

MHC Reconnaissance Survey Town Report

GROVELAND

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.

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MHC RECONNAISSANCE SURVEY REPORT

Date: 1985

Community: Groveland

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I. HISTORIC OVERVIEW

Substantially isolated from major interstate highways, the Town of Groveland remains a small, rural community with two, limited clusters of development: the civic and commercial focus at Groveland Center and the mill village at South Groveland. Eighteen percent of the town has been set aside as a Wild Life Preserve. Originally part of Rowley Plantation, which included the territory of the present towns of Rowley, Georgetown, Groveland, Boxford and Bradford, the area of Groveland was incorporated as part of the Town of Bradford in 1675, organized as East or Second Parish Bradford in 1727 and incorporated as the Town of Groveland in 1850.

Few native sites are known, but are considered likely in riverine locations. The territory of Groveland, not the focus of initial European settlement in Bradford, was first characterized by dispersed farmsteads. Settlement began c. 1649 by some Rowley residents awarded grants by the town in part of the former Indian territory of Pentucket. East Parish Bradford gained population during the Colonial Period. By the end of that era, two village settlements had been initiated: Groveland Center on the river bank around the meetinghouse (1726; replaced with a new structure nearby at the site of present-day Perry Park, 1790/91; Paul Revere bell added, 1795; remodeled 1836, moved from the common to King and Main Streets; remodeled, 1849; renovated, 1883; extant) and South Groveland along Johnson's Creek. Grist, fulling, flour, saw mills and tan yards operated in South Groveland. Shipbuilding occurred on the bank of the Merrimack River.

Manufacture became increasingly important in the Federal Period with the addition of chaise (1798) and chocolate (1790) factories, a tobacco mill (1770) and five tan yards in South Groveland. The tan yards supplied local craft production of boots and shoes. Straw bonnets were also home crafted. Both the shoes and hats were chiefly exported to the South or West Indies. Some shipbuilding continued and brick manufacture was introduced.

The introduction of railroad transport (1852) assisted development of a mixed economy in East Parish. By the middle of the nineteenth century when the area incorporated as the Town of Groveland, manufacture had become overwhelmingly more important than agriculture in terms of employment and product value. Shoe production, relocated to several, small factories in Groveland Village, was the principal industry. Also established and only slightly less important were the Groveland Woolen Mills (1859, demolished 1928), which superseded a brass foundry (1837), shoe thread factory (1843) and a meal bag factory (1854) at the same site in South Groveland.

Economic development generated population increases. Between 1850 and 1870, the populace of Groveland expanded nearly 40 percent and diversified with the introduction of a growing element of foreign born, primarily Irish. School districts were abolished in 1869. A high school was established in 1876 on the second story of a schoolhouse, gradually expanded within the

structure and took over the entire building c. 1899. Inter-community transportation, especially to the City of Haverhill, improved with the construction of an iron bridge (1872, rebuilt 1881) over the Merrimack River near the site of a former chain ferry (1829) and with the introduction of street railways (1877, electrified 1893).

The economy became even more dependent on manufacturing, which suffered production fluctuations and experienced industrial transformation in the late nineteenth century. The shoe industry declined to insignificance and was supplanted by textile production as the woolen mills in South Groveland expanded. By the end of the Late Industrial Period, the Groveland Woolen Mills had become the only significant manufacturer and the principal employer in town. Improved transportation somewhat advanced the opportunity for commercial agriculture promoting concentration on dairy and poultry farming. By the end of the period, however, employment in commerce exceeded that in farming.

Population growth continued in the Late Industrial Period, but at a slightly lower pace (34% vs. 38%). The Irish remained the largest immigrant group. With decline of shoe manufacture, industry vacated Groveland Center, which despite improved transportation connections gained some residential in-fill and commercial expansion, but saw little institutional or civic construction. Growth primarily occurred in South Groveland as new housing, commercial and institutional construction appeared to accommodate the expanding workforce. At the turn of the century when the population of both parts of town was nearly equal, there were four school buildings in the south accommodating four primary schools and three grammar schools. In both villages, turn-of-the-century, residential development occurred in the form of single-family dwelling in-fill between existing village residences.

The most significant event in the early modern history of Groveland was the closing (1928) and demolition of the mills in South Groveland. Loss of an industrial sector resulted in economic stagnation, out-migration and an ensuing surfeit of building stock.

Suburban subdivision development did not occur until the 1950s and 1960s when small enclaves appeared off School Street (Route 97). Subsequently, some nearby roadside commercial support structures were also built. Some post mid twentieth-century, single-family, residential in-fill and recent subdivision construction has also occurred in South Groveland.

