

# MHC Reconnaissance Survey Town Report

## SWAMPSCOTT

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; Revised 1997

Community: Swampscott

### I. TOPOGRAPHY

Swampscott is located in the southern portion of Essex County, Massachusetts. It lies along the northern shore of Massachusetts Bay. Physiographically, the town is 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 Swampscott, somewhat level land surfaces in the interior slope to more irregular areas near the coast. Topography averages 100 feet or less throughout much of the town sloping to around 50 feet or less on the coast.

Bedrock deposits in the Swampscott area are characterized by igneous deposits throughout the town. Salem gabbro-diorites (diorite and gabbro-diorite) are the dominant bedrock type throughout most of the town. Smaller distributions of bedrock include Dedham granodiorite in the extreme southern portion of town bordering Massachusetts Bay and the Mattapan volcanic complex in the southwestern corner of town.

Swampscott's soil associations are represented by two groups. Soils belonging to the Urban Land-Udorthents Association are present in the general area south of the Boston and Maine Railroad line and east of Salem Street. They are composed of soils that have been altered by urban development and are found in areas where soils have been excavated or deposited. The remainder of Swampscott contains soils belonging to the Chatfield-Hollis-Rock outcrop association. These soils occur in moderately deep or shallow deposits in gently sloping to steep areas. They are generally well drained loamy soils formed in glacial till containing areas of exposed bedrock. Bedrock outcrops are present along much of the town's southern coastline.

Major drainage in southern Swampscott is characterized by subsurface patterns and surface run-off to Nahant and Massachusetts Bays. Surface drainage is present throughout the northern portion of town generally draining north to the headwaters of the Forest River. Some easterly drainage is present east of Ocean Paradise Road. Freshwater wetlands and ponds (Foster Pond) are present throughout the northern portion of town though in the south only Palmer Pond and marshlands are present in the Phillip's Beach area. Most of the town's southern harbor offers potential harbor locations.

At European contact, most of Swampscott was forested with little undergrowth except in swamps. Some grassy areas were probably present in uplands and lowlands. The original forest growth in Swampscott and in Essex County in general included a mixture of mostly oak and pine as well as chestnut, poplar, birch and some other hardwoods and conifers. Second growth patterns characterize most of the town today represented by second growth oak and chestnut in uplands to scrub oak and pitch pine in excessively drained and sandy areas. Some marsh vegetation is present on the coast.

### II. POLITICAL BOUNDARIES

Swampscott was settled as part of the town of Lynn, beginning as early as the 1630s. It was incorporated as a separate town in 1853.

### III. HISTORIC OVERVIEW

Swampscott is a suburban resort community located along the North Shore of the Boston metropolitan area in Essex County. The town is set along the north edge of the Boston Basin boundary fault with granite ledges projecting along the shore line at Galloupes Point, Lincoln House Point and Blaney Rock as Phillips Beach, Whales Beach and Fisherman Beach are set between the outcrops. These provided likely native shell fishing sites with the fresh water stream of Humphreys Brook running southwest into the tide shore at Kings Beach (Lynn). Although no specific native sites have been located within Swampscott, sections of Humphrey Street and Essex Street remain as native trails of the Contact period with the town name apparently derived from a native shore location.

Swampscott was settled from Salem by the New England Company in 1629 with the focus of sites along Humphreys Brook to Kings Beach (Lynn) along the axis of Essex Street. The town was originally included within the settlement of Lynn during the Plantation Period with independent farmsteads along Humphreys Brook and Galloups Point without surviving sites. Settlement expanded during the Colonial Period along the Humphrey Street shore road and Essex Street with three surviving early 18th century First Period examples in the Humphrey-Burrill House (now relocated to Paradise Road), the Rowe Farm on Humphrey Street and an undocumented house with reported First Period framing at 81 Essex Street.

Federal Period development focused along the tide beaches of the Humphrey Street shore road with some late 18th century Late Georgian houses and a few surviving cottages along Puritan Road from Fishermans Beach. Much of the agricultural settlement remained along the inland axis of Essex Street with formation of a parish meeting house by 1824 and some shoe shop development from central Lynn, without surviving examples.

A rapid expansion of settlement was evident in the Early Industrial Period with development of the shore line for Boston elite estates. Initial location of resort hotels focused on Phillips Point and Lincoln House Point, without extant examples. The opening of the Eastern Railroad to Salem in 1838 fostered further estate development with a few remaining Gothic cottages on the Rock Avenue highlands above Kings Beach inspired by the Gothic Revival Mudge estate (now razed) and some altered Italianate and Mansard estates along Puritan Road. Industrial development was limited to the Eastern (MBTA) railroad corridor with some mid-19th century wooden factory shops intact and suburban development of shoeworkers cottages from Lynn along Burrill Street near the notable Stick Style railroad depot.

