

MHC Reconnaissance Survey Town Report

IPSWICH

Report Date: 1985

Reconnaissance Survey Town Reports, produced for MHC's Statewide Reconnaissance Survey between 1979 and 1987, introduce the historical development of each of the Commonwealth's municipalities. Each report begins with an historic overview, a description of topography, and political boundaries. For the purposes of the survey, the historic period has been subdivided into seven periods: Contact (1500–1620), Plantation (1620–1675), Colonial (1675–1775), Federal (1775–1830), Early Industrial (1830–1870), Late Industrial (1870–1915), and Early Modern (1915–1940/55). Each report concludes with survey observations that evaluate the town's existing historic properties inventory and highlight significant historic buildings, settlement patterns, and present threats to these resources. A bibliography lists key secondary resources.

Town reports are designed for use together with a series of town maps that demarcate settlement patterns, transportation corridors and industrial sites for each historic period. These maps are in the form of color-coded, polyester overlays to the USGS topographic base map for each town on file and available for consultation at MHC. For further information on the organization and preparation of town reports, readers should contact MHC.

Users should keep in mind that these reports are now two decades or more old. The information they contain, including assessments of existing knowledge, planning recommendations, understanding of local development, and bibliographic references all date to the time they were written. In some cases, information on certain topics was not completed. No attempt has been made to update this information.

Electronic text was not available for digital capture, and as a result most of the reports have been scanned as PDF files. While all have been processed with optical character recognition, there will inevitably be some character recognition errors.

The activity that is the subject of the MHC Reconnaissance Survey Town Report has been financed in part with Federal funds from the National Park Service, U.S. Department of the Interior. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior. This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, disability or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity or facility as described above, or if you desire further information please write to: Office of Equal Opportunity, National Park Service, 1849 C Street, N.W., Washington, D.C., 20240.



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MHC RECONNAISSANCE SURVEY REPORT

Date: January 1985

Community: Ipswich

I. HISTORIC OVERVIEW

Ipswich is a town of gently rolling terrain in east central Essex County. Home to the Agawam Indians, numerous sites of settlement activity are present along the town's coastal margins - perhaps a corollary of its suspected location at the mouth of the 17th century Merrimack. First permanent European settlement in 1633 at Jeffrey's Neck, with incorporation the following year. Meetinghouse erected by 1635. Astride principal transportation corridors between Boston/Salem and Newburyport/New Hampshire, the 17th century village grew rapidly. The offspring of first generation settlers occupied peripheral areas, by mid-century meetinghouse centers have been established in the Chebacco Parish (now Essex) 1679; at the Hamlet (now Hamilton) 1713; in the South Parish (south of the river) 1747, and in Linebrook (with Rowley residents) 1748. Settlement in the central village remained concentrated at the town wharf, behind the wharves and warehouses at the waterfront. Residences stretched inland along North Main Street and toward the Meetinghouse and green. 17th century Water Street busy with Customs house and small industries and shipyards. A bustling port village, Ipswich reached its peak of regional importance in the Colonial years.

With the Revolutionary War came a decline in commerce and the end of an era for the town. The construction of the Newburyport and Ipswich turnpikes early in the 18th century reinforced the town's advantageous position within the region's transportation network, but its status as a town of port activities became threatened. Too far inland to be accessible to the larger vessels now used in trade, and increasingly submerged within the economic shadows of prospering Newburyport, Salem and Gloucester, growth slowed and Ipswich turned to manufactories. The production of cotton and particularly lace, commenced.

Growth continued in Early Industrial Ipswich. Textile manufactories localized along the Ipswich River, and fishing and the coastal trade at the town wharves. Commercial/retail functions clustered along Main/Market Street in the central village. Residential building continued to push from the East End/waterfront vicinity south toward the industrial complexes along the Ipswich River (as worker housing) and inland, toward the commercial/civic corridor along Main and Market. Elite residential building occurred, as earlier, in the vicinity of the green, and followed North Main and High Streets.

With the collapse of the town's maritime industries at mid-century came a concomitant efflorescence of its manufactories (of shoes as well as textiles) and agricultural activities. The Ipswich River vicinity attracted both manufacturing activities and the construction of extensive tracts of worker housing (now the Alley). Spurred by the mid-century improvements to the South

Green, construction continued south of the river, and to the north and west of the central commercial core. As manufacturing output and its worker population increased, agricultural productivity declined. The teeming 17th century port village had fully become a 19th century manufacturing town.

With the closing of the Ipswich Mill Company in 1929, another era within the town came to an end. Although its industrial production virtually came to a halt in the early decades of the century, its residential construction continued, as Ipswich began to assume the role as residential outlier for the region's larger metropolitan centers. Commercial and civic activities remained focussed along its major rural routes. Single family construction, as earlier, predominated. Although strip developments threaten several of the major highways beyond the historic districts, Ipswich center remains an extraordinary example of pre-Revolutionary residential building. From the town wharf west to the green, the original Colonial period village remains amazingly intact, and modern intrusions, limited.

II. POLITICAL BOUNDARIES

Established as Ipswich's Plantation in 1633, its original boundaries were ancient Agawam on the north and west, the ocean on the east, Gloucester on the southeast and Manchester, Wenham and Danvers on the south. Newbury was ceded in 1635, and in 1636 the town's western limit established 6 miles inland; the southern and eastern boundaries remaining unchanged. In 1639, Rowley was set off from Newbury and Ipswich, and in 1650, the area of Topsfield north of the river was ceded.

Ipswich's 17th century Hamlet Parish withdrew to become an independent town (contemporary Hamilton) in 1792, and its Chebacco Parish, to become Essex in 1819. Beyond slight alterations during the 19th century, the town's boundaries had essentially stabilized by the end of the Federal period.

III. TOPOGRAPHY

The town of Ipswich is located in the east central portion of Essex County, Massachusetts. 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 Ipswich,, land surfaces generally slope easterly from uplands west of the town center to the coast. In the western portion of town elevations average between 50 and 100 feet with several hills exceeding 200 feet. East of the town center elevations average less than 50 feet, particularly in coastal areas. Several hills exceeding 100 feet exist along the Plum Island Sound area.

Bedrock deposits in the Ipswich area are characterized by igneous formations throughout most of the town. Igneous Salem gabbro-diorites (diorite and gabbro-diorite) exist throughout most of the town, especially the northern half. Igneous Quincy

granites are the second most common type in the town. These formations are predominantly located in southern areas of town. Several smaller igneous rock formations are also present. They include Newburyport quartz diorites in the north and Beverly syenite, quartz syenite, and Salem gabbro-diorite in the southern portion of town.

Soils in the Ipswich area represent a mixture of formation through glacial outwash, organic deposits, and recent alluvial deposits. Soils of the Ipswich-Westbrook-Udipsamments association are present on Plum Island and in the eastern portion of town bordering Plum Island Sound. These soils are present in deep deposits in nearly level to rolling areas. They range from very poorly drained and mucky to excessively drained soils formed in organic deposits and windblown sand. In the central portion of town, west and northwest of the town center and in the vicinity of the Willowdale State Forest soils of the Merrimac-Hinckley-Uaban land association are present. These soils occur in deep, nearly level to steep deposits and in areas where soils have been altered by urban development. In general, they are excessively drained loamy and sandy soils formed in outwash deposits. Soils belonging to the Boxford-Scitico-Maybid association also occur in the central portion of town around the town center and in southern areas. These soils are found in deep nearly level to strongly sloping areas. They range from moderate to poorly drained loamy soils formed in lacustrine or marine sediments. Most hilly areas of town, particularly areas over 150 feet, belong to the Paxton-Montank-Urban land association. These soils are common in the high hills along Plum Island Sound and in hilly areas west of Route 1A. They occur in deep, nearly level to steep deposits and in areas where soils have been altered by urban development. Otherwise, these soils are well drained, loamy and formed in glacial till. Other soil deposits in the town included the Canton-Woodbridge-Freetown associations in small areas east of Rt. 1 and the Freetown-Fluvaguents associations in wetlands east of Rt. 1.

Major drainage in Ipswich is through three rivers, all running easterly into the Plum Island Sound. These rivers include the Rowley River along the town's northern border, the Ipswich River in the central portion of town and the Castle Neck River along the town's southern border. It is also possible that the Ipswich Bay/Plum Island Sound area was the mouth of the Merrimack River. At the time of European settlement the Ipswich Bay area was the more navigable harbor area in northeastern Essex County. The present mouth of the Merrimack River was then shoaled up and considered impassable. Shoaling in this area may have indicated a recent breaching of the Plum Island barrier beach area relocating the mouth of the river further north. Several ponds, rivers and other wetlands also exist in Ipswich, including Hood Pond, Bull Brook Reservoir, Dow Brook Reservoir, Rantool Pond, Dow Brook, Bull Brook, Gravelly Brook, Kimball Brook and others. In the eastern portion of town extensive salt marshes, tidal flats and tidal creeks are also present.

