

MHC Reconnaissance Survey Town Report

MANCHESTER-BY-THE-SEA

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: 1985

Community: Manchester

I. TOPOGRAPHY

The town of Manchester is located in the southeastern portion of Essex County, Massachusetts. It lies at north latitude 42 degrees 34' 30-42" and west longitude 70 degrees 44' 24-43". The town is bounded on the north by Hamilton and Essex, the east by Gloucester, the south by Massachusetts Bay and the west by Beverly and Wenham. It is approximately 4 & 1/2 miles in length along the coast and extends about 2 & 1/4 miles inland for a total of around 5,134 acres. 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 Manchester, the general surface is irregular, especially near the coast. Elevations are generally 100 feet or less with some hills exceeding 200 feet in the northwestern portion of town.

Bedrock deposits in the Manchester area are characterized by igneous formations throughout the town. These deposits are visible in the form of steep ledges and bold escarpments in several areas. Quincy granite is the most dominant type present. Beverly syenite formations are found along the coast.

Soils in the Manchester area represent a mixture of types formed through glacial outwash, lacustrine or marine sediments, and urban development. Soils of the Chatriele-Hollis-Rock outcrop association are the most common group found throughout the western half and extreme southeastern area of town. These soils occur in deep and shallow deposits in gently sloping to steep areas. They are generally well drained, loamy soils formed in glacial till containing areas of exposed bedrock. In the southeastern area of town, limited distributions of these soil associations are present. One type, the Merrimac-Hinckley-Urban land association is formed in deep deposits in nearly level to steep areas. They are generally excessively drained loamy and sandy soils formed in outwash deposits and areas when soils have been altered by urban development. Soils belonging to the Boxford-Scitico-Maybid association

are also present in this area. These soils occur in deep deposits in nearly level to strongly sloping areas. They range from moderate to poorly drained loamy soils formed in lacustrine or marine sediments. The last soil type in this area is the Annisquam-Scituate association. These soils occur in deep deposits in gently sloping to moderately steep areas. They are generally well drained loamy soils formed in compact glacial till.

Major drainage in Manchester is through several small ponds, swamps, and brooks all generally draining into Massachusetts Bay. Major ponds included Dexter Pond, Lily Pond, and Clark Pond. Sawmill Brook is the major brook in the town. Most swamps are found in the northern and western portion of town. Surface run-off also occurs into several coves and inlets along the coast, the largest of which is Manchester Harbor.

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

II. POLITICAL BOUNDARIES

In 1640 land was granted to the inhabitants of Salem for a village at Jeffrey's Creek; it was established as an independent town in 1645, and renamed Manchester. In 1672 the bounds between Gloucester and Manchester were established, and in 1902, reconfirmed.

III. HISTORIC OVERVIEW

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

Native American transportation routes in the Manchester area likely emphasized water travel along the town's coastline and major streams or brooks. Conjectured trails were also probably present along these areas, particularly along the coast in the vicinity of Route 127. Inland trails may have also

existed linking the Manchester Harbor area with settlements to the north in the Essex Bay/Ipswich area. This trail may have existed in the School Street Street/Sawmill Brook area. An inland trail may have also existed to the Annisquam River area in Gloucester.

B. Population

Manchester 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 may have been referred to as the Agawam or Naumkeag Indians who may have been a subtribe of the Massachusetts but seemed to be under the leadership of the Penacooks. Most 17th century colonists considered the Pawtucket and Massachusetts Indians closely related but separate entities. Both Swanton (1952) and Speck (1928) include the Pawtucket Indians in this area among the Massachusetts. Gookin (1674) 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 probably exaggerated. During the same period both Gookin and Mooney lists ca. 3,000 men belonging to the Massachusetts which probably included some Pawtuckets. The entire Native American population in the Manchester area may have numbered in the vicinity of 100 to 200 individuals during much of this period. Following the epidemics, fewer than 50 individuals, if any, remained in the Manchester area.

C. Settlement Pattern

Numerous Woodland and at least one Contact period site have been recorded for the Manchester area. In addition, environmental variables, latter 17th century documentary sources, and the presence of both Woodland and Contact period sites indicate more sites of this period should be present. For example, Manchester Harbor and numerous other coves and inlets along the coast may have been good site locations. At least one Contact period mound was reported at the head of tidewater on a stream where the Kelham and Fitz mill was built (Lamson 1895:345-46). In addition to habitation and village type sites, special purpose sites such as fishing sites, shell middens, and burials were also probably present. These sites may have been located on the coast or along the periphery of interior wetlands such as pond, swamps, and streams.

