

MHC Reconnaissance Survey Town Report

DANVERS

Report Date: 1986

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

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

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

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

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MHC RECONNAISSANCE SURVEY REPORT

Date: 1986

Community: Danvers

I. TOPOGRAPHY

The town of Danvers is located in the southern portion of Essex County, Massachusetts. It is bounded easterly by Wenham and Beverly, southerly by Peabody and Salem, westerly by Peabody and Middleton and northerly by Middleton and Topsfield. Danvers comprised a territory of 7,394 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. Land surfaces in Danvers were hilly, though several flat areas also exist predominantly in the southern and eastern areas of town. Numerous hills are present particularly in the central and northern areas of town. Danvers State Hospital is located on the highest hill in town at 239 feet above sea level. Putnam Hill also exceeds 200 feet with several other hills over 150 feet. Elevation approaches sea level in the Danversport area.

Major bedrock deposits in Danvers are composed of igneous Quincy granites, particularly in the northeastern and southwestern areas of town. Small pockets belonging to the Marlboro formation and Dedham grano-diorites are also present in north Peabody. Soil in the Danvers area represent a mixture of formations through glacial outwash, organic deposits, recent alluvial deposits and urban development. Soils belonging to the Paxton-Montauk-Urban land association are the most common type in Danvers. Major concentrations of this type are located along most of the town's western, northern and eastern boundary as well as a small concentration west of Danvers Center. These soils occur in deep, nearly level to steep deposits. They are well drained loamy soils formed in glacial till and in areas where soils have been altered by urban development. Large distributions of soils also include the Canton-Woodbridge-Freetown association, the Boxford-Scitico-Maybid association, the Chatfield-Hollis-Rock outcrop association and the Urban Land-Udorthents association. Soils of the Canton-Woodbridge-Freetown association and Boxford-Scitico-Maybid association both range from well drained to poorly drained soils; the former is formed in glacial till and organic deposits; the latter was formed in lacustrine or marine sediments. Soils belonging to the Chatfield-Hollis-Rock outcrop association occur in

moderately deep or shallow and gently sloping to steep deposits. They are generally excessively drained loamy soils formed in glacial till containing areas of exposed bedrock. Soils belonging to the Urban Land - Udorthents association are soils that have been altered by urban development occurring in areas where soils have been excavated or deposited.

Major drainage in Danvers occurs through an extensive variety of wetlands including swamps and fresh water meadows occur through most of the town. Few natural ponds exist in Danvers. Putnamville Reservoir, an artificial lake, is the largest body of standing water in the northern portion of town in the area once referred to as Blind Hole swamp. Nichol's Brook has its rise in Bishop's Meadow and drains northwesterly into the Ipswich River in Topsfield. Mile Brook originally began in Blindhole Swamp and drained easterly and southerly through Putnamville where it is called Frost-fish Brook, then Porter's River which drains to the Danver's River. Beaver Brook originates south of the old Bishop's Meadow (Putnamville Reservoir) then roughly runs parallel west of Frost-fish Brook into the Crane then Danver's River. Beaver Brook forms the drainage system of central Danvers. The Water's River forms part of the boundary line between Peabody and Danvers. Numerous other brooks also exist.

At European Contact, most of the Danvers area was forested with little undergrowth except in swamps. Some meadow areas were present in both uplands and lowlands suggesting possible clearing by Native Americans. The original forest growth in Danvers and in Essex County in general included a mixture of mostly oak and pine as well as chestnut, popular, maple, birch and some other hard woods 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 also present.

II. POLITICAL BOUNDARIES

III. HISTORIC OVERVIEW

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

Native American transportation routes in the Danvers area likely emphasized water travel along Waters, Porter, and Crane Rivers in the south and east and Nichols, Frost-fish and Beaver Brooks in inland areas. The Danvers River provided access to the Beverly and Salem Harbor areas. Conjectured trails were probably present along most rivers, streams and other major wetlands, particularly those leading northerly towards the Ipswich River and south easterly to the Danvers River. Major trails likely existed in the areas of Routes 35 and 62, both of which roughly parallel drainage areas.

B. Population

Danvers was inhabited by members of the Pawtucket group (often called Penacook), who inhabited the coast from the north side of Massachusetts Bay in the Saugus/Salem area to York Village, Maine. Locally, this group is commonly referred to as the Naumkeags who may have been a subtribe of the Massachusetts but seemed to be under the leadership of the Penacooks. Most seventeenth century colonists considered the Pawtucket and Massachusetts Indians closely related but separate entities. Both Swanton(1952) and Speck (1928) include Pawtucket Indians in the Danvers area among the Massachusetts. Gookin (1792) lists ca. 3,000 men belonging to the Pawtucket group prior to the 1617-19 epidemics, while Mooney (1928:4) lists 2,000 men belonging to the Penacook group 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 Danvers area may have numbered in the vicinity of 200 individuals during much of this period. Following the epidemics, fewer than 50 individuals if any remained in the Danvers area.

