bell was added in 1815. In 1798 the town built a hall from designs by Obediah Groce, two stories in height with cupola; it later served as Briscoe Hall and for the grammar school. An almshouse of two stories over a basement was constructed in 1803, with twelve rooms in addition to two in the basement, ells as well as a kitchen and workroom. In 1790 there were six districts and schoolhouses at North Precinct as well as the center and the farms; the latter survives as a small, single story structure under a hip roof. The powder house was replaced in 1808 with an octagonal brick structure.

Industrial: The shops of the various craftsmen, especially those related to fishing and shipbuilding, (blacksmiths, carpenters, sailmakers, coopers, etc.), were erected near the waterfront on Fish Flake Hill. So were the many fish flakes. A blacksmith shop still stands at 105 Rantoul Street attached to a 2 & 1/2 story frame house with gable roof. Other shops, including those for making shoes, cabinets, chairs, soap and candles, tinware and Britannianware were erected both in the waterfront district and in the second parish at North Beverly. The Hugh Hill Soap and Candle Factory (1797), a 3 & 1/2 story brick structure with gable roof and a two story addition still stands at 62 Water St. This shop was also used for making sails. In 1829 Captain Thomas Smith built a shoe factory (location and building construction unknown.) In 1787-88 the Beverly Cotton Manufacturing Co. erected a three-story brick mill, 60 feet by 25 feet in the second parish near "Bakers Corner"; it was destroyed by fire in 1828. Prior to 1789 a frame dye house was also erected. In 1801-02 a new water powered mill was erected on the Bass River, a two-story frame building, 50 feet by 30 feet. There were five gristmills and sawmill (dates of construction unknown). Prior to 1830 the first mill on Dodge Street was on the north of Norwood's Pond and was converted to a turning mill.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

Beverly's road network was greatly intensified during the period. In 1839, the Eastern Railroad opened from Salem to Ipswich via Beverly. In 1845 the Beverly to Gloucester Branch was authorized. Six trains ran daily to Boston during the period, and four to and from Cape Ann. The depot was located on Park Street. In the 1840s, nearly all of the land at Cabot Street and the Bass River and extending from the waterfront north to Gloucester Crossing was an open field. Within the next 20 years, however, the streets of the downtown increased five fold. Among the major new north/south streets were River, Park, Rantoul, Lovett and Lothrop (1837) Streets, the entire peninsula now opened by roads. In 1843 Beverly's streets were described as being of "commodious width and generally ornamented with shade trees." Beyond the downtown, major new streets include Cross Lane, Benson and Corning Streets to the east, Bridge Street to the west, and near Beverly Farms, Thissel, Haskell, High, Grove, Oak and Beach Streets.

Beverly's harbor remained one of the finest in new England, with waters of such depth that vessels of the largest class could be brought directly to its wharves.

B. Population

The town's population grew by 60% during the period, from 4073 in 1830 to 6507 in 1870. Growth was particularly rapid from 1840 to 1850, and fell off briefly between 1860 and 1865. It rose to eighth position in the size ranking of region towns and cities. In 1855 the town's foreign born population equalled 9% of the total, and was made up of a majority from Ireland, half as many Canadians, and small numbers of English and Scots. Ten years later the proportion fell to 7.7%, with proportional losses within each group.

The formation of new religious and voluntary associations remained rapid in the growing town. A fourth Congregational society was formed by a withdrawal from the Dane Street church over total abstinence, forming Washington St. in

1835. A Universalist church was formed in 1840, followed by St. Peter's Episcopal (1865), Avenue Methodist (1867), and St. Mary's Roman Catholic by period's end. After the Anti-Masonic movement the lodge here was reorganized, and Odd Fellows organized in 1851. The town's first temperance organization began in 1830, and similar groups multiplied rapidly until as many as 2500 persons were members, there were no liquor licenses, and it was claimed that no fishing boats took spirits (Stone 1843: 181). Charitable and mutual benefit associations were also popular including the Seaman's Friend (1832), Female Charitable (1836), Home Charitable (1837), and the Mechanics Association (1836). Abolition Societies were formed in 1834 and 1837. A Lyceum was formed in 1830, followed by an Academy (1833-55), a Christian Society organized on the manual labor system (1837-39), and a public library (1855). The first summer vacationers came in the 1840s.

The town's struggle to establish a high school predated similar struggles in Commonwealth communities with competing class-based values. A high school had been founded in 1858 but two years later the town voted to abolish it. Those who supported the school were the wealthy, in prestigious occupations, living in the dense, centrally located districts. Those who opposed it included those less wealthy residents of out-lying districts, as well as men without school-age children. The school was attended primarily by middle-class children whose parents encouraged them to prepare themselves for social mobility through education. Farmers and shoemakers resisted and opposed these innovations and attempts to discipline the workforce. (Katz 1968).