Continued expansion of suburban residential development occurred during the Late Industrial Period related to the extension of street railway routes from Lynn and branch railroad service to Marblehead. Subdivision of the shore estates at Phillips Point and Beach Bluff were built with elaborate Shingle Style, Queen Anne and Colonial Revival summer houses with landscaped lots. Adjacent areas along Puritan Road and the highlands above Humphrey Street were developed with modest Colonial Revival houses with some English stucco and Tudor brick examples. A civic center emerged at Monument Square with several institutional buildings remaining, including the notable Fish House in Shingle Style and several schools and churches in brick revival styles of the period. Also surviving are some early auto garages and corner store

blocks dating before the First World War along Humphrey Street and the concrete seawall at Lynn Shore Drive on Kings Beach. Industrial development remained limited to the railroad corridor along Essex Street with surviving nursery greenhouses at the Swampscott Cemetery.

Early Modern Period development continued the suburban residential expansion after the First World War with extensive areas of housing. The Puritan Road shore estates remained as an elite residential enclave with well-built English Tudor and Colonial Revival examples to Beach Bluff. The Humphrey Street highlands remained as modest suburban areas of New England Cape and Garrison houses before the Second World War extending along Paradise Road. Monument Square continued as the civic focus with the conversion of the Thompson estate as the Swampscott Town Hall. A secondary shopping center developed at Vinin Square on the Salem line, although the original buildings are now remodeled. Some early Ranch and Modern houses are set in the postwar subdivisions along Humphrey Street at Phillips Beach, including Temple Israel as a notable period design.

Recent pressures of development are obvious along the Humphrey Street shore road with infill condominium complex on the site of former estates. A similar expansion is evident with the commercial center at Vinin Square that has impacted the remaining rockland landscape by level blasting for parking areas. The Puritan Road estates survive intact with recent residential infill of innovative design, while Monument Square remains as the civic focus with its original fabric preserved from the Late Industrial Period.

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

##### A. Transportation Routes

Native American transportation routes in the Swampscott area likely emphasized water travel along the Nahant Bay and Massachusetts Bay coastline. Water travel reduced travel time to several areas including Marblehead Neck, Lynn and Nahant. Land-based travel was also probably important providing overland access to Salem Harbor, Lynn, Nahant, Saugus and inland areas. Conjectured inland routes were probably present along the coast, possibly in the vicinity of Route 129 with an extension to Phillip's Point partly in the Puritan Road area. Inland routes may have been present in the vicinity of Essex Street and/or Paradise road, both of which go around Vinnin Hill towards the Salem Harbor area eastward and towards Lynn to the southwest. Secondary trails likely extended from main routes to the coast in the south and to ponds and wetlands in the north.

##### B. Population

Swampscott was inhabited by members of the Pawtucket group (often called Penacook) who inhabited the coast from the north side of Massachusetts Bay in the Lynn/Saugus/Salem area (including Swampscott) 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 Spek (1928) include Pawtucket Indians in this area among the Massachusetts. Gookin (1792) lists ca. 3,000 men belonging to the Pawtucket groups 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 Swampscott area may have numbered in the vicinity of 50 - 100 individuals during much of this period. Following the epidemics, fewer than 50 individuals, if any, remained in the area.

### C. Settlement Pattern

Specific Woodland and Contact period sites are not currently known for the Swampscott area. However, general surface collections from the the area and known Woodland period site concentrations to the north on the Forest River indicate these sites should be present. The potential for locating Contact period sites is also high due to a number of factors including environmental potential, later 17th century documentary source, known Contact period site locations in other towns and contemporary secondary sources. Known Contact period sites are present to the south in Revere and to the northeast in Marblehead, Salem and Ipswich. Secondary sources also note a Native American presence in nearly every town in the area, including Swampscott. Nanapashamott who ruled all natives north and east of the Charles River reportedly had a summer house nearby in Lynn on Sagamore Hill. Swampscott's coastal areas may have provided attractive settlement locations during the spring through fall when many coastal resources were at their peak. Inland areas in northern Swampscott along the periphery of major wetlands may have also been good site locations. In addition to habitation and village type sites, special purpose sites, such as fishing sites, burials and quarries, were also probably present.

### D. Subsistence Pattern

Native Americans in the Swampscott area subsisted on a variety of seasonally determined activities, including hunting, fishing, the collecting of wild plants and shellfish, and horticulture. Hunting was a major activity focusing on larger mammals such as deer and smaller fur bearers. Sea mammals such as seals and drift whales may have also been hunted in the town's harbor areas or in Massachusetts Bay. Upland game birds and ducks were available in and around freshwater wetlands, riverine areas and along the coast. Interior ponds, streams and rivers afforded a variety of freshwater fish. Several marine species of fish would have been available in Nahant Bay and along the remainder of the Swampscott shoreline. The waters in and around Nahant Bay presently contain several species of shellfish which may have been available during the Contact period. Domesticated plants such as corn, beans, pumpkins, squash and tobacco were important. The location of native fields is currently unknown, however, they were likely located along the coast or along the periphery of major wetlands.