The historic integrity of Groveland substantially survives without extensive, recent commercial or residential development in Groveland Center, South Groveland or outlying areas. The streetscapes of Groveland Village and South Groveland reflect their identities as the continuing two foci of development from the late eighteenth through the late nineteenth centuries featuring elements of each period interspersed in the built environment.

II. POLITICAL BOUNDARIES

Groveland was originally part of Rowley Plantation later settled in ca. 1649-52 and known as “Merrimack Lands” or “Rowley by the Merrimack.” The area continued under these names until ca. 1668 when it was known as Merrimack. In 1675 Groveland was incorporated as part of the

town of Bradford. By 1727, Groveland was incorporated as the East or Second Parish of Bradford. Groveland was incorporated as a town from Bradford in 1850. Part of Boxford was annexed in 1856. In 1904 the bounds between Groveland and West Newbury were established.

III. TOPOGRAPHY

The town of Groveland is located in the northern portion of Essex County, Massachusetts. It is bordered in the north by the Merrimack River, Haverhill and West Newbury, easterly by West Newbury, Newbury and Georgetown, southerly by Georgetown and Boxford, and westerly by Boxford and Haverhill. Physiographically, Groveland 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 are hilly throughout much of the town though higher elevations tend to be in the northern and western parts of town where several hills approach or exceed 200 feet. Elevations around 100 feet are common throughout most of the town.

Bedrock deposits in Groveland are characterized by sedimentary formations throughout most of the town. Merrimack quartzite is typical of these deposits, particularly along the Merrimack River. Igneous deposits are also present in Groveland along the southern and easterly town lines. These deposits are represented by Dedham granodiorite, Salem Gabbro-diorite (diorite and gabbro diorite) and Newburyport quartz diorite.

Soils in the Groveland area represent a mixture of types formed in outwash deposits, compact glacial till and friable glacial till. Soils of the Hickley-Windsor-Merrimack association are found throughout most of the town west of the School Street/Rt 97 area and along the Merrimack River. These soils occur in deep deposits and nearly level to steep areas. They are excessively drained sandy and loamy soils formed in outwash deposits. Soils belonging to the Canton-Charlton-Sutton association are formed in most of Groveland east of the School Street/Rt 97 area. These soils also occur in deep deposits and nearly level to steep areas. They range from well drained to moderately well drained loamy soils formed in friable glacial till. Small concentrations of soils belonging to the Paxton-Woodbridge-Montauk association are found around the northern half of Johnson's Pond and in uplands around Wood Street. These soils occur in deep deposits and nearly level to steep areas. They are generally well drained loamy soils formed in compact glacial till.

Major drainage in Groveland is characterized by several wetlands, ponds and streams most of which drain northerly to the Merrimack River. The Merrimack forms part of this town's northern border draining easterly to the sea. A portion of the headwaters of the Parker River also drains eastward from the extreme eastern end of town. Crane Pond is located in this area. Johnson's Creek, located in the western portion of town, drains northerly from Johnson's Pond to the Merrimack River. Numerous unnamed wetlands are present throughout the town.

At European contact, most of the Groveland area was forested with little undergrowth. Meadow areas were also present. The original first growth in Groveland and in Essex County in general included a mixture of mostly oak and pine as well as some chestnut, poplar, maple, birch, and some other hardwoods and conifers. Second growth patterns included oak, maple, and pine, which characterize most of the town today.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

Native American transportation routes in the Groveland area likely emphasized water travel along the Merrimack River to inland areas and to the coast. Water travel reduced travel time inland to the Andover, Lowell and New Hampshire locales as well as the coast in the vicinity of Salisbury and Newburyport. Johnson's Creek also provided limited water travel inland in the Groveland area. Land-based travel was also probably important linking similar areas as water routes. Land trails likely followed the water routes listed above. Overland trails were probably important linking areas in Groveland with points to the south and east in the vicinity of Salem and Ipswich Bay. These trails may have been present in the vicinity of the Rollins Street/Bear Hill Road/Byfield Road corridor, the School Street area or along Uptack Road. Secondary trails extending to the town's numerous ponds and other wetlands likely spurred from major riverine and inland trails.

B. Population

Groveland 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 Pentucket group prior to the 1617-19 epidemics, while Mooney (1928: 4) lists 2,000 men belonging to the Penacook group (probably Pawtucket), as many as 12,000 natives, probably exaggerated. During the same period, both Gookin and Mooney list ca. 3,000 men belonging to the Massachusetts, which probably included some Pawtucket's. The Native American population in the Groveland 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 Groveland areas.

C. Settlement Pattern

Several Woodland but no Contact Period sites are currently known for the Groveland area. Several burials and artifacts of potential Contact period origin have been found in the Groveland 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 indicated Contact period sites will eventually be found in the Groveland 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/and North Andover area. Numerous locations along the Merrimack River, its tributaries and inland wetlands 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 areas or along the periphery of interior wetlands such as ponds, swamps and brooks.