The original forest growth in Ipswich 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, characterized by second growth oak and chestnut in uplands to scrub oak and pitch pine in areas of droughty and sandy soils. Some birch, cedar, juniper and white pine are also present.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

Native American transportation routes in the Ipswich area likely emphasized water travel along the Rowley, Ipswich and Castle Neck Rivers. In coastal areas water travel was also possible in the Plum Island Sound, Ipswich Bay and Essex Bay areas. Conjectured trails were probably present along rivers and streams, particularly along those leading to the coast and major rivers noted above. A major north-south coastal route may also have existed into the vicinity of the County Road and High Street, both of which skirt coastal wetland and may have enabled fording places on coastal rivers.

B. Population

Ipswich was inhabited by members of the Pawtucket group which extended from the Saugus/Salem area north to the York area of Maine. Locally, this group is commonly referred to as the Agawam Indians who may have been a sub-tribe of the Massachusetts under the leadership of the Penacooks. Gookin (1792) lists ca. 3,000 men belonging to the Penacook group prior to the 1617-1619 epidemics, while Mooney (1828:4) lists 2,000 men belonging to the Penacook group, as many as 12,000 natives, probably exaggerated. The Native American population in the Ipswich area may have numbered in the vicinity of 500 individuals or more during much of this period. Following the epidemics, fewer than 100 natives likely remained.

C. Settlement Pattern

Numerous Woodland and few Contact period sites are known for the Ipswich area. In general these site locations corroborate areas where environmental variables and later 17th century documentary sources indicated sites of this period should be present. Known Woodland and Contact period sites are present in coastal areas of Ipswich particularly in the vicinity of the mouths of the Ipswich and Castle Neck Rivers. In the past, this area may have also been the mouth of the Merrimack River which would further increase Contact period settlement possibilities. Most known Contact period sites are burials and shell middens which may have also served as habitation type sites. Village sites or other special purpose type sites such as fishing and quarry sites 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 Ipswich area subsisted on a variety of seasonally determined activities, including hunting, fishing, the collecting of wild plants and shell fish 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 also have been available in the Plum Island Sound area. Upland game birds and ducks were also hunted particularly in eastern Ipswich and the Plum Island Sound area. Larger coastal rivers such as the Rowley, Ipswich and Castle Neck Rivers also contained seasonal runs of smelt, alewives, shad, salmon, sea-run trout and possibly sturgeon. If the mouth of the Merrimack River was in the vicinity of Ipswich Bay, a major source for each of these species of fish would have been available. A variety of marine species of fish would have been available in the Plum Island Sound and in the Atlantic Ocean. Several species of terrestrial as well as freshwater plants in the Ipswich area provided a valuable food resource. Gathering also focused on shellfish, particularly in the Plum Island Sound area. This regionally important shellfish bed presently contains several species of shellfish which may have been available during the Contact period, and Native American shell midden sites verify this expectation. Domesticated plants such as corn, beans, pumpkins, squash and tobacco were important. Native fields were likely located along the Plum Island or near riverine areas.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes

Indian trails likely continued in use in the Ipswich area throughout most of the Plantation period. European transportation routes also developed, in some areas prior to settlement. As early as 1634/35 a road or pathway is mentioned connecting the Ipswich area with the Merrimack River, referred to as the "Ould Road" to Newbury, actually nothing more than a narrow foot path (Jewett 1948:13). The road made a long circuitous route through the area between fording points and meadows. We know this road was in existence by 1634 since Governor Winthrop passed over it at that time. By 1635 the General Court ordered the inhabitants of Ipswich and Newbury to mend the highways between the two towns.

In 1639 the General Court ordered the first road to be laid out in Massachusetts Bay. It was eight rods in width and was known as the Bay Road. In Ipswich this road was located in the general vicinity of High Street and County Road. In 1641 the road to Salem was laid out and included a bridge at Mile Brook. The next major corridor was not opened until 1651 when a highway was laid out to Essex around that date. In 1652 the road to Andover was also opened but remained nothing more than a footpath through this period. By 1667 a bridge over the Ipswich River was built (Hurd 1888:573). As Ipswich house lots and other land divisions were divided local roadways were also laid out. They included the High Street/East Street route, Stony Street, Bridge Lane - a roadway to Chebacco and the Argilla Road.

B. Population

Native Americans were living in the Ipswich area in 1625. This population was continually declining such that by 1675 scarcely more the 50 individuals remained in Ipswich. Europeans were residing in the Ipswich area prior to permanent settlement in 1633. Seasonal fishermen and merchants were present in coastal and riverine areas by 1623 and probably earlier. In 1633 thirteen males settled in Ipswich with a total population of around 100 individuals by early 1634. By 1646, 146 families or ca.730 inhabitants resided in the town. Between 1633 and 1651, 331 males are listed as settling in Ipswich. Most settlement (57.7%) occurred from 1635-1640. In 1675 approximately 1300 individuals likely resided in Ipswich.

Ipswich was originally settled by English Congregationalists primarily from rural areas boroughs of Suffolk and Essex counties in the East Anglian area to the north and east of London. Many of these early settlers had previously settled in other areas of the Massachusetts Bay Colony. The first church, Congregational, was organized in 1634, the only church in Ipswich during this period. The leader of the original settlement group was John Winthrop Jr., son of the governor. Later settlers were also of English decent and good social position. By 1637 Ipswich ranked second only to Boston in terms of community wealth and population (Allen 1982:119). In Essex County Ipswich ranked first in terms of wealth throughout the Plantation period.

C. Settlement Pattern

Native Americans were settled in the Ipswich area during this period though settlement may have been seasonal. Ipswich was part of the native territory called Agawam signifying "resort for fish of passage". This area covered 118, 500 acres bounded on the east by the Atlantic Ocean, by Cochichawick (now Andover) on the west, the Merrimack River (Sturgeon River) on the north and the Naumkeag (now North) River at Salem on the south. Native settlements in this area may have shifted seasonally exploiting anadromous fish resources. Permanent settlements may have existed at or near the mouths of several coastal rivers. Inland locales in the Hamilton area have also been noted as Plantation period settlement areas. In 1644 Masconomet, sagamore of the Agawam territory placed himself, his people and possessions under the government protection of Massachusetts Bay and agrees to be Christianized.

The first Europeans to obtain land rights in the Ipswich area were the owners of the Plymouth Company who established trading posts and fishing stations between the Charles and Merrimack Rivers as early as 1619. In 1621 John Mason obtained land rights to the territory between the Naumkeag and Merrimack Rivers from the Plymouth Company. No evidence exists that he inhabited the area although his heirs contested rights to the land as late as 1680. In ca. 1623, William Jeffery obtained title to Jeffery's Neck from the Indians, probably through Masconomet. Jeffery was referred to as an "old Planter" by Winthrop. He was probably associated with London fish merchants in the employ of the Plymouth Company.

Jeffery had an early trading and fishing station which was probably abandoned. In 1660 he was granted 500 acres on the south side of Ipswich to satisfy his claims to the neck area.

The first permanent settlement of Agawam was in 1633 when John Winthrop Jr. and 12 other males settled near the north side of Ipswich River near the river landing west of the Jeffery's neck area. This area represented the locus of first settlement and the Ipswich First Parish. In 1634 the General Court incorporated Agawam as Ipswich deriving its name from Ipswich, England. John Winthrop Jr. obtained the rights and deed for Ipswich from Masconomet for 20 pounds in 1638-39.

Early land grants in Ipswich were given on the basis of individual wealth. "Adventurers" contributing 50 pounds to the common stock received 200 acres. Those who had no share in the common stock but transported himself and his family at his own expense received 50 acres. Owners of farms had house lots in the town probably ranging from one-half to two acres which could only be assigned by freemen. Most early houses were in the town area except outlying farms and mills in the Chebacco, Hamlet and New Meadows area. The village at New Meadows was named Toppes Field in 1648 and incorporated as a separate town in 1650. Ipswich freemen voted very few lots of land to new settlers after 1650 although much land was bought and sold. The General Court also granted lands to both the town and individuals. Two-fifths of Plum Island was granted to Ipswich in 1649. In 1661 George Smith was granted 200 acres for 25 pounds adventured by John Smith in 1628. In general, the highest single acreage allotted to one person was slightly above 300 acres. Average land holdings in Ipswich were probably around 100 to 150 acres.