D. Subsistence Pattern

Native Americans in the Manchester area subsisted on a variety of seasonally determined activities, including hunting, fishing, the collecting of wild plants and shellfish, and horticulture. Hunting was a major activity focusing on larger mammals such as deer and smaller fur bearers. Sea mammals such as seals and drift whales may have also been hunted along the Massachusetts Bay coastline. Upland game birds and ducks were available in and around freshwater wetlands, riverine areas and in marshlands along the coast. Interior ponds and streams afforded a variety of freshwater wetlands, riverine areas and in marshlands along the coast. Some coastal streams may have contained seasonal runs of shad, alewives and smelt. A variety of marine species of fish would have been available in Manchester Harbor, Massachusetts Bay and the Atlantic Ocean. Several species of terrestrial as well as fresh and salt water plants in the Manchester area provided a valuable food resource. Manchester Harbor and the town's coastline presently contain several species of shellfish which may have been available during the Contact period and shell middens sites verify this expectation. Domesticated plants such as corn, beans pumpkins, squash and tobacco were important. The location of native fields are currently unknown, however, they were likely located along the shores of Manchester Harbor, the Massachusetts Bay coastline or interior wetlands.

V. PLANTATION PERIOD

A. Transportation Routes

Water travel along the coast remained the fastest and at times the most convenient mode of transportation between early fishing station and later permanent settlements in Manchester, settlements to the east in Gloucester, and westerly around Salem and Beverly Harbors. Locally, water travel was equally important in Manchester Harbor and along the towns coastline and amongst coastal islands.

Indian trails likely continued in use in the Manchester area throughout most of the Plantation period. Crude European transportation routes also developed, in some areas prior to permanent settlement. By the 1630's many

Indian trails, particularly those along the coast were upgraded to horsepaths and cartways linking early fishing areas. The first road officially laid out in Manchester was the present Beverly and Manchester Road which probably followed the general route of Rt. 127. This road was laid out in 1646 under a court order that a road be built between the Salem Ferry and the head of Jeffrey's Creek. A highway to Cape Ann or the easterly extension of Route 127 was also laid out during this period. Numerous smaller roadways or cartways linked the Route 127 corridor with coastal areas.

B. Population

Native Americans may have resided in the Manchester area during this period, however, little is known about where, in what, or how they lived. Europeans first settled in the Manchester area in 1626-27 when fishermen, abandoning the Cape Ann settlement, settled along the coastline. Additional settlers soon followed. Many researchers officially date the European settlement of Manchester to 1636 when the land at Jeffrey's Creek was divided. Nine males, possibly 45 total individuals are represented in that division. By 1640, 63 people are listed as living at Jeffrey's Creek. In 1662, 20 landowners possibly 100 individuals are listed in the town. Population growth was slow in Manchester, possibly due to the early emphasis on maritime trails rather than agrarian pursuits. Early settlers in Manchester are reported to have emigrated from the eastern shires of England from the area around Manchester. Religion may not have been important to the towns initial settlers as they were probably more interested in fishing and its subculture. Tradition states early worship was held outdoors at Gale's Point. Other worship was in settlers' homes until the 1st meetinghouse was built in 1656. Very few records exist for Manchester's early church. In 1645 at incorporation, the town was still without an organized church. The town's first preacher was hired late in 1645. Manchester residents remained part of the Salem Congregational Church throughout the Plantation period.

C. Settlement Pattern

Little is known regarding the Native American settlement pattern in Manchester during this period. Some natives were probably present though their numbers were small. European settlement in Manchester was made in 1626-27 as several individuals who abandoned the Cape Ann area settled in the vicinity of kettle

Cove (Lamson 1895: 21). Later settlement (1627-1636) in the Jeffrey's Creek area is also considered by some to be the actual settlement of the town. The town landing at the Cove where present day Proctor Street meets the Coast was the focus of most latter emigration. Most early settlement in Manchester was around shore areas. Settlement grew slowly and only gradually moved into the interior. Early settlers, particularly those who settled from Cape Ann, did not have official title to their lands. Title was eventually assured when the Salem government ensured "Old Planters" the lands they improved. Since most early settlers were involved in fisheries they probably did not improve extensive land holdings. Some early grants of land may have been made by the town of Salem although the first official division of land did not occur until 1636-37. At that time nine grants of land were given in the Jeffrey's Creek area known as the Four Hundred Acres. In this division, most grantees received 40 acres with two receiving 50 acres and one received 60. The remainder of the grant was held in common until 1711. The village of Manchester developed in this area. Further grants of land, usually around 25 acres each, were given in the Jeffrey's Creek area from 1637 to 1639.