C. Settlement Pattern

The civic focus remained on Cabot Street at Hale. In the period's first decade, perhaps sparked by the impending railroad construction (1839), a flurry of institutional building ensued. The First (1835), Second (1837), and Dane Street (1831) meetinghouses were all remodelled. New Baptist (1837), Dane (1833) Washington (1836) and Fourth Congregational (1836) meetinghouses were erected, and a Christian/Baptist meetinghouse built at the Farms (1830). The Beverly academy opened (1833) and the town offices moved into the Cabot building (1841) and Universalist Meetinghouse erected (1846). Indicative of the commercial core's movement northward was the construction of Bell's Hall, a large commercial/office block (1839) at Cabot and Bartlett (just north of Fish Flake). By mid-century, although the coal and lumber businesses were still active at the town wharves, Fish Flake Hill had been fully displaced by the Cabot Street corridor as the town's primary locus of commercial activities.

The movement northward continued. Small scale tanning enterprises increased inland pushing north along the Bass River. Residential building, having filled the area near the waterfront as far as Cabot and Bartlett Streets, was forced to move northward and followed the Cabot Street corridor. By mid-century, Beverly's industrial base was undergoing rapid expansion, its population increasing and its downtown street network drastically being expanded. As such, residential construction began to follow the growing street network outward from Cabot Street to fill the peninsula. By period's end moderately dense residential construction had pushed east to Lovett Street and west to the vicinity of the railroad depot, between Pleasant and Federal streets. Although elite building continued to congregate around the civic core at Cabot and Hale, Washington Street also emerged as an affluent axis. Cottages for the industrial worker population began to cluster on the cross streets connecting Cabot with the Bass River, while middle class Greek

cottages dispersed along the major arterials leading out from Beverly center, especially along Elliot, Cabot, Essex and Hale streets. Centerville appears to have evolved into a substantial community during the period, attracting the construction of a school house, fire house, chapel and several cottages. The civic structures survive, providing a rare ensemble of such Early Industrial buildings. North Beverly and Beverly farms emerged as secondary foci of settlement, the former servicing the town's (northern) agricultural sector, the latter attracting an inordinately elite population and developing as an early resort community.

The period's final decade, like its first, was characterized by a flurry of construction. The Methodist meetinghouse was erected (1869), Baptist Meetinghouse (1869), Walnut Hill purchased for a cemetery, and the Baptist meetinghouse remodelled by the Catholics for their church (1870). The town's high school was founded in 1857.

D. Economic Base

Expansion of existing industries, as well as continued diversification of the economic base, enabled Beverly to sustain the relative prosperity of the previous period. Economic life continued to center around the port, especially during the first half of the period, as the fishing industry expanded. With the decline of the fisheries after 1850 the emphasis shifted from the harbor to the commercial center, and manufacturing assumed a dominant position. Throughout the period agricultural activity was constant, even if relatively insignificant.

Fishing for cod, mackerel and other fish were the principal economic activities early in the period. In 1837 50 fishing vessels of 3636 tons engaged 350 men and realized 2.8 million lbs of cod worth almost \$85,000. By 1855 employment was 384 men and the catch exceeded 3.3 million lbs. as the industry reached its peak, whereas in 1865 only 273 men fished and the quantity of cod had declined to 2.3 million lbs. In the 1850s there were also two vessels and 25 men engaged in the whale fishery. While the number employed in fish curing is unknown, the figure undoubtedly rose after 1839 when the Eastern Railroad reached Beverly. The early introduction of the railroad led many north shore fishermen to bring their catch to Beverly for curing before transport to Boston and other urban centers. However, as the railroad was linked with other fishing ports Beverly's role in preparing the fish for market diminished. Other maritime activities, such as coasting and foreign trade, continued on a limited basis. In 1865 five vessels engaged in coasting. By the close of the period Beverly was the smallest Massachusetts port of entry, in tonnage of vessels owned, next to Ipswich.

Manufacturing activities ancillary to fishing and commerce also continued. In 1843 in the port area there were shipbuilders, several carpenters shops, a steam sawmill, three blacksmiths, two sail makers, three painters and glazers, one ropewalk, one block and pump makers and two cooper's shops. There was also a small soap and candle factory, employing five people and an India rubber goods manufactory where 50 people made goods worth \$125,000 in 1855.