D. Subsistence Pattern

Native Americans in the Groveland area subsisted on a variety of seasonally determined activities including hunting, fishing, the collecting of wild plants and shellfish and horticulture. Hunting was a major activity focusing on larger mammals such as deer and smaller fur-bearers. Upland game, birds and ducks were also hunted, particularly in wetlands and meadows surrounding riverine areas. Seasonal runs of alewives were probably present in most brooks leading to the Merrimack River. Shad, salmon and trout were also available though their distribution was probably restricted to the Merrimack 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 Groveland area throughout most of the Plantation period. Water travel may have also been important along the Merrimack River and possibly Johnson's Creek. Few good overland routes were in existence during this period. This factor plus the fact that most early settlements were near the river made the water travel along the Merrimack River corridor important for the survival of early settlements. European transportation routes in Groveland began shortly after 1649 as Indian tribes were upgraded to horse paths and cart ways connecting the Groveland area with the Bradford settlement locus on the Merrimack River, and with Rowley, the parent settlement. Little settlement was present in Groveland during this period. Thus, routes were poor and scarcely improved over earlier trails. These routes may have included portions of Washington Street near Johnson's Creek and the Gardiner Street/Main Street area along the river.

B. Population

Groveland, part of the Bradford settlement during this period was settled in ca. 1649 by several Rowley residents hoping to increase land holdings. By ca. 1650-60 the settlement had grown to about 100 individuals few of which lived north of the bounds of present day Groveland. By 1675 approximately 50 individuals may have resided in the Groveland areas. Bradford residents (including three in the Groveland locale) were of English decent and Congregationalist faith. Some individuals previously settled in other Massachusetts colonies prior to moving to the Bradford settlement. All residents traveled to the Bradford meetinghouse near the Merrimack River.

C. Settlement Pattern

Europeans first settled Groveland in ca. 1649 after several Rowley residents received grants from the town of Rowley to settle in the Indian territory of Pentucket. This area included much of the Merrimack River area from the coast inland to Methuen and north into New Hampshire. Part of this territory (Rowley, Georgetown, Boxford, Bradford) was included in the early town of Rowley. The early settlement was known as “Merrimack Lands,” Rowley Village, on the Merrimack on Rowley by the Merrimack. This area continued to be known by these names until ca. 1668 when the area was known simply as Merrimack. In 1668 the General Court granted the inhabitants of Rowley living over against Haverhill to be a separate township provided they settle a minister. Local records mention the name Bradford as early as 1665 although the area was probably not officially incorporated as Bradford until 1675 when the name appears under listings for expenses for King Philips War. Groveland included that part of Bradford from Johnson’s Pond to the Merrimack River and Eastward. The focus of the initial settlement was not in this area, however, some early grants were probably made in this area. Early grants were apparently made on an equal basis with each individual receiving 40 acres of land, 20 acres of meadows each, use of the commons for 20 head of cattle each, one thousand pipestaves annually for seven years from 1649, and timber for building a house and for fencing and firewood. Dispersed farmsteads characterized settlement in the Groveland area during this period. Any residents in the area traveled to the meetinghouse center by the Merrimack River in what is today Haverhill for town meetings and religious services.

D. Economic Base

As Colonial settlers established themselves in the Groveland areas, 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. What farms there were during this period focused on various grains, particularly Indian corn, as the most important food product. Hemp and flax may have also been important for home textile production. Meadowlands and possibly English hay were also important in support of husbandry—an important activity for many settlers. Cattle, horses, sheep and swine were the main farm animals on local farms; oxen and fowl were also present. Industry also began during this period as at least one grist mill (1670) and possibly a fulling mill (1660) were built on Johnson’s Creek.

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. Settlement increased during this period resulting in the Groveland area being separated as the East or Second Parish of Bradford. As this development occurred, a village grew in the Main Street area along the river. Main Street merged with Salem Street leading to West Bradford and the original settlement area. Several important roads spurred southward from the Main Street corridor into Georgetown (then Rowley), Byfield Parish of School Street (Salem Street) and King Street merged into the Main Street corridor in Georgetown eventually leading

southerly to the Rowley/Salem area. Bear Hill Road on Seven Star Road may have also been present merging to form the Byfield Road. Easterly travel from Groveland to West Newbury may have been present along J.B. Little Rd./Georgetown Rd., which joined with Seven Star Rd. Major westward travel was probably present along the Main Street/Groveland Road corridor, which joined Salem Street leading to the Bradford (West) settlement.