Many of the town's earliest houses were built in the area of the cove of the Landing. Other settled areas also developed at the foot of Bennett's Hill (1637), in the western part of town (1636), in Sandy Hollow, Black Cove, Norton's Point (1645), and Glass Head (1660).

By 1640 the owners of land at Jeffrey's Creek petitioned the General Court to establish a village in that area. This petition was granted. Settlement increased such that by 1645 the inhabitants at Jeffrey's Creek petitioned the court to name the settlement at Jeffrey's Creek Manchester. This petition was the only act of incorporation for Manchester. The town's first meetinghouse was erected in 1656 near the landing place at Jeffrey's Creek, roughly in the vicinity of School Street and Route 127. Manchester's oldest known burial yard dates to ca. 1650, located at the corner of Washington and Summer Streets. Tradition states that earlier burials were to the rear of the first meetinghouse. One theory also states the town's earliest burial yard was a private yard near the site of the Memorial Library though not much is known of it. A burial place also probably existed at the cove, some say earlier than the one in the village possibly containing the remains of the town's first settlers.

Manchester's lands were probably used in common from the time of initial settlement. However, actual common lands were non existant until the Four Hundred Acre grant was divided in 1636-37. Nearly all freemen settlers had an interest in the towns common lands. Common lands were used mainly for grazing purposes and for the use of fishermen who needed planting ground, land for flakes, stages, and dwelling houses. Common lands were sold, rented, or given by the town to settlers or other individuals as they wished.

D. Economic Base

Native Americans may have resided in the Manchester area during this period. However, little is known about when, or how, these people lived. English fishermen first settled in Manchester as early as 1626-27 after abandoning the Cape Ann settlement. Fishing was the most important aspect in the economic base of these early settlers. Small boats exploiting local coastal waters characterized the early fisheries. Stages, flakes, and possibly structures for storage were often present along the coastline. Colonists in the area during this period probably combined hunting, fishing, gathering, and some agriculture on a subsistence level. Colonists interested predominantly in agrarian pursuits also began to settle in Manchester but maritime interests remained an important activity in the town. Fishing was encouraged to the point that in 1637 the General Court ordered that fishing vessels, stock and fish should not be taxed and fishermen were exempted from military duty. Boat building was also important, probably for local fishing and coasting. Manchester fishermen probably combined the coastwise trade with fishing. As settlement increased agricultural and husbandry were also important economic pursuits. Indian corn, wheat and barley were the most important food crops grown but grains were the most important food produce. Salt marsh hay was probably exploited from marshes along the coast. Husbandry was also an important activity in Manchester. Cattle, horses, sheep, and swine were the most important farm animals. Oxen and fowl were also present. Several mills were also present in Manchester at an early date. In 1644 the town voted to build a grist mill on the river near the meetinghouse. This mill was probably the John Knowlton Mill and may be the tidal mill noted by Lamson (1895: 60). Other grist mills were also probably present during this period, however, it is uncertain when they were erected (see Colonial Period). Three sawmills were also probably present--one located on Cheever's Creek, another north of a

place known as the "Old Mill Dam", and one on School Street by Saw mill Brook referred to as the "Old Saw Mill" in 1694.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

Water travel remained an important mode of transportation between Manchester, Cape Ann, Beverly, and the Salem area. However, land transportation was safer and becoming increasingly important. The Route 127 corridor continued to be the major east/west transportation route linking Manchester with Cape Ann to the east and Beverly to the west. The main northerly route was along School Street from the head of Manchester Harbor north to Essex. In 1685 the road between Manchester and Gloucester was improved. In ca. 1722 a road was also laid out from the county road (Rt. 127) by the causeway up the "Grist Hill" for local fishermen to cut firewood. A road was built from the county road to White Beach in 1724. By 1732 the town built a wharf at the landing place near the meetinghouse on Manchester Harbor. This was known as the town's wharf by the common. A bridge was built across the river in the center of town in 1741. In 1759 a portion of the old road to Chebacco (School Street) was abandoned and a new road laid out to the westward of Millet's Swamp. This road was the original road to Ipswich or Chebacco running to the northward of Moses Hill.

B. Population

Manchester's population continued to grow at a slow rate throughout the Colonial period. In 1675, 100 to 150 individuals may have resided in the town. A town census was taken in 1761 which lists 739 individuals including 23 blacks, seven Arcadians and one Indian. 135 families then lived in 103 houses for a ratio of 1.31 families per house. In 1765, 732 individuals are listed as residing in Manchester, a slight drop from 1761. This population represented 1.68% of the Essex County Total. In 1765, 23 blacks or 3.14% of the town's population, and one Indian lived in Manchester. 155 families lived in 103 houses for a ratio of 1.5 families per house indicating the town's population was rising faster than housing, possibly associated with maritime trades.