Ipswich was settled as a centralized village around a meetinghouse, burial lot and green. The town's first meetinghouse was built by 1635 with a burial ground on the north side of the river also by that date. A new meetinghouse was built by 1668 and repaired in 1673. House size lots were at first located within one-half mile of the meetinghouse per order of the Court.

While some farm and mill grants were given at some distance from the town, commonland surrounded most of the town. The principal use of commonlands was pasturage, rights of which were given to those who owned a house and lands within the town bounds. Rights to commonland could be bought or sold. Privileges to cut wood were retained by the town. As late as 1659, rights to plant commonlands were also granted under special petitions. Jeffery's Neck, Bush Hill and Turkey Hill were common planting areas. The division of commonlands provided a means by which Ipswich elders could pass land on to their offspring. By 1665 the Plum Island, Hogg island and Castle Neck areas were divided. Common lands were divided among freemen proportionally according to the amount of personal and property tax paid. Commoners took shares by lot. Only fishermen had special woodland and pasturage rights to these

lands apart from the normal division to commoners. In 1665, 203 residents had rights to commonage in Ipswich. Twenty-eight residents were entitled to a double share, 70 to a share and one-half with 105 at a single share. When laid out a single share would contain 3 acres.

D. Economic Base

Native Americans in the Ipswich area continued subsisting on the seasonal exploitation of wild and domesticated food resources in a similar pattern pursued during the Contact period. These subsistence patterns were also important to early Colonial settlers particularly those at early fishing stations prior to actual settlement. However, the combined use of agriculture and husbandry were clearly the most important aspects in the economic lives of Ipswich's early settlers. Cereals were the most important food crops grown including corn, oats, rye, barley and wheat. Corn and rye were the principal breadstuffs. Potatoes were also grown although they were considered a delicacy. Turnips were very popular taking the place of potatoes on common occasions. Fruit such as pears and apples were imported from England at an early date. Shortly after settlement, vegetable fibers from hemp and flax were also important products on Ipswich farms. Salt marsh hay was important with over 3,000 acres of marshland in the eastern portion of town providing a source of food for cattle in winter. English hay was cultivated by the mid-17th century. Wild plants such as cranberries, huckleberries, blueberries and sassafras were important for both consumption and as a commercial product. Husbandry was also an important activity in Ipswich. Cattle, horses, sheep, and swine were the most important animals on farms. Cattle raising was so popular that before 1650 Ipswich farms had surplus beyond local subsistence needs providing a beef supply for the Boston area. Oxen and fowl were also present.

Behind agriculture and husbandry, fishing was the next most important economic enterprise in the Ipswich area. Ipswich was located in a prime position for the exploitation of cod, sturgeon, shad, bass and alewives. As a result, most of these fisheries were exploited prior to permanent settlement in 1633-34. Fishing stages were probably located in the Jeffery's Neck (Castle Neck) or Great Neck areas. As settlement progressed permanently oriented fishing ventures were started. Good wharfage areas were provided in the Castle Neck area and Plum Island provided a good breakwater for harborage in the Ipswich and Plum Island Rivers. By 1641 fishing had become so important that anyone who wanted to fish could enclose their fishing stages and each crew could plant one acre of ground. Fishing crews were also granted rights to the common land. By 1670, crews could take wood from the common for fuel and construction and feed a cow on the common. By 1675 several hundred individuals were fishing in Ipswich with numerous fish flakes and wharves on the south side of Jeffery's Neck. Ipswich men fished both in the Atlantic Ocean and in the Ipswich River, where an extensive fishery had also developed. Shipbuilding also probably existed this time.

Mills were also important in Ipswich shortly after settlement. In 1635 the Saltonstall water powered gristmill was established on the site of the latter Farley Stonemill. In 1666 the Bishop and Lord Gristmill was also erected. One fulling mill was established on the banks of the Egypt River in 1675. The Jonathan Wade wind powered gristmill was also established during this period but was short lived probably because of the better sources of water power in this area. Early sawmills were not present in Ipswich but were present in Chebacco. Textile production as a home or cottage industry extensively persued Ipswich during this period. Cloth was made chiefly from the flax and hemp prior to 1645 as wool was scarce at that time. Wool gained in importance after that date. Other trades were also persued including baking (1638), basket making (1639), coopers (1639), carpenters (1639), gunsmiths (1635) and ropemakers (1648). By 1645 the Appleton malt house was constructed followed by salt pans and saltworks in 1651, the Peter's cider mill in 1668, the Paine Brewery and warehouse in 1663 and several malt-kills for drying malt by 1669. At least two smiths were also present by 1667.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

Native trails had been upgraded to horsepaths and cartways by this time or had overgrown. Ipswich was geographically located in a direct line between Boston and Salem on the south, Newburyport, southern New Hampshire and Maine on the north, Andover in the west and Gloucester and Cape Ann on the east. As a result of this location, numerous inter-regional roadways originated in and passed through Ipswich Center. The High Street/Country Road route remained the major north/south corridor throughout the period. The Chebacco Road (Essex Road) was an important route south of Ipswich Village. Roads extending to the west from Ipswich were also increasing in importance. These routes included the Topsfield Road and Boxford Road (Linebrook Road). In 1717 a highway from Newbury to Topsfield through Linebrook Parish was laid out probably including the western portion of the Boxford Road.

As common lands were divided, new local roads to farms and fishing areas were also laid out: road to Hamlet meetinghouse (1774), from Lanson's Bridge to Grovelly Brook, to Perkin's Island and from the town's windmill to Hatfield's Bridge. Bridges were also constructed early in the Colonial period: Perkin's, Labor-in-vain, Egypt River, Saltonstall's at Black Brook, Boarman's and over the Chebacco Ferry. After 1700 most bridges (e.g., Choate's Bridge, Appleton's Bridge) were upgraded and rebuilt with stone. In 1725 carriage travel was introduced in Ipswich. By 1762 a carriage line was running between Portsmouth and Boston stopping for 2 nights at Ipswich. Wharves and in some cases warehouse, were constructed in 1682, 1685, 1687, 1693, 1732, 1750, 1756, and 1764. By 1701-02 Ipswich had become an official port of entry.

B. Population

At the start of the Colonial period, 50 Native Americans may have resided in Ipswich. This population continually decreased until ca. 1730 when Native Americans were extinct in the town. Approximately 1,417 Colonists resided in Ipswich by 1677. At the time the first census was taken in 1765, Ipswich's population contained 3743 individuals or 8.6% of the Essex County total. From 1765 to 1775 the town's population rose by 20.44% to contain 4508 individuals representing 8.85% of the Essex County total. In 1765 "negroes" represented the town's only minority, amounting to 2.67% of the town's total population.

Ipswich's population ranked second in wealth in Essex County throughout the Colonial period. Congregational worship was the only forum of religion in Ipswich during this period.

C. Settlement Pattern

Settlement patterns that developed in Ipswich during the Plantation period continued throughout most of the Colonial period. The commonfield system was still in place and freemen were rarely granting land to new settlers. Thus, most new settlement in the town (First Parish) and surrounding villages was by the offspring of the town's 1st generation settlers. Settlement in the Chebacco area accelerated greatly in the 1670's and 80's with Chebacco Parish (Ipswich Second Parish) being created in 1679. During the first half of the 18th century four additional parishes were created in what was then Ipswich. In the south, the Hamlet was incorporated as Hamlet Parish (later Hamilton) in 1713. In 1746 members of the First Parish on the south side of the Ipswich River incorporate as the South Parish and erect a meetinghouse on the green south of the river in 1747. In 1773 the South Parish purchased land for the First Parish on the south side of the river as a burying place. Settlement in West Ipswich was also growing. Residents in this area had separate preaching before 1742 but were not a separate parish. In 1746 the General Court allowed residents of West Ipswich and Rowley to become a distinct parish who voted in 1747 to be called Line Brook Parish. A meetinghouse was erected by 1747 near the burying ground where the present house lies. The Ipswich Sixth Parish was formed out of the Second Parish in 1748. This parish was in fact connected with the Fourth Church. In 1774 the Second and Fourth Churches recombine forming the Second Parish resulting in one Chebacco Parish once again.

In 1702 most common lands remaining in Ipswich were divided into large sheep pastures. In 1707-09 wood and timber rights at the Chebacco Ponds, Knights Farm, Bakers Pond, Jeffery's Neck and Paines Hill commons area were also divided. Ipswich made its final division of common lands in 1720 when over 7,000 acres were divided.