B. Population

Groveland remained part of Bradford throughout the Colonial period resulting in the lack of separating population statistics for Groveland. Approximately 240 individuals may have resided in the town when it was incorporated as the East Parish of Bradford in 1726. Forty-eight males were dismissed from the parent church to the East Parish at that date. By ca. 1727-28 church membership in the East Parish church increased to 179 individuals which included female members. This could represent more than double the original East Parish population in slightly over a year to 537 individuals. By 1765 Bradford contained 1166 individuals or 2.68% of the Essex County total. Fifteen blacks lived in Bradford at this time. Judging from East Parish membership in ca. 1727, most population increases in Bradford during this period occurred in the East Parish or Groveland area. By 1775 Groveland's population may have been in the vicinity of 700 to 800 individuals or greater. Groveland residents remained Congregationalist throughout the period. An East Parish Congregational Church was organized in 1727.

C. Settlement Pattern

Dispersed farmsteads continued to most settlement in the Groveland area throughout the Colonial period. However, as settlement increased two foci did emerge. Mills and associated housing were developed along Johnson's Creek from Johnson's Pond to the Merrimack River. Most of this development occurred in the 18th century. East of this area the village of Groveland was developing along the Merrimack River west of the intersection of King and Main Streets. A meetinghouse was erected near this intersection in 1726 the year the East Parish of Bradford was incorporated. A school, commons, and burial grounds were also present in this area. Groveland was later incorporated from the east.

D. Economic Base

Agriculture and husbandry continued to characterize most aspects of Groveland's economic base throughout the Colonial period. Grains remained the main focus of agricultural production with corn as the chief crop. Other grains such as wheat, barley, and rye were also important. Fruit and vegetables were grown but grains were the most important food produce. English hay was probably grown during this period. Husbandry also continued in importance. Industry became important during this period, particularly in the Johnson's Creek area. A grist mill and fulling mill may have been in operation in the Johnson's Creek locale at the start of this period. By 1684 Richard Thomas of Rowley and John Perle of Marblehead also established a mill on the coast. An additional mill was built about the same time by Edward Carleton, Phineas Carleton and Aaron Parker. A flouring mill was built on Johnson's Creek in 1690. Eighteenth century mill development on Johnson's Creek continued at a rapid rate. In 1740 grist mills were built by Joseph Kimball and Eliphalet Hardy. Thomas Carleton built a fulling mill on the Creek in 1760.

Sawmills, fulling mills, tanyards, and a chaise factory were built shortly after the Revolution. Shipbuilding probably for land interests was pursued along the shores of the Merrimack River.

E. Architecture

Residential: No documented first period houses are known in the town. The small number of 18th century houses inventoried included center chimney, five bay houses with symmetrical gable ends, one of 2 & 1/2 stories and one of 1 & 1/2; a three bay, 2 & 1/2 story house is also known; a double interior house of 1 & 1/2 stories may date to this period.

Institutional: The meetinghouse constructed in 1726 when the area was designated as East Parish, Bradford, is of unknown appearance.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

Main Street along the southern bank of the Merrimack River continued as the major local route through the town during this period. Washington Street was another important local route joining Main Street in the Johnson's Creek area. The Salem Street corridor remained one of the important regional routes through the town extending from the Rowley/Georgetown area through Groveland to the Haverhill Bridge locale. School Street and King Street connected the Groveland Village settlement with this corridor. In the southeastern portion of town several regional and local routes merged at an important crossroad. Seven Star Road passed through this area leading to the center of Georgetown. J.B. Little Road (Georgetown Rd.) also connected with Seven Star Road at the intersection forming a link between West Newbury and Georgetown through Groveland. Other roads meeting at this crossroad included the Bear Hill Road/Rollins Road route extending north to the Garrison Road intersection and the Byfield Road, which ran south to Georgetown. Centre Street and Main Street remained local routes eastward to West Newbury. Stagecoach travel was important in Groveland during this period though the lack of turnpikes limited their development. A chain ferry was present from the Common Street/Main Street area of Groveland across the Merrimack River to Haverhill.

B. Population

Groveland's population was still counted within Bradford, and this community equaled 1600 in 1820. The minister here remained orthodox and no dissenting groups were formed. The Academy was formed in 1821.

C. Settlement Pattern

The considerable pattern of local roads, the network of district schools and the division of the community into two parishes (East Parish, Groveland, added in 1726), all before the beginning of the Federal Period, suggest agricultural settlement had become substantially dispersed throughout the town. The civic, commercial and institutional focus of the community evolved at Groveland Village (Meetinghouse Center). The Methodist Meetinghouse (1833, remodeled

1873; not extant), post office (1811), Merrimack Academy (1821, burned 1870; rebuilt 1871; remodeled and enlarged to accommodate two schools and the town hall c. 1878; burned 1901; not extant), an insurance office (1828), several stores, a hotel, tavern, offices of a lawyer and a doctor were added to the dense, residential cluster which had already developed along Main Street west of King Street. A second node of center village expanded along Main Street east of Prospect Street (Seven Star Road) to the West Newbury border. The extension of the center village south along Common Street (Elm Park) was also initiated, anchored by the Methodist Church.