Many manufacturing activities unrelated to the maritime sector continued to expand early in the period. The small chair and cabinet making business developed into an important industry. From 1837 to 1855 employment in this area grew from 24 people to 113 and product value increased from \$13,000 to \$90,000. Brick-making also advanced. In 1855 25 men produced 2.3 million

bricks valued at \$20,700. Likewise with the manufacture of curled hair. From 1837 to 1855 the value of hair manufactured increased 490% to \$75,000. Other manufacturing activities that continued from the previous period include the production of Brittaniaware, tinware, mustard, and saddles and harnesses. During the Civil War most of these activities declined, or were unreported in the census.

Beverly's principal manufacturing activity was shoemaking. As it developed from the shop to the factory stage, shoe production became the mainstay of the economy. In 1837 400 people made close to 88,000 pairs of boots and shoes. By 1865 employment had increased 23% to 494 people but production had expanded 335% to almost 400,000 pairs, thus accounting for 92% of the product value for manufactured goods.

By 1843 Beverly had a significant commercial/service sector. In the Fish Flake Hill area there were ten groceries, six dry goods stores, three hardware stores, one provision store, three shoe stores, five tailors, two milliners, a lawyer and a barber, as well as a hatter, a watchmaker and a wheelwright. Likewise, in North Beverly, the second parish, there were two stores, two blacksmith's shops, three wheelwright's shops, five slaughterhouses, three gristmills, a sawmill and three brick yards. The second parish clearly serviced the town's agricultural community which accounted for only about 24% of the workforce throughout the period. Important agricultural products were hay, corn, rye, barley, oats, potatoes, onions, turnips, carrots, beets and meat. Many of these goods were probably sold in the commercial district.

The Beverly Insurance Co. was incorporated in 1853 and the Beverly Gas Light Co. in 1859.

E. Architecture

Residential: The most common housetype constructed during the period was the gable front form of 2 & 1/2 stories with entry into a side bay. Equal numbers were built with Greek Revival and Italianate ornament (about five each), and small numbers employed L-plans to augment their size. Exceptional examples include the Benjamin P. Kimball House (1834) which employs a recessed entry, and an unusual rear, two-story porch with column supports (original?), and house with a full doric pedimented frontispiece and flushboard facade. For smaller homes builders preferred 1 & 1/2 story gable roofed houses with entries located in the center of their long walls; an exceptional group of five built at mid-century present their two bay gable end to the street and locate their entry porches in the center of three lateral wall bays. Larger homes in the Italianate style employing the familiar 2 & 1/2 story, center entry facade, with gable roofs numbered about six; Second Empire houses of three stories favored the side entry form (about six), with smaller numbers of center entry (about three), as well as two more complex forms.

Institutional: The first Parish rebuilt their meetinghouse in 1835 retaining the frame of the 1770 house; the resulting gable front house retains the high pitched roof and slightly projecting tower, and sophisticated ornament at its belfry and its portico of in antis doric columns screens its three door entry; in 1842 Thomas Coleman added frescoes to the interior. Two years later the North Precinct also remodelled, moved their house and added a Grecian front, cupola, and bell; this house was remodelled in 1865 when it reunited with the Fourth Parish, and again in the 1890s. The Third Parish rebuilt their meetinghouse in 1833 after a fire; it was a gable front structure with three

lancet headed entries, Ionic pillars on extended cornice returns and roundheaded windows on the lateral walls. The Fourth Parish built a meetinghouse after its withdrawal from Second Parish (1836), which measured 37 by 51 feet, had double doors, a tower with pinnacles and interior pews; it was sold in 1865 with reunion. The Baptists added 16 & 1/2 feet to their meetinghouse in 1832 and built a new house in 1837 which measured 45 by 62 & 1/2 and had a pillastered facade, tower and bell; 20 feet were added in 1854; in 1869 they built a new Gothic Church, with paired entries on the gable front, and with a tower and turret at the corners. The Christian Society at the Farms built a brick meetinghouse measuring 40 feet square in 1830, with interior pews; in 1844 a new church was constructed for the now Baptist congregation, a 3 bay gable front with pilaster, palladian window in the second story, square tower and domed belfrey. The new Washington Society built a meetinghouse in 1836 that survives as the Masonic Temple; it is gable front in form with in antis Ionic columns screening three doors. The Universalists built a meetinghouse on Thorndike Street in 1846, gable front in form with a square tower, belfry and spire, with paired entries and square headed openings. The Methodists moved the Harvard Street Congregational Society from Salem; it is a rectangular hip block with a partially projecting entry tower on the narrow end, round-headed openings, and later, eclectic remodellings. In 1865s St. Peter's Episcopal Church was completed, a Gothic design stone; its entries are into its lateral walls. St. Mary's Roman Catholic Church was dedicated in 1870, a cruciform block with three entries into the gable end and a tower and turret at the corners.

