

# MHC Reconnaissance Survey Town Report

## LYNNFIELD

Report Date: 1986

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

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

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

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

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



### MASSACHUSETTS HISTORICAL COMMISSION

William Francis Galvin, Secretary of the Commonwealth

Chair, Massachusetts Historical Commission

220 Morrissey Blvd.

Boston, MA 02125

[www.sec.state.ma.us/mhc](http://www.sec.state.ma.us/mhc)

[mhc@sec.state.ma.us](mailto:mhc@sec.state.ma.us) / 617-727-8470

## MHC RECONNAISSANCE SURVEY REPORT

Date: May 1986

Community: Lynnfield

### I. HISTORIC OVERVIEW

Located in southern Essex County, Lynnfield contains few Woodland and no Contact period sites, although the latter are likely in the Saugus and Ipswich-River vicinities. Earliest European settlement was in 1638, when lands were divided and occupied by Lynn residents. The town remained a territorial outpost of Lynn and an area of dispersed agricultural settlement throughout the 18th century. Set off as a separate parish in 1712, it claimed its first meetinghouse by 1715, at Main and Summer Streets. Most of Lynnfield's roads were in place by 1790. The only significant Federal period addition was the Newburyport turnpike (1803). Settlement activity focused around the civic core at the common (Lynnfield Center) and at the turnpike junction (South Lynnfield). Most residential construction still was dispersed along the town's major roadways.

The Early Industrial decades saw sluggish growth continue, and few roads opened. A small commercial corridor developed at the turnpike and railroad depot in South Lynnfield, while the civic core remained at Lynnfield Center. Stimulated by the arrival of the railroad, Lynnfield's principal occupations were agricultural and shoe and boot manufactory. But by 1865, with the factory system replacing the putting-out system of shoe production, Lynnfield's involvement plummeted. Otherwise, beyond agricultural activities, some granite quarrying and ice-cutting occurred. The town remained primarily agricultural and essentially isolated throughout the late 19th century, Lynnfield not receiving trolley service (and that only to the southern town) until 1894. A spurt of municipal building occurred at Lynnfield Center late in the century. Residential and commercial activities remained concentrated in South Lynnfield turnpike, railroad and trolley vicinity. Several factories opened during the period, shoes the primary product. Quarrying continued.

Having assumed an accelerated pace of growth since the early 20th century decades, by 1945, population increases and residential construction had reached frenzied proportions. The sleepy and picturesque agricultural town was drastically transformed. By period's end its factories had failed and the town has evolved into a residential suburb of Greater Boston. Large subdivisions were opened in the southern town, between the juncture of Walnut and Summer Streets and South Lynnfield, the earliest homes appearing to have been built along the littorals of the Pillings and Santaug ponds. Growth continued unabated, the town's population having quadrupled between 1940 and 1975. The town's upper middle class and picturesque character continued to attract builders, subdivisions of fine dwellings now populating many of Lynnfield's formerly agricultural lands.

### II. POLITICAL BOUNDARIES

Originally, "Lynn End" of the seventeenth century Plantation of Lynn became the Second Parish of Lynn in 1712. It was established as a district by the name of Lynnfield in 1782, and merited incorporation as an independent town in 1814. In 1854, the bounds between Lynnfield and Reading were established, and in 1857, those between Lynnfield and North Reading (part of each annexed to the other at this time); final boundary lines between Wakefield, Saugus, Reading and Lynnfield were established between 1870 and 1947.

### III. TOPOGRAPHY

The town of Lynnfield is located in the southwestern portion of Essex County, Massachusetts. It is bordered on the north by North Reading, east by Peabody and a small part of Middleton, south by Lynn, Saugus and Wakefield, and west by Wakefield and Reading. The town is about 6 miles long at its extreme length and varies from 1 & 1/2 to 2 & 3/4 miles in width. Physiographically, Lynnfield 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. In Lynnfield, land surfaces are hilly with elevations averaging around 100 feet. Several areas ranging from 150 to 200 feet are also present.

Bedrock deposits in the Lynnfield area are characterized by igneous formations in most of the town. Salem gabbro-diorites (diorite and gabbro-diorite) are the most common bedrock type present throughout most of the town. Small bedrock distributions belonging to the Marlboro formation and Quincy granites are also present. Gneisses and shists of undetermined age in the north western portion of town represent the only sedimentary formations in the town.