D. Economic Base

All the components of the economic base Ipswich settlers had established during the Plantation period continued to grow and were added to. Agriculture and husbandry continued to characterized the economic base of Ipswich throughout the Colonial period. Most Plantation period crops continued to be grown although corn increasingly became more important. Cows, cattle and sheep were still the most important animals. Fisheries, commerce and related maritime activities also continued to grow. Jeffery's Neck or the Castle Neck area continued to be a locus for fisheries activities. By 1696 the entire southside of Jeffery's Neck was covered with fish flakes. By the same date between 700 and 800 Ipswich residents were engaged in various fisheries. In 1758, six fishing schooners are reported as belong in to Ipswich. Although small when compared to Boston, commerce also grew in importance during this period. The coasting business had also begun by 1768 with some Ipswich vessels trading with the West Indies. Numerous mills were also constructed during this period. In 1687 the Jewett gristmill was constructed on the Egypt River. A tidal gristmill was constructed on Labor-in-vain Creek in 1691-92. Several fulling mills were also constructed including the Caleffe mill in 1692, the Caleffe and Potter mill in 1693, the Tilton and Potter mill on Mile Brook in 1695-96 and possibly the Adams and Farley corn and fulling mills in 1696-97. By 1682 the Day Brickyard was reported to being operation as well as the Burley Brick works on Jeffery's Neck in 1687. By 1750 a distillery for the manufacture of rum from molasses was also in operation.

E. Architecture

Residential: Ipswich boasts nineteen first period houses, more than any Commonwealth community. Nearly all have been restored, and several have been moved, whole or in part, to serve in museum exhibits. Only two date to the period before 1675, Autin Lord (1653) and Whipple (1655). Equal numbers were constructed as a single room with chimney bay, and of a room on either side of a central chimney bay. In both instances a steep gable roof covered the garret space, windows were commonly small casements, chimneys pillastered and facades ornamented with overhangs. In three examples lean-tos in the rear of the house were integral to initial construction; nearly all others had later additions in a variety of forms. These forms were popular through the first quarter of the 18th century. At that time builders began to favor a house plan that incorporated a rear tier of rooms on both the first and second floor, as well as a symmetrical side elevation. Some examples are said to date to late in the 17th century; the form remained popular throughout the 19th century, and about fifty examples survive. Occassional examples are known with gambrel roofs, and of 1 & 1/2 rather than 2 & 1/2 stories. Similarly, later additions have brought variations from the common, symmetrical facade of five bays and center entry. Probably around

the middle of the 18th century fashion-conscious builders began to favor multiple chimneys and through passages common to the Georgian style. Here chimney placement was most commonly the double interior, double pile plan, retaining the exterior characteristics of size and symmetry.

Institutional: By 1635 the town had a meetinghouse described as "beautifully built" by Johnson in Wonder-working Providence in New England. A new meetinghouse with steeple was built in 1667. By 1688 a third house was needed, measured 60 x 66 feet, with 26 foot studs, had a cross-gable roof and gallery; its turret was replaced with a large belfry in 1712. When West Ipswich residents built a meetinghouse with Rowley neighbors in 1743 it was a two story square structure with three doors; it became the Linebrook Parish in 1746. With the division into North and South parishes in 1745 new meetinghouses were constructed. The south was 40 x 60 feet with 22 foot studs, 60 pews on the floor and galleries six seats deep, built in 1747. The north hoped to build five feet larger in each dimension, but the meetinghouse was built 47 x 63 feet, with 26 foot studs and a tower with weathercock at 118 feet, in 1749.

After 1637 each town was required to have a watchhouse; a "new fort" was built in 1672, repaired in 1696; the watchhouse was repaired in 1703. The town built a jail, the colony's second, in 1652; it was replaced in 1684, and again in 1771. A grammar school was located in a former dwelling in 1653; common schools met in the townhouse after 1704, in the watchhouse in 1714, and in the almshouse after 1724. As early as 1701 the town voted to build an almshouse; it was constructed in 1717 measured 40 x 16 feet with six foot high log walls; it had fallen into decay by 1770. In 1704 the town built a townhouse, sharing the cost with the county; it measured 28 x 32 feet, 18 - 19 foot studs and chimneys; the court was located on the second floor, the schoolhouse on the first; a steeple was added in 1767. In 1764 a pest house was built measuring 24 x 30 feet. In 1774 an exercise house was built near the town house.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

Canal, turnpike and stagecoach combined to revolutionize transportation in Federal period. Completed in 1803, the Middlesex canal connected the Merrimack River (at Lowell) with Boston. Over 27 miles long, it was the oldest of its size in the U.S. The first steam tug tow on the canal was used in 1812. Not an overwhelming financial success, the canal reached its peak of activity in the 1820's and 30's, but was discontinued shortly thereafter.

Ipswich claimed two turnpikes. The Ipswich Turnpike (1803) joined Beverly, via the "Ould Road" (now Rt 1A) through Ipswich and Rowley to Newburyport. Also, between 1803 and 1806 the Newburyport Turnpike was constructed. Although this ran 32 straight miles from Newburyport to Boston, it was the Ipswich Turnpike (through Salem and Ipswich) that became the preferred

route. Other roads new to the period include a road from the Chebacco Parish (Essex) to Manchester, a road from the dam to Topsfield Road (both laid out in 1817 and town farm road (1823).

After the chaises of the Colonial period, circa 1800, horse wagons began to come into use (for their smoother ride). By 1828, 8-12 stages daily passed through the town. In 1829 Warner's Bridge was built, in conjunction with the mills along the Ipswich River.

B. Population

Ipswich's population decreased from 4508 individuals in 1796 to 2949 individuals in 1830 at a rate of -34.5%. Population growth was the lowest (1.2%) from 1776-1790. From 1790-1800 and 1810-1820, population declined by -27.55% and -28.47% respectively with the formation of Hamilton (1792) and Essex (1819). Most population growth (15.51%) occurred from 1820-1830. Ipswich's population ranged from 8.85% of the total population of Essex County in 1776 to 3.57% of the county in 1830.

Two new denominations found followers in the town, the Baptists from 1806, and the Methodists from 1817. The Unity Lodge of Masons was active from 1779 until 1829. That same year a Temperance Society was formed, to counteract the intoxication that period sources claim drove most to jail. An academy was attempted in the north of town in the 1790s, and again in the center in the 1820s. The latter operated exclusively for females between 1828 and 1876.

C. Settlement Pattern

Having been beset by economic depression since the Revolutionary War, Ipswich during the 1790's saw prosperity return and the addition of a new town house (1795), school house (1794), the town's first steam-powered mill (1792) and ornamental Lombardy poplars (1798). By the opening of the 19th century Ipswich had become a thriving port, and the town's economy, now based not only on agriculture, but in the home production of both shoes and lace. The meetinghouse green remained the town's civic focus and before the period's end had attracted (in addition to the town house) a probate office (the present Oddfellows Hall, 1817), America's first endowed seminary for women (1828) and the Agawam Hotel.

Commercial activities remained concentrated on Market and North Main Street, from Topsfield Road to the Meetinghouse Green vicinity (the area of the present Caldwell Block at the Choate Bridge, still a critical junction of commerce). High Street (part of the "Post Road" stage route and present Route 1A) evolved from an 18th century corridor of cabinet-maker and carpenter shops and a few thriving inns to a center of hosiery and lace manufactory in the early 19th century. Although with the 1819 cession of Essex, Ipswich's shipbuilding activities had become limited, such activities continued to cluster at the town wharf on East and Water Streets. Many of the town's industries continued to occupy sites near the Ipswich River below the Choate Bridge. Before

period's end the Methodists had built a new meetinghouse (1824), the Linebrook meetinghouse had been moved to Linebrook Road (1828), a stone jailhouse had been erected (1810) and of great significance to the town's economy, the Ipswich Manufacturing Company had built a dam and stone mill in the industrial core (now the Alley, 1828).

Residential building within the town, having been stifled until the end of the post-Revolutionary War depression in the 1790's, was limited in scale throughout the period. Federal structures filled in gaps in the Plantation /Colonial period residential core especially along High, North Main and Meetinghouse Green Streets. Now, more so than in earlier periods, are also constructed south of the river, on South Main and Popular Streets and County Road. In addition, clusters of Federal period dwellings can be found on High Street at Jewett Hill near the Rowley line and on Linebrook Road near the Meetinghouse, between Boxford Road and the turnpike.

D. Economic Base

The economy of Ipswich was grounded in a mixture of farming, fishing, coastal trading, shipbuilding, and small-scale manufacturing. Despite this diversity "Ipswich was somewhat of a decayed town during the Federalist period; an example of what Salem would have been without the East-India trade." (Morison 1921:144). Not only had the colonial West Indies trade diminished, but with the exception of agriculture none of the other economic sectors developed sufficiently to afford this coastal town prosperity.