In 1841 the town converted the Andrew Cabot house (built in 1787) for use as its hall. Bell Hall was constructed of brick in 1839, combining meetinghall space in the upper two stories above two stores. Union Hall, built of frame construction in 1853 similarly combines a hall above commercial space, and has pilasters and a low facade gable.

Industrial: The India Rubber Works factory was erected prior to 1852 on the corner of Rantoul and Cabot Streets. During the Civil War the Eagle Rubber Co. operated there and the factory burned in 1867. Continued construction of shops for shoe and furniture making and activities related to shipbuilding and fishing may have taken place. Several new fish flakes were erected on Fish Flake Hill ca. 1839. There were three brick yards, all in North Beverly. Israel Trask built a shop for manufacture of Brittania ware in 1831. The 2 & 1/2 story granite structure with granite lintels and sills on second floor windows and a bracketed cornice on the gable roof with a fanlight in the gable still stands at 158 Cabot Street. The D. Lefador and Sons Shoe Factory (1869), a three-story brick building with Italianate features including heavy brackets at the roof line and brick arched windows on second floor, still stands at 192 Rantoul St. The Salem Waterworks Pumping Station (1868), an excellent example of mid-19th century water works design, a one-story brick structure with slate gable roof and brick cornice and pilasters, 57 feet by 87 feet, still stands near Wenham Pond. Also standing are the engineers house (1868) and a Queen Anne Style brick pumping station for the Beverly Water Works.

Transportation: The original Beverly depot, moved to Park Street from an unknown location in 1852, does not survive. Its appearance is unknown.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

Beverly's transportation system continued to be improved and extended. Major through streets added during the period include Brimbal and Greenwood Avenues, and Grove Street. Many streets were opened to provide space for residential building. These include roads in a large subdivision south of Beverly Farms at Allen Head, north of Beverly in the Prospect Hill Vicinity, and to the west off Bridge and Elliot. A.K. Ober laid out the Snake Hill area with drives and walks and built the elegant railroad station at Montserrat (1874). Other depots were erected at Paradise Crossing (North Beverly), at Prides Crossing (1879) and at Beverly Farms (c. 1879). In 1871, the U.S. Government erected a lighthouse on Hospital Point. In 1884, Beverly's streets railway system extended across the Essex Bridge, via Congress up Cabot Street only as far as Elliot. In 1886 the trolley was extended to Chapman's Corner (via Hale Street) at the Cove and up Cabot Street through north Beverly to Wenham. By 1907, additional trolley lines followed Essex Street to the Montserrat depot, up Rantoul to its intersection with Cabot, and along Dane to the Dane Street beach. By 1878, although Beverly had sacrificed most of its waterfront activities to nearby towns with larger harbors, there were still three activity wharves in the town. In 1871 the U.S. Government erected a lighthouse on Hospital Point, and in 1896, the railroad depot on Park Street was enlarged.

B. Population

Beverly's population experienced dramatic growth between 1870 and 1915. Beginning the period at 6507 and ending at 22959, the growth rate for the period was a remarkable 252.8%. The foreign-born population increased even more dramatically, increasing from 791 in 1875 to 6985 in 1915, a 669% jump. In 1875 the foreign-born represented 10.9% of the total population, whereas in 1915 they represented 26.5%. The largest immigrant groups at the beginning of the period were Irish and French Canadian. By 1915 the immigrant population had diversified considerably with large numbers of Canadians, English, Irish, Russians and Italians (the largest single group), and smaller numbers of Swedes, Scots, Norwegians, Germans, Poles, Greeks and Finns.

New Churches in the period were the Baptist affiliated Christian Endeavor Church of Centerville, organized ca. 1870 and St. John's Episcopal Church at Beverly Farms, begun in 1900. In 1911 St. John's was organized into a parish. Temperance organizations included the Young Man's Catholic Temperance Society, organized in 1872; the Women's Christian Total Abstinence Union, organized in 1885; and the Crystal Fountain Lodge of Good Templars, organized in 1882. Other associations included the Old Ladies Home Society (1886); and the Friendship Lodge of Daughters of Rebecca (1870), a Ladies' Auxillary to the Bass River Lodge of Independent Order of Odd Fellows. In 1883 The Beverly Times began publication and in 1894 Beverly was incorporated as a city. Throughout the period Beverly was the summer home of many wealthy families including the Lowells, Lawrences, Cabots and Jacksons.