In 1675 Manchester residents were still members of the Salem Church. After 1677 Manchester residents gathered at Beverly for religious worship. The Manchester Congregational Church was not regularly organized until 1716. Very few records exist for the town's early church history. Manchester had 13 ministers before 1636.

C. Settlement Pattern

Settlement growth was slow in Manchester throughout the Colonial period. Some authors even note the first half of the 18th century as uneventful (Lamson 1895: 61). The hunt of the Four Hundred Acre grant at the head of the Manchester Harbor continued to develop as the town center with the "Cove" growing as the longest precinct in the town by 1700 (Lamson 1895: 60). Most settlement was still concentrated in coastal areas though by 1775 most areas of town had been settled. Manchester village was gathered around the town meetinghouse. New meetinghouses were built in 1691 and 1719, all at, or near, the same location as the first house. Three passages were also built during this period. The first was built in 1685 on School Street, the second in 1699 near the meetinghouse, and the third in 1745. Manchester's second school house was built in 1691. In 1723 a new school houses was built near the meetinghouse in the center of town.

At the start of the Colonial period nearly all settlers in Manchester were freemen and had an interest in the town's common lands. However, as population increased the distribution of common lands were increasingly restricted. By 1713 the owners of common lands under provincial law became organized into a type of corporation with the title of commoners. Commoners managed their offices, elected their officers and membership. Common lands were granted, sold or rented to various individuals and groups throughout most of this period. In 1684 common lands between the county road and Black Cove were laid out for the use of fishermen. In 1699 common lands were sold with the proceeds used for the parsonage. In 1700 the proprietors of common lands authorized the sale of Howes Island. Common lands were used again to support the ministry when the proprietors voted to give 100 acres for the town to select a minister. Numerous other uses were made of town commons including the town's school houses and the inhabitants clay pit. The last division of common land was in 1763.

D. Economic Base

Fishing and maritime related trades continued to characterize a large portion of Manchester's economic base. Agricultural related trades may have been equally important. Most of Manchester's settlement was still concentrated along the town's southern coastline emphasizing the importance of coastal areas. Manchester Harbor developed as the major port area in the town with smaller anchorages dotted along the coastline. Local coastal fishing was still pursued although as larger vessels were built the off-shore bank fishery also gained in importance. By 1696 vessels of over 35 tons are listed as owned in Manchester, many of which were probably used for coasting or trading voyages to Virginia and the southern colonies. Shipbuilding was also present though it may have been of local importance. Agriculture and husbandry gained in importance throughout the period. Grains, particularly corn, continued to characterize most farm products though vegetables may have been gaining in importance. Cows, swine, oxen probably some sheep and horses continued to be important. Lime Kilns were present during this period as well as at least one claypit near the schoolhouse, probably for brick and pottery manufacture. Several saw mills and grist mills were also present, many of which have unknown dates of construction and were in operation during the Plantation period.

Gristmills included John Knowlton's mill in the center of town, Easkott's mill in West Manchester, Israel Forster's mill, a mill on Chubb's Creek, the Gilbert mill in the central part of the village and a mill at the "Cove" near the road to Magnolia Station (Lamson 1895: 356). A windmill is also reported on the plain during this period. Saw mills included the Baker saw mill near the junction of the road to Essex and School St., two mills on Cheever's Creek one at the site of the old Forster mill, and three mills at the "Cove" ((Lamson 1895: 356).

E. Architecture

Residential: Inventoried properties indicate the presence of familiar period forms. Central chimney, symmetrical gable houses are most common, though three bay facades and gambrel roofs are noted. Isolated example of Georgian plan, double chimney houses are also known.

Institutional: The first meetinghouse was built in 1656, measuring 18 feet in length with two gable ends. Soon too small and in need of repair ("Rottun"), a second house was constructed in 1691, measuring 30 by 25 feet with 16 foot studs, a roof like Wenham's, with belfry and three galleries. A watch house was added in 1695. A third was constructed in 1799, considerably larger at 45 by 35 feet with 20 foot height, and employing plank rather than stud construction; early in the 1750s the house was improved on its interior, and a steeple and wathercock were added. The "Row" schoolhouse was mentioned by 1685; a new one was built by the meetinghouse in 1723 (each of the districts was to provide a suitable meeting place after 1738); an almshouse was discussed in 1765.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

Colonial period roads continued in use and were improved. In 1802 the street leading to the cove was improved, now taking a more direct path over Town Hill, and in 1817 the road to Essex opened. Manchester gained its first regional connection with Salem and Boston when a line of two-horse carriages began runs from Gloucester twice weekly. By 1805 a four-horse stage provided the town with daily service between these towns.