Prompted by the availability of waterpower, the inception of industry beyond agriculture-related mills on Johnson's Creek (fulling mill, 1784; tan yard, 1790; chaise factory, 1790; chocolate factory, 1790 and tobacco mill, 1770) gave impetus to the development of a mill village at South Groveland where a store and a schoolhouse as well as housing were erected along Washington Street.

No cluster development occurred at the major intersection of local and regional roads at Hale's Corner (now Quaker Corner) in southeastern Groveland.

D. Economic Base

Federal Groveland was dependent on both farming and small-scale manufacturing for its economic viability. In addition to several saw and grist mills the town had a fulling mill, established in 1784; a chaise factory, established in 1790; a chocolate factory; a tobacco mill; and by 1820, at least five active tanyards. The abundance of treated leather gave rise to extensive craft production of coarse boots and shoes, most of which were marketed in the slave states and West Indies. Other industries included some shipbuilding along the Merrimack and manufacture of bricks and straw bonnets.

E. Architecture

Residential: Inventoried houses remain rare. Two traditional center chimney houses are known of 2 & 1/2 stories, one with a gable and one with a fashionable hip roof. Paired chimneys appear for the first time; double interior placement is found in a 2 & 1/2 story house, and a 1 & 1/2 story house, while rear wall placement, ell plan houses are known from two examples.

Institutional: The second meetinghouse of the parish was built in 1790, remodeled in 1836, moved from the common in 1849. As illustrated prior to removal, the house is a 2 & 1/2 gable front with entry tower and belfry, flanked by small porches with Tuscan-like supports. The Academy building built here in 1821 is of unknown appearance; it burned in 1870.

Industrial: By 1784 a fulling mill had been erected on the stream in the east parish, along with several saw and grist mills. In 1790 a tanyard was erected and by 1820 four others had been as well. In 1790 William Tenney Jr. erected a chaise factory. Stephen Foster erected a brass foundry during the period and Jesse Atwood erected a chocolate factory. Shops for malzing shoes, straw hats, barrels, as well as buildings associated with shipbuilding were probably also erected.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

Federal period roadways continued in use with some changes occurring in the Groveland Village and South Groveland area where street networks increased. Stage travel continued along major routes such as Salem Street, Washington Street, School Street, Bear Hill Road and Seven Star Road. Main Street remained an important route through the town, particularly around the Chain Ferry Landing. Railroads represented the most important transportation development in Groveland during this period. The Boston and Andover (later B&M) opened rail lines to Bradford from Haverhill in 1837. This line was probably extended from West Bradford to Groveland shortly thereafter possibly into Groveland across Johnson Creek then extending southeasterly to the Groveland Georgetown line between Salem Street and King Street. The West Amesbury Branch Railroad Company was organized in 1868 and authorized to pass through Groveland. This route was never constructed.

B. Population

Groveland's population at incorporation in 1850 was 1850. It grew by 38% to reach 1776 in 1870. The proportion of foreign born grew from 3.9% in 1855 to 11.9% in 1865, including primarily Irish, half as many English, and small numbers of Canadians. A Methodist society was organized in 1831. In 1851 the Unitarian assistant withdrew from the Congregational church and organized the short-lived Independent Congregational Society. In south Groveland, a union chapel was constructed in 1855. A poor farm was purchased in 1851. A Hibernian group was organized in 1868. The town sent 158 to the Civil War and ca. 25 died.

C. Settlement Pattern

The prosperity of manufacturing and arrival of the railroad (1852) promoted further development in both the factory village and meetinghouse center. Before the middle of the nineteenth century, commercial, civic and residential activity increased at the Groveland Center. Schools, a railroad station, Methodist Church (1833, remodeled 1881; renovated to a hall c. 1907; demolished 1932), Baptist Church (c. 1872; converted to Memorial Hall for the Grand Army Post 101, 1880; razed 1945) several new stores and shops for shoemaking were added. The cemetery was enlarged and improved. A growing network of streets laid-out between Gardner/Garrison and Main Streets filled with housing as the meetinghouse village expanded southward from the river's edge in the pattern suggested in the earlier period with the introduction of Common Street (Elm Park).