Geography was perhaps the primary obstacle preventing Ipswich from developing into an important port town. The extensive coastal marsh necessitated building the town center far inland and the winding Ipswich River made it difficult for ships to reach the town. Nonetheless, Ipswich merchants did own a small fleet of fishing and grading vessels. Fishing for cod and mackerel on the ocean and shad and alewives on the Ipswich River provided a product in demand in the West Indies. A small fleet of vessels carried fish and agricultural products there, returning with molasses for use in the distillery. Foreign trade was further diminished by the Embargo of 1807-08. By the end of the period the West Indies trade had practically ceased and the distillery, lacking molasses, was forced to close. The fishing industry continued to grow slowly despite the loss of the foreign market, as did the coasting trade. There were approximately twenty fishing and coasting vessels owned in Ipswich in the 1820s. Many of these ships were built in Chebacco Parish, a part of Ipswich until 1819. Some Ipswich craftsmen undoubtedly did work related to shipbuilding.

Comprising almost 28,000 acres in 1791, Ipswich was one of the largest farming towns in Essex County. Still, most of the land was either marsh or pasturage. Fully 93% was haying, pasturage and woodland or was unimproved. If haying land is considered cultivated land, then 39% of the agricultural land was under

crops. By itself, haying land accounted for 32% of all farm land. As might be expected, the primary agricultural products were hays, dairy products, wool and dressed meat. As early as 1791 there were twelve slaughterhouses in Ipswich. As the period advanced, Ipswich merchants and farmers did an increasing business marketing these goods in large ports like Salem and Boston.

Small-scale manufacturing operations were also established during the period. Some of these, like saw, grist and fulling mills operated throughout the period. Other establishments were less successful. Early in the period a woolen cloth and blanket weaving mill was established (at current site of Caldwell's Block). A Dr. Manning ran this mill from 1794 to 1800 when it failed. Other manufacturing occupations included shoe, chair, hat and lace making and tanning hides. Lace-making, unlike these others, was the source of Ipswich's Federal period manufacturing reputation. Early in the period many women were employed making lace by hand. In 1790 42,000 yards were manufactured. Thereafter the business expanded and an export market was established. However it was not until 1822 that this industry was mechanized. In that year a lace-making machine was brought to Ipswich after being smuggled from England to Watertown, Mass. by Benjamin Fewkes, and a shop was established on South Main St. by the footbridge across the river. Two years later, the Boston and Ipswich Lace Co. was incorporated by George and Augustine Heard and Joseph Farley. By 1828, the business had failed. The year before a second shop was established by Dr. Manning in his home on High St. Incorporated as the New England Lace Co. this firm employed four men in the shop and several hundred women at home, but survived for only five years. Following the failure of the Boston and Ipswich Lace Co. Farley and the Heard's turned to cotton and woolen manufacturing. In 1828 they incorporated the Ipswich Mfg. Co. with \$50,000 capitalization. Other former lace manufacturers also turned to weaving hosiery, and in 1829 there were four small hosiery companies in operation.

E. Architecture

Residential: Most houses constructed during this period are large, 2 & 1/2 story, five bay, center entry forms; their variety is derived from the configuration of primary rooms and from chimney placement. Most common are the double interior, Georgian plan structures with gable roofs; about 25 are known. Single pile houses with rear wall chimneys are next most numerous, known from about 15 examples, and in about half a rear ell forms a larger L-plan. Rarer are the double pile houses with chimneys located on the lateral, exterior walls; this group includes the exceptional three story examples with hip roofs, including the Heard House of the Ipswich Historical Society. Isolated examples are known of 1 & 1/2 story, five bay, center entry and chimney houses. A gable front house of three bays with center entry, 2 & 1/2 stories in height is dated to 1818.

Institutional: Few changes were made to the town's Congregational meetinghouses; the Linebrook was moved and rebuilt in 1828. New denominations added houses, however; the Baptist house of 1807 measured 50 x 40 feet, as did the Methodist house of 1824. The

public buildings constructed by the town increased in number and included a brick powderhouse (1792), a courthouse (1795), a new almshouse (purchased in 1795), an almshouse (purchased in 1818) and a stone jail (1828). The probate office of 1817 is an extant brick structure of two stories under a hip roof. The number of schoolhouses in the town increased; the Payne School (1802) was a single story structure, moved and expanded in 1880. The Argilla school (1808) was a 19 foot square building with 9 foot studs under a hip roof. A small Academy was constructed in the north early in the period, and the Academy of 1826 measured 56 x 35, with 23 foot studs.

Industrial: In 1792-93 the Manning Woolen Mill was erected on the present site of Caldwell's Block in Ipswich center. It was not only the first power-driven woolen mill in Massachusetts but was also one of the only three horizontal wind-powered mills in the U.S. The factory was a wooden structure, two stories, 105 ft. x 32 feet with a pitched roof. On the roof was a tower with "96 shutters, 80 feet high and nine inches broad, which by the pulling of a rope, open and shut in the manner of a venetian blind," (Thompson; 1964:11). Inside were large sails which drove the mill when struck by wind allowed through the shutters. This system was terribly inefficient and by 1800 the mill had ceased operations. The wind mill was probably removed ca. 1830, and the rest of the factory burned in 1869.

In 1828, the Ipswich Mfg. Co. erected a stone cotton and woolen factory on Union St. on the west bank of the Ipswich River. In 1824 the Boston and Ipswich Lace co. erected a small factory on So. Main Street. Other lace manufacturers had shops in their homes. Likewise four small hosiery shops were established, usually in the owner's residence.

Transportation: Warner's Bridge (1829) was a granite structure with three arches.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

Stage coach service reached its heyday in 1838 when 17 stages daily passed through the town. But with the arrival of the Eastern Railroad (connecting Ipswich via Salem to Boston) the following year, stage travel was rendered obsolete. The town's depot was located near the junction of Market and Winter Streets, and no longer survives. Bridge construction played an important role in the town's developing street network. In 1832, a bridge was finished over the river, near Smith's Mills, and in 1844/1845, the Willowdale Bridge was erected, also in conjunction with riverside mill activities. In 1861, the lower County Street area was opened for improvement when a bridge was built, linking the South Green area and the East End. In addition, a new road was laid out to Hamilton (1847).

B. Population

Growth in Ipswich during this period was moderate, equalling a rate of 26.1% as it expanded from 2949 in 1830 to 3720 in 1870. Slight dips took place in 1837 of 94, and again in 1860 of 121. The foreign-born population accounted for 9.1% of the total in 1855, including overwhelmingly the Ireland-born (203), as well as English (54), Canadians (22), and Scots (14). Ten years later the proportion fell to 7.5%, accounting for primarily by the fall by 72 of the Irish.

In 1830 the First Parish divided and a Unitarian Society formed by those that withdrew. Later in the 1860s both Episcopal and Roman Catholic services were held. In 1830 a Lyceum was formed, and both a social and religious library operated. Anti-slavery organizations were quite popular during the 1830s. More familiar voluntary associations returned, including the Odd Fellows (1844) and the Masons (1864). Militia, infantry, and horse companies were formed. In 1869 the district school system was abolished with the depopulation or seasonal occupation of some villages, and students were transported to the center at public expense.

C. Settlement Pattern

With the 1830's a flurry of new building commenced. Before mid-century the town claimed a Unitarian church (1833), a new town hall (1833), a telegraph (1843), the First Church Chapel (1832), a new First Congregational meetinghouse (1838), an engine house (1846), and a new Linebrook Meetinghouse (1848). With the construction of a schoolhouse, the remodelling of an inn and the erection of several residences, the Old South Green was beautified. A weekly market was held at the intersection of Route 1A (the Post Road) and Old County Road (now the Hospital site). While the town wharves were busy with the lumber business and the Ipswich River (the contemporary Alley) locale with textile manufactory (at the lower falls), the Meetinghouse Green vicinity remained the focus of institutional/civic activities, and Market and Lower North Main Streets, of commerce. This Market/Main Street corridor emerged as the locus of dry goods, groceries and boot and shoe manufactory and sales. The area south of the river (and across the Choate Bridge) drew such activities as carriage and stove sales, a lumber yard, clothing store and tavern. With the 1860s arrived a prospering decade of textile production within the town. Further improvements took place. Erected were the Manning High School (1874), a free public library near the meetinghouse (1868) the Ascension Memorial Church at the Old South Green (1869), the Methodist Church on North Main (1859), and the Caldwell Block at the Choate Bridge (1870).

Residential construction readily reflected the period's economic upswing. As in earlier period, it was attracted to the riverside (eastern) sections of town and to the old Post Road (Route 1A, High Street) corridor. Within the central village, building occurred especially on the already dense North Main Street, on the East End's East Street and to the newly revived Old South Green area. In the final stage of development of the east end/town

wharf area, a rising middleclass merchant population erected a cluster of victorian houses along lower County Street. Within the larger town, new dwelling were scattered as Linebrook Road in the meetinghouse vicinity (here, cottage-sized), along upper High Street nearing Rowley, and now beginning to push eastward along Jeffery's Neck Road.