## V. PLANTATION PERIOD

### A. Transportation Routes

Water travel along the coast remained the fastest and at times most convenient mode of transportation between coastal settlements in Swampscott and similar Colonial settlements to the east in Marblehead and Salem and westerly to the Lynn/Saugus and Nahant area. Fisherman's Beach (Blaney's

Beach) and the Nahant Bay area provided protected anchorage for vessels, particularly those of smaller classes. Indian trails likely continued in use throughout most of the Plantation period. Crude European transportation routes also developed inland linking dispersed farmsteads and in coastal areas. Horsepaths or cartways probably linked scattered interior farmsteads with the coast where beachroads were used. In 1659 a road from Lynn to Marblehead was laid out over Swampscott's beaches. In 1673 a new road to Marblehead was laid out in the vicinity of Essex Street. Portions of Humphrey Street were also probably in existence at this time.

## B. Population

Native Americans were living in Swampscott during this period though little is known of their numbers or composition. Fewer than 50 to 100 individuals likely inhabited the area at any time from 1620-1675. Europeans inhabited the Swampscott area as early as 1629 or 1630 though their numbers were small throughout the period. No more than 50 to 100 individuals likely inhabited the area by 1675. Some residents such as fishermen may have lived in Swampscott on a seasonal basis. Most inhabitants in the area attended religious services and buried their dead in Lynn. Baptist were temporarily present in Swampscott in 1651 when three male Baptists from Newport, R.I. preached, administered the sacrament and re-baptized William Witter, a local resident. All three were arrested and fined. One Baptist was severely punished.

## C. Settlement Pattern

Native Americans were settled in the Swampscott area during this period; however, settlement may have been seasonal. Summer habitation areas are reported in the area around Black Wills Cliff in the southeastern portion of town. Thompson (1885: 2) reports that Francis Ingalls, one of the town's first settlers, found Indians inhabiting the area in 1629, their wigwams extending from Black Will's Cliff along the entire north shore.

Europeans first settled the Swampscott area in 1629 following Endicott's permission to leave Salem and "go where they would" (Hurd 1888: 1472). The town was originally settled as part of Lynn with some confusion existing as to what was meant territorially as Swampscott. Most early settlement occurred along the coast though inland areas were also settled to a lesser extent. A village was not present during this period. Early settlers probably held small parcels of land limited by the amount of land they could improve. Fishermen likely held smaller holdings than those primarily interested in farming. An official division of land did not occur until some time after settlement. The first recorded grant of land in Swampscott was made around ca. 1633-35 when John Humphrey, assistant to the governor was granted 500 acres between the cliff area on the coast and Forest River near Marblehead Head. The first division of lands occurred in 1638 under the auspices of Lynn. Most grants in the Swampscott area were less than 100 acres though some grants exceeding that figure were also present. Lands were divided under the Massachusetts Bay Company agreement of 200 acres to each member of the company for each 50 pounds invested in the company. Proportional grants of upland and meadow were made. Following the official division of lands, several smaller holdings were transferred through sale and inheritance, often resulting in larger holdings. This process resulted in a 1200-acre farm in the Phillips Point area towards the end of this period.

#### D. Economic Base

As Colonial settlers established themselves in the Swampscott area, hunting and gathering wild foods were important to their subsistence. However, shortly after settlement the town's economic base diversified in several directions. Many early settlers followed different occupations at varying periods in the town's development. Fishing was important and the major occupation in town throughout this period, at first for subsistence then later commercially. Many individuals may have combined fishing with farming on a seasonal basis. Most fishing was done in small dories making short voyages from coastal beaches. Fishing focused on cod, haddock, pollack, hake, a few halibut, mackerel and other fish. Agriculture and husbandry were also important for Swampscott's early settlers. Indian corn, wheat, and barley were the most important food crops grown as well as rye when possible. Fruit and vegetables were also probably grown but grains were the most important produce. Salt marsh hay was exploited from marsh along the coast. Husbandry focused on cattle, horses, sheep and swine as the most important domestic animals, many of which were probably kept on common pastures in Nahant. Oxen and fowl were also present. Manufactures present in Swampscott from an early date. A brick kiln was in operation near Humphrey's Brook in 1630. The first tannery in the colony may have also been built in this area by 1632.

#### VI. COLONIAL PERIOD (1675-1775)

##### A. Transportation Routes

Water travel continued to be important in Swampscott and at times the only travel route, particularly as fishing and coasting developed. Native trails had been upgraded to horsepaths or cart ways by this time or had overgrown. Most local routes remained unnamed and probably poorly developed because of slow settlement growth in the town. Major routes developed in the area of Humphrey Street and Essex Street providing links to Lynn and Marblehead.