C. Settlement Pattern

It was an era of unprecedented industrial expansion. Now oriented not to the Bass River but to the railroad, manufactories clustered to form a dense industrial fringe between Park Street and the waterfront, extending north of

Elliot as far as the massive United Shoe Machinery plant at Cabot. The downtown was transformed. Between 1875 and 1891, seven large office/commercial buildings were added to the Cabot Street commercial corridor and three major institutional structures (among them the Briscoe Building housing the high school) were erected in the vicinity of the civic core at Cabot and Hale.

In efforts to house its expanding industrial population, residential building boomed. Vast neighborhoods of three-deckers were erected in the vicinity of Cabot and Elliot Streets near the USM plant. Cabot Street became a demarcation line. To the west toward the Bass River and its industrial fringe worker/multi-family housing was erected, while east of Cabot and toward Beverly's scenic waterfront were erected finer single-family homes. As the period progressed, Rantoul and its vicinity from the waterfront to Elliot Street became densely lined avenues and cross streets of three deckers while Lothrop Street, at the eastern waterfront, attracted the downtown's most elite residences. As the trolley lines pushed farther into Beverly's suburbs, new neighborhoods were opened for building. Essex street north to the locale of the Mtserrat depot, as well as eastern Hale Street, attracted large scale middle-class, single-family building. Rural Beverly experienced scattered construction at this time, but Beverly Farms, the town's secondary focus of commercial and civic activities now entered its major period of growth. Its street network was intensified to accommodate the desire for residential space. Lots there remained large, many estates intact along the coastal Margin. But few multifamily dwellings were erected, this area instead characterized by upper middle class single family dwellings. As its celebrity increased in the heyday of Boston's Gold Coast (the early 20th century), the farms continued to attract the most elite population which built within the town and a very exclusive summer population emerged.

D. Economic Base

Economic trends established in the previous period continued to be manifested. Accordingly the fisheries continued to decline while shoe manufacturing experienced rapid growth, replacing maritime activities as the economic core. Meanwhile small-scale farming continued with emphasis on production for the urban market.

In 1875 there were 29 shoe factories whose combined product was valued at more than \$1.5 million. Ten years later product value had more than doubled to greater than \$3.5 million following the depression of 1893 the industry declined for a time. In 1905 there were only 25 factories, including seven which made heels, and product value had fallen to \$2.6 million. Nonetheless, more than 1200 people were still employed in shoe factories, up from 636 in 1885. In 1875 the shoe industry accounted for 93% of the \$1.65 million manufacturing product. The remainder was generated by production of small quantities of furniture, boxes, earthenware, bricks, wagons, steam engines, rubber goods, candles, as well as shipbuilding related goods. By 1905 the total manufacturing product was \$4.1 million and shoes only accounted for 63% of it. Other emerging industries were food preparation, with fourteen establishments by 1905, printing and publishing, with eight establishments, several lumber, coal and other fuel storage companies (along the waterfront) and shoe machinery. In 1905 the United Shoe Machinery Company was established in Beverly. Within a few years it was one of the largest manufacturing plants in the country, farming the machine supply base for the U.S shoe industry. Information on numbers of employees or product value is not available, but

surely both figures were quite significant.

Some fishing did continued throughout the period. In 1885, 132 men were employed in this area, whereas in 1915 fewer than 20 were so engaged. Cod fishing gave way to shell fishing toward the end of the period, but not before 1895 when Beverly fishermen caught 3.8 million lbs. of cod, the largest known catch in the town's history.

The number of farms increased from the previous period. In 1905 there were 114 farms and 32 market gardens. Approximately 33% of farm land was under cultivation, 60% of which was devoted to hay, 13% to farm crops and 19% to market garden products. Between 1875 and 1905 the value of agricultural products increased dramatically, from \$61,000 to \$454,000 or by 644%. In 1905 dairy products accounted for 28% of the total, vegetables 16%, greenhouse products 16%, hay and fodder 8%, and market garden products 6%. In 1905 the agricultural census shows a \$75,000 product from mines and quarries. A modern gristmill with grain elevator was established by Israel Dodge ca. 1882.

In 1886 the Beverly Water Works was established. The same year electric lights were introduced to Beverly.

E. Architecture

Residential: Continued prosperity combined with increased resort construction added significantly to the number of substantial homes in the town. Queen Ann houses numbered about 20, favoring gable front and cross gable main blocks supplemented by projecting bays, porches, and occasionally a tower. A smaller number of Shingle Style houses were constructed, in cross gambrel and cross gable forms. Historic revival styles were also favored among large estate owners, including examples of Renaissance Revival structures under overhanging hip roofs. A stucco Tudor design by Emory K. Benson for Kilham and Hopkins (1880); a Colonial Revival angle planned stone house for Robert Rantoul (1893); an L-plan medieval Edgewater, of brick in ornamental patterns, designed by Parker, Thomas, and Rice (1910), and for Neal Rantoul (1908), Uninventoried neighborhoods of working class housing are dominated by triple deckers.