D. Economic Base

Expansion in both agriculture and manufacturing helped Ipswich overcome the economic lull experienced during the previous period. This resurgence occurred despite the virtual collapse of fishing and the coasting trade--tonnage of ships registered in Ipswich fell from 2331 in 1830 to 428 in 1855-- and the loss of almost 10,000 acres of farm land following the incorporation of Hamilton and Essex.

Agricultural production increased dramatically during the period. Stimulated by considerable growth in hay, grain, dairy, fruit and vegetable products, the value of agricultural goods advanced almost 250% between 1845 and 1865. From 1831 to 1865 the grain harvest more than doubled to 30,200 bushels and tonnage of hay increased by 50% to 4757 tons. Larger potatoe and vegetable crops also contributed to the growing farm economy. Despite the loss of agricultural land the number of people employed on farms actually grew, from 376 in 1840 to 531 in 1865. Acreage devote to crops other than hay expanded as did the percentage tillage acres comprised of all cultivated land. In 1865 2358 acres (25% of a total of 9505 acres under cultivation) were devoted to grains (1320 acres), potatoes (900 acres), and vegetables (91 acres); the remaining 7147 acres were haying lands. Other important uses of agricultural land included orcharding and pasturing. While livestock declined by 9% from 1831 to 1865, the yield of butter and cheese increased and the weight of dressed meat exceeded 160,000 lbs.

The manufacturing sector also developed despite the collapse of the lace industry in 1833. The New England Lace Co. and other firms were forced to close that year because the British government blocked the export of lace thread and eliminated its' export tax on manufactured lace. Former lace manufacturers continued to turn to hosiery. The four small shops established in the previous period were still in business. In 1832 a fifth firm was initiated by Benjamin Fewkes in a shop next to his home on High Street. He employed two stocking frames (the first ones made in America) manufactured by two Ipswich brothers, James and Sandord Pearfield. Two years later George Heard built a large hosiery factory at the Lower Falls which was purchased and enlarged by the Pearfield's. In 1840 they built a large brick factory (later to become Haye's Tavern) where they manufactured underwear. Another hosiery mill, the Ipswich Woolen Mills, was established in 1863 on the Ipswich River at County Street.

Meanwhile the Ipswich Mfg. Co. (previously owned by Heard and Farley) was taken over by the Dane Mfg. Co, and continued to make cotton cloth at least until 1865. Subject to considerable

fluctuation, output increased more than 100% to 900,000 yards from 1845 to 1855, but declined by almost 75% from 1855 to 1865--the company failed ca. 1866/68. In 1868 the Ipswich hosiery industry began a new era when Amos Lawrence, the Boston capitalist and father of the Lawrence textile industry, bought the Dane Co. stone mill and established the Ipswich Hosiery Mills. The cloth machinery was removed and replaced by hosiery weaving equipment, enabling the Ipswich Mills to far exceed the production of earlier hosiery firms.

Shoe manufacturing, albeit still in small shops, burgeoned early in the period. In 1845, at its peak, this industry employed 236 men and women (almost twice as many as in 1831) who manufactured almost 70,000 pairs of boots and shoes (three times as many). Most likely the majority of these shoemakers were also farmers. In addition there were numerous craftsmen. In 1833 there were two harness makers, three coopers, four wheelwrights, three hatters, twenty-six carpenters, a sailmaker, seven blacksmiths, two tinmakers, three masons, four painters, two tailors, five machinists, a baker and several cabinet makers. There were fourteen shoe makers shops, three coopers shops and eight cabinet-makers shops. In 1840 there were 358 men employed in manufacturing (43%), slightly fewer than in agriculture (46%). Another 92 (11%) worked in navigation and commerce. In 1865 agricultural occupations were 74% of the total, while manufacturing and commerce were 24% and 2% respectively. The dramatic shift from 1840 may be explained by the fact that the shoe trade was adversely affected by the Civil War, leaving farmer/shoemakers to pursue farming only.

E. Architecture

Residential: Houseforms familiar from earlier periods remained popular with the addition of Greek Revival and Italianate ornament. Two and one-half story houses with double chimneys remained popular, commonly with Italianate trim. Large and exceptional examples in the Italianate style add dormer or cupola at the roof line, entry porches, and bay windows. One and one-half story examples more commonly employed the Greek Revival, with extended studd heights for headroom in the attic story and to accommodate the wide cornice ornament; isolated examples employed facade gables related to the Gothic Revival. The new gable front form became more popular during the period, three bays in width, with side entry and equal numbers in 1 & 1/2 and 2 & 1/2 stories. Some Italianate examples are L plan houses with entries on the lateral wall of the gable block before the wing. Locke's Folley (1835-37) is a 2 & 1/2 story, 4 bay gable front with a colossal Doric pediment with entry on the lateral wall. The Gables (1846) is a 2 & 1/2 story house with prominent cross gables, corner gables and cupola. The large mansard roofed houses in the town employ center entries in three examples, while an additional three located theirs in a recessed porch area to form an L-plan.

Institutional: Several town denominations built new meetinghouses during this period. A chapel was built next to the First (North) Parish Church in 1832; it is a small gable front structure with center entry, one story in height with ornament from labels and

the roundheaded window in the gable. The parish built a large Gothic church in 1846; it measured 75.5 x 48 feet with 25 foot studs; its center entry tower culminated in a 135 foot spire; its wall surface was board and batten and all corners had turrets. The South Parish built a new meetinghouse in 1837, using the Greek Revival style; it is gable front in form with a colossal portico of six Doric columns, surmounted by a belfry with octagonal cap. The newly formed Unitarian church built a meetinghouse in 1833, a gable front structure raised on a basement with facade pilasters and center entry; in 1843 it was sold to the town for use as its hall. The Linebrook Parish church was rebuilt in 1848; it is a gable front structure with square tower, belfry, pinnacles and spire, with paired entries and pilasters on the facade. The Methodists built a new meetinghouse in 1859; the Italianate gable front building has an entry tower surmounted by an octagonal belfry, secondary entries in the angle between the tower and main block, bracketed cornice, and roundheaded windows, and . Ascension Memorial Church was built ca. 1869, a small gable front frame structure of a single story with transepts and formerly a tower at its crossing, a stickwork entry porch, rose window above, and triangular-headed windows.

Schoolhouse construction continued, but little is known of their appearances. The town grammar school persisted through its combination with English High School. Several district schools were added during the 1840s but in 1869 all but Linebrook are eliminated in favor of schools in the center. Engine houses were also added but little data is available on them. A new poorfarm was purchased in 1832, the farmhouse measured 34 x 48 feet, and was two stories, and two other small outbuildings of one story, measuring 20 x 50 feet and 20 x 26 feet.

Industrial: In 1832 a hosiery shop was erected by Benjamin Fewkes next to his home on High St. In 1834 a large hosiery factory was built by George Heard at the Lower Falls of the Ipswich River. In 1840 a larger brick factory was built at this Lower Falls site. In 1863 the Ipswich Woolen Mill was erected on the Ipswich River near County Street. In 1860 the extant Glover Hosiery factory was erected at 76 East St; it is 2 & 1/2 stories, clapboard with gabled roof, and ell and porch; part of the this mill, a 2 & 1/2 story shingled gable roof frame building with center chimney stands 20 feet to the east.

Fourteen small shoe shops dotted the landscape. One ten-footer shoe shop still stands at 259 High St; it is a 1 & 1/2 story clapboard structure with center chimney and gabled roof. Another, ca. 1840, one-story, 10 foot x 14 foot with chimney and gabled roof stands at 3 Newbury Road. A shoe factory was located in the Brick Block at 38 North Main St; built ca. 1836, this 2 & 1/2 story Federal-style brick building (extant) is 6 bays x 4 bays with gabled roof, two dormers and two chimneys; an external staircase rises to the second floor. Two tanneries, one on Prospect Street, the other on County Road, were established during the period. There were also three coopers shops and eight cabinet makers shops.

Commercial: The Brick Block was constructed in 1836; it is 2 & 1/2 stories in height, six bays in width, entry into the fifth bay.