Soils in the Lynnfield area represent a mixture of types formed through glacial outwash, organic deposits, alluvial and urban development. Soils of the Paxton-Montauk-Urban land association are the most common soil group found in the town, particularly north of Rt. 128. These soils are found in deep deposits and nearly level to steep areas. They are well-drained loamy soils formed in glacial till and in areas where natural soils have been altered by urban development. South of Rt. 128 soils of the Chatfield-Hollis-Rock outcrop association are the most common type. These soils are found in both deep and shallow deposits in gently sloping to steep areas. They are generally well-drained loamy soils found in glacial till containing areas of exposed bedrock. Soils belonging to the Merrimac-Hinckley-Urban land association are found in small areas in the north western corner of town, in Lynnfield Center and northwest of Santaug Lake. These soils occur in deep deposits and nearly level to steep areas. They are generally excessively drained loamy and sandy soils formed in outwash deposits and in areas where natural soils have been altered by urban development. A small concentration of soils belonging to the Canton-Woodbridge-Freetown association is present west of Santaug Lake. These soils are found in deep, nearly level to steep areas. They range from well-drained, loamy soils formed in glacial till to very poorly drained, mucky soils formed in organic deposits. Northwest and south of Lynnfield Center, soils belonging to the Freetown-Fluvaguents association are also present. These soils are formed in deep deposits and nearly level areas. They are generally very poorly drained mucky soils formed in organic deposits and recent alluvium.

Major drainage in Lynnfield is through several swamps, brooks, lakes, and ponds, feeding the Ipswich River which forms much of the northern town boundary and the Saugus River forming part of the southern and western boundary. Pillings Pond (Gerry's Pond) and Santaug Lake (Humphrey's Pond) are the major bodies of water in the town. Major brooks include Willis Brook, Hawkes Brook and Beaver Dam Brook. Several springs also exist in the town.

The original forest cover in Lynnfield included a heavy growth of pine mixed with oak as well as chestnut, poplar, maple, birch and some other hardwoods and conifers. Secondary growth patterns characterize most of the town today. These patterns are characterized by second growth oak and chestnut as well as white pine, birch, cedar and juniper.

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

##### A. Transportation Routes

Native American transportation routes in the Lynnfield area likely emphasized water travel along rivers, brooks and the margins of major wetlands. Conjectured trails may have also been present in the Main Street area linking the Wakefield/Reading locale with Middleton/Ipswich River locale and in the Summer Street/Salem Street area leading southerly to Saugus, Lynn and Salem. Local secondary trails likely extended from the major conjectured routes listed above to major ponds and wetlands.

##### B. Population

Lynnfield 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 Naumkeags who may have been a subtribe of the Massachusetts but seemed to be under the leadership of the Penacooks. Most seventeenth century colonists considered the Pawtucket and Massachusetts Indians closely related but separate entities. Both Swanton (1952) and Speck (1928) included the Pawtucket Indians in the Salem area among the Massachusetts. Gookin (1792) lists ca. 3,000 men belonging to the Pawtucket group prior to the 1617-19 epidemics, while Mooney (1928:4) lists 2,000 men belonging to the Penacook group (probably Pawtucket), as many as 12,000 natives, probably exaggerated. During the same period, both Gookin and Mooney list ca. 3,000 men belonging to the Massachusetts which probably included some Pawtuckets. The Native American population in the Lynnfield area may have numbered in the vicinity of 200 individuals during much of this period. Following the epidemics, fewer than 50 individuals if any remained in the Lynnfield area.

##### C. Settlement Pattern

Few Woodland and no Contact period sites are known for the Lynnfield area. However, environmental variables, later 17th century documentary sources, and site densities in surrounding areas indicate Contact period sites should be present. For example, locales along the Ipswich River or Saugus River may have been good site locations as well as other areas around major ponds and wetlands. Known Contact period sites are present to the west in Wakefield, southwest in Revere, and eastward in Salem, Marblehead and Ipswich. 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 major riverine areas of along the periphery of wetlands such as ponds, swamps and streams. Few Native Americans resided in Lynnfield by the end of this period.

##### D. Subsistence Pattern

Native Americans in the Lynnfield area subsisted in 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 available in and around freshwater wetlands and riverine areas. Both the Ipswich River and Saugus river may have contained seasonal runs of smelt, alewives, shad, sea-run trout and possibly salmon. Ponds, lakes, streams and rivers afforded a variety of freshwater fish. Domesticated plants such as corn, beans, pumpkins, squash and tobacco were important. The

location of native fields are currently unknown, however, they were likely along riverine areas or other major wetlands.

## V. PLANTATION PERIOD (1620-1675)

### A. Transportation Routes

Indian trails likely continued in use throughout most of the Plantation period. Water travel on the Saugus and Ipswich Rivers of the Plantation period. Water travel on the Saugus and Ipswich Rivers remained the fastest and at times the most convenient mode of transportation between Danvers, Lynn, and Saugus and Lynnfield. Most families probably had canoes though larger vessels were also possible.