Institutional: With the expansion of the resort community at the Farms, new churches were added. Roman Catholic St. Margarets was constructed from Shingle Style designs by William Ralph Emerson in 1887; it is a single story raised on a stone basement with wide arched openings and a dominant corner entry tower with ogee-roofed belfry. Episcopal St. John's is a cruciform with a crenelated stone entry tower on the corner of its gable front, a timber and stone nave. The Christian Endeavor Church was built in Centerville in 1907 and is a cross-gable block with a tower located between these elements, housing the entry and a lateral ell. St. Mary, Star of the Sea, the second church of this Roman Catholic parish, was completed in 1908 from Romanesque designs by Reid and McAlpine of brick with sand stone trim; it is cruciform measuring 71 by 157 feet, with a three part center entry into its gable front with a corner tower and opposite corner turret; its rectory is a mansard structure.

School-related buildings dominated municipal construction addition during the period. The Briscoe Building (1874) is a High Victorian brick block of three stories on a basement with center entry tower, turrets, and dormers. The Prospect School (1896) is a hip-block Colonial revival with stucco wall cover

with hip-entry porches on the short sides. The Hardy School (n.d.) is a brick H-plan of 2 & 1/2 stories on a basement in the Georgian Revival style with a primary center entry and secondary entrances into each lateral extension. The Farms School (1904) was designed by Kilham Hopkins, a 2 & 1/2 story hip block raised on a basement, seven bays on a side with center entries and rustication on the ground floor. The Abraham Edwards School (1912) is a brick Georgian Revival design of two stories on a basement under a flat roof screened by a parapet with a slightly projecting center entry bay. The Public Library (1913) was designed by Cass Gilbert in Georgian Revival style, with a three bay facade dominated by the center frontispiece of parapet and partial dome screening the recessed entry, and corner pilasters. The Centerville Hose House (1903) is a two story structure with a wide overhanging pyramidal roof to house one engine. Hose House #2 (1905) designed by Kilham and Hopkins is a brick, two story building, under an overhanging pyramidal roof, to house one engine. The Beverly Light Infantry Armory (1891) is a Classical Revival design by George Swan, a hip roof block with a three bay, projecting frontispiece. In 1910 the federally funded post office (1910) was constructed in stone from Classical Revival designs by James Knox Taylor; the primary gabled block has a recessed entry begin a doric colonnade, dormers, balustrade, and cupola ornamenting the roof area, and small lateral eills. Private groups also constructed substantial buildings during the period. The GAR Hall, a Renaissance Revival structure, is a gable front form with center entry, corner turrets, and round headed windows. The United Shoe Machinery Co. built a clubhouse from designs by Henry Bailey Alden, major and minor hip blocks with facade gables and dormers, center entry into the large, and stucco and half-timber wall treatment. The YMCA (1910) is a brick Georgian Revival building with a block cornice, coins, and frontispiece with columned portico.

Commercial: Most of the city's commercial fabric dates to this period. Early frame examples retain the gable front form, or for multiple stores, hip roofs over two or three story blocks. Later brick blocks were more uniform in both size and ornament. The Odd Fellows Building (1875) was designed by Foster Ober in the High Victorian Gothic style combining four stores with offices and meeting hall in the three story building. The Atlantic Block (1885) was a simpler building of three stores, ornamented by stone lintels and sills and corbelled cornice, as did the smaller related Stopford (1887), and Burnham (1891) Buildings. The Peabody Building (1890), housing a single large store and offices above, was designed by Weldon B. Smith, and includes unusual sandstone trim ornament around its entry and large second story windows. The same architect's Queen Ann Southwick Block (1891) has had many alterations but employs a complex form of a corner block augmented by a corner tower and projecting bays. The later Endicott Building (1903) uses Georgian elements, including palladian windows and segmental arched entries. The Beverly Savings Bank of the same year was also designed by Smith in the Georgian Revival and employs roundheaded windows, a block cornice, and coins. Resort and travel related hotels included the Trafton(?) (1886), a four story, six bay mansard roofed house with a projecting frontispiece, and the Beverly three stories under a flat roof with bay windows flanking the entry, as well as Clagston's Corner, a three story building corner located simple structure for transients designed by George E. Carver. Beverly Gas and Electric consists of nine brick buildings constructed of brick in 1892, 1901 and 1916 relying on panels, corbelling, and round headed openings for ornament.