Around Johnson's Creek in South Groveland, the small, early mills were replaced by a brass foundry (1837) converted to a shoe-thread factory (1843), modified to a seamless bag mill (1854), which was purchased in 1859 by E. J. M. Hale of Haverhill. After assuming control of the mill, he dominated development of the vicinity as well as the property. Hale doubled the size and converted the existing factory to manufacture flannel; added and expanded a second mill in 1861; added a third mill in 1869. Hale also constructed substantial mill housing and participated in the establishment of two of the three churches that serviced the growing community. He built

St. James Episcopal Church (1873, extant) and provided a maintenance fund. He donated land and subsidized construction of St. Patrick's Catholic Church (c. 1874; extant). He purchased Reed's Meeting House (1860) on Washington Street, which had been utilized at various times by both Baptists and Methodists, then donated the building for relocation. South Groveland largely evolved into a company town that supported nearly half the town's population. An additional store and a post office were added near the intersection of Salem and Washington Streets.

Still no development was generated in the vicinity of the major intersection of inter-community connectors and local roads at Hale's Corner (now Quaker Corner) in southeastern Groveland. Settlement in outlying areas remained dispersed. A number of shoe shops and schools dotted the community.

D. Economic Base

A mixture of manufacturing and agriculture constituted the economic base of Early Industrial Groveland. In 1865 (the only year such data is available for this period) 73% (233 men) of the male workforce was employed in manufacturing; the remaining 27% (85 men) in agriculture. Shoe manufacturing was the principal occupation, employing 175 men and 50 women in 1865, down from 261 men and 193 women in 1855. Despite the loss of the southern market during the Civil War this smaller number of workers increasingly employed in factories instead of small shops produced 14% more shoes (184,468 pairs compared to 161,414 pairs in 1855) worth \$265,655, or 75% more than in 1855. In 1855 there were three leather tanning establishments and one currying firm. Ten years later there was only one shop, which treated a small quantity of leather, indicating that the shoe manufactures, found an out of town source of leather. The only other important industry established during the period was the Groveland Woolen Mills, located in South Groveland. Established in 1859 by E.J.M. Hale on the former site of a brass foundry (1837), then shoe thread factory (1843), then meal-bag factory (1854), Groveland Woolen Mills employed 115 people (50 men) by 1865 and produced 1.65 million yards of woolen flannel worth almost \$500,000, or 65% of the total manufacturing product for that year. By 1869 the firm had expanded and the mills contained 108 carding machines, 42 spinning machines and 238 looms; in all—36 sets of machinery compared to 15 in 1865.

Groveland's agricultural product value was a small to moderate \$31,433 in 1865, down slightly from 1855. Hay accounted for 50% of the value, dressed meat for 20%, grains for 15%, vegetables, dairy and fruit for the remainder. In 1865 there were 70 farms of 2,483 improved (hay, crops and pasturage) acres.

E. Architecture

Residential: Builders of large homes continued to employ the double interior chimney form in gable roofed houses of 2 & 1/2 stories; both Greek Revival and Italianate examples are known; most common however, was the new gable front form; early Greek Revival examples were built in both 1 & 1/2 and 2 & 1/2 story heights, but Italianate examples favor the smaller form.

Institutional: The Methodist Church was built in 1833 and altered in 1875, a tall gable front form with square tower and belfry, center entry, and lancet windows, but does not survive. The

undated Baptist church was originally a gable front with entry porch and side aisles; it later served as Memorial Hall and an American Legion Hall; later news show the addition of a wide three bay center projection with parapet and porch over the entry. The Groveland High School/Town Hall is a 2 & 1/2 frame Italianate gable front with a side entry and two-story lateral ell, built in 1855, and modified in 1892 and 1908. The undated municipal building is a 2 & 1/2 story frame Italianate Gable front with originally stores on the first floor, now a residence.

Industrial: Small shoe factories were erected in the Groveland village area during the period. In 1854 a currying shop was erected at 340-342 Main St. The extant structure is a three-story frame building with ridge roof. In 1837 a brass foundry was erected in south Groveland, east of Washington St. In 1843 the site was converted to a shoe-thread factory and in 1854 to a meal bag factory. Then in 1859 the Groveland Woolen Mills were erected there by E.J.M. Hale. The Main mill was a four-story brick structure, 120 feet by 50 feet with pitch roof. In addition, there were several smaller structures erected on the site.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

The existing street network in Groveland continued to see improvement and minor additions. Some streets were added in the South Groveland and Main Street areas of Groveland Village, though overall, street networks throughout the town saw little change. One major change included the extension of Centre Street west to the Washington Street area. The Boston and Main Railroad continued to pass through Groveland from the Johnson Creek area near the Merrimack River southerly through the intersection of Centre Street and School Street to the Georgetown/Groveland town line. In 1872 a bridge was constructed in the vicinity of the old Chain Ferry providing an important travel link between West Newbury/Groveland and Haverhill. The bridge fell in 1881. Bridge construction encouraged the development of the Haverhill and Groveland Street Railway, built in 1877. Horse-drawn cars powered street railways until ca. 1890 when systems were electrified. By the end of the period, two street railway lines were present in Groveland, both run by the Bay State Street Railway System. One line ran from Haverhill across the Merrimack River Bridge then westward along Main Street to West Newbury. The second line probably followed Salem Street southeasterly from Haverhill through Groveland to Georgetown.