European land transportation in Lynnfield probably began in the 1630s as Indian trails were upgraded to horsepaths and cartways leading to early farm grants and grazing areas Lynnfield Street connecting with Salem Street was likely laid out in the 1630s connecting Lynnfield with Peabody, Lynn and ultimately Salem. Portions of Lowell Street (Chestnut Street) and Essex Street (Middle Street, Main Street) may have also existed at this time providing additional links to Peabody. Summer Street was probably a cartway linking Lynnfield center with routes in the southern portion of town.

### B. Population

Lynnfield was sparsely settled throughout this period. Population statistics are not available for the town since it was commonlands of Lynn throughout the period. It is unlikely more than 100 individuals resided in Lynnfield during this period. Lynnfield was settled by residents of Salem and Lynn. Congregationalism characterized religious worship. Lynnfield residents worshipped and held meetings with the Lynn First Parish.

### C. Settlement Pattern

The first reference to the Lynnfield territory was in 1635 when John Humphrey, the first grantee in the town, received a grant of 500 acres in the area including Santaug Lake. This grant provided that inhabitants of Saugus (Lin, Lynn) and Salem were allowed to build four homes on an island in the lake and supply provisions in case of Indian attack. In 1638 Lynn was granted six miles into the country including much of this Lynnfield area, long called Lynn End. Lynnfield was known as a territorial outpost of Lynn during this period with scattered farmsteads throughout the territory. Most settlement in the town began about this time by residents chiefly from Lynn. Earlier residents may have been from Salem. Residents held meetings at the First Parish meetinghouse on Lynn Common throughout the period.

### D. Economic Base

As Colonial settlers established themselves in the Lynnfield 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 Lynnfield's first few settlers. Indian corn, wheat, barley and rye were the most important food crops; fruit and vegetables were also grown. English hay may have been grown by 1675. Husbandry was an important activity on Lynnfield farms; cattle, horses, sheep, swine, oxen and fowl were the most important farm animals. Much of Lynnfield remained common lands of Lynn throughout this period used for

woodcutting, grazing and some farming. The Poole Sawmill was present in 1663 on the Saugus River between Wakefield and Lynnfield.

## VI. COLONIAL PERIOD (1675-1775)

### A. Transportation Routes

Native trails had been upgraded to horsepaths and carpaths by this time or had become overgrown. Summer Street (Union Street) continued providing a north/south link through the town from the meetinghouse and Common in Lynnfield Center (Main Street/Summer Street intersection) and to Salem Street in the south. In the northern portion of town Main Street (Essex Street) connected Lynnfield with the Wakefield/Reading area to the West and Peabody/Danvers to the east via Chestnut Street. In the southern portion of town Salem Street provided an east/west corridor connecting Wakefield with Peabody, Lynn and eventually Salem.

### B. Population

Lynnfield remained sparsely settled throughout the Colonial period although when compared to the Plantation period, the town's population probably tripled. In 1688, 26 persons, mostly males from Lynnfield are listed as contributing funds to build a new meetinghouse at Reading, now Wakefield; this figure may represent as many as 130 individuals in the town at that time. After Lynnfield Parish was created tax lists provided further estimates of the town's population. In 1729, 71 males, possibly 355 individual resided in Lynnfield. By 1775 the town's population was probably around 400 individuals.

### C. Settlement Pattern

Lynnfield's settlement pattern changed little during the Colonial period. Settlement did increase though the area still remained a territorial outpost of Lynn throughout most of the 18th century. Dispersed farmsteads continued to characterize settlement in the town. Lynnfield was set off as a separate parish in 1712. A meetinghouse was built in 1715 near the intersection of what is now Main and Summer Streets. Evidence also exists that meetings were held at the Reading, now Wakefield meetinghouse in the late 17th century as some Lynnfield residents contributed to its construction in 1688. By the end of the period, a burial area and school houses stood near the meetinghouse surrounding the Common. Lynn commonlands in Lynnfield were laid out to its residents in 1706.

### D. Economic Base

Agriculture and husbandry continued to characterize most aspects of Lynnfield's economic base throughout the Colonial period. Grains remained the main focus of most agricultural production with corn as the chief crop. Husbandry also continued in importance although as common lands were divided to importance probably decreased in favor of farming. One sawmill may have continued in operation on the Saugus River.