Industrial: Several shoe factories were built during the period, of which several survive. The B.E. Cole Shoe Factory, erected in 1872, a three-story building with raised basement, flat roof, asphalt siding and Italianate

decorative features still stands at 202 Rantoul St. The E.N. Tuttle Co. erected two buildings that still stand: one at 38 Cabot Street (erected in 1872) which is a two story brick factory with gabled roof, and the other, a larger three-story brick, rectangular building, twenty-seven bays long with a flat roof was built ca. 1900 at 7 Rantoul St. The Charles H. Cressy Shoe Factory, built in 1884, a three story structure 100 feet by 33 feet with raised basement, pitched roof and both brick and asphalt siding, stands at 59 Park St. Of the four shoe factories built by the Beverly Building Association, two still stand. Both are four story, unornamented brick buildings with gabled roofs, erected ca. 1889-1895 at 95-105 Rantoul St. The Woodbury Shoe Co. erected a large five story brick rectangular building ca. 1895, 33 bays long and 3 bays wide, with two six story towers and a one story powerhouse with smoke stack which still stands at 58 Rantoul St. During the first decade of the 20th century, the United Shoe Machine Co. erected a vast complex on Elliot St. Three four-story reinforced concrete buildings of about 10-14 bays were built side by side with connecting cross corridors ca. 1903. Additions were made to these and to the USMC complex ca. 1910-1911. At present two of the three buildings measure 1320 feet long (66 bays) by 60 feet wide, while the third is slightly shorter in length. All three have flat roofs with parapet. Other USMC buildings erected ca. 1903-1910 were a two story reinforced concrete foundry with a gable roofed clerestory set in above the second story; a tall one story concrete powerhouse with a 225 foot brick smokestack; a forge shop (on opposite side of Elliot St.); and a concrete warehouse, 90 feet by 400 feet. All are extant and except for the forge and foundry are still in use by United Shoe. Another extant structure is the Dodge and Scott Grain Mill (1883). The 3 and 1/2 story frame mill with gable roof stands at 70 Park St. The grain elevator built at the same time has been demolished.

Transportation: The Pride's Crossing depot (1879), the town's tiniest, is a one story frame building with an overhanging gable roof, a covered platform, stick style ornamentation and at one time, awnings. At Beverly Farms, the station (now servicing the commuter MBTA line) is a one story frame building with wide overhanging hip roof and covering platform. The Montserrat station (also servicing the commuter rail), the least remarkable and authentic of Beverly's depots, is a stuccoed one story building with overhanging hip roof. The Beverly depot, an exceptional eclectic Victorian structure of buff brick and freestone (1896), served as the main depot of the B & M Railroad. With bracketed, overhanging roof, stained glass windows and a covered platform, it was designed by the foremost railroad station architect in the country, B.L. Gilbert. Its construction spurred further development in the area.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

Several streets in Beverly's northern interior deteriorated and fell into disuse. The major addition was the construction of Route 128 across the northern town during the period's last decade. Route 1A remains Beverly's principal north/south throughway, and Route 127, its scenic coastal highway.

B. Population

Beverly's population experienced a gradual but steady growth during the period, the only spurts of growth occurring between 1925 and 1930 (a 10% rise) and between 1945 and 1955 (a 17% jump). Its foreign-born population totalled

26.5% of the town's total in 1915, among them Canadians (32%), Italians (21%), Irish (14%), and English (10%). By the period's close, while the percentage of foreign-born had fallen to 13%, the distributions of the major nativities had remained surprisingly constant.

The town's immigrant population, attracted by Beverly's growing industrial base, remained clustered around the town's industrial sector near the Base River and up to Gloucester Crossing.

C. Settlement Pattern

The commercial corridor remained focused on Cabot Street from Railroad to Charnock, but commercial activities began to overflow their earlier bounds. The multi-family residential fabric on both Rantoul Street and northern Cabot (at Elliot and Colon) succumbed during the period to a large scale invasion of fringe commercial, and on Rantoul, automobile-oriented, businesses. Residences between Park and Rantoul faced either removal or conversion to industrial/commercial activities.

Residential building activities aligned themselves accordingly, and increased in pace as the period progressed. Modest dwellings appeared as infill to the west of Cabot and in larger neighborhoods west along Elliot and Bridge streets, while more middle class/affluent dwellings were erected east of Cabot especially near the eastern waterfront and scattered along the town's major roads leading out to both North Beverly and Beverly Farms.

Two levels of affluence could now be distinguished among the town's residents. Generally elite dwellings were erected along the waterfront from the eastern downtown to Beverly Cove. As one neared Beverly Farms, however, pretentious homes became mansions on large coastal estates. Wealth had given way to opulence. Middle class dwellings continued to scatter along the town's major roads leading toward both North Beverly and Beverly Farms.