C. Settlement Pattern

Numerous Woodland but no Contact period sites are known for the Danvers area. Known Contact period sites are present to the north in Ipswich and to the south in Salem and Marblehead. However, environmental variables, late 17th century documentary sources and site densities in surrounding areas indicate

sites of this period should be present. For example, the area at the confluence of the Waters, Crane and Porter Rivers in Danversport may have afforded good site locations, as well as inland areas, particularly along the margins of major wetlands. 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 ponds, swamps and streams. Most if not all Native Americans likely abandoned the Danvers area by the end of this period.

D. Subsistence Pattern

Native Americans in the Danvers area subsisted on a variety of seasonally determined activities including hunting, fishing, the collection of wild plants and shell fish, and horticulture. Hunting was a major activity focusing on larger mammals such as deer and smaller fur bearers. Sea mammals such as seals may also have been available at the confluence of the Waters, Crane and Porter Rivers (Danvers River) in the Danversport areas. Upland game birds and ducks were also hunted in uplands, freshwater wetlands and tidal areas. Danvers main rivers (listed above) and their tributaries may have contained seasonal runs of smelt, alewives, shad, salmon, sea-run, trout and possibly sturgeon. A variety of marine species of fish may have also been available from the Danversport area eastward. Several species of terrestrial as well as freshwater plants in the Danvers area provided a valuable food resource. Gathering also focused on shellfish in the Danvers River and Danversport area. Mixed shellfish beds currently exist in this area and may have been available during the Contact period.

V. PLANTATION PERIOD

A. Transportation Routes

Water travel remained the fastest and at times most convenient mode of transportation between settled areas in Danvers areas and more easterly settlements in Salem, Marblehead and Beverly. Most families had canoes which were regularly inspected by the town of Salem. Wealthy colonists had shallops. Prior to the establishment of roadways, Governor Endicott regularly made the journey from his Orchard Farm to Salem by shallop.

Indian trails likely continued in use throughout most of the Plantation period. European land transportation in the Danvers area probably began before settlement as Indian trails were upgraded to horsepaths and later cartways. Numerous unnamed ways were the first European routes laid out in the early 1630s as the towns original grantees established roads to their farmsteads. These ways were established prior to the granting of lands by the town of Salem and the decision to established a village it the area. By 1632 a way is mentioned linking Endicott's Orchard Farm with Salem. Another branch of the same road reportedly extended to Lynn and Boston. This way probably developed into the Old Back Way or Old Boston Road, one of the oldest roads in Danvers. This road ran from the head of Crane River at Ash Street to the head of Waters River, downstream from the Sylvan Street crossing and through the North Fields to Salem. This route was probably developed in the mid to late 1630s, much of which was laid out as the Boston to Ipswich Road in ca. 1643 under order of the General Court. A tavern was located on this road in the area of the Downing Grant by 1648. Major northerly routes also developed during this period along Locust Street on the Topsfield Road. The Old Dyson Road from Beverly to Andover also developed along the Poplar Street route. Forest Street, known as the Old Boxford Road was also laid out during this period. Local roadways in use before 1675 included Green Street, Hobart Street, Nichols Street, Center Street, Buxton Road and part of High Street.

B. Population

A few Europeans probably resided in the Danvers area in the early 1630s. However, colonial populations did not actively develop until 1636-38 when Salem began allocating land grants and granted that a village should be settled in this area. By 1640 100 individuals may have resided in Danvers. Population was basically stable, exhibiting slow growth throughout the period. By 1672 the town's population was probably around 350 individuals.

C. Settlement Pattern

Danvers was first settled as part of Salem by 1632-33 though the village area was not settled until ca. 1635. John Endicott was one of the original settlers of Danvers receiving several grants from the town of Salem and the General Court before 1640. Endicott's 300 acre "Orchard Farm" was one of the