Transportation: The Choate Bridge (1764), possibly the oldest stone bridge in Massachusetts, was widened in 1838. 80.6 feet long, it was widened from 20.6 feet, on its eastern side, to 35.6 feet. The western side and parapet remained unchanged.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

The road network continued to be improved in quality and increased in density. Central Street was laid out (in Ipswich Center) in 1871; Cogswell, Sawyer and Wainwright streets in 1873; Manning, in 1882 and the streets making up the Alley at the turn of the century. For Green Street to be extended to Turkey Street (1881/1882) a new bridge had to be constructed over the river. Originally of Wood (and random rubble) the Green Street Bridge (1872-1884) was replaced with stone in 1894. Between 1872 and 1884, a new railroad depot was erected, slightly south of its original location but still at Market and Winter Streets. By 1910, the Boston & Northern Electric Street Railway was in operation. It crossed through central Ipswich via High, Central, South Main Streets and Essex Road. A branch line connected Rowley and Ipswich with the Gloucester and Salem/Lynn Street Railways at Essex Center.

Other streets laid out in the central village include Brown Square and its extension, off Hammet Street; Riley, Prescott, Farragut, LaFayette, Wayne and Brown Streets in the immediate vicinity of the railroad; and Caroline, Broadway and Burley Avenues beyond Washington Street.

B. Population

Ipswich's total population was 3720 in 1870. Slow but steady growth over the ensuing decades brought the population to 6272 in 1915, a 68.6% increase for the period. The foreign-born population, by contrast, increased dramatically, totaling 454 people in 1875 and 2479 in 1915, a 446% jump. Whereas in 1875 the foreign-born represented 12.4% of the total population, in 1915 they accounted for 39.5%. English, Irish, and Canadian immigrants accounted for 93% of all foreign-born in 1875. Over the next four decades the foreign-born population diversified. By 1915, however, Poles and Greeks were the largest immigrant groups, representing more than 50% of the foreign-born figure, followed by Canadians, and Italians.

The large foreign, working class population gave rise to several religious, fraternal, ethnic and class-based associations. An Irish-Catholic church was built in 1873. Polish-Catholics established the Church of the Sacred Heart in 1908. French Catholics built their church in 1915. St. Mary's Greek Orthodox Church was built in 1907, and a Jewish synagogue was established some time during the period.

French Canadians established La Societe des Artisans in 1902, and the Society of St. John Baptist of America in 1909. The Ipswich Grange and the Patrons of Husbandry were organized ca. 1880-90. The Massasoit Lodge, Ancient Order of United Workmen was organized in 1886; the Bay View Lodge, International Order of Odd Fellows ca. 1887; the Syracuse Lodge, Knights of Pythias in 1888; and the Chebacco Tribe of Improved Order of Redmen in 1889. Other organizations included the Ipswich Mutual Benefit Society (1879); the Appleton Post, Grand Army of the Republic (1882) and an associated women's Relief Corps; the Women's Club 1898; the Fraternal Order of Eagles (1907); the Carrollton Council, Knights of Columbus (1900) and the affiliated Daughters of Isabella (1908); and the Women's Christian Temperance Union (date unknown).

C. Settlement Pattern

Concomitant with the intensification of the street network within the central town was a flurry of new building in the turn of the century decades. After a fire destroyed everything on Central Street from Market to Hammet Streets, five four floor (Italianate) commercial buildings were erected. With this new construction, Central Street, Warren, as well as the Market/North Main Street Axis were firmly established as the town's primary core of commercial activities. With the Ipswich Mills now the town's main employer, Ipswich's industrial sector remained fixed in the Ipswich River vicinity, between the river and the Eastern Railroad Depot at Topsfield Road and Main Street. New major buildings include the Manning High School (1874), the Eastern Railroad Depot (between 1870 and 1884), the Ipswich Savings Bank (1892), the Ipswich Hospital (1910), the Catholic Church of the Poles (1908, and St. Mary Greek Orthodox Church (1907). In addition, the South Green was filled and graded. A lawn was established and elms were planted.

With industries prospering and population escalating, a plethora of residential building ensued. With the opening of Central Street in 1871, traffic was redirected and High Street began to assume its purely residential nature. In general terms, residential building focused in those areas newly opened for construction: on either side of Central Street, in the immediate vicinity of the railroad between Topsfield and Boxford Road, and along the Ipswich River on Prospect, Maple and Linden Street. Worker housing, associated with expanding mill activity, proliferated in several areas. The Alley, housing particularly Polish and Greek immigrants, arose on the perimeter of the Ipswich Mill industrial district. Peatfield, 1st and 2nd Streets attracted building by the turn of the century, and construction on 4th, 5th, and 6th after 1910. Between 1893 and 1910, Brownsville Avenue became the site of mill housing for the Essex Hosiery factory. Linden Street, in the 1880s, hosted not mill-related housing, but an early example of suburban (speculative) tract housing. In addition, the recreational potential of the Jeffrey's Neck/Little Neck area was now realized and construction, at a small scale, of cottages began.

D. Economic Base

The agricultural and manufacturing sectors both continued to expand, though developments in the hosiery industry eventually led the Ipswich economy to center around manufacturing. From 1875 to 1905 the percentage of men employed in agriculture dropped from 32% to 19%, while the percentage in manufacturing expanded from 43% to 52%. Moreover, the hosiery industry primarily employed women, thus further widening the gap between agriculture and manufacturing. Commercial employment rose from 16% to 21% over the same period, while another 4% were engaged in fishing.

The number of farms and farm acres declined after 1875. By 1885 there were at least 50% fewer farms (216) and 15% fewer acres of agricultural land (14,625 acres). Moreover, the percentage of land under cultivation (including hays) declined from 46% to 42%. Farmers turned increasingly to dairying and therefore increased their pasturage. Grain production for human consumption also declined as these farmers turned to growing fodder (esp. corn) to feed their livestock. Likewise livestock were kept for dairying instead of slaughtering. The principal dairy product shifted from butter to milk. From 1875 to 1885 milk production increased 81% to 320,000 gallons. In 1895 the leading products were hay, milk, vegetables, corn fodder and fruit, and the total value of agricultural products had declined from the 1875-1885 peak of more than \$243,000 to \$195,000. In 1870 an Ipswich blacksmith invented an ox wagon for carting hay, which came into use across Essex County. By 1900 many farms had been turned into estates as wealthy people bought the land and discontinued farming.

Upon the arrival of Amos Lawrence and the Ipswich Hosiery Mills manufacturing virtually exploded. The enlargement of the plant and the introduction of modern weaving machinery resulted in a hosiery product value 1132% larger than at the end of the previous period. While the pace of growth slowed, the Ipswich Hosiery Co. experienced steady growth over the period. In 1885 hosiery accounted for 64% of the total manufacturing product, and for ca. 65% of manufacturing employment, this despite the liquidation of the Ipswich Woolen Mills in the same year. Ipswich Hosiery Co. experienced labor problems ca. 1912-13. An attempted wage cut resulted in a three week strike in 1913. By this time the Ipswich Mills were the largest hosiery concerns in the world.

The other important industrial activity in this period was the factory production of shoes. In 1885 five shoe factories made \$138,649 worth of boots and shoes, a significant increase over the previous period. Auxillary to hosiery and shoes were nine blacksmith and machine shops and two box-making establishments. For a short time in the 1870s a small mill on the Hamilton border made isinglass. There were also saw and gristmills. By 1895 the total value of all goods manufactured exceeded \$1.3 million, and there were almost 1400 men and women employed in manufacturing.

E. Architecture

Residential: The most popular style during the period was the Queen Anne, known from large 2 & 1/2 story examples and commonly achieving complexity of form through the addition of bay windows or projecting, pedimented bays and porches; the main block employs a variety of roof forms; exceptional additions include corner towers. Stick style cottages were also built, but in fewer examples; L-plan examples are most common, with entry into the short ell from the porch, with bay windows in the gable ends; they were built between 1884/1897; a simpler pair consists of three bay, two story block with a central entry pavillion, chipped gables, and stickwork at the eaves. Shingle examples are still rarer, and include gambrel roof and clipped gable examples, as well as a large symmetrical example dominated by its dormers and central tower (1900). The Rice House was built on Turner Hill between 1900 and 1903: it is a brick and stone H-plan structure designed by William G. Rantoul to resemble Elizabethian and Jacobean manors; the estate included numerous secondary structures, of which garages, butlers, coachman's, engineers and gardeners' dwellings, stable, ice, tool, and greenhouses survive. The first Crane house was built from designs by Shepley Routan and Coolidge, in 1913. A smaller early Colonial Revival example include the stucco Dow House of 1888.

Institutional: The town's Roman Catholics built St. Joseph's Church in 1872, gable front in form with center, round-headed entry, and pilasters, and belfry. The reorganized Baptists built a church in 1898; it is an L-plan of two intersecting blocks with entry into a tower located at the juncture of these blocks; ornament includes colored bands dividing the wall surfaces, pilasters as well as stick work. The South Parish reproduced their former meetinghouse after it was destroyed by fire in 1899. A fire station constructed in brick ca. 1910 is a hip-block structure with bracketed cornice and former, and three round headed engine garage doors on the first floor.