D. Economic Base

Manufacturing of shoes and shoe-making machines constituted the principal industries in Beverly. The United Shoe Machine Co. was the largest industry and the largest employer. In 1922 there were at least fifteen important shoe manufacturers including the Baby Comfort Shoe Co.; the J.H. Baker Shoe Co; Bartlett and Trask; E.F. Bell and Co.; Bray and Stanley; Criterion Shoe Co; P.A. Field Shoe Co.; Flint Bros; Kane and MacDonald; Millet, Woodbury and Co; F.A. Zeavey and Co; Peabody Shoe Co; Reliance Shoe Co; M. Shortell and Son; and the Woodbury Shoe Co. In 1915 70% of Beverly's workforce was employed in manufacturing, the vast majority in these shoe firms and the shoe machine company. In 1952 the manufacturing workforce still accounted for 68.7% of the total employment base and United Shoe was still the leading employer as well as the foundation of the town's economic well-being. Other manufacturers that were important to the economy toward the end of the period were Bomac Laboratories Co., an electronics producer, the Delight Shoe Co. and the Economy Shoe Co. In addition there were three small textile and apparel firms, four fabricated metal firms, and five lumber, wood products and furniture firms.

Early in the period the waterfront area was occupied by several fuel and lumber distributors who established terminal facilities to accept steam ships loaded with oil, coal and lumber. The two largest firms were the Gulf Refining

Co. and New England Fuel and Transportation Co. During 1926, 56 coastwise steamers entered Beverly with oil for Gulf Refining and 12 others arrived from foreign ports with coal and lumber. 22% of the workforce was employed in the waterfront wholesale trade and in retail trades in 1915. In 1952 this figure had dropped to 15.2%.

Agriculture, which had employed 8.5% in 1915, all but disappeared. In 1952 only .2% were employed in this sector. Meanwhile 6.4% worked in construction and 3.9% in the service industry.

E. Architecture

Residential: Workingclass housing remained dominated by triple deckers early in the period prior to the depression. Middle class housing was dominated by the 2 & 1/2 story, center entry colonial revival style houses numbering over a dozen, and including two brick examples as well as several with one and two story entry porticos. A small number of four square, pyramidal roofed houses were also constructed.

Institutional: The Farms Public Library (1916) was built of brick from Georgian Revival designs by Loring and Leland; the one story block has a projecting frontispiece with roundheaded door, pillasters, and coins. The Laura Shuman Memorial (1917) is large hip block with a front ell at each end and a currently enclosed porch between them. The Vaugham Dormitory at the School for the Deaf (1924) was designed by Howard K. Preston, a three story gambrel with stucco walls and entry into the third of seven bays on its long wall.

Commercial: The Liberty Masonic Building (1925) is a stone-faced Beaux Arts structure of three stories with a parapet screening its flat roof and pillasters.

Industrial: Small additions were made to the complex at United Shoe Machinery Co. including a three story concrete office warehouse, a one story brick building where oil was extracted from metal shavings, and a saw mill of corrugated metal and brick with gabled roof, built on Elliot St. next to the drop forge. Wharves and terminal facilities were constructed at the harbor for lumber and fuel, oil and coal companies.

XI. SURVEY OBSERVATIONS

The Beverly inventory of forms includes examples covering a long period and hence of variable quality.

Beverly's historic fabric is in jeopardy. Only in the rural development of Route 1A and from the modern commercial cores at Beverly Center and Beverly Farms, do fragments of the town's period landscapes survive. The waterfront below the historic Fish Flake Hill locale is now the focus of large scale condominium construction. Much of Dodge Street near Route 128, Enon Street near the town's northern border, as well as much of Elliot, Rantoul, and Cabot Streets have already succumbed to modern commercial development. The majority of new building continues to be predominantly single-family in nature, and attracted to the vicinity of 128 in the northern town. Unless action is taken, Beverly's historic fabric will continued to be dissected by modern commercial intrusions, and its integrity, completely sacrificed. To a large extent, this has already happened.

XII. FINDER'S AID

Early Industrial civic core	Essex Street, Centerville
Rural Federal/Early Industrial agricultural landscape and dwellings	Dode Street near Grove Hale Street near Beverly Cove
Colonial /Federal residential	Front and Davis Streets, Fish Flake Hill
Late 19th century railroad depot	Park Street at Broadway
Federal/Late Industrial elite residential	Hale Street, Beverly Farms
Late 19th century industrial housing	Gloucester Crossing, Mill

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