### E. Architecture

Residential: The town's inventory claims several first period structures but none were documented by Cummings (1979). The Joseph Hinsfield House (1667) began as a two story house with a single room on each floor but was later expanded to saltbox form; the Perkins House (1660-70) claims a similar core

within its center chimney, symmetrical gable form. The Hart house (1673) began as a 2 & 1/2 story house with a room on each side of its center chimney and was later expanded with a lean-to, rear ell, and beverly jog; the Cooks Farm (1700) is also a saltbox. Other symmetrical gable forms include the restored Timothy Munroe house (1690), a 1721 house, as well as the Daniel Mansfield house (1740); related houses of 1 & 1/2 stories include the gambrel roofed Tapley Tavern (1700-15). Multiple chimney houses were rarer, and include the 1720 gambrel Sweetzer House of seven bays, and the expanded Tate House (1680-1705).

Institutional: The parish built its meetinghouse in 1714-15; still standing, it has undergone many changes from its beginning as a plain rectangular structure measuring 37 & 1/2 x 33 feet with entries at each gable end and the long west wall. In 1772 a schoolhouse was constructed of one story under a hip roof with a three bay facade and side entry, measuring 12 x 18 feet.

## VII. FEDERAL PERIOD (1775-1830)

### A. Transportation Routes

Colonial period roads continued in use and were improved. The essence of Lynnfield's transportation network was already in place by 1790. During the Federal years the only additions were Main Street north from Lowell Street, and the Newburyport turnpike across the town's southeastern corner (1802-1806). Lynnfield's four principal roads were Mill Street (now Walnut), Union (now Summer), Essex Street (now Main) and Middle (now Essex). Although Ezra Lunt's stage service ran regularly between Newburyport and Boston since 1774, his stage coaches travelled via Salem, thereby bypassing Lynnfield. It is probable that at least by 1818, (and likely earlier) with the incorporation of the Eastern Stage Company, that stage service connected Boston and Newburyport directly, and thus passed through South Lynnfield.

### B. Population

The district's population was first reported in 1790 at 491 individuals; it had grown by 25.6% to 617 in 1830, but was still the region's third smallest town after Middleton and Wenham. The town's parish shifted toward Unitarianism, while Methodists met after 1816. A Social Library was formed in 1795.

### C. Settlement Pattern

Growth was slow in Federal Period Lynnfield, and municipal improvements few. In 1782, the old meetinghouse was enlarged, at Lynnfield Center. In 1813, the West Cemetery was set aside. Settlement activity focused around the civic core at the common (Lynnfield Center) in the north, and at the junction of the Turnpike and Salem Street (now South Lynnfield) in the town's southeastern corner. Lynnfield's first schoolhouse was erected in South Lynnfield in 1800, and a second, at the Common in Lynnfield Center in 1801. After the opening of the Newburyport Turnpike, the Newbury Turnpike Company built Lynnfield's first hotel at the junction of Summer Street and the turnpike. It was the first stop of the stagecoach out of Boston. South Lynnfield likely emerged at this time as the town's commercial core. Several small mills clustered along the Saugus River at this intersection with Summer Street and Main. Agriculture, the town's primary occupation, was dispersed throughout the period. Although a few dwellings were erected in South Lynnfield at the turnpike and around the common at Lynnfield Center, in general houses were scattered along the town's

major roadways, on Salem, Summer, Walnut, Essex and Main Streets.

#### D. Economic Base

Agriculture, the dominant economic activity throughout the period, was nevertheless conducted on a small-scale. In 1791 only 17.1% of the 5239 acres of agricultural land were under cultivation, 4.8% of the total under tillage and 12.3% (650 acres) devoted to hay. Of the 4343 uncultivated acres, only 28.4% were devoted to pasturage while the remainder was wooded or otherwise unimproved. A saw and gristmill serviced the farm economy, as did a few blacksmiths. As late as 1820 only 65 men were employed on farms.

Small-scale manufacturing operations were also established in Federal Lynnfield including cabinet-makers, wheelwrights, shoe-makers and a small woolen mill. Except for the shoemakers, these activities were based in the Lynn's End section of town.

#### E. Architecture

Residential: A small number of center chimney houses were built during the period, including 2 & 1/2 story and 1 & 1/2 story examples. Multi-chimney houses of 2 & 1/2 stories and five bays became popular; the largest were double interior chimney, double pile houses, followed by nearly equal numbers of rear-wall chimney, L-plan houses. Hip roofs were known in small numbers in these forms as well as in an end wall chimney, double pile house. Unusual are the isolated examples of 1 & 1/2 story, rear wall chimney houses.

Institutional: In 1782 the meetinghouse was cut in half and 14 feet added to its length. Methodists built a meetinghouse of unknown appearance that burned in 1894. In 1808 a new school was constructed, a 1 & 1/2 story gable front with center entry; it now serves as library and has a window on either side of the door, and three in the gable; a contemporary schoolhouse built in the north burned in 1856.