earliest settlements in the area (1632-36), situated on a neck of land called by the Indians "Wahquameschock," between the Waters and Crane Rivers. Most early grants were located on a line extending inland from this grant. Two other important early grants were given to Rev. Samuel Shelton/Skelton in 1634 (200 acres) and John Humphrey in 1635. The former grant was located between the Crane and Porter's Rivers, originally called Skelton's Neck then New Mills and later Danversport. The latter grant was made in the westerly part of town near Humphrey's Pond. Most early grants, particularly those made by the Courts were frequently 200 to 300 acres or larger. By 1641 Governor Endicott owned about 1,000 acres through grants and purchase, some of which were located in neighboring towns. Another large grant in the area was made to Emanuel Downing who received a 500 to 700 acre grant in 1635. This grant was partly in Peabody, extending from the head of Water's River. Smaller grants were made by the town of Salem though large grants were still present. By 1638 Salem voted rights to several individuals in the Danvers area to establish a village. This village came to be called Salem Village while the larger region from Beverly to Reading was known as Salem Farms. Most settlers in the area were farmers and were commonly called "the Farmers".

Houses were widely scattered throughout Danvers with no great concentration throughout the Plantation period. Settlement generally extended inland along riverine areas. In particular, settlement appears to have spread up the western branches of the North River in two stages. First, settlement extended up the Waters River, then known as Cow-house River or Endicott's River and on Crane and Whipple Brook (Rice 1874:202). Subsequently, settlement was also made on Porter's River, then known as Frost-fish River and on Frost-fish Brook which empties into the river of the same name from the north. Settlement was slow growing and stable with many larger farms staying intact indicating land may have been kept in families.

Several attempts were made by the farmers to establish a separate parish in the Salem Village area. However, it was not until 1670 that a petition to the town of Salem was actually acted upon. Two years later the Salem Village Parish was created. The first meetinghouse was built in 1672 on the north side of Hobart Street previously known as Old Meetinghouse Road. Much of the Danvers area remained part of Salem's undivided or common lands throughout this period. These lands probably followed characteristics of the open common field system used primarily for grazing purposes. After settlement of Salem

village specific common fields were probably allotted to certain individuals in different area of town for their own use. By the 1640s most open fields were probably fenced and eventually divided into 10 acre sections. North Field, actually in Salem, was the largest common field at 490 acres.

D. Economic Base

As Europeans first settled the Danvers area, hunting and gathering wild foods were important to their subsistence. However, the combined use of agriculture and husbandry were clearly the most important aspects in the economic lives of Danvers first settlers. Immediately after Endicott and his company settled on Salem in 1628, Colonial settlers began clearing lands for settlement and agricultural production. Within a year, 7,000 palisades (trees) were cut in the Salem/Danvers/Peabody area, much of its in preparation for the planting of Indian corn. First crops were probably planted in Danvers in the early 1630s as several large farms were granted in the areas. Some livestock grazing may have predated agricultural production. Cereals were the most important crops grown including corn, oats, rye, barley and wheat. Corn and rye were probably the principal breadstuffs. Potatoes were likely grown though they were rare and considered a delicacy. Turnips were also grown, possibly as early as 1630-35. Fruits such as pears and apples were imported from England and cultivated at an early date. Endicott's "Orchard Farm" contained fruit trees, particularly pears in the early 1630s. Shortly after settlement, the production of vegetable fibers from hemp and flax were probably important products on Danvers farms. Salt marsh hay was exploited in limited quantities in tidal areas. English hay may have been cultivated by the mid-17th century. Husbandry was also an important activity in Danvers. Cattle, horses, sheep and swine were the most important animals on farms. Oxen and fowl were also present.

Maritime related trades may have been present in Danvers during this period. Tidewater is navigable throughout the lower reaches of the Waters, Crane and Porter Rivers, all of which together formed the Danvers River. Limited attempts at fishing, shipbuilding and some coastwise trade may have been present. Mills were not present in Danvers during this period. Tanneries were probably present shortly after settlement of the village.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

Native trails had likely been upgraded to horsepaths or cartways by this time. The Old Ipswich Road continued as the major route through Danvers during much of this period linking Boston with settlements to the north. Locally, this route was changed considerably by the mid 1700s. By ca. 1732 a proprietors way existed over Skelton's Neck. Following the development of mills in this area a road was laid out in 1754 from Danvers Square through the Neck to New Mills around High and Water Streets. In 1760 a new road was proposed leading from the Old Ipswich Road across the Water River to the North Bridge in Salem. This road was immediately laid out in the area of Liberty and Water Streets becoming the main thoroughfare. It had a significant impact on local maritime transportation as well as land-based transportation by preventing vessels from going farther up the river and rendering several local wharfs useless. In 1772 New Mills became a separate district responsible for maintaining and supporting bridges and highways. Plantation period routes continued to link Danvers with Beverly, Topsfield and Andover (Middleton). New local roads laid out during this period included West Street, Preston Street, North Street, Wenham Street, Pine Street, Prospect Street, Prince Street and others. Many local roads were unnamed during this period.