B. Population

Groveland's population increased 33.8% from 1775 in 1870 to 2377 in 1915. Despite a slight actual increase in the foreign-born population, from 328 in 1875 to 353 in 1915, the immigrant proportion of the total population fell from 15.7% to 14.09%. The Irish were the largest immigrant group early in the period, with twice as many people as they're nearest rival, the English. Smaller numbers of Canadians and Scots were also present. The only new group with significant numbers was Italians who migrated to Groveland in the early 20th century. By 1886 there were ten schools in the town composed of one high school, two intermediate schools, two grammar schools, a mixed school and four primary schools.

C. Settlement Pattern

Closure of shoe factories with the decline of the shoe industry in the late nineteenth century, resulted in the steady and the gradual elimination of an industrial element from both Groveland Center and outlying areas. Commercial interests, especially at Merrimack Square in Groveland Center, were enhanced by increased traffic accommodated by replacement of the chain ferry (1829) across the Merrimack River by an iron bridge (1871, rebuilt after collapse in 1881; damaged by fire and rebuilt, 1913; extant), which also carried one of the two street railway lines through Groveland. In 1887, a major fire destroyed eight buildings near the bridge.

Despite Groveland's direct connection to Haverhill, its attachment at the still rural end of the city resulted in little suburban, residential construction in the center village. What exists occurred only as in-fill between earlier dwellings on pre-existing streets. Garages were added on many in-town house lots.

Some new civic construction occurred to accommodate the growing population. Merrimack School was built in Groveland Center in 1902 and a high school was erected in 1908, enlarged in 1915. The cemetery was again expanded in 1902 and 1912 and further improved with the addition of landscaping (c. 1907), paved avenues (c. 1907) and construction of a memorial arch (1912).

Manufacturing became the principal support of the local workforce and was increasingly focused on the expanding woolen mills in South Groveland. E. J. M. Hale added a third mill and continued to enlarge the others to include a repair shop, four picker houses, a dye house, forge and three storehouses. In the 1890s, the property was sold to Benjamin Parker Hale and Arthur D. Veasey. Additional mill housing, including tenements and boarding houses, was constructed near the intersection of Salem and Washington Streets and along Washington between Salem and Center Streets. Linden Avenue joined Salem and Washington Streets and began to in-fill with housing. Additional commercial and institutional support structures were also erected: new stores and Washington Hall opened on Washington Street.

D. Economic Base

Throughout the Late Industrial period Groveland's inhabitants were heavily dependent on the manufacturing sector for employment. In 1875 520 men, 78% of the male workforce, was employed in manufacturing, while in 1915 the figures had declined slightly to 487 men and 71%. Agriculture employed 93 men in 1875 and 87 in 1915 and averaged about 15% of the workforce during the period, while the number employed in commerce doubled in both real and relative terms, ending the period at 110 men and 16% of the total workforce.

The manufacturing economy was subject to considerable fluctuation and upheaval in the late 19th century. While product value rose 40% from \$564,150 in 1875 to \$791,136 in 1895 (the last available data), the increase masks the difficulties experienced during the depression years. For instance the 1875 figure of \$564,150 was a 39% drop from 1865. Fantastic growth in the 1880s product value increased 127% to 1.28 million in 1885 and was followed by a 38% decline in 1895. Unlike the general economy the local shoe industry suffered continuous decline. In

1875 there were five shoe manufacturers: E.T. Curtis Paul Page, D.H. Stickney, J.C. Stacey, and N. Ladd. Ten years later there were three firms and only Page's remained from the original group, while in 1895 there was but one shoe factory in the town. As this industry declined the focus shifted to the woolen mills at south Groveland. In 1885 the Groveland Woolen Co. employed about 400 of the 518 men engaged in manufacturing, while later the proportion was even greater. The only other manufacturing firms in Groveland in 1895 were two small food preparations companies.

The number of farms was greater than in the previous period but for the period as a whole the figure declined from 108 farms in 1875 to 83 in 1905. Still the value of agricultural products increased slightly, totaling \$77,072 in 1875 and \$85,079 in 1905. In 1875 hay was the principal product, followed closely by milk and butter, then meat products and potatoes. By 1905 dairy products (especially milk) accounted for 33% of the total, hay, straw and fodder for 25%, fruit for 12%, vegetables for 10%, and poultry for 9%. In 1885 31% of agricultural land was cultivated, 37% uncultivated and 32% wooded, compared to county percentages of 32%, 45%, and 23% respectively. By 1905 land under cultivation in Groveland had fallen to 27% of the total, while uncultivated and wooded acreage had increased to 34% and 39% compared to Essex County figures of 36% cultivated, 31% uncultivated and 33% wooded. The town had at least one saw and grist mill and a cider mill.