Commercial: The Lynnfield Hotel was constructed by the Newburyport Turnpike Co. in 1804, with sixty rooms, multi-storied, and a French roof; it burned in 1894.

Industrial: A gristmill and wool fulling mill were erected on the Saugus River in south-western Lynnfield prior to 1791, as was a sawmill further north on the Saugus River. Shoemakers, blacksmiths, wheelwrights and cabinet-makers shops were also erected during the period.

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

#### A. Transportation Routes

Existing roads continued in use and were improved. The only new street added during the period appears to have been Forest Hill Avenue connecting Summer and Essex Streets just south of Lynnfield Center. In 1852, the section of turnpike through Saugus and Lynnfield became a free road. Stage service continued until mid-century when railroad service arrived in Lynnfield. The South Reading Branch Railroad was erected in 1848 through South Lynnfield; the line ran from Peabody to Wakefield. In 1850 the Boston and Maine Railroad opened. Owned by Boston and Maine, it ran from the old terminus of the Wilmington Branch through Reading, Lynnfield (near Lynnfield Center), Middleton, and Peabody to Salem. In 1853, the Newburyport and Wakefield Branch of the Boston and Maine Railroad was opened through the northern tip of



the town. But Lynnfield was more a pathway for the Railroad than a stopping point, the town claiming only one depot. Located in South Lynnfield at the South Reading Branch (by 1870), it was opened to accommodate the needs of the icecutting business on Santaug Lake.

#### B. Population

Lynnfield's growth increased to 32.5% as the town's population grew from 617 in 1830 to 818 in 1870. It remained the region's third smallest town, now behind newly incorporated Nahant and Hamilton. A small group of the foreign-born equalled 9.4% of the population in 1855, and included nearly equal numbers of Canadians and Irish; ten years later the total fell to 7.2%. A group of Orthodox church members withdrew from First Parish to form an Evangelical Society in 1832. After 1849, the Universalists ran the First Society briefly. A church was also formed at the South in 1854. A Lyceum Library was organized in 1835, followed by an Agricultural Library in 1850.

#### C. Settlement Pattern

The town's growth was steady but slow. It was not until mid-century with the opening of the Newburyport and South Reading branch railroads through the central and southern town, that a period of building began. A small commercial corridor developed on the Newburyport Turnpike immediately south of its intersection with the South Reading track, confirming the village's place as the town's commercial focus. The town's first post office opened in 1839 in South Lynnfield. By 1870, the village claimed a church ( ) of its own. Civic activities remained localized at Lynnfield Center, and industries, along the Saugus River. An icehouse operated mid-period at Santaug Lake and a shoe manufactory, on Lowell Street at the Peabody line.

Residential streets were opened between the railroad and Santaug Lake, and several buildings erected there before period's end. Elite dwellings were attracted to the immediate vicinities of South Lynnfield and Lynnfield Center. On the whole, by 1870, dwellings were the highest density on Salem Street and the Turnpike in South Lynnfield, and at Lynnfield Center extending west along Main to Chestnut, little further than Essex Street to the east, and south to the railroad crossing. Scattered residences could be found along Salem Street east to the river, at the junction of Walnut and Summer Street, at Chestnut and Lowell Streets, and south along Main Street to the river.

#### D. Economic Base

Farming remained the primary economic activity in Early Industrial Lynnfield. While agriculture acreage increased only slightly, to 6092 acres in 1865, acreage under cultivation increased significantly, to 2411 acres or about 40% of the total. In 1865 there were 85 farms employing 150 men and the value of farm products was a moderate \$34,797. Important products were hay, milk and butter, potatoes, corn, cranberries and meat. Smaller crops of rye, barley, onions and carrots, and fruit were also cultivated.

Among manufacturing industries shoe-making was the principal activity. In 1832 there were six small shoe shops employing 63 people in the production of men's and women's shoes worth \$13,810. During the peak years of the Lynn putting-out system, Lynnfield's shoe work force expanded considerably in number, as did production. Thus in 1837 there were 173 shoe workers making almost 55,000 pairs of boots and shoes worth \$40,250. By 1865 the factory system had largely replaced the putting-out system and in Lynnfield the workforce declined 88% to 21 people while production declined by 70% to 16,000

pairs annually. Product value suffered a similar drop. Manufacturing activities pursued on a smaller scale included production of pianoforte parts, lobster pots, dyes, chaises and wagons, boats, sashes and blinds, and woolen cloth. A small woolen mill made flannels and satinets throughout the period employing 7 - 10 men and producing goods worth \$7,000 8,500 annually. In 1865 the total value of manufactured goods was a mere \$26,433. In addition, small granite quarrying operation was established in the 1850s, and ice was cut from Santaug Lake.

#### E. Architecture

Residential: Small, 1 & 1/2 story houses were favored during this period. Most common were five bay, center entry houses with both center chimney and rear wall chimney examples surviving. Gable front forms are comparatively rare here, known from isolated 1 & 1/2 story, 2 & 1/2 story, and 2 & 1/2 story T-plan examples. Inventoried examples are Greek Revival in ornamentation.

Institutional: In 1836 the First Parish meetinghouse was remodelled, including window replacement. In 1833 the new Evangelical Society built a meetinghouse; later known as the Center Orthodox Church, the gable front form had a center entry tower with belfry and pinnacles, paired lancet windows on facade, and a cross gable door hood; it has been dramatically altered in recent years, presently masked by a Colonial Revival church complex. Later in the period a church was formed in the south, using a converted building as a chapel until building a church in 1857; the small gable front church had a center entry, square tower and spire, and square-headed windows. A new Center School was built in 1856, 2 & 1/2 stories in height, four bays in width, with entries at each side; the North School was rebuilt but closed in 1883 because too few students lived in the area.

Commercial: A mid-century connected farmstead was converted into a store complex, of four units, composed of a gable front portion and lateral ell, and 2 & 1/2 stories in height.

Industrial: Several ten-footer shoe shops were erected early in the period. Other shops erected during the period probably included those for making chaises and wagons, boats ploughs and pianoforte parts.

### IX. LATE INDUSTRIAL PERIOD (1870-1915)

#### A. Transportation Routes

Lynnfield's transportation network was upgraded, but it appears that no additional roads were added. Traffic over the Newburyport Branch Railroad increased such that by 1884 Lynnfield Center claimed a depot where the tracks crossed Summer Street. Although by 1884, the Salem Peabody and Danvers electric street railway began operation throughout Salem's hinterland, it was not until a decade later (1894) that trolley service reached Lynnfield. The streetcar ran from Wakefield to Salem Street to the Salem Willows.

#### B. Population

Growing from 818 residents to 1112, Lynnfield's rate of population increase was a moderate 35% for the period 1870 to 1915. The majority of this growth occurred after 1905. The town's foreign-born population was small in both real and relative terms. In 1875 there were 64 immigrants (8.3% of total), all Canadian, Irish or English-born. By 1915 the foreign-born represented

14.3% of the total as more Canadians migrated to the town. A few Russians were also among the 1915 population.

An Episcopal mission was established in 1914. Throughout the period there were three schools, the Center School, the South Grammar School and the South Primary School. A public library was established in 1891. In 1908 the Lynnfield Center Civic League was organized to promote town improvements in transportation, roads and utilities. There was also a flourishing Men's Club.

### C. Settlement Pattern

Lynnfield never experienced the frenzied period of growth that hit many Essex County towns late in the nineteenth century. By 1884, South Lynnfield remained the commercial hub of the town, but claimed only an additional church and shoe factory. The Lynnfield hotel (at the turnpike) burned in 1894. Lynnfield Center, quiet, but still the civic focus, stood essentially at a standstill.

During the turn of the century decades, however, with the arrival of the trolley line to the southern portion of town and a railroad depot to Lynnfield Center, a period of residential building and municipal improvements began. A new town hall with public library was constructed (1892) in Lynnfield Center. In 1905, the library was moved in to the first school house. In 1907, at South Lynnfield, Santaug Park was established. Residential building, although it continued on the principal avenues of Lynnfield Center, was most heavy in the south of town - doubtless a result of the increased accessibility afforded by the trolley.

### D. Economic Base

The Lynnfield economy continued to center around the farm for most of the period, though in the 1880s a local manufacturing base began to emerge. While the number of farms increased from 51 to 59 from 1875 to 1915 this still represented a drop from the previous period. The number of acres devoted to crops experienced a significant decline as farmers turned increasingly to dairying and poultry. A greater percentage of cultivated land was devoted to hay than in the previous period, so that by 1905, 1042 of 1204 cultivated acres were for hay. A larger acreage was devoted to pasturing too. These changes are reflected in the value of various agricultural products. The value of hay produced increased 65% to \$25,766 in 1905, while the value of vegetables declined by 22% to \$6276 in 1905. The value of milk and other dairy products increased 100% to \$38,968 in 1905 and the value of poultry products increased 1184% to \$29,503. Together, dairy, poultry and hay accounted for 73% of the total value of agricultural products in 1905. Next in order of importance were green house products, then meat products, then vegetables. The \$129,274 figure for that year was an 80% increase over 1875.

Manufacturing did not assume any importance until the 1880s when a few shoe factories were established in the South Village. Between 1875 and 1885 four small shoe factories were incorporated, employing a total of about 50 men and a smaller number of women. In 1885 the value of shoes exceeded \$112,000 and accounted for 77% of the total manufacturing product value of \$146,229. By 1895, two of the shoe manufacturers, Henry Law and Clarence Moulton, had expanded operations, each employing around 100 people. Other manufacturing establishments initiated during the period included a cider and liquor mill (1872), the largest in New England, a food preparations factory (1870), a third chaise and wagon shop (1885) and a building construction company (ca 1880). In 1895 (the last year figures are provided) total value of all manufactured goods was \$223,087, up from a mere \$9,000 in 1875. Besides these

activities granite quarrying continued on a small-scale.

#### E. Architecture

Residential: No inventoried houses date to this period. Scattered throughout the town are gable fronts of 2 & 1/2 stories and 2 & 1/2 story T-plans with ornamental shingles and porches. Somewhat later, a related form, gambrel front houses of two stories, were constructed. Failure to survey these structures is most problematic for the densely occupied area at South Lynnfield. Here a mix of turn-of-the-century houses can be found including four square pyramidal roofed houses, symmetrical Colonial Revival homes, Dutch Colonials, as well as eclectic Tudor houses.

Institutional: In 1871 a schoolhouse was built in the south, a 2 & 1/2 story structure with a three bay, center-entry facade, cupola, and two schoolrooms. The town built a separate town hall in 1891, frame of 2 & 1/2 stories on a basement, it measured 48 x 60 across its shallow T-plan, with hip roofs and towered entry portico. In 1903 a new Center School was constructed in brick from a Georgian Revival design in a 1 & 1/2 story hip roofed block with center entry under a facade gable with palladian windows, and banks of windows on either side. The First Parish Meetinghouse became an enginehouse in 1903; Chemical House #2, built in 1907, is a flat-roofed rectangle of two stories with an engine door, window, and door on its narrow facade. The small hip block branch library at South Lynnfield probably dates to this period.

Industrial: Four shoe factories were built beginning in the late 1870s in the south village. Moulton's shoe factory consisted of two 2 & 1/2 story frame buildings with stone foundations and gabled roofs were located on the Newburyport Turnpike just south of Salem Street. Henry Law's shoe factory was a large three-story frame building with a mansard roof, with two-story additions on all four sides. No information is available for the other two shoe factories. A cider mill, the largest in New England at that time, was built on the site of the woolen mill on Walnut Street in 1872.

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

#### A. Transportation Routes

Late in the period, as Lynnfield began its first period of pronounced growth, residential neighborhoods and cross streets were opened throughout the town. Several now made the immediate vicinity of Lynnfield Center, off the main boulevards accessible for building off Essex, Main and Summer Streets. Large street networks, however, were opened in the southern town, between Lynnfield Center and South Lynnfield. The central axis of this housing boom was Summer Street. New neighborhoods were laid out along the Santaug and Pillings Ponds on the east and extending from the Route 1/Salem Street juncture to follow Summer Street north as far as Crest Road. Between 1950 and 1954, Route 128 was constructed over the abandoned bed of the South Reading Branch Railroad. Trains continued to run over the Newburyport Branch Railroad throughout the period. They ran twice daily during the weekdays only; commuting time was 35 minutes. Streetcar service ended in the 1930s.

#### B. Population

In contrast to the patterns of the larger industrial cities, Lynnfield resounded from a nineteenth century of gradual growth to suddenly record a growth rate of 409% during the Early Modern Period. It was in the post World War II decades that Lynnfield's population particularly escalated. Having

taken 30 years to triple its population (from 1112 in 1915 to 2921 in 1945), the following decade alone saw Lynnfield nearly double its population once again (up 5667 by 1955). For an Essex town, the town claimed a low percentage of foreign-born throughout the period, from 14.3% in 1915 to 11.8% in 1940. Nearly half of these were Canadian, particularly Nova Scotians; other nationalities present in small numbers were Irish, English and Russians.

### C. Settlement Pattern

Although growth remained consistently slow early in the period, the picturesque town was soon to be revolutionized. After 1940 (and perhaps prompted by the impending construction of Route 128), a suburban building boom began. A commuting population from adjacent metropolitan communities began to turn to Lynnfield as the nearby but quiet locale in which to cultivate a comfortable suburban existence. While a small ring of dwellings was erected around Lynnfield Center, the bulk of this building occurred in the southern town between the juncture of Summer and Walnut Street and South Lynnfield. The earliest homes appear to have been erected along the eastern waterfronts of Pillings and Santaug Ponds. Modern commercial structures began to make inroads at the Lynnfield Center and in South Lynnfield.

### D. Economic Base

Though principally a farming town with a few factories at the beginning of the period, Lynnfield evolved into a residential suburb by 1955. In 1915 the male workforce was divided roughly equally among farmers, manufacturers and those employed in commercial establishments. By 1953, 85% of people employed in Lynnfield worked in commerce (wholesale and retail trades) and another 10% in home construction. Those employed in manufacturing travelled to Lynn and Boston. Early in the period a few shoe factories were in operation, however these closed by WWII. During WWI a chemical factory was established and magnesium silicate mined near Pillings Pond was used to produce magnesium bombs. Later this factory was used to make rust resistant paint and then Epsom salts, before closing altogether. By 1952 the cider mill had also ceased operations. In 1953 the only manufacturing operation in Lynnfield was a firm that made carbonated beverages.

### E. Architecture

**Residential:** Small to moderate homes in historic Revival styles were built in small numbers, particularly at growing South Lynnfield.

**Institutional:** After using a converted residence for services since 1914, the Episcopal St. Paul's was constructed in 1950; the small, gable-front structure has a center entry and brick facade. The first local Roman Catholic Church, Our Lady of the Assumption, was constructed of yellow brick in 1937; gable front in form the simple structure has three face entries. Both the Central and South schools were expanded; two rooms were added to each ca. 1918; at Center on east wing in 1937, and a west in 1948, both of two stories with flat roofs, of brick with stone courses. A new South School was constructed in 1950. A Junior High School was constructed in 1953; of brick, this long two story structure has long banks of windows, a concrete frontispiece, of generalized modern design.

**Commercial:** The Wakefield Cooperative Bank was constructed in 1954 from Colonial Revival designs for a 1 & 1/2 story gable block with a pedimented center entry and brick end walls.

Industrial: A chemical factory was built near the railroad tracks running by Pillings Pond early in the period. The building was demolished when Keniston and Lowell Roads were developed. The cider mill on Walnut Street was torn down in 1952.

## XI. SURVEY OBSERVATIONS

Lynnfield's inventory of forms focuses exclusively on the town's buildings constructed prior to the Civil War. Between 1940 and 1975, the town's population increased over 400%, and such growth continues unabated. An affluent suburb of Greater Boston, Lynnfield claims few commercial structures or industries. It is residential building that has transformed the once agricultural town. In the north and intermingled with extant Colonial and Federal period dwellings on the old farmlands are rapidly escalating numbers of elite residences on large lots. At every turn of the road, a new neighborhood is being carved out of Lynnfield's remaining unoccupied forested and/or agricultural lands. Golf clubs are also known. It is Lynnfield's ensembles, rural dwellings in their original agricultural contexts, that are likely the town's most threatened historic commodity. If residential building continues at its present pace, their future appears in extreme jeopardy.

## XII. FINDER'S AID

|   |   |
|---|---|
| 19th century village center                 | The Common, Lynn Center   |
| Fine 19th century residential               | Main Street and Summer at<br>Lynnfield Center                                 |
| Colonial/Federal agricultural<br>landscapes | Scattered along Chestnut and<br>Lowell Streets, the north and<br>western town |

## XIII. BIBLIOGRAPHY

- Arrington, Benjamin F.  
1922 Municipal History of Essex County in  
Massachusetts. Lewis Historical Publishing  
Company, New York.
- Fuller, Donald C. and Everette L. Francis  
1984 Soil Survey of Essex County, Massachusetts,  
Southern Part. USDA Soil Conservation Service.
- Gookin, Daniel  
1970 Historical Collections of the Indians in New  
England (1792). Jeffrey H. Fiske, ed. Toward.
- Hurd, D. Hamilton  
1888 History of Essex County, Massachusetts. Volumes  
I and II. J.H. Lewis and Co., Philadelphia.

- Lewis, Alonzo, and James R. Newhall  
1865      History of Lynn Essex County, Massachusetts:  
Including Lynnfield, Saugus, Swampscott and  
Nahant. John L. Shorey, Publisher, Boston.
- Mooney, James  
1928      The Aboriginal Population of America North of  
Mexico. John R. Swanton, ed. Smithsonian  
Miscellaneous Collections 80(7). Washington.
- Wellman, Thomas B.  
1895      History of the Town of Lynnfield, Mass.  
1635-1895. Boston.