Commercial: The Caldwell Block of 1870 is a three story structure with a three bay central portion ornamented by round-headed openings and two flanking three bay portions. The Ipswich Savings Bank, constructed in the Beaux Arts style in 1892, is a hip block with segmental arch entry flanked by banks of round headed windows and low, lateral ells. The Colonial Building was constructed as a store in 1904: it is frame, three stories in height with a hip roof, with central entry pavillions and coins; it was converted to apartments in 1945.

Industrial: The Ipswich Hosiery Company enlarged the mill complex of the Ipswich Mfg. Co. on Union Street. A four-story brick factory, (extant), 30 bays wide with granite sills, brick arched window, a stair tower and a flat roof was built near the original stone factory. Further downstream a large two-story brick building (extant) with granite lintels brick arched window, a very shallow pitched roof, and a brick arched entrance was built right on the river bank. Two large brick storehouses were also erected ca. 1895; the example on Peatsfield St. is two stories, brick, with a shallow pitched roof and small windows typical of period storehouses.

A 2 & 1/2 story, clapboard heel factory, with gable roof and covered with asphalt shingles built prior to 1886, stands at 266 High St. A steam saw mill, ca. 1870, was built near the Ipswich River off of East St. The Stackpole Soap Mfg. Co. built a factory on the site of the County Road tannery ca. 1880's. The Hayward Hosiery Co. built several wooden factory buildings ca. 1890's on Hayward Street just west of the railroad tracks. The site is occupied at present by the Ipswich Shellfish Co. and some of the buildings may be from the hosiery mill.

The Ipswich Water Works and Power and Light Co. was established on High St. in 1894; the pumping station, a Richardsonian Romanesque structure, was erected with a recessed brick arched entry, segmental arches over the windows, granite window sills and hip roof; later alterations and five additions (electrical generators) have obscured the original building. In 1903 the electrical plant was established. The town's gas works were also established during the period; all that remains is a small 2 & 1/2 story brick building with gabled roof located on Hammatt Street.

Five shoe factories (location, size, material and date unknown) were also built between 1870 and 1885. Toward the end of the period, ca. 1900, the Bromm Stocking CO., a large hosiery company built a large wooden factory complex on Brownville Ave., opposite Mt. Pleasant St; the main building, a 1 and 1/2 story frame structure with a shallow pitched roof, and several other one and two-story wooden buildings still stand. Machine shops and two box-making factories were also erected during the period.

Transportation: The Grew Street Bridge (1872-1884) of wood and random rubble was rebuilt in 1894 as a granite stone arch bridge with two spans. It was 120 feet long and 30 feet wide.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

Bypassed by Interstate 95 and State Route 128, Ipswich's principal arterials remain the Newburyport and Ipswich Turnpikes (Routes 1 & 1A) running north/south, and High Street/Essex Road (Rt. 133) running east/west from Gloucester to Georgetown. The town's electric street railway was dismantled in the 1930s. Ipswich lies on the Boston-Portsmouth, New Hampshire line of the B & M Railroad. Commuting time by rail between Ipswich and Boston averages 47 minutes.

B. Population

Having risen steadily since the Civil War era, Ipswich's population suffered a brief setback in the early decades of the Early Modern period. From a peak of 6272 in 1915, the town's population declined 10.7% to a low of 5599 in 1930 and then resumed its growth, uninterrupted. From period's opening to close, its population has risen fully 25%. The town's proportion of foreign-born population remained extraordinarily high. After

peaking at 39.5% in 1915 (Canadians overwhelmingly dominant), the proportion suffered a sharp and rapid decline, bottoming out at 9.8% in 1940. By 1950, the trend reversed, however, with foreign-born (again Canadians in majority) ascending to account for 17.5% of Ipswich's 1950 population. In the 1956 presidential election, 71% of the town's voting population opted Republican, 29%, Democratic.

C. Settlement Pattern

With the closing of the Ipswich Mill Company in 1929, Ipswich began its evolution into primarily a residential community. Although Memorial Hall was constructed in 1922 and a marble fountain erected on the south green in 1916, most building during the period was residential in character. Within the central village, new dwellings proliferated particularly in the area beyond the railroad line, roughly bounded by Washington Street and Topsfield Road on the east and south. Outside the historic village, single family homes were erected in large numbers along the town's rural highways. Seasonal, cottage-type construction became popular on Jeffrey's and Little Neck. Agricultural activities survived in southern Ipswich, while a small industrial fringe emerged immediately north of the central village near Town Hill. Warren and the Market/North Main Street axis remain the focus of the town's commercial activities.

D. Economic Base

The continued growth of the Ipswich Mills during WWI provided increased job opportunities. In 1917, the mill employed 1500 people (75% women) and produced three million pairs of army and finer grade hosiery. After the war the Hayward Hosiery Co. was established. This firm manufactured "full-fashioned" hosiery in a modern factory near town-center. The demand for "full-fashioned" hosiery would eventually result in the demise of the Ipswich Hosiery Co. Having made women's circular knitted stockings and army stockings, the company did not modernize its equipment. In 1928 this and other factors caused the company to liquidate, leaving Ipswich without its primary employer.

Other industries in the 1920's included the Burker & Son Heel (and inner soles) Factory, one of the largest in New England, and the Ipswich Tallow (soap & candle) Co. Both Burke and the Hayward Hosiery Co. were still in business in 1952. Other firms in 1952 included A.J. Barton, a granite and marble monument manufacturer; the Carmen Milling Co., a woodworking company; the Ipswich Venetian Blind Co. and Sylvania Electrical Products Co.

In all there were 473 people employed in manufacturing in 1952, compared to 935 men alone in 1915. Agriculture continued to decline, employing only 171 men in 1940. Thus, despite the loss of the Ipswich Mills, manufacturing actually increased its percentage of all occupation from 50 to 62% from 1915 to 1940. In 1952 manufacturing employed 44% of all workers, (473 people) while wholesale and retail trader and service industries employed another 40% (435 people).

E. Architecture

Residential: The Cranes replaced their house on Castle Hill between 1925 and 1927 with a late Stuart design by David Adler, also H-plan in form, with entry porch, of brick and stone, and including 59 rooms. With population decline few new homes were constructed; isolated examples are known of bungalow and related four-square, pyramidal roofed houses. No post-war housing is inventoried.

Institutional: The Benjamin Stickney Memorial Hospital was built of brick in 1916; it is two stories raised on a basement, with an H-plan, center entry, dormers, cupola, and parapetted pavillions. The town added a brick annex to the town hall in 1920; it is a single story gable block with projecting, pedimented bays at each end with entry in the center of its 11 bays. The next year a Colonial Revival Memorial Hall was constructed composed of a brick gable-roofed block with end pavillions and recessed entry below a parapet.

Commercial: The town's best known commercial structure is the Clam Box, designed by Richard J. Greeleaf Jr. in 1938 to resemble the box in which fried clams are served.

Industrial: Cement block storage buildings were erected by the Ipswich Shellfish Co. probably after WWII. Slight alterations were made on the Ipswich Hosiery Mills once occupied by the Sylvania GTE Co. The Barton Granite works erected a small 1 & 1/2 story brick building with gabled roof and a smaller one-story frame addition with gabled roof early in the period.

XI. SURVEY OBSERVATIONS

The Ipswich inventory, of moderate quality, includes approximately 300 form.

Zoning laws have effectively protected Ipswich to date. Intensive commercial development remains confined to Central/Warren Street in the central village, and automobile-oriented sprawl to the segments of Route 133 that lie immediately outside of Ipswich's historic district: on Essex Road from its intersection with County Road south to Lakeman Lane, and on High Street from the Ipswich High School north to Mile Road. Residential construction, predominantly single-family in nature, remain confined to areas beyond the limits of the historic district and scattered along the town's outlying roads. Tract development does appear to have made some inroads within the town, such neighborhoods arising immediately north and east of the central village as well as in the Pineville vicinity. The construction of summer, cottage-type dwellings proliferates on Jeffrey's Neck and Little Neck, new buildings appearing as infill among earlier dwellings.

XII. FINDING AID

17th and 18th Century Residential

High Street from
Linebrook Road and
Liberty Street to Spring
Street

Colonial (18th century) Dwellings

Summer Street from County
Road to North Main

Ensemble of 17th, 18th, 19th Century Dwellings

Summer Street from
County Road to North Main

"The Alley", Mid-19th Century Worker Housing

Between Estes & Kimball
Streets & Ipswich River

"Town Common", 18th & 19th Century Building

Around the meetinghouse
Green, opposite Warren
Street

19th & 20th Century Recreational (Cottage) Building plus Overviews of Plum Island and the Sound

Jeffrey's Neck Road
North Ridge Road

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