##### B. Population

Few, if any, Native Americans resided in Swampscott by 1775. Colonial populations were growing though slowly. Separate population statistics are not available for Swampscott during this period. However, judging from the early date of settlement, proximity of the town to Lynn and Marblehead and the importance of fishing, from 150 to 200 individuals may have resided in Swampscott by 1775. Swampscott residents were Congregationalists of English decent and did not have a church, meetinghouse or school during this period but traveled to Lynn for all civic and religious services. Private burial areas likely existed in the town although most burials were also made in Lynn.

##### C. Settlement Pattern

Swampscott's growth was slow and often confined to coastal areas. Village life around a meetinghouse, training field and taverns etc. had not yet developed though progress in that direction was beginning in the Fisherman's Beach (Blaney's Beach) area along Humphrey's Street. Settlement also occurred in the north along Essex Street. Swampscott residents were included in the second division of Lynn common lands in 1706.

#### D. Economic Base

Agriculture, husbandry and manufactures continued to grow in Swampscott throughout this period. However, fishing was the most important aspect in the town's economic base. Dorries and "jiggers" continued to characterize the town's fleet throughout this period with little change over the Plantation period. Small boats made day trips to coastal water. Upon returning, catches were processed along the town's beaches. Larger vessels were not present during this period. Some fishermen may have continued to farm as well as fish. Small boat fishing and day trips made this combined effort feasible since individuals were not at sea for extended periods of time. Most farming continued to focus on grains, particularly Indian corn. Combined farming and husbandry likely increased as one moved away from the coast.

#### E. Architecture

Residential: Field visits reveal only a single period house, Sir John Humphrey's, a restored saltbox form.

Institutional: No institutional buildings are known.

### VII. FEDERAL PERIOD (1775-1830)

#### A. Transportation Routes

Swampscott's Federal period transportation network was meager at best. By 1830, the town's only roads were Humphrey and Orient streets along the coast (not opened until 1807) connecting to Marblehead, and Essex and Cherry streets (1771) in the interior, leading to Salem. Although between Boston and Salem, the town was bypassed by the dead straight Salem turnpike (1803). It nevertheless saw through traffic still pass over the Old Post Road (Essex Street). By the latter decades of the period, public transportation was available to Boston via stages, passengers traveling to and from their stage connections at the West Lynn Hotel by way of a small chaise. In 1829, the stone beacon on Dread Ledge was thrown down by storm.

#### B. Population

The unincorporated area was Ward One of Lynn, and in 1826 included 123 males and 120 females. The town had a school but no other known social institutions.

#### C. Settlement Pattern

By 1830, Swampscott was still only a rural outpost of Lynn. Although by the early 19th century only two houses stood within the town, by 1826, Swampscott claimed 243 residents. Its chief industry was fishing, operating from Blaney's Beach. Settlement activity followed eastward from Lynn, along Essex Street (with clustering at Cherry Street) to the north, and increasingly along the more coastally located Humphrey and Orient streets. By 1814, a schoolhouse had been erected at Whale's Beach, and fish houses stretched eastward from Blaney. The majority of houses clustered along the nascent waterfront axis at Humphrey and Orient streets, extending from Lynn eastward to Whale's Beach, but with density the greatest at Blaney Beach.



#### D. Economic Base

Fishing and small-scale shoe manufacturing were the primary economic activities in Federal Swampscott, followed by farming. Swampscott fishermen relied entirely on dory-fishing until 1795 when the first schooner was utilized. Still, small vessels were employed throughout the period. In 1826 the Swampscott fishing fleet consisted of six Chebacco boats of 27 to 40 tons, and the catch consisted of cod, haddock, pollack, hake and mackerel. In 1808 the lobster trapping business began. Swampscott fishermen and their families also made shoes, presumably on consignment for Lynn shoe manufacturers. The same is probably true of the town's farm families.

#### E. Architecture

Residential: Field visits reveal only a handful of period houses, primarily 1-1/2- story, five-bay, double-pile forms with center chimneys. Only 25 houses were counted in 1814.

Institutional: In 1814 the Marblehead schoolhouse was purchased for use in this area; it measured 25 by 30 feet with a single entry, and a window on each wall. In 1824 an engine house was constructed, of unknown appearance.

Industrial: There may have been small shoe shops erected during the period, though there are no known survivals.

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

#### A. Transportation Routes

Swampscott's transportation network experienced drastic improvement. Among new roads opened during the period were, in the eastern town, Monument, Walker, Lower Paradise, Reddington and Highland and several cross streets between them; and to the west, Burrill Street, Pine and Beach plus several adjacent side streets. The Eastern Railroad opened through Swampscott connecting Boston to Salem in 1838. Its depot (ca. 1840) was located at the eastern end of the bridge, near the cemetery. From there a stage made four trips daily to Marblehead. Quickly deemed insufficient, a new depot was erected late in the period, now at Pine and Burrill streets.

#### B. Population

Just after incorporation the town's population equaled 1335 (in 1855), and expanded to 1846 by 1870, a rate of 38.2% in just fifteen years. The town's foreign-born population was 13.4% in 1855, dominated by the Irish; ten years later Canadians and English were also included among the 11.8%.

As the town grew institutions increased apace. The First Congregational Society was formed in 1846, having been preceded the year before by the Union Sabbath School. A Methodist Sunday school and church were formed in 1854, followed by St. Andrews Episcopal, 1859-1876, a Christian Chapel in 1865, and Baptist meetings in 1867. A Lyceum was formed in 1832, a library in 1852 and a Lodge of Good Templars in 1866. By the 1840s the area was recognized as a summer resort for Bostonians.

### C. Settlement Pattern

After 1830, residential expansion from Lynn increased in pace, and Swampscott steadily began to assume the appearance of an independent town. By 1832, the Blaney's beach vicinity claimed a grocery, tavern, and school. By 1840, three additional schools had been erected, at Orient and Orient Court (1830), at Humphrey Street (1838), and inland at Cherry and Essex (1840). A fourth school was erected on lower Reddington Street at the site of the present school (1911). In 1846, the town gained both its own post office, and Congregational meetinghouse, and in the 1850s, not only saw the addition of Methodist (1854) and Episcopal (1859) churches, but also a town cemetery (1854) and incorporation as an independent town (1853).

Overall, by 1872, two nodes of settlement activity had emerged from Swampscott's Federal period beginnings. Both in the western town, one was located inland at Essex and Cherry streets, astride the principal Lynn-to-Salem overland route, while the other fanned north and south from Judge's Square along Humphrey Street, between Lynn and Marblehead. Commercial activities appear to have scattered along Swampscott's waterfront, from the Mudge (Monument) Square vicinity toward Blaney's Beach. Civic and institutional activities were attracted to the eastern end of this corridor near the Congregational church at Mudge's Square, and especially along newly opened Burrill Street, connecting the (inland) Essex and (coastal) Humphrey Street settlement nodes. The town's fishing industry remained focused at Blaney's Beach, while small shoe shops were scattered throughout the western town.

By 1872, dwellings were most dense in the Lynn vicinity, as the need for building space in that town precipitated the opening of roads and laying of lots in western Swampscott. Residential building extended, by period's end, from the railroad vicinity along Essex, Cherry, and Beach streets down Burrill and Cross streets to Humphrey and the Monument Square vicinity, then pushed eastward principally along Reddington, Rockland, Humphrey and Puritan streets. Atlantic Avenue having been opened in 1868, by 1872, had already attracted building as far east as Humphrey Square.

Phillip's Point was first recognized as a potential resort spot in 1835, and shortly after mid-century, the Ocean House was erected there. An utterly massive structure replete with marble halls, natural springs, and magnificent views, it quickly rose to become a resort mecca of the North Shore.

### D. Economic Base

Fishing continued to be the principal economic activity in Early Industrial Swampscott. In 1832 there were ten small schooners and eighty men employed in winter fishing, while another sixty dorymen fished in the summer. By 1855 there were 39 schooners employing 226 men, and the catch totaled 5.6 million lbs. of cod, and 5000 barrels of mackerel worth almost \$250,000. Another ten or so men trapped lobsters. In 1857 Swampscott fishermen began trawl fishing.

Many fishermen and their wives made shoes as well. In 1855, 217 Swampscott residents made over 20,000 pairs of shoes worth almost \$50,000. 65% of the shoe workers were women engaged as binders. Most likely they worked on consignment for Lynn shoe firms, as did the men, though a few worked for a Swampscott firm established in 1848. Other small-scale manufacturing

establishments included a tinware firm, a boat-building firm, three house building companies and two basket manufacturers. In 1865 the value of these manufactured products was \$43,200. Meanwhile, the value of agricultural products was even smaller, amounting to only \$31,254. In 1865 there were 29 farms of 1329 acres. Only 500 acres (37.6%) of the agricultural land was under cultivation, 218 acres of which was devoted to English hay, 10 acres to corn, wheat and oats, 8 acres to market gardens, 35 acres to potatoes and the remainder to vegetables and fruit. Some land was under pasturage for a small number of milk cows, swine, oxen and horses. In all there were 69 people employed on farms.

#### E. Architecture

**Residential:** Larger numbers of houses survive from this period of expansion and change. Common regional forms were observed during field visits including the persistently popular 1-1/2-story, five-bay, center-entry form, known in both center and multi-chimney types of single and double pile. The introduction of the gable front form occurred early in the period and became the town's predominant type through the end of the century; both 1-1/2 and 2-1/2-story examples are known with Greek Revival and Italianate ornament. Boarding houses accommodated summer visitors after 1830, and the first cottage was built in 1842.

**Institutional:** The town added schoolhouses as the population grew, a second in 1830, a third in 1838, and a fourth shortly thereafter; this last was replaced in 1846; a fifth, grammar school was built at an unknown date, a sixth in a house in 1855, and a new building in 1858, and a seventh in 1864.

The town's first church was built in 1846 from plans by H.J. and E. Billings of Boston; the gable-front form with projecting frontispiece, cupola, round headed windows and board and batten siding; an adjacent chapel was of similar design. St. Andrew's Episcopal Church (1859-1876) near the Lynn line was of unknown appearance. In 1861 a town hall was constructed, a gable-front form with a projecting entry tower with belfry and clock and round headed windows. A new engine house was added ca. 1850.

**Commercial:** The first ocean house was built on Phillips Point in 1835.

**Transportation:** The appearance of the 1840 depot is unknown. The second (and present) station is a single-story frame structure with hip roof, wide eaves and bracketed tower with a clock. The depot had no platforms over the tracks.

Another granite beacon was erected at Dread Ledge (1831), 24 feet high and three feet at the base. This was destroyed by a storm in 1864.

**Industrial:** Several ten-footer shoe shops and one larger shoe factory were built during the period. None are known to survive.

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

#### A. Transportation Routes

Existing roads continued in use and were improved. By the late 19th century, Swampscott's celebrity as a watering place was widely recognized and the town, an increasingly popular area for building. The interior town (inland of

Burrill and Humphrey) remained virtually closed to the automobile until 1900, Forest Ave and Walnut/Pleasant Street among the only new additions. (Several streets were opened in that vicinity, however, before period's end.) Other new areas of roads include: in the downtown near Monument Square and new Ocean Avenue; east beyond Whale's Beach (and opening up the coast for building), and beyond Humphrey Square toward Beach Bluff; and west near the Lynn line and at Essex and the railroad, as the need for residential space for workers' housing spread from Lynn's factory districts eastward.

In 1873 the branch railroad from Swampscott to Marblehead was opened. Before 1881, Swampscott residents riding horse-cars had to pass King's Beach via Humphrey and Orient streets, to the terminus at the foot of Lewis Street. In 1881, the Lynn and Boston Horse Railroad Company extended its tracks to Mudge's (Monument) Square, running every 15 minutes between Swampscott and Lynn. In 1884, the upper Swampscott track was extended to the head of Burrill Street, on Essex, and horse car service via Essex Street began to Marblehead.

## B. Population

Swampscott experienced extraordinary growth between 1870 and 1915, increasing 298% to 7345 people. The foreign-born population expanded by 604% from 1875 to 1915, totaling 1670 people at the end of the period, and doubling to 22% of the total population. The vast majority of the immigrants in the early years were Irish and Canadian, whereas by 1915 Italians represented 1/3 of the total, followed by Canadians and Irish-born residents.

A Baptist Church was formed in 1872. In 1876 the local Women's Christian Temperance Union organization was formed. There was a Swampscott Lodge of Odd Fellows and a post of the Grand Army of the Republic. An eighth school was established in 1872 and a high school in 1876.

## C. Settlement Pattern

By 1872, Swampscott was so celebrated as a watering place that as many as 10,000 visitors arrived during the summer season. By 1886, the figure had jumped to 15,000. Moreover, Lynn was now experiencing an unparalleled period of growth, its residential builders frantically attempting to house the city's rising numbers of industrial workers. Both a residential and resort locale, Swampscott itself entered a period of frenzied growth. Its major civic and institutional buildings were now erected. By 1876, the town claimed a town hall (1889), Baptist Church (1873), high school (1876), and fire station (1873), and before period's end, a town administrative building (1889), large fish house facility (1900), and public library (1915). It experienced its heyday as a resort locale. A regatta was held off Swampscott's shore in 1870. The Ocean House, Cedar Hill Cottage, and Hotel Preston (among others) thrived as the area from Ocean Street, Lynn to the Ocean House at Phillip's Point became one of the North Shore's prime areas for elite vacationers. Swampscott's days as a fashionable hotel resort were shortlived, however, as fires soon destroyed both the Ocean House and Cedar Hill Cottage (1882/83).

Its population nearly tripling during the period, Swampscott's largest boom occurred in residential building. Around the civic and institutional core at Monument Square were attracted elite builders to the east, and the overflow of Lynn's industrial population to the west. Pretentious single-family homes

characterized the former, and humble two and three family dwellings, the latter. Such an arrangement typified the remainder of the town. While the western town (in the railroad vicinity and at Lynn) was quickly built up with multifamily industrial housing, it was the eastern town to which the vacationing (and increasingly permanent) middle and upper class residents were attracted. The coastal margins off Puritan Road, as well as the Humphrey Square vicinity, now became the communities of the town's wealthiest citizens, while more modest single-family dwellings arose on the small lots overlooking the town's commercial corridor on Humphrey Street. Claiming a railroad depot of its own, a comfortable residential community now developed at Beach Bluff, adjacent to the increasingly popular Marblehead locale.

#### D. Economic Base

Limited growth and diversification of the manufacturing sector, stasis in the agricultural sector, and significant decline in the fishing sector characterized the Late Industrial economy in Swampscott. The value of manufactured goods rose 383% from \$30,693 to \$148,261 between 1875 and 1895, before falling sharply, to \$75,203 in 1905. Four shoe manufacturing firms, two clothing firms, five building construction firms, two ship and boat building firms, two drug and medicine manufacturers, a food preparation firm and a furniture manufacturer were all established between 1875 and 1895. None of these businesses was very large as only 81 people were employed in the 21 manufacturing firms in 1895. By 1905 only four such firms remained in business, employing 31 people. The majority of Swampscott men were employed in neighboring Lynn and other towns. Manufacturing employment increased 446% to 962 men in 1915, and employment in commercial establishments grew 332% to 740 in 1915. As there were only a few small manufacturing and commercial firms in Swampscott, most of these were employed outside the town.

Meanwhile the fishing industry suffered steady decline. In 1878 there were 115 fishermen working on 17 vessels. By 1915 there were only 29 fishermen and the value of the catch was just \$22,790. While the number of farms fell to 11 in 1895 and agricultural land totaled only 450 acres, the value of agricultural products dropped only slightly, amounting to \$37,691 in 1875 and \$31,189 in 1905. At the beginning of the period dairy products, especially milk, were the most important, followed by hay, straw and fodder, vegetables and fruit. By 1905 vegetables topped the lists, followed by poultry, dairy and greenhouse products.

#### E. Architecture

Residential: Among the town's year-round residents gable-front forms remained popular in the early years of the period. A group of related gambrel-front forms also date from this period. With the coming of the streetcar, building increased greatly and single-family building favored moderately-sized pyramidal forms and some smaller bungalows. Most significant, however, was the construction of many multi-family buildings. The most popular form here, as in neighboring Lynn, are two-family houses derived from the common gable-front form. Three deckers were also built, but in smaller numbers. Along the waterfront on the coasts numerous points, wealthy summer visitors built large estates, in the Queen Ann and Shingle Style, and later in the period in Georgian and stucco Italian Renaissance forms.

Institutional: The town's Baptists built a frame Gothic church in 1873, with tower and spire, and painted drab. The First United Church of Christian Fellowship (n.d.) is a wide gable front form with center entry, corner tower, side ell vestry, ornamental shingles and stained glass, on Pine Street. The Church of the Holy Name, Episcopal (n.d) is a half timber structure on a fieldstone foundation with entry into one end of the long nave wall, and with an ell of similar, and an ell of later, design. Several brick schools were constructed in the school: the Clark School (n.d.) is of two stories and L-plan, banks of windows and stone trim; the Stanley School (n.d.) is two stories on a basement with a hip roof on the Main, entry block, with a large and small perpendicular gabled wing at each end; later additions appear to date to the 1930s; the Hadley School (1911) is an H-plan structure of three stories on a basement and a flat roof; a compatible addition was made in 1925. The fire Station (18 ) is two stories under a flat roof with housing for three engines, five horse stalls, four bedrooms and two offices. The town hall was expanded in 1882, a tower added in 1884.

Commercial: In 1895 the town removed fish houses and replaced them with a single Fish House subdivided into 16 storage areas in a Shingle Style design by Henry W. Rogers; the building is two stories high under a high hip roof with central pavilion rising slightly above the main block, and wall dormers at each end.

Industrial: Four small shoe factories, two clothing manufactories, two boat yards, two drug factories, a food preparation factory and a furniture factory were erected during the period. One of the clothing factories, Nickerson's oil clothing establishment, burned in 1882. Most of these buildings were along the B&M Railroad in the northwest part of town. Two survivals can be found on Columbia Street, including a two-story brick structure with granite lintels and sills and a two-story storehouse on a raised basement with small windows and granite lintels and sills. Both date from ca. 1875. A heel-making factory, a 1-1/2-story gable-front frame building with rear shed and stone foundation, stands on Crescent Street.

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

### A. Transportation Routes

Existing roads continued in use and were improved. The street network continued to increase as Swampscott absorbed the residential overflow from adjacent Lynn. The inland push continued, as areas north of Foster Pond, between the two railroad lines, and east of Salem Street were opened by roads and subdivided for building. The transportation network off Puritan Road intensified as the demand for residential space among elite builders increased. The town's principal routes remained Paradise Road (Route 1A), and Humphrey/Atlantic Avenue (Route 129). Trolley service had ended by 1930, replaced by the automobile, bus, and commuter train. Trains along the Swampscott branch ended at an unknown date, the simple granite, steel girder and plank railroad bridge on Stetson Street now completely deteriorated.

### B. Population

Following its Late Industrial surge of growth (up nearly 300%), Swampscott grew steadily during the Early Modern decades to record a 78% increase during the period. The town's proportion of foreign-born, low among Essex towns,

fell from 22.7% in 1915 to 14.3% in 1940. Canadians, Irish and Italians represent its most important nativities, but shifts occurred during the period. Between 1915 and 1940 the proportion of Canadians increased 26.5% to 33%, while those of the Irish and Italians fell, 15% to 11% and 30% to 21% respectively.

### C. Settlement Pattern

Its growth now having slowed, Swampscott continued its evolution into a residential suburb of greater Boston and Lynn. Institutional building slowed. The town's commercial corridor now extended from Monument Square to Humphrey and Puritan Avenues, new building characterizing much of the development there. The downtown area, and the majority of the western town now already densely occupied, it was left for new construction to push northward beyond Foster Pond, inland behind the downtown toward and across Forest Avenue, and to the east in the rural margins toward Marblehead. Elite areas off Puritan Road continued to increase in density, roads now winding over extremely broken terrain in search of sturdy niches and undiscovered vantage points. Construction remained predominantly single family in nature, with the exception of two family building in the Lynn vicinity as infill.

### D. Economic Base

Swampscott's economy shifted from manufacturing and fishing to trades associated with the summer resort industry and the needs of a residential, suburban population. Accordingly wholesale and retail trades and the service industry employed 56% of the workforce, while almost 18% worked in the construction industry. Manufacturing employed only 9% of the workforce, 69 people, in six small firms. The most important manufacturing products were stone, clay and glass goods, leather goods, food, and metal products. Farming was confined primarily to greenhouse products while fishing practically ceased.

### E. Architecture

Residential: In the years prior to the Great Depression, building continued in patterns established after 1900. Multi-family housing favored two-family gable fronts, and smaller numbers of three deckers. Single-family buildings continued to be built in pyramidal, bungalow, gable- and gambrel-front forms. Most significant, however, is the expansion of the suburban neighborhoods of middle class train and auto commuters, as well as year-round elite neighborhoods. Here, the overwhelming preference was for Colonial Revival designs, as well as smaller numbers of Tudor and other historic revival styles. As well as in newly developed neighborhoods, these house types were also constructed in the former resort-oriented coastal areas, which became increasingly more densely settled.

Institutional: The Seventh Day Adventist Church (n.d.) is a Georgian Revival structure with gable front form, projecting and pedimented entry, square tower with belfry and spire. The Mackon School (ca. 1920) is a brick Georgian Revival structure of H-plan, rising two stories above a basement. A public library (1915) was built in brick from Georgian Revival designs by Kelley and Graves; it is two stories under a gambrel roof, five bays in width with center entry, round-headed openings, coins and balustrade. The Elihue Thompson House (n.d.) became the town offices; built as a private home, the

structure was designed by James T. Kelley as a Georgian Revival form of 2-1/2-story brick, hip-roofed block with central, projecting entry porch and substantial carriage house. At Blocksidge Field a brick recreation structure was built (1948) of brick with a projecting pedimented frontispiece and banks of horizontal windows.

Industrial: The only known manufacturing structures erected during the period were/are along the B & M railroad line. The only known survival from the period is the Swampscott Furniture warehouse, a two-story building of poured concrete and brick with a flat roof on Columbia Street.

#### XI. SURVEY OBSERVATIONS

The town's inventory consists of only five institutional buildings. It is a high priority for survey.

Modern commercial intrusions in Swampscott are very limited in scale, the town still maintaining its predominantly residential status. Humphrey Street from Phillip's Street to Puritan has succumbed to both modern retail stores and auto-oriented enterprises, a small strip has been rehabilitated and gentrified at the railroad depot at Railroad Ave and commercial nodes are scattered along Route 1A (Paradise Road). The bulk of present large-scale development efforts, however, are in the northern town at the junction of Loring Avenue, 1A, and Salem Street at the Marblehead border. Shopping centers, restaurants and gas stations abound, amid immense condominium complexes of a scale density unmatched in eastern Essex County. Condos appear inland of Whales Beach, but otherwise appear to have spared the historic town. Construction there remains single family in nature.

#### XII. FINDER'S AID

Early Industrial residential	Reddington Street/Pine Street
Nineteenth century residential	Puritan Road at Phillip's Point
Elite Late Industrial residential	Atlantic Avenue at Humphrey Square, Ocean Street, Beach Bluff Avenue, Elmwood Road at Monument Square.



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