

MHC Reconnaissance Survey Town Report

GLOUCESTER

Report Date: 1985

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

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

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

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

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



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MHC RECONNAISSANCE SURVEY REPORT

Date: 1985

Community: Gloucester

I. HISTORICAL OVERVIEW

Gloucester is a maritime community of extensive coastline and irregular terrain in southeastern Essex County. Probable native sites exist at the mouths of the Annisquam, Mill and Little Rivers and along the town's littoral. The first European settlement to Cape Ann, attracted by the area's fishing potential, arrived in 1624 and 1625 when the Dorchester and Plymouth Companies vied for rights to permanent occupation of the area. Not until 1642 did Gloucester attract sufficient colonists to merit incorporation. Earliest settlement was widely scattered, clusters emerging at the coves and inlets off the Annisquam River, Ipswich Bay, and Gloucester Harbor. Although population was attracted to both the eastern and western parts of town (separated by the Annisquam River), density was greatest to the east. The first meetinghouse was erected in 1642 at the Green (now Ashland Place and Washington Street), where an early core of settlement developed (the Town Parish). Fishing was the town's people's principle occupation, with some agriculture and shipbuilding activities. By 1650, grist and saw mills could be found in the east, on Alebrook Brook and Mill River, and in the west, at Freshwater Cove, Little River, and Walker Creek.

Colonial Gloucester experienced rapid growth and was transformed from a backwater village to prospering seaport. As populations increased, five parishes, with their respective meetinghouses, were established. From the first at Trynall Cove (at the Green) was spawned the 2nd (West) parish, 1716; the 3rd, 1728, in the northern Cape; the 4th, at the Green as the Harbor Village assumed the title of 1st Parish, 1738; and the 5th at Sandy Bay, 1754. Fueled by the town's fishing, shipbuilding and extensive trading activities, the Harbor Village, and secondarily Annisquam to the north, rapidly increased in density. By 1775, Annisquam, claimed 80 dwellings to the Harbor Village's 100, with a smaller tertiary node of settlement having developed at Dogtown, and tiny fishing villages at Eastern Point, Farm Point, and Freshwater Cove.

Sustained by fishing, shipbuilding and trading, Federal period Gloucester continued its rapid growth. Between 1800 and 1830, growth at the Harbor Village outstripped all others. It was transformed from a skeletal village of Front, Middle and Back Streets with scattered residences to a tightly nucleated core of waterfront-related activities and fine civic, commercial, and residential structures. Middle Street continued as the town's preeminent civic and residential corridor, and Front Street, as the principal axis of maritime activities. Residences clustered nearby the waterfront focus, by 1830 occupying an area bounded by Washington Street, Prospect, and Pleasant Street. Quarrying began in the northern Cape near period's end, and attracted scattered settlement activity to its vicinity.

During the Early Industrial decades, Gloucester experienced its greatest population increase (105%), but fire plagued the town. An 1830 conflagration gutted the core of the Harbor Village's business district at Front Street. Rebuilding proceeded immediately. By 1850 a dense corridor of maritime-related activities ringed the harbor, Front Street was a dense commercial corridor, and civic building continued in the Middle to prospect Street vicinity. In 1860, another fire struck the downtown. Contemporaneous with its rebuilding was a shifting of the civic core from western Middle Street

east to the Dale Street vicinity. Commercial fishing replaced foreign trade as a chief industry, and with granite quarrying, was stimulated by the opening of the Boston-Gloucester Railroad at mid-century. Both industries attracted an influx of foreign-born, particularly Irish, Canadians and Portuguese. As residences occupied a wider perimeter around the downtown, settlement of rural Gloucester continued. West Gloucester, now the town's focus of agricultural activities, continued its pattern of dispersed agriculture settlement. The northern cape underwent the most pronounced transformation, with Lanesville and Bay View emerging as thriving villages sustained by local quarrying activities, and seasonal colonies began to appear, especially at Magnolia, Bass Rocks, and Eastern Point.

Led by fishing, granite production and the resort industry, the town continued to grow. By century's end, 40% of its population was foreign-born, including Canadians, Portuguese, and Finns. The primary hub of residential, commercial and civic activity remained Gloucester center. Commercial fishing and related industries lined the waterfront from downtown to Rocky Neck, while the civic core stabilized at Dale Street. Residential building escalated in the interior/railroad locale, forming a wider and denser perimeter of single and especially multifamily dwellings around the downtown as the period progressed. With the prosperity of the granite industry, Lanesville and Bay View developed into thriving villages. In the heyday of Bostonians' summering visits to the North Shore, Gloucester's resort industry flourished. East Point and Magnolia attracted elite residential building as well as boarding houses and hotels. Annisquam stabilized as a picturesque resort town.