B. Population

In 1675 approximately 350 individuals inhabited the Danvers area. By ca. 1680, 50 householders are reported in Salem Village. Danvers population grew slowly and was characteristically stable throughout much of this period. In 1752 at the incorporation of the district of Danvers about 500 persons were reported living within its limits. In 1765 when the first census was taken Danvers included most of present day Peabody. At that time 2133 individuals lived within the district comprising 4.9% of the Essex County total. Better than half of these individuals may have resided in Peabody. 288 houses housed 381 families in Danvers, an average of 1.33 families per house. "Negroes" were the only racial minority in the town at that time. In 1776 Danvers population increased to 2284 individuals or 4.48% of the Essex Count total, a growth of 7.8%. Quakers resided in Danvers during this period though they probably worshipped in Peabody. Most Danvers residents were Puritan Congregationalists.

C. Settlement Pattern

Settlement growth continued throughout most of Danvers though some evidence such as a stable and slow population growth may indicate much land was kept in families and early farms remained intact. Prior to 1754, parts of Danvers later known as Danver's Center, Tapleyville, Hawthorne, Putnamville (early known as Blind Hole) were settled. However, Skelton's Neck had received little settlement. In 1754 Archelaus Putnam established mills on the Crane River beginning commercial settlement in the area, later known as Danversport or New Mills.

In 1689 a separated church was organized in Salem Village and a new meetinghouse built on Watchhouse Hill in 1702. Numerous private burial grounds existed in the town. The Wadsworth burial ground is the oldest public ground originally set apart by the Putnam family then conveyed to the First Parish. Other burial grounds included the Holton Street ground and the High Street burial ground at the Plains.

Several attempts were made by both Salem Village, Pooles Hill, and the Salem Middle Precinct (Peabody) to create a separate town apart from Salem. This was achieved in 1752 when an act was passed uniting Salem Village (Danvers) and the Middle Precinct (Peabody) into the district of Danvers. A district differed from a town in that the former could not send representatives to the General Court. While Peabody and Danvers were united as one town they often acted separately. Joint meetings were held with officials elected one year in Peabody, the next in Danvers. Full powers of township were conferred on Danvers in 1757. In 1772 the New Mills area or Danversport was made a separated highway district whereby they controlled and repaired their own roads and bridges without any help from the town.

D. Economic Base

Agriculture and husbandry continued to characterize the economic base of Salem Village or "the Farms" throughout the Colonial period. Cereals, mainly corn, sustained most farm production. Vegetables, particularly onions, may have increased in importance by the Revolutionary period. As settlement increased and transportation routes to coastal areas were improved, industry and

maritime related trades developed mainly in the upper peninsula area of Skelton's Neck between the Crane and Porter Rivers. Before the end of the Colonial period this area came to be known as New Mills. In 1754 Archelaus Putnam established a tidal grist mill on the Crane River. Shortly thereafter Archelaus and his brother John built a second grist mill in the same area. Tide water characterized the source of power for most mills of this period. Several other mills followed Putnam's beginning on the Crane River. Wheat mills were constructed in 1764 and a saw mill in 1768. Shipbuilding also developed, particularly along the banks of the Porter River from the Revolutionary period into the 19th century. Some fishing also developed as well as coastwise commerce. Several wharves were present in this area. By the Revolutionary period the New Mills area had become a busy little port containing ship-owners, builders, fishermen, millers, and wealthy merchants. Tanneries were present in Danvers during this period, some of which developed into small shoe making operations. Zerubbabel Porter was the first shoemaker in Danvers about the time of the Revolution. Porter's business was located in a small shop at the foot of Porters Hill. Pottery making also developed in Danvers, possibly by the end of this period, made from local clays mined from the Waters River.

E. Architecture

Residential: Danvers includes five well-documented first period houses. The Darling-Prince house was originally a center chimney, hall and parlor plan and was later expanded laterally, to the rear, and by raising the roof. The John Holton house began as a single cell and narrow chimney bay, expanded between 1801-18. The so-called Rebecca Nurse and the Rea-Putnam-Fowler houses were originally "half-houses" with integral lean-tos, expanded later on the opposite side of the chimney with rooms and lean-to. The Porter-Bradstreet house was of center chimney, hall and parlor plan prior to the addition of a lean-to and subsequent modifications. The town's inventory contends that several other examples survive in the town, including Houlten-Wilkins that was originally a saltbox, Rea-Procter that was originally a half house, and the Guilford, Kenney, Clark, and Hutchinson saltboxes. Many houses that are currently in center chimney, symmetrical gable form have also been assigned early dates including the Haines, Old Parsonage, Putnam-Boardman, Upton Tavern, and Rea-Dodge houses. The town's inventory also includes a number of large double interior chimney houses with early dates including the Putnam and

the White-Preston-Town houses, from the first quarter of the eighteenth century. There is also a significant group with gambrel roofs, which also appear on the L-plan Israel Putnam house, the Rea-Fredrick house and a 1 & 1/2 story house, all with center chimneys.