The maintenance and improvement of the harbor proved essential to the fishing community. In the late eighteenth century, a wharf was constructed opposite the Town Wharf, and in 1817, a breakwater or wharf was erected from Crow Island into the sea.

B. Population

During this period the town's population grew at a steady pace from 949 in 1776 to 1236 in 1830. Small pox and typhus hit the town late in the eighteenth century. Itinerate Methodists were refused use of the meetinghouse in 1795, the same year Hopleinsian debate absorbed the congregation; 1810 brought a revival, but this was followed by a period of internal division. An early Sunday School operated here. Social libraries wre attempted beginning in 1804, and another in 1806, but were soon broken up.

C. Settlement Pattern

Prior to the War of 1812, its fishing industry thrived and municipal improvements were many. At the meetinghouse location a school (1785) and powderhouse (1810) were erected; a post office was established (1803); and the meetinghouse rebuilt (1809). In 1818 the first schoolhouse was removed and a new one constructed on School Street. From the 18th century core at School, Central, and Union Streets (at the common), the town expanded linearly along the waterfront. Commercial structures were interspersed with residential and institutional buildings along this waterfront axis, the most intense settlement extending from Pine Street along Central to Union. After 1812 the fishing business was debilitated, ships rotted in the coves, and the transition to cabinetmaking began. Industry now shifted away from the waterfront itself and to the outbuildings of individual dwellings, scattered throughout the town but with their greatest density remaining near the harbor and meetinghouse. Residential building, predictably, followed the shoreline. Elite construction was attracted to Central Street between Pine and Beach Street, with its vantage point of Manchester Harbor. Building pushed inland along School Street and onto Pleasant, then dropped off abruptly. Building was scattered along the town's rural roadways, but pockets developed at Forest and Summer Streets, along Summer at Kettle Cove, and in West Manchester Village.

D. Economic Base

For most of the Federal period Manchester's male residents made their livings as fishermen. Prior to the War of 1812, in fact, the town prospered as a result of its fisheries. However, the disruption of maritime activities, occasioned by the Embargo of 1807 and then the war with Britain in 1812, was a blow to the fishing industry from which Manchester never quite recovered. By 1825-1830 both fishing and the ancillary industries such as shipbuilding and associated crafts had declined significantly. A ropewalk that was present in 1791 was gone by the end of the period.

While Manchester suffered a few decades of economic depression, the seeds of a new industry, cabinet-making, were sown during the period. Around the time of the American Revolution, the first cabinet-maker in Manchester, Moses Dodge,

went into business. Others followed Dodge's lead during the next few decades including John Perry Allen in 1816. Still, in 1820 there were only 36 men engaged in manufacture of all kinds. In 1825, John P. Allen established a saw mill where he cut mohogany veneers for pianos, other musical instruments, and probably for cabinets as well.

Farming was undertaken on a small scale throughout the period. In 1791 there were only 125 acres of tillage land. Another 453 acres were devoted to hays and 916 acres to pasturage. In 1820 there were but 38 farmers in Manchester.

E. Architecture

Residential: As is common in many residential communities, traditional center chimney houses persist here in small numbers. Paired chimney Georgian forms increase proportionally, and exceptional brick examples are known. The town's historical society maintains an 1823 single pile L-plan house of eight bays with center entry, hip roof, off center belle-vedere, and cornice blustrade; it was altered ca. 1935 by Coolidge, Shepley, Bulfinch, and Abbott.

Institutional: In 1809 the First parish built its fourth meetinghouse; it is gable front in form with a semi-projecting tower measuring 110 feet with a two staged octagonal belfry; this tower is screened by a pedimented portico with three entries. The shoolhouse was rebuilt in 1785, its dimensions variously reported as 21 by 26 and 30 by 26 feet. A new house of unknown appearance was built at the Middle District in 1818. A combination town and schoolhouse was built in 1822 with cupola but no other details of appearence are known.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

Existing roads continued in use. New streets opened during the period included Boardman (in West Manchester), and Old Road (in the northern town). Extended were Beach Street to Singing Beach, Summer beyond Lambert Hill, and Pine to Pleasant Street. After a fire early in the period, 1837 saw both the highway widened in the burnt district and a new stone bridge erected on Bridge Street. In 1847, the Gloucester Branch of the Boston and Maine Railroad was completed and the town finally provided railroad communication with Boston.

The station, erected on Sea Street, was moved to its present location near Beach Street in 1852, and that road opened from it to Union Street. In addition, in 1835, rocks were removed from the harbor.