E. Architecture

Residential: Period housing remains largely inventoried; exceptions include a 1 & 1/2 story gable front with Queen Anne ornamentation.

Institutional: E.J.M. Hale built an Episcopal church in 1873, and Roman Catholic St. Patrick's was built in 1874 but both are unknown in appearance. No information is available on schools though there were 10 in 1886, most with only 25 students. The Central Fire Station ca. 1890 is a 2 & 1/2 story gable front with openings for a single engine and a rear hose tower; a single story addition accommodates an additional engine.

Commercial: Page's Block was built in 1887, a large and elaborate stick style structure that burned ca. 1900. The George Building that replaced it is a three story flat roofed block housing two stores, with pilasters and parapet in Georgian Revival style. Another three-story gable block of 1887 holds two stores with two center entries to the upper stories and is treated with classical ornament. An 1894 store is a simple 2 & 1/2 story three bay gable block. The railroad depot was a single story under a wide roof with overhanging eaves.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

The town's street network continued to increase slightly in density though it essentially remained similar to its appearance at the end of the last period. Most street developments tended to focus on improving the conditions of streets rather than laying out new routes. State Routes 113 and 97 on Main Street and School Street respectively, were the major routes in the town.

Washington Street, Uptack Street, Salem Street, Rollins/Bear Hill Road, and Seven Star Road

also continued to be important routes. Road condition was also improved by the removal of streetcar service, which ended in the 1930s. Increased automobile travel plus motorbus service gradually ended the usefulness of streetcars. By the end of the period even the Boston and Main Railroad had outlived its usefulness.

B. Population

Groveland's population experienced a brief period of growth between 1910 and 1920, increasing 17.6%. The next 2 decades, however, saw the town undergo a steady decline, so much so that by 1945 it had lost nearly 20% of its 1920 total. At this time growth recommenced for the period as a whole, Groveland registered a growth rate of 11%. The foreign-born comprised only 15% of the town's population in 1915 with Irish and English accounting for over half of the total. By 1940 the percentage of foreign-born had fallen to less than 10%.

C. Settlement Pattern

Transportation improvements of the period upgraded Main Street (Route 113) and School Street (Route 97) to state highways, but resulted in little change in settlement patterns. After a short period of growth, two decades of population loss after 1920 resulted in no need to plat new localities.

Established areas and existing properties were renovated or replaced to accommodate modern needs and uses. The Pines recreation area was developed by the Bay State Street Railway (purchased by the town in the 1950s) on Main Street at the east end of the center village. New acreage was added to the cemetery (1949). Some construction of automobile-related service or commercial buildings occurred. No new institutional and few new, civic structures were created. A new freestanding, public library building (Laughingly-Adams Library, 1918; extant as a private residence) was erected in Groveland Center. Existing municipal buildings found adaptive uses, the high school (extant, intersection of School and Gardner Streets) was utilized as town offices. A new high school was erected in 1939.

Major changes occurred in the built environment of South Groveland with the closing of the woolen mills in 1928 and their demolition or destruction by fire shortly thereafter. Only a brick storage house on Washington Street appears to remain of the former industrial plants. Some housing, including the tenements and boarding houses, was also removed. Substantial population loss as workers left seeking employment outside of town resulted in excess building stock, little demand for new services and no need for new construction. Linden Avenue remained sparsely settled. What little development occurred consisted of service stations reflecting the change to automobile transportation.

After the mid twentieth century, a new, complex of municipal buildings, town hall, public library, fire and police stations and housing for the elderly was constructed adjacent to the recreational area on Main Street. Subdivisions of post-war housing were developed off School Street (Route 97) south of Center Village.

D. Economic Base

Groveland's population became increasingly dependent on the nearby cities of Lawrence, Haverhill and Methuen for employment during the period. By 1954 there were only 108 people employed in Groveland at 32 small manufacturing, retail, service and agricultural firms. 35% of these worked in six manufacturing firms and 34% in fifteen commercial establishments. The largest manufacturing firm was the Groveland Machine Co., which employed only eight people in production of machines and pumps. Poultry and dairy farms and market gardens dotted the town throughout the period.

E. Architecture

Residential: No period housing has been inventoried.

Institutional: No period buildings have been inventoried.

Commercial: The Pines recreation area included a pavilion, bandstand, and amphitheater.

XI. SURVEY OBSERVATIONS

Groveland's inventory of 51 forms focuses on the center village, includes no photos of institutional buildings.

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