When the granite industry failed early in the century, population dropped in the northern Cape. Commercial fishing emerged as the town's economic mainstay, followed by the resort industry. The Oceanside its celebrated focus, Magnolia became a hub of elite commercial and nightclub activities. Development at Bass Rocks and Eastern Point continued, Lanesville also being sustained by seasonal traffic. Stifled in the 1920's, Gloucester's resort industry never again achieved its 19th century opulence. Cottages replaced fine hotels and boarding houses. Day visitors increased, particularly with the opening of Route 128 to Gloucester late in the period. Population density in Gloucester center continued, and continues, to increase. More and more farmland is now being overtaken by suburban building as the city's residential neighborhoods pushed deeper into the rural town.

II. POLITICAL BOUNDARIES

Gloucester was incorporated as an independent town in 1642. The bounds between Gloucester and Manchester were established in 1672, and its Fifth Parish (Sandy Bay) established as Rockport, 1840. In 1873, Gloucester was incorporated as a city. Tidal boundaries between the town and Essex and Ipswich were established in 1892. Gloucester's boundaries have undergone little change since that time.

III. TOPOGRAPHY

The town of Gloucester is located in the southeastern portion of Essex County, Massachusetts. Physiographically, the town lies within the New England Seaboard Lowland, a relatively smooth coastal strip of land with some hills usually below the 400 and 500 foot contours. Gloucester is approximately nine miles in length and varies from four to six miles in width. Cape Ann land surfaces are generally uneven and made up of rocky hills, granite ledges and

boulder strewn fields. Land surfaces fluctuate between 100 and 150 feet with several hills exceeding 200 feet. Thompson's Mountain, the highest elevation (255 feet) in the area, is located near the western border of the town. Bedrock deposits in the Gloucester area are mainly composed of igneous Quincy granites. Northwest of Gloucester Center in the vicinity of Alewife Brook and in the Lanesville area on the northern coast, igneous formations Beverly Syenite area also present. Igneous Squam granites area present in West Gloucester, northwest of Fernwood Lake.

The majority of soils in Gloucester are characterized by the Chatfield-Hollis-Rock Outcrop Association. These soils are present throughout most of the western portion of town, in the Eastern Point area, in the Bay View and Lanesville area, and in limited areas around Gloucester Harbor. Soils in this Association range from moderately deep and shallow, gently sloping to steep, well drained and somewhat excessively drained, loamy soils formed in glacial till (Fuller and Francis 1984). Areas of exposed bedrock are also present. The second most common soil group in Gloucester is the Annisquam-Scituate Association. These soils are present in most areas west of Gloucester Harbor to the B & M Railroad line, north to the Annisquam River wetlands. Smaller distributions of this association are present north of Route 128 to the Goose Cove area and at the tip of Eastern Point. These soils are found in deep, gently sloping to moderately steep deposits. They are well drained or moderately well drained, loamy soils formed in compact glacial till. Soils of the Ipswich-Westbrook-Udipsamments Association are present in coastal areas of Ipswich Bay, Essex Bay and along Annisquam River wetlands. They range from poorly drained mucky soils formed in organic deposits to excessively drained sandy soils formed in windblown sand. Other soil groups found in Gloucester include the Canton-Woodbridge-Freetown Association in a small area of West Gloucester northeast of Dykes Pond and the Urban Land-Udorthents Association in the vicinity of Gloucester Center.

Major drainage in Gloucester is through Ipswich Bay and the Annisquam River on the north and Gloucester Harbor on the south. Both areas were connected by a canal cut in about 1644. The Little River and Jones River drain into this area from the west and with the Mill River and Alewife Brook draining from the east. Coastal drainage also exists in the northeastern portion of town in the vicinity of Essex Bay, Farm Creek and Walker Creek. Major Ponds in the town include Haskell Pond, Dykes Pond, Lily Pond, Wallace Pond, Fernwood Lake, West Pond, Buswell Pond, Niles Pond and Babson Reservoir. Gloucester Harbor and the Annisquam area of Ipswich Bay are the two largest natural harbors in the town.