Institutional: With parish formation in 1672, a meetinghouse was constructed measuring 34 by 28 feet with 16 foot studs; the second house, first occupied in 1702 measured 48 by 42 feet under a hip roof. A schoolhouses of unknown appearance was built in 1708.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

B. Population

Danvers was the region's third fastest growing community during this period, increasing by 85.1% from 2284 in 1776 to 4228 in 1830, with each decades growth greater than the last. A Baptist Society was formed in 1781, followed by a Universalist Society in 1815. An early temperance society, the Mass. Association for the Suppression of Intemperance included Danvers men amongst its founders in 1812, followed in 1814 by the formation of the Danvers Moral Society. The U.S. Lodge of Masons was formed in 1778 and the Jordan Lodge in 1808. In 1777 there were 10 schools in the town (then including Peabody) operating for three months each and probably rotating. By 1794 there were four school districts in Danvers proper, at the Port, Putnamville, Beaver Brook, the Center, as well as a portion of the Felton's Corner area; new districts were carved out for the plains in 1816 and at Tapleyville in 18 . By 1820 the largest number of students were counted at the Port and the Center.

C. Settlement Pattern

D. Economic Base

The economy of Federal period Danvers was marked by its diversity, rather than by the dominance of any particular sector. Agriculture, manufacturing and commerce were all conducted on a moderate level until the early 1800s when manufacturing became th principal industry. Just after the American

Revolution the first commercial shoe factory in the United State War established in Danvers by Zerubbabel Porter, a local tanner. Porter had surplus leather that he needed to dispose of and chose to develop a putting-out system whereby he gave the leather to area shoemakers on consignment. In turn they paid Porter back with a portion of the shoes they made. Within a few years others took up the trade, also operating on the putting-out system." Among the first and second generation of shoe manufactures in Danvers were Moses Samuel, Ebenezer, Daniel and Elias Putnam, Nathaniel Boardman, Joseph Stearns, Gilbert Tapley and Joshua Silvester. The Putnams, after whom the Putnamsville section of the town is name, operated the largest shoe manufacturing firm in Putnamsville, which was the location of most of the early shoe manufacturers in Danvers were Moses Samuel, Ebenezer, Daniel and Joseph Stearns, Gilbert Tapley and Joshua Silvester. The Putnams, after whom the Putnamsville section of the town is named, operated the largest shoe manufacturing firm in Putnamsville, which was th location of most of the early shoe manufacturers.

Iron manufacture was also an important early industry, developing simulatneously with the establishment of shipbuilding firms along the Danvers River in the vicinity of the Danversport wharves. he Danvers River was in active use for the shipping trade for several years, thus stimulates these industries. By 1820 manufacturing of all kinds employed 360 men , while 273 worked in agriculture and 59 in commerce.

E. Architecture

Residential: A small number of houses were constructed retaining the central chimney placement, the Goodale and the Mudge-Pratt houses, as well as a 1 & 1/2 story with gambrel roof. Double chimney houses followed the period trend of multiple variations including the rear-wall chimney ell plan, by far the most numerous, the end-wall chimney L-plan, and four and a five bay double interior form. Stylish hip roofs appear, at the Phillips-Lawrence house, a gable-on-hip at the Wadsworth house, as well as on a simple rear-wall L-plan. The Fowler House is an exceptional brick house with fanlit entry of 1810, while the Rufus-Putnam house is of brick and extends to six bays. Also notable is the survival of the two story teahouse designed by Samuel McIntyre in 1792 for Elias Hasket Derby. A three bay, center entry, gable front house of 2 & 1/2 stories is said to date from 1800.

Institutional: The meetinghouse was rebuilt in 1787, measuring 60 by 46 feet with 27 foot studs, a gable roof, tower, belfry and steeple; it burned in 1805. The fourth was built of brick in 1806, measuring 66 by 56 feet with 28 foot studs, a 16 foot square tower surmounted by a cupola and vane. In 1783 the Baptists built a meetinghouse measuring 60 by 45 feet. A new house of unknown appearance was begun in 1828. The first house was then rented to the Universalist Society. No information is available on the town's numerous district schoolhouses.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

B. Population

C. Settlement Pattern

D. Economic Base

Manufacturing consolidated its dominance of the Danvers economy during this period. In 1840, 52% of the male workforce (576 men) was employed in manufacturing, 46% (512 men) in agriculture, and 2% (29 men) in commerce and navigation. By 1865, 82% (955 men) worked in manufacturing and 18% (205 men) in agriculture.

The shoe industry consolidated its domination of the manufacturing sector as the period advanced. In 1832 the value of the shoe product (\$351,050) accounted for 30% of the \$1.15 million manufacturing product value. 990 people (70% men), many from neighboring towns, made 472,000 pairs of boots and shoes, primarily on a "putting out" basis. Most of the shoes were sold in the South and West. The peak came in 1854 when 35 shoe factories made 1.5 million pairs of shoe, employing 2,500 people, some in-house and some still on a putting out basis. Despite some decline in the Civil War period, when the southern slave market collapsed, the shoe industry still produced more than 3/4 million pairs of shoes valued at \$1.01 million, employing 1,061 people (74% men). The value of the shoe product accounted for 75% of the \$1.35

million manufacturing product value in 1865 and for 82% of male manufacturing job opportunities. The leather treatment (tanning and currying) industry employed at least 135 people in 1832 and sold almost \$400,000 worth of leather to the shoe manufacturers. However, by 1865 only 25 people were still employed in seven tanning and currying establishments, indicating that shoe manufacturers were buying leather from outside suppliers. Shoe lasts were also manufactured in Danvers.

Other manufactured goods made on a small scale throughout the period included iron, chaises, harnesses, soap and candles, bricks, wheels, barrels, hats, boxes, tinware, earthenware, chocolate, and carpets. In 1843 Gilbert Tapley, one of the early shoe manufacturers, established a woolen carpet mill. In 1865 the firm employed 90 people (72% men) and produced 120,000 yards of carpet valued at \$132,000.

While the number of farmers fell more than 50% between 1840 and 1865, there were still 140 farms with almost 5000 acres of improved lands. Corn, potatoes, and hay were the principal crops.

E. Architecture

Residential: Variations on the double chimney house remained popular among moderate and large size homes. L-plans with rear wall or end chimneys were still the most common form. Double pile examples with paired interior chimneys survive in exceptionally large numbers including as many as forty with Greek Revival ornament and additional thirty with Italianate ornament. Among the former small numbers added elaborate recessed entries, while among the latter hip roofs, facade gables and towers were added with unusual frequency. Riverbank (1853) is an exceptional brick Italianate survival with porches, hip roof, cupola, and iron cresting. Two double houses are known, six bays on the facade with paired center entries and chimneys, and 2 & 1/2 stories in height, with Greek Revival ornament. Five bay facade houses of 1 & 1/2 stories were constructed in large numbers for the first time, primarily with center chimneys but occasionally with paired; about thirty are known in the Greek Revival style with a significant portion adding facade gables.

The reorientation of the roof ridge to produce the gable front form found followers here as well. Greek revival examples are most numerous, numbering

about thirty-five, with 1 & 1/2 story examples somewhat more favored than 2 & 1/2 story. The 1842 Overlook adds a narrow lateral ell and a columned porch. Simple Italianate versions of this form number about ten, with an additional 5 to 10 of L-plan form, and slightly favoring the 2 & 1/2 story size.

Particularly elaborate examples employed a hip roof, lateral hip roofed ell and multiple porches; others added columned porches or recessed entries. Also related are mansard roofed houses with side entries, totalling about 10 with twice the number of two stories as of three; four center entry, three story mansards are known including the brick Tapley house and the concrete Joshua Sylvester house of 1857-58. An octagonal house was built of concrete in 1856.

Commercial: In 1859 a combination stores and masonic hall was constructed, 2 & 1/2 stories in height, greatly modified when converted to use as a fire station with projecting bay and corner tower on the long wall. Richard's Store of 1841 is a three story hip block of brick over a wood frame housing two stores and later serving as a meeting place for the Winsor Club and as a restaurant. The Village Bank of 1854 was built of brick and sandstone from an Italianate design by Charles Nathan Ingalls; it is now two stories under a flat roof but its third was removed; its five bay facade has a center entry with segmental headed openings and coins.

Institutional: The First Parish built its fifth meetinghouse in 1839, measuring 84 x 60 feet. The Universalists built their own house in 1832 measuring 56 x 42 feet with 22 foot studs; when they rebuilt in 1859 it was sold to the Roman Catholics. Their new church was in gable front form with twin towers and gothic ornament. The Maple Street Congregational Church at the Plains was built in 1844 and burned six years later. Its replacement of 1851, Grantie Hall was of unknown appearance. Now known as the Quail Trap, this gable roofed structure with both gable and long wall entries has served the Wesleyan Methodists, Free Evangelicals, as the town high school, and later as part of the town hall. The Baptist Church of 1848 is a gable front Greek Revival house with three square headed entries on its facade, a square tower, belfry and spire; a chapel was added in 1886. The Calvary Parish Church of 1860 is of unknown appearance.

The town's earliest surviving school building was built in Putnamville in 1852, gable front in form with paried entries divided by a window. Little information is available about town schools except that a house was built in

the center ca. 1840, a brick school at Danversport prior to 1849, and that the high school was housed in a long low structure before the Wesleyan chapel was acquired. The town hall was constructed in 1855 from designs by Emerton and Foster, 2 & 1/2 stories in height with cupola and pillasters. Multiple expansions and remodelling followed, beginning in 1883 when the building was cut in two and the front moved forward. A major change occurred in 1896 when Mead, Mason and Co. made extensive Colonial Revival additions including two 93 foot towers; the structure was then cruciform with a projecting frontispiece. Later renovations took place in 1934 by Lester S. Couch, and in 1949 by Raymond Thibedeau when the towers were removed.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

B. Population

Danver's population expanded almost 100% between 1875 and 1915, growing from 5,600 to 11,171. The largest jump came between 1910 and 1915. When the population increased 19.5% in 1875 and 21.3% in 1915. The Irish were the largest immigrant group throughout, followed by Canadians.

C. Settlement Pattern

D. Economic Base

While manufacturing continued to be the mainstay of the Late Industrial economy and while the actual number of jobs in this sector increased 54% between 1875 and 1915, the relative importance of manufacturing lessened. In 1875 62% (986 men) worked in manufacturing, 21% in agriculture, and 17% in commerce. Whereas in 1915 only 54% were employed in manufacturing, 26% in commerce, and 19% in agriculture.

The value of manufactured goods declined slightly between 1875 and 1905, from 2.12 million dollars to 2.01 million, as the number of factories fell from 73 to 38. Shoes continued to be the principal manufactured product. In 1875 there were 21 shoe factories and the value of their product was \$1.33 million, or 63% of the total manufacturing product. Other industries included one

flour and meal mill (\$270,000 product value); and iron works (\$225,000); four tanning and currying establishments (\$97,000); and eight brick yards (\$81,000).

As the period advanced farmers turned increasingly to market gardening, selling their goods in urban centers such as Danvers, Peabody, and Lynn.

E. Architecture

Residential: Inventoried buildings emphasize the town's large and stylish houses after the mid-19th century. Several examples of the Queen Ann style are known, generally simple in form with projecting bays and porched adding formal variety, and hall mark ornamental shingles and spindle-work; isolated examples are known of the more ambitious tower, turret, or porte-cochere additions. Two Stick style houses are known, an 1882 Francis A. Couch design for an L-Plan with a tower located in the corner, and an 1883 1 & 1/2 story gable block with wall dormers and entry porch. A late Shingle style house was built in 1903, a wide gable front form of three bays and 2 & 1/2 stories. Related examples include a 1903 long gambrel form with recessed entry and shed dormers, a 1907 gambrel form with gabled entry porch, and a 1914 stucco, cross gambrel form with screened-in porch. Historic revival styles were more common, particularly 2 & 1/2 story hip block, center entry Colonial houses, several designed by L.S. Couch, and including such individual distinguishing elements as pediment entry porch facade gables, or high center bays emphasizing the entry, and one example with bowed bays.

Institutional: Ecclesiastical construction fell off precipitously during this period; the Advent Chapel of 1877 is a 1 & 1/2 story, center entry gable front structure measuring 32 by 52 feet; St. Army's Hall of 1914 is a simple wide gable form of 1 & 1/2 stories. Munciple building focused primarily on school buildings. The Fox Hill School of 1879 followed the common mid-century form of single story gable front with paried entries. By the 1890s school construction shifted to larger scaled multiclassroom forms. The Danversport School of 1895 is a Colonial revival design by Penn Varney, composed of a 2 & 1/2 story hip block with projecting entry and banks of windows. The Tapley School of the next year is similar in form, but with more elaborate detailing by Edwin B. Balcomb including coins and palladian motifs. The Wadsworth School of 1897 also is a two story hip block with decorative elements including dormers, roundheaded windows, and broken scroll pediments in a

Georgian Revival design by William H. Pearce. Still more elaborate is L. S. Couch's 1899 design for the Maple Street School, a three story pyramidal block with lateral hip roofed eaves, a monitor, cupola, coins and pillasters; its sun exposed classrooms could accommodate 224 pupils, and its overall dimensions were 58 x 121 feet.

Private and higher education institutions also constructed buildings in the town. In 1881 G.M. Harding designed Porphyry II, a large stone hip block with central semi-projecting entry tower, and porte-cochere; it was founded as St. John's Normal College, taken over by the Xavarian Brothers in 1891, and was later a preparatory school. The Grey Gables Nursing School was designed by Cabot, Everell and Mead of Boston in 1898, a 2 & 1/2 story hip block measuring 40 by 90 feet with projecting bays on either side of the entry porch. Gridley J.F. Bryant's Peabody Institute of 1869 burned in 1892; L.S. Couch was the architect of the Georgian Revival replacement. The 2 & 1/2 story hip block has a flushboard wall surface with coins rising to corner pillasters, palladian motifs and balustrade, a porte-cochere and apsidal projections on each long wall. The Danvers State Hospital was built in 1874-77 from High Victorian Gothic design by Nathaniel J. Bradlee of brick with polychrome stone trim.

Commercial: The Ross Block of 1897 is 2 & 1/2 stories in height originally a Colonial Revival design with ashlar walls and pillasters, now covered in vinyl. The yellow brick Nicherson Building of 1911 is two stories in height with a flat roof with corbelled cornice and coins.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

B. Population

Danver's population increased steadily during the period, continuing the 63% growth rate it had logged during the Late Industrial decades. With the onset of the 1950s, the town's pace of growth increases. Between 1950 and 1955 alone, Danver's population rose 15.7%. Foreign-born nativities comprise 21.3% of the town's total population in 1915, but decline to only 14.4% by 1940 (the last available figures). Canadians (45%) and Irish (24%), dominant in 1915,

and remain Danver's largest nativities throughout the period.

C. Settlement Pattern

D. Economic Base

Early in this period the Danvers economy was in a slump and manufacturing was limited to five shoe factories, an electric lamp factory, an iron and steel works, and a crayon factory. By 1953 the economy had rebounded principally on the strength of manufacturing. For in that year there were 43 manufacturing firms with 3440 employees (77% of the total workforce). The remaining 23% of th workforce was made up of wholesale and retail trade workers (13.4%); construction 3.7%) , the service industry (3.5%); and unclassified (2.4%).

The electrical machinery industry was the principal manufacturing category, employing 2325 people, most of whom worked at Sylvania Electric Products Inc, makers of radio and televisions. Next in importance was the Shoe and Leather products industry with 680 employees.

E. Architecture

Residential: Only two period buildings have been inventoried. The 1919 Cook House is a Couch design, an elaborate brick hip block with pedimented projecting entry bay, segmental arch windows, and coins. The 1923 Greese House is a Louis B. Abbott design, also of brick with a projecting center entry and palladian windows with lateral ells.

Institutional: In 1937 the community's Roman Catholic constructed the stone St. Mary of the Annunciation from a Romanesque design by John A. McPreston; the gable front form has a three part recessed entry screened by an arcade, with round headed openings and a small belfry. The adjacent rectory is a large, stone, gable front structure of 22 rooms built in 1947. School building remained particularly important. L.S. Couch designed the 1916, Colonial Revival Mildred Williams School, a large hip block with projecting gabled porches housing an entry on each side of its lateral walls. The Richmond School of 1926 was designed by Charles G. Loving as a Georgian Revival design; the H-Plan measures 83 by 128 feet, rises two stories above a basement with a projecting pedimented frontispiece; it houses 17 classrooms

for 600 students in 7th, 8th, and 9th grade. Loring also designed Holton High School, built in 1929-30, of similar form as above but with a parapet and cupola at the frontispiece. In 1930 Couch designed Memorial Hall, incorporating a meetinghall and museum in a Colonial Revival structure of a single story under a hip roof with blind arcading and two pedimented doors. The U.S. Post Office is a Colonial Revival gabled block of three bays with an arched recessed center entry with broken scroll pediment, and flat roofed eaves.

Commercial: The undated Caskin Block is a Colonial Revival structure of two stories with a flat roof and vertical board wall cover. The yellow brick Bossa Block is two stories in height and positioned on a corner, its design by George H. Fanning includes six stories and ornamental entry to the second story, patterned brickwork, and contrasting trim. L.S.Couch's Danvers Savings Bank of 1923 is a Georgian revival design with roof balustrade, high arched windows and corinthian pillasters.

XI. SURVEY OBSERVATIONS

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