B. Population

The town's population continued to increase at a moderate rate, 34.7%, from 1236 in 1830 to 1665 in 1870. During this period the pace fluctuated more, growing most rapidly between 1840 and 1850, and falling slightly from 1837 to 1840, and again in the 1860s. The proportion of foreign-born in 1855 was 9%, including Irish, half as many Canadians, and Germans. Ten years later the figure dropped to 8.5%, with fewer Irish present and a small number of Portugal newcomers.

Internal strife divided the First Congregational Society between 1857 and reunion in 1869. The town's first dissenting group began meeting in the 1840s, beginning as Second Methodists and Christian Connection followers before becoming Baptists ca. 1850. A high school was discussed in 1835, and established in 1848; the district system was abandoned in 1851. A Lyceum Library was formed prior to 1835. The abolition Society held Anti-Slavery prayer meetings here. Free Soilers found support, and the party convention was held here in 1856. The town's first summer visitor, the poet Richard H. Dana arrived in 1845. The town sent 153 to the Civil War.

C. Settlement Pattern

The town's orientation gradually turned inland as fishermen were increasingly attracted to Manchester's growing cabinetmaking industry. Municipal improvements continued. Central Street's continuing "status" was reflected in the planting of shade trees there in 1835. In 1844, a Baptist meetinghouse was erected on School Street near the central village, and the following year, the Congregational meetinghouse remodelled. The town library was erected in the meetinghouse locale in 1830, and symbolically appropriate--the town hall in 1868.

Residential building followed earlier patterns. The finest dwellings filled the interstices between the elite buildings already lining Central Street around Manchester Harbor. Houses now were scattered uninterruptedly along the

town's coastal arterial (Route 127) with construction accelerating at West Manchester, beginning at Masconomo Point, and a pushing further inland along School, Pine, and Old School Streets. The town's first summer house was erected in 1845 likely on Masconomo Point, as buildings began to dot the peninsula during the period.

D. Economic Base

During this period, Manchester became principally a town of cabinet-making craftsmen. Early in the period there were an almost equal number of men engaged in fishing and navigating the ocean as in manufacturing. In 1840, 174 men (42%) were engaged in the former category, 171 men (41%) in the latter, and the remaining 16% (68 men) in agriculture. In 1865 manufacturing employed 185 men (79%), agriculture 50 men (21%), and the fisheries were not even counted in the census.

In the mid 1830s there were about 15 vessels active in the fisheries. In 1837 there were seven fish yards and ten fish storehouse. By 1855 there were only ten vessels active and the number of fishermen had dropped to 71.

Manufacturing was dominated by cabinet production throughout. As early as 1838 there were twelve chair- and cabinet-making shops with 120 employees and a product value at almost \$85,000. (By contrast the value of the mackerel and cod catch was only \$11,000 the same year). By 1865 there were 160 male cabinet-makers working in 17 shops whose products were valued at almost \$93,000. These craftsmen were supplied with wood by four saw and planning mills that cut lumber valued at \$13,000 in 1865. In 1835 John Allen added a steam engine to his veneering mill. Using four veneering saws he became one of the largest producers of mahogany piano veneer in the United States. The only other industries of note during this period were shoe manufacturing, leather tanning, and barrel production. In both 1837 and 1865 there were 15 people engaged in making shoes. The value of the product increased from \$4,473.00 to \$12,000.00 during this span as the number of pairs of shoes grew from 3,100 to 5,000. One tannery was also in operation at both dates, tanning 2,000 hides in 1837 and 5,000 in 1865. In 1865 more than 32,000 casks and barrels were made, valued at \$10,000.

In 1865 there were 25 farms with a modest total of 473 improved acres. Principal products were English mowing hay, potatoes and corn.

E. Architecture

Residential: The town's limited inventory indicates familiar regional patterns for the region. Symmetrical facade and elevation gable blocks remain popular. They are supplanted, however, by the three bay, side entry, gable front, in both 1 & 1/2 and 2 & 1/2 story sizes.

Institutional: The Baptists built a meetinghouse in 1844 which was later enlarged and remodelled; it is pictured as a gable front form with porch entry, chipped gable with a square tower, belfry, and pinnacles. The separatists among the Congregationalists built a chapel of unknown appearance in 1858. The town used its portion of surplus federal revenues to build a new almshouse in 1839. A town hall was constructed in 1868, measuring originally 42 by 62 feet, 2 & 1/2 stories in height, three bays on each side with center entry and a hip roof. Story High School may date to this period, a 1 & 1/2 story structure under a gable roof, five bays in length with a center entry beneath a facade gable as well as a belfry.

Transportation: Although a depot was erected near Beach Street at mid century, it no longer survives and its appearance is unknown.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

Existing roads continued in use and were upgraded. Several streets were opened in Manchester Center north of Town Hill to accommodate the town's increasing tide of new residents, among them, Lincoln, Vine, and Desmond Streets. Winding streets were laid at Lobster Cove, at Coolidge Point, and south of Summer as space for building along Manchester's coastline rose to a premium.

The Harbor underwent substantial improvements. Between Tappan and Summer Street, the tidal waters had been gradually filling in. With the construction of Beach Street (1873) and the erection of a low span bridge over the tidal

creek, access to the harbor was blocked except by a small boat. Not until 1888 was a stone arch bridge erected. Over time, the entries area has been filled. In 1894, to facilitate the transportation of coal by barge from Knight's Coal Yard, the channel was dredged from the town wharves to the Point of Rocks. In 1911, the entrance channel of the harbor was excavated. Earlier, the channel passed toward Gale's Point, west of the Point of Rocks and then swung by Long Beach.

B. Population

Manchester's population increased 76.8% during the period from 1665 people in 1870 to 2,945 in 1915. The largest growth spurt occurred between 1895 and 1900 when the population increased 34%. The actual and relative number of foreign-born residents grew dramatically between 1875 and 1915. There were 172 immigrants living in Marblehead in 1875 and 1008 in 1915. Their % of the total population increased from 11% to 34.2% during the same span. French Canadians and Irish-born residents formed the majority of the immigrant population. Still, between 1905 and 1915 the number of Poles grew from 16 to 114 and the number of Italians from 25 to 71.

C. Settlement Pattern

By the late 19th century, building along the town's coastal margins accelerated, establishing the town as one of the premier summer attractions of Boston's Gold Coast. The Masconomo house (a popular Hotel) was erected at the Singing Beach (Old Neck Beach) in 1878. The area grew to become the town's favorite recreational spot in the 1880's and in 1992, moved from private to public ownership. In 1895 the land at Tuck's Point was purchased by the town, and a rotunda was erected there in 1896. In 1903, land at Masconomo Park was acquired, and woodland on Powder House Hill (to prevent lumbering), in 1912. Elite building was now attracted only secondarily to the already dense harbor perimeter along Central and Union Street. Now status was associated with privacy and exclusiveness, and Masconomo Point, the preferred location for building.

As both fishing and cabinetmaking declined, Manchester's status as a summer resort was important in sustaining the town's economy. Institutional construction slowed. Significant improvements during the period included the

erection of the churches by the Catholics (1873) at School Street; and the unitarians, on Masconomo Street 91898); the remodelling of the town hall (1893); and the opening late in the century of an Episcopal church during the summer expressly for the resort population. Commercial activities now localized along Central, Union, and Beach Street, in effect extending from the common along the waterfront to the railroad depot. Manufactories were limited, but clustered both in the railroad locale, and inland off Central Street on Elm.

D. Economic Base

Manufacturing continued to dominate the Manchester economy during this period. In 1875 manufacturing occupations represented 60% of the total workforce of 401 men, while agriculture and fisheries (18%) and commerce (17%), accounted for the remainder. In 1905 the real number of men in manufacturing was about the same, but the relative number declined to 41% of the total workforce. Another 30% worked on farms, 28% in commerce, and only 1% in the fisheries.

Despite declining in importance, cabinet-making remained the principal manufacturing activity. As the 19th century progressed, cabinet-making slowly shifted to larger cities like Boston. Still, because its craftsmen made a high-quality cabinet, Manchester continued to capture a share of the market for fancy cabinets. In 1875 there were 13 cabinet shops but after the 1893 depression only two shops remained. Between 1875 and 1905, the total value of cabinets and all other manufactured goods fell from \$182,000 to \$75,000, or by 59%.

The number of fishermen remained small throughout the period; in 1875 there were 17 fishermen and nine in 1905. During the same time the number of farmers increased from 57 to 193.

E. Architecture

Residential: One of the most serious omissions in the region's inventory is the absence of information on the highly significant resort architecture constructed along the coast during this period. A 1907 guide to the coast mapped 169 such houses, listing owner and tenant where applicable. Several of

these are featured in Scully's The Shingle Style and the Stick Style (rev. ed. 1971).

Institutional: In 1873 a mission from Beverly's Star of the Sea was established here in a small gable front with entry porch and lancet windows, measuring 50 by 38 feet. Unitarians built a summer church of unknown appearance in 1895. The Manchester Public Library is a McKim design of 1887, a complex massing of stone in a Romanesque Revival design with tower. A fire station of 1885 survives as the police station, a 1 & 1/2 story gable block with a fanlight door at each end of the long wall, a large opening in the gable end. Another engine house is pictured as a 2 & 1/2 story hip block with dormers dating to 1891.

Commercial: Masconoms House was built in 1878, a three story mansard 230 feet in length, with pavillions at each end, and a tower in the center. The west end burned in 1919, it was purchased in 1931 by the Singing Beach Trust, and in 1944 was converted to a residence. An octagonal "rotunda" designed by E.A. Pluscomb was built at Tucks Point in 1896.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

The Gloucester Branch of the Boston and Maine Railroad continues to service the town, a typical commute by rail to Boston averaging only 45 minutes. The town's principal highways are Routes 127 and 128. Rte. 127 runs from Beverly and Salem, through Manchester to (and around) Cape Ann, until it joins Route 128. Rte. 128, the giant arterial looping through Boston's suburbs, passes through the northern town enroute to its terminus in Gloucester.

B. Population

Manchester experienced a quick loss of population early in the period (down 16% between 1915 and 1920) and was unable to recoup those losses until mid-century. After increasing 33% between 1945 and 1955, Manchester was able to achieve a 14.6% rate of growth for the Early Modern decades as a whole. The town ranked above the county average for its proportion of foreign-born throughout the period, claiming 34% (rather than 31.3%) in 1915 and 20.6%

(rather than 20%) in 1940. In 1915, at the last available data, Manchester's principal nativities were Canadian (28.6%), Irish (25.7%) and Poles (11.3%).

With the continuing presence of Manchester's elite summer population were a concomitant cluster of cultural amenities. The Emmanuel Episcopal Church served the town during the summer months only, catering expressly to the visiting upper class. Perhaps reflecting this inordinately wealthy segment of town, in the 1952 presidential election, 75.4% of Manchester's voting population opted republican, and 24.5% democratic.

C. Settlement Pattern

With its summer population increasing, residents continued their efforts to preserve the picturesque character of their town. In 1921, Manchester gained title to the White and Clark Beaches in the Main Cove, and to Little Crow Island. In 1940, Powder House Hill became a public property (for conservation purposes) and in 1943, the Brick Pond area was also acquired by the town. Manchester's commercial corridor now extended uninterruptedly from the corner of Elm Street (still a nucleus of small manufacturing activities) along Central and Union to Beach Street at the railroad. Lower School Street also attracted limited retail enterprises, as far as the engine house and Baptist meetinghouse locale. Intrusions were most concentrated on Beach Street, where small shopping centers joined automobile-related services.

Residential building continued. As Route 128 was planned in the northern town, dwellings began to be attracted to the interior village, along School Street, along Pine, and now north of Pleasant. But in the northern third of the town, the terrain was so broken that it remained virtually devoid of dwellings. The exclusive homes of the wealthy continued to be erected off Masconomo Road at Smith Point, the roadways there weaving maze-like across the rugged terrain of the peninsula. Also attracting the construction of the upper crust were West Manchester, and Coolidge Point, literally any coastal location now commanding a premium price.

D. Economic Base

By the close of this period Manchester's economy was dominated by the service and trade sectors. This shift reflects the importance of the growing summer

resort industry. Employing almost identical numbers of people, the service industry (105 people) and wholesale and retail trade (101 people) accounted for 51.4% of the 1954 workforce. Next in order of importance was agriculture, which employed 17.7% (71 people) and manufacturing, which employed 13% (52 people). Construction, accounted for most of the remaining 18%.

In 1954 there were only five manufacturing firms in Manchester, including a printing and publishing firm, Cricket Press; a desert food producer, Kettle Cove Industries; and a boat repair shop, Manchester Marine Construction Co.

E. Architecture

No information on this period

XI. SURVEY OBSERVATIONS

The historic downtown faces the ubiquitous threat of submission to modern commercial construction. At this point, only the historic character of Beach Street has been sacrificed. Zoning laws appear to protect the Center's residential streets from commercial intrusion, at this time only scattered enterprises percolating north up School Street. Although residential building, especially at the elite level, continues, prices and the tendency to subdivide land in large lots appears to protect the town from overdevelopment. Condominium construction remains confined to the Pine Street vicinity in rural Manchester, and multi-family (apartment) dwellings, to Brooks Street immediately behind Town Hill. Single family construction likely will continue to predominate.

Manchester's inventory of only 35 buildings is limited to the town's primary village corridor and its pre 1830 residential, and institutional architecture. Numerous problems plague this small group of forms including missing photos, duplicate forms, and streetscape photos attached to building forms with no accompanying data. The town's substantial and highly significant resort architecture is not considered.

XII. FINDER'S AID

Pockets, Colonial and Federal period residential	Morse Court
Elite Late 19th century residential	Smith Point
18th and 19th century streetscapes	Central Street, School/North and Washington Streets

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