The original forest growth in Gloucester and in Essex County in general consisted of a mixed growth of white pine, oak, chestnut, poplar, maple, birch and some other hardwoods and conifers. However, second growth patterns characterize most of the town today, including second growth oak and chestnut in uplands and scrub oak and pitch pine in areas of droughty and sandy soils. Some birch, cedar, juniper and white pine are also present.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

Native American transportation routes in the Gloucester area likely emphasized water travel along the Annisquam River, Mill River, Jones River, Little River and the town's extensive coastline. Coastal water travel was likely enhanced

due to the several harbors, coves, bays and inlets around Cape Ann. Conjectured trails were also probably present along rivers and streams, particularly those leading to the coast. A major east/west trail may have existed in the southern portion of town in the vicinity of Route 127 (Western Ave) and Hesperus Ave. when a land bridge existed connecting the east and west sides of town. North of this area the Annisquam River was a barrier to eastward travel. In the western portion of town conjectured trails were also probably present in the vicinity of Concord St., Atlantic Ave. and Essex Ave. In the east, trails may have also existed along Route 127, Atlantic Road, Eastern Point Boulevard and Main Street.

B. Population

Gloucester was inhabited by members of the Pawtucket group which extended from the Saugus/Salem area north to the York area of Maine. Locally, this group may have been referred to as either the Agawam or Naumkeag Indians, both of which may have been sub-tribes of the Massachusetts but seemed to be under the leadership of the Penacooks. Gookin (1892) lists around 3,000 men belonging to the Penacook 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. Samuel De Champlain, the first European to positively land in the Cape Ann area in 1604 documents Native Americans throughout Cape Ann. The narrative of Champlain's voyage states at one point that 2,000 natives (probably exaggerated) lived within a day's travel of Cape Ann. The Native American population in Gloucester may have numbered in the vicinity of 300 individuals throughout much of this period. Following the epidemics, fewer than 100 natives likely remained.

C. Settlement Pattern

Few Woodland and no Contact Period sites are known for the Gloucester area. However, environmental variables and later 17th century documentary sources indicate sites of this period should be present. The mouths of the Annisquam, Mill and Little Rivers may have been good site locations as well as other locations along the rivers or the town's extensive coastline. In addition to habitations 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 along the town's rivers or along the periphery of interior wetlands such as ponds, rivers and streams. Accounts of early explorers such as Champlain in 1604 also document native sightings in the Cape Ann area, probably indicating nearby settlements.

D. Subsistence Pattern

Native Americans in the Gloucester 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 been available on the coast. Upland game birds and ducks were also hunted. Interior ponds, streams and rivers afforded a variety of freshwater fish. Coastal rivers such as the Annisquam and Little Rivers may have contained seasonal runs of smelt, alewives, shad, salmon and sea-run trout. A variety of marine species of fish would have been available in Ipswich Bay, Gloucester Harbor and the Atlantic Ocean. Several species of terrestrial as well as fresh and salt water plants in the area provided a valuable food resource. Gathering also focused on shellfish. Gloucester

Harbor and the Annisquam River estuary presently contain several species of shellfish which may have been available during the Contact period. Domesticated plants such as corn, beans pumpkins, squashes and tobacco were also important. The location of native fields are currently unknown, however, they were likely located along the coast or near riverine areas.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes

Water travel along the coast remained the fastest and at times the most convenient mode of transportation between early fishing stations and later settlements on Cape Ann and other settlements to the north in the Ipswich /Rowley/Newbury area and to the south in Salem, Boston and Plymouth. The Annisquam River, Gloucester Harbor and the remainder of Cape Ann's irregular coastline provided sheltered and convenient travel amongst the areas dispersed settlements. Early water travel was made by dugout canoes, shallops, pinkies and ketches.

Indian trails likely continued in use in the Gloucester area throughout most of the Plantation period. Crude European transportation routes also developed, in some areas prior to permanent settlement. As temporary and later permanent fishing stations were established from 1623-25, early colonial paths and cartways were probably established at the head of Gloucester Harbor in the vicinity of Western Harbor, Inner Harbor and Southeast Harbor. After the town was incorporated in 1642-43 early paths and cartways were developed linking the town with Salem to the south, probably along Hesperius Avenue and Western Avenue. An early path or cartway also probably existed northwesterly along Essex Ave. (Rt. 133) establishing a route to Ipswich and the Chebacco area. As early as 1644 a canal was also excavated providing a water route between Gloucester Harbor and the Annisquam River. Early settlement and the town's early roadways were concentrated along the eastern and western periphery of the Annisquam River. In the west these early routes may have included Atlantic Ave., several unnamed ways, and possibly the Bray Street/Concord Street area. In the east, where most settlement was concentrated, the Route 127 corridor north from Gloucester Center was probably the major route. In places this route included portions of Rt. 127, Main Street, Holly Street, Washington Street, Cherry Street and several other unnamed ways.

B. Population

Europeans first settled the Gloucester area on a seasonal basis in 1623 when the Plymouth Company established a fishing station on Cape Ann. This population probably ranged in the vicinity of 25 males. In 1623 the Dorchester Company established the first permanent colony of 14 fishermen. By 1625 fishermen with their families resided in the colony which was abandoned later that year, several moving to Salem. By the 1630's an unknown number of permanent squatters and seasonal residents again inhabited the Cape Ann area. At Gloucester's incorporation in 1642 approximately 20 to 30 families resided in the town. From 1640 until 1650, 82 settlers came to Gloucester. Of this number, one-third remained in the town, 13 went to New London, six to Falmouth, and 20 to unknown destinations.

The initial colonists of Cape Ann from 1623-1625 were from Wales and the West Countries of England. The groups took an instant dislike to each other and

wanted as little contact as possible with both the local government and Congregational Church. Many colonists contested the legitimacy of both religious and civil authorities. These social problems plus the poor agricultural potential of Cape Ann resulted in few families staying in town. Most people who came to town prior to 1640-1650 moved in a few years as settlement in Gloucester began again in the 1630s. Some seasonal residents came to Cape Ann from other Mass. Bay and Plymouth Colony towns. As permanent settlement was revived, the new community was named Gloucester reflecting the native origin of a group of farmers ship carpenters and seafarers from Salem and other Essex County towns who originally emigrated from the west of England. A large group of about 20 families from Wales led by Reverend Richard Blyman joined the settlement at this time. In 1642, Blynman gathered Gloucester's First Church. Until the 1650-1660 period Gloucester's settlement was unstable with considerable social, political and religious unrest. Throughout the 1640's the Welsh and West Country residents competed politically and religiously with one another. As a result, an unusually high rate of out-migration characterized West Country settlements. Mobility characterized most arrivals after 1650-60. Of the 73 householders who settled in Gloucester by 1650 over 1/2 moved by 1660. Only after 1660 did the pattern of out-migration change. After 1660 few older settlers or their grown sons left town and the community's second generation was becoming more homogeneous and stabilized. While Gloucester did not suffer physically from Indian Wars late in this period the town's residents were unified for fear of Indian attacks. War contributed to the disappearance of the town's distinct seafaring subculture by disrupting the local fishery and forcing most men involved exclusively in maritime pursuits to leave the town after the mid 1660s. New arrivals in town were now mainly farmers from nearby New England towns such as Ipswich, Newbury, Salem, Beverly, and Maine towns. Traditional Congregationalism characterized religious patterns in Gloucester throughout the Plantation Period. Quakers were present in Gloucester from the 1660s and grew till the end of the period.

C. Settlement Pattern

Little is known regarding the Native American settlement patterns in Gloucester during this period, and natives may not have resided in the town at all by this time. The early settlers were not pressured by local natives and Indian land titles for the Gloucester area were not officially transferred to the Colonials until long after settlement.

The first European settlement of the Gloucester area occurred in 1623 when English Colonials from the Plymouth Colony established a temporary fishing station in the Gloucester Harbor area. The Dorchester Company also established a fishing station in Gloucester. However, this venture was designed as a permanent colony. Both companies clashed in 1624 resulting in an armed confrontation in 1625 in which the Plymouth Company under the command of Captain Miles Standish backed down. Little success had come from either the Plymouth or Dorchester Company attempts at the Cape Ann fishery. In 1625 the Dorchester Company made one final attempt at a Cape Ann settlement for which they recruited a governor, Roger Conant, and Minister, Rev. John Lyford, both recent outcasts from Plymouth Colony. This attempt at a colony also failed resulting in the Gloucester area being abandoned for several years following 1625. During the 1630s the governments of Massachusetts Bay and Plymouth revived a seasonal fishery with a handful of squatters in the Gloucester area. By 1642 the Cape had attracted enough permanent settlers to incorporate as a town. After the 1660's Gloucester settlement began to

stabilize probably due to the effects of conflict with Maine tribes and King Philip's War.

Throughout the Plantation period early houselots in Gloucester were not situated in close proximity to each other. Instead Gloucester's irregular coastline resulted in a settlement distribution fragmented into several small and widely separated enclaves. Local settlement was clustered around coves, inlets, and creeks created by the Annisquam River, Ipswich Bay and Gloucester Harbor. Gloucester's settlement was naturally split into two areas by the course of the Annisquam River. The largest settlement density was on the east side of the river where the meetinghouse was erected near Trynall Cove. This location was centrally located in respect to the rest of the plantation. No record exists stating when the first meetinghouse was built although it may have been present as early as 1633. By 1644 a burial ground was assigned for the new settlement. Sometime before 1644 a second meetinghouse was erected since by that date a third house was completed on Meetinghouse plain on Toyman's Cove. The second area of settlement in Gloucester stretched along the western side of the Annisquam River to the Chebacco, Ipswich border. Settlement in this area did not nearly approach that on the east side of the river although this area contained the best agricultural land in the settlement.

An official land division did not occur in Gloucester during the Plantation period. Instead, settlers "located" (Pringle 1892:30) on unclaimed land they felt best suited their needs. Pre-emption was clear title to possession. Most land holdings were small, probably in the vicinity of 100 acres or less. One exceptional grant of 500 acres existed on the west side of the Annisquam River. Prior to 1661, each dwelling house built entitled it's proprietor to a right in common land. After this date rights in common land could only be obtained by consent of the town. One person could hold more than one right which could be bought or sold.

D. Economic Base

As English colonists first moved into the Cape Ann area in ca. 1623-1625 fishing was the main occupation of early settlers. Hunting and gathering of wild foods was also important as well as minor attempts at agriculture but fishing was clearly the major objective of these colonists. Cod, haddock, mackerel and other species of fish exploited in nearby coastal waters and probably on George's Bank. It is unknown whether or not the Grand Banks were exploited at this time. By 1625 attempts to establish fisheries by the Plymouth and Dorchester Companies had both failed and fishing stations on the Cape were abandoned. A few colonists likely remained in the Gloucester area over the next 15 years although the area was largely unsettled. Colonists in the area during this period probably combined hunting, fishing, gathering and some agriculture on a subsistence level. After Gloucester's incorporation in 1642 new attempts at establishing a fishery were started. Shipbuilding was also started at this time as well as additional attempts at agricultural production. However, until the 1660's Gloucester's population was unstable and clearly dominated by a seafaring subculture. In the 1660's and 1670's conflict with Maine's Indian tribes and King Philip's War served to stabilize Gloucester's population and economic base. Maritime occupations were still important but the town's population was dominated by families involved in farming rather than maritime pursuits. By the end of the Plantation period, Gloucester's residents took only a passing interest in the area's two richest resources, timber in the woodlands and the maritime fishery (Heyrman

1984:12). A Plantation period sawmill was constructed near Beaver Dam in 1642. "Some years later" (Pringle 1892:27) an additional sawmill and gristmill were also established on Sawmill River near Riverdale.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

Native Trails likely had been upgraded to horsepaths or cartways by this time. Major transportation corridors continued to be the road to Salem or Route 127 which joined Magnolia Ave, Western Ave. and Hesperus Ave. and the road to the Ipswich/Chebacco area along Rt. 133 or Essex Ave. Atlantic Ave. continued to be the major route along the western periphery of the Annisquam River. Other major roads in the western portion of town included Concord St., Summer St. and Bay St. The Route 127 corridor was the major transportation route along the eastern side of the Annisquam River. Eastward from this route a roadway existed by the southern shore in the vicinity of Rt. 127 or the Boss Ave./Hatcher Road area. Other southerly roads also erected in the area of Main St., East Main St. and Eastern Point Ave. Gloucester was linked with settlements in the Sandy Bay area by at least 4 routes. Route 127 in the extreme northern and southern sides of town provided long circuitous routes to Sandy Bay. Other routes were present along the "old path" through the woods from the head of Lobster Cove and along Eastern Ave. through Beaver Dam, north of Cape Ann. Both latter routes provided more or less direct travel routes.

B. Population

By 1688 at the first division of land in Gloucester, 80 males over 21 were listed on the east side of the cut and 31 males on the west side, indicating as many as 260 individuals by that date. In 1693, 78 heads of families, possibly 390 individuals, are listed on the town's first tax list. In 1704, 170 male inhabitants, possibly 850 individuals are listed during a division of common lands. By 1755, 558 families totalling 2745 individuals or 4.92 persons per family resided in Gloucester. Gloucester's population increased by 36.6% to a total of 3743 individuals or 8.64% of the Essex County total. In 1776, 4512 individuals (8.86% of the Essex County total) resided in the town, an increase of 20.55% from 1765.

Gloucester's population continued a trend of stabilization and homogeneity during the Colonial period. Out migration was declining with more settlers permanently settling in the town. Immigration picked up sharply after 1690. From 1701 to 1751, of the 87 settlers who came to Gloucester, over 50 became permanent residents. Most of Gloucester's new residents were from neighboring Essex County towns, particularly Ipswich. Patterns of social organization were changing also. Gloucester's somewhat egalitarian society, in which political and economic power was spread between many had changed. Political leadership was now controlled by a handful of citizens, and wealth was now in the hands of a smaller percentage of persons. The class of merchantmen and entrepreneurs was growing rapidly.

Ethnically and religiously, Gloucester's population was composed of English stock and worshipped traditional Puritan Congregationalism. Gloucester's Quaker population expanded significantly around 1700. However, most residents were hostile towards Quakers, and the greatest social conflict in Gloucester was between the town's Orthodox Congregational majority and Quaker minority. This relationship characterized many Essex County seaport towns such as

Gloucester, Newbury and Salem. By the 1730's few Quakers remained in Gloucester. "Negroes" were also a minority in Gloucester constituting 2.9% of the total town population in 1765.

C. Settlement Pattern

Settlement patterns that developed in Gloucester during the Plantation Period continued throughout most of the Colonial Period. The Annisquam River still acted as a natural barrier splitting Gloucester's inhabitants into two areas; the east side remained more densely settled area than the west side settlement. During the late 17th century the gradual increase on agriculture in Gloucester's settlement supported the development of spatially separate neighborhoods. This development resulted from the overall lack of extensive tracts of good agricultural land precluding the creation of a nucleated village (Heyrman 1984: 78-79). Neighborhoods began to cluster around the agricultural fields of several families. In the western portion of town where good agricultural land existed along the Chebacco border clusters of settlements developed along Little River, Stoney Cove, Long Cove, and Walker's Creek. On the east side of Gloucester settlement also continued along the Annisquam River stretching from Trynall Cove northwards to Lobster and Goose Coves. The town's burial yard and meetinghouse continued to be located on Meetinghouse Green near Trynall Cove where a new house was erected in 1700. By 1698 settlement of the west side of the river had grown to the point where a burial years was located in that area.

Gloucester's first division of common land occurred in 1688. Each householder or male resident over 21 years of age received six acres of land. During the first division, 82 lots beginning at Flat Stone Cove and ending at Back Beach, Sandy Bay, were granted to residents living on the east side of the cut. On the west side of the cut 31 lots were laid out predominantly on the Chebacco side of town. While most land by 1700 was held by individual ownership, several large tracts remained. Access to common lands were still measured by "rights", numbering 112 in 1704. Rights had a marked value which on the average decreased through time. Between 1700 to 1707 several grants of land were given to individual applicants. Only one of these grants was made in continuous lots. Most were made in discontinuous segments. Land was continually bought and sold. Thus, while discontinuous grants were given, most farms and holdings were contiguous parcels, usually of 100 acres or less accompanied by one or more smaller holdings of around six acres. Further divisions of common lands were made in 1708, 1719 and 1725. In 1775 common lands still remained in Gloucester.

During the Colonial period five parishes were established in Gloucester. In 1716 residents on the west side of the river petitioned the town to be set-off as a separate precinct.

This request was granted by the General Court later that year. A meetinghouse was also erected about this date probably near the burial ground granted in 1698, south of Bray Street. By 1680-1690 only 3 or 4 families had settled the northern area of Cape Ann between Lobster Cove and the ocean, but by 1726 about 40 families inhabited that area. The Third Parish or precinct was created in this area in 1728; a meetinghouse was erected at the head of Lobster Cove about this date. Gloucester's Fourth Parish was created in the midst of what became known as the First Parish Controversy. As Gloucester increasingly became more commercialized and emphasized maritime pursuits the settlement emphasis moved south to the harbor area. Residents of the harbor

area voted to build a new meetinghouse in that area. This vote was met with considerable discontent from the residents of the northern portion of the First Parish. By 1737, eight of the southern harbor's principal inhabitants built a new meetinghouse in the harbor or Middle Street area. This meetinghouse was offered to the members of the First Parish in 1738. The northern members of the First Parish now demanded separation from the parish. Although the move was opposed, the northern portion of the First Parish was set-off as the Fourth Parish in 1743. The Fourth Parish meetinghouse remained the old First Parish meetinghouse near Trynall Cove. By 1700 few people inhabited the north easterly end of Cape Ann. This settlement grew such that by 1754 the Fifth, or Sandy Bay, Parish was incorporated; a meetinghouse was erected about this date.

D. Economic Base

Agricultural production and husbandry clearly dominated attempts at fishing and shipbuilding in Gloucester at the start of the Colonial Period. This emphasis reflects the backgrounds of the town's inhabitants rather than the agricultural potential of the town's soil. Gloucester was not particularly well suited for agriculture. Indian corn, wheat and barley were the most important food crops grown, as well as rye when possible. Gradually corn became the most important food crop. Fruit and vegetables were also grown but grains were the most important food produce. Hemp and flax were probably grown for local use. Salt marsh hay was exploited from marshes along coastal estuaries. Husbandry was also an important activity in Gloucester early in this period. Cattle, sheep, goats and pigs were kept on most farms. Horses were also present for transportation. Fowl and oxen were important as well as cows for dairying activities. Fishing, lumbering and shipbuilding were present for local needs only. Before 1690 Gloucester had mixed economy of farming, fishing and lumbering designed for subsistence and self sufficiency (Heyrman 1984:46).

During the first half of the 18th century Gloucester outgrew its subsistence oriented economy. After 1690 Gloucester grew from a small backwater town to a large prospering seaport. Gloucester's growth was similar to other northern New England ports that developed through trade in fish, timber, masts and ships to Europe and the West Indies. The town's self sufficient economy was replaced through a differentiated organization of an intensive fishery and extensive trade network. Private ownership and free enterprise began to replace collectivism. Wealth was now concentrated in the hands of a few as an upper class of merchants and entrepreneurs developed. Gloucester had developed as an important port, though secondary to Salem, Newbury and Ipswich. The increase in the Gloucester fishery coincided with a switch occurring throughout New England after 1675 from inshore shallop fishing to the bank fishery employing larger vessels such as ketches and schooners (Vickers 1981). In Gloucester, the greatest fishery gains occurred from 1720-1740 and 1760-1775. In 1741 over 40 vessels were in Gloucester. Increases in Gloucester's fishery stimulated both coastal and international trade. Prior to 1713, little information is present regarding New England shipping. In 1717 only three Gloucester vessels of small tonnage cleared the port of Salem/Marblehead, two bound for the West Indies and one for Europe. By the 1750's the same port annually cleared about 30 of Gloucester's trading vessels.

Vessels of small tonnage continued to characterize the town's fleet. Shipbuilding in Gloucester increased with the town's fishery and merchant trade. Most vessels constructed on Gloucester's shores were for local needs although several larger vessels were constructed for out of town merchants.

Shallops and sloops characterized most vessels built in the 17th century. In 1698 the first ship was built in Gloucester for Boston merchants. From 1703 to 1706, eight brigantines of around 100 tons were constructed. Sloop construction accelerated from 1706 to 1712 when 30 vessels of this type (usually 50 tons or less) were built. In 1713 shipbuilding was revolutionized when the first schooner was launched from Gloucester's shores. From 1713 until the revolutionary period numerous boats, vessels and ships of all classes were launched from Gloucester's shores along the Annisquam River and Gloucester Harbor. Many vessels were constructed on vacant lots of land as well as shipyards usually for larger vessels. Most wood for vessel construction was from the town's commons throughout this period.

By 1675 at least two mills, a grist and sawmill were in operation probably on a stream flowing from Cape Pond. On or before 1677 tidal mills were also present in Gloucester (Babson 1860:202) probably along the western shore of the Annisquam River. In 1677 the town voted to build a corn mill, which was constructed on Saw Mill River. In 1682 sawmill rights were given to Davis and others for a mill which was constructed on the head of Little River. Sawmill rights were also given to Parsons, Sargent and Cort for a stream or brook between Fresh Water Cove and Kettle Cove. This privilege was forfeited and later granted to Allen and others in 1693. Rights to setup a cornmill were granted to Haskell and Haskell for Walker's Creek in 1690. In 1698 a fulling mill was noted on a creek on the north side of a lane of highway leading from the First Parish meetinghouse to the woods. By 1701 permission was given to Whitman and Pool to erect a gristmill on Davidson's run at Sandy Bay. In 1702 a mill privilege was given to John Haraden for a stream that runs into Hogskin Cove. A privilege was given to John Bennet in 1720 to set up a corn mill on Fulling Mill Brook on the lower end of the brook near the tidal line.

As the maritime trades grew in Gloucester associated land based activities also emerged. Taverns and inns developed, mostly around the meetinghouse and harbor areas. The locale around the Harbor or Middle Street meetinghouse was particularly important in regards to commercial development. Inns, taverns, homes and shops developed throughout the area. Other trades present included smithies, coopers, ropers, sailmakers, shoemakers, tailors and general laborers for construction and work in the town warehouses and fish processing areas.

E. Architecture

Residential: Few houses are accurately dated to the first period; cores of several houses fall into this category including "Shakespeare" House, Norwood Hyatt (1664), Edward Harraden (1656), the Riggs House (1661, 1700). Houses constructed late in the 17th and early in the 18th century survive in a variety of forms; about five houses survive in the 2 & 1/2 story with lean-to, center chimney, five bay, "saltbox" form; smaller numbers are also known of 1 & 1/2 stories, as well as 2 & 1/2 stories with three or four bays. By the second quarter of the 18th century, symmetrical side gable types predominated, but still displayed a variety of forms. As in most towns, the center chimney house of 2 & 1/2 stories was the most common, known from about 15 examples in the gable roof, five bay form; of particular interest are the dozen examples constructed with gambrel roofs. Next in popularity are the three bay, interior chimney, side entry form, known locally as the "half house", about eight constructed with gable roofs, about three with gambrel roofs. About five houses were constructed of four bays with entry into the 2nd or 3rd bay. Among the 1 & 1/2 storied forms, gambrel roofs were employed with particular

frequency, about 11 of five bays, while about eight were built with gable roofs. A handful of examples survive of three or four bays, with gambrel or gable roofs. Late in the period a small number of houses utilized multiple chimneys to achieve Georgian plans, but only a handful are known.

Institutional: A meetinghouse of unknown appearance was constructed by 1633, even prior to church formation; by 1664 a second had been built. A third house, to measure 40 feet square with 16 foot studs, was voted in 1697. The meetinghouse was constructed for 2nd or West Parish in 1716, with galleries on three sides of the interior. The meetinghouse for 3rd or North Parish was constructed along similar lines to 2nd in 1728. With the rapid expansion of population at the harbor a group of wealthy citizens constructed a meetinghouse there in 1738 and succeeded in having it designated the house of the newly defined First Parish. The original meetinghouse, newly designated 4th Parish, was replaced in 1752 with a new meetinghouse with entries on the south and east, entry tower with belfry and spire on the west, and three interior galleries; it was taken down in 1840.

The town had an exceptional number of non-ecclesiastical public buildings. The town's first schoolhouse was built in 1708, and measured 24 by 16 feet with six foot studs; a single story school was built at the harbor in 1742; by 1758 a grammar school was built at the harbor by private subscription. In 1719 a workhouse was constructed for the support of the poor, measuring about 25 feet in length, 12 feet in width, with six foot studs; it was possibly enlarged in 1732, but apparently its use discontinued the following year, or by 1748. A battery was constructed in 1743.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

Existing roads continued in use and were improved. In 1775 the only streets in the central village were Front (Main), Back (Middles) and Prospect Streets, as well as an ancient path connecting the lower and upper streets. By 1830, however, multiple new streets had been opened to provide additional space for residential building. Among others, these include Washington, Pine, Church, School, Granite, and Pleasant Streets, Franklin Square, Federal and Elm to Federal Street. Gloucester gained its first regular (overland) communication with Boston in 1788 when a two-horse stage began twice-weekly runs between the town. By 1805, daily service was available. The town's principal wharves were in the Harbor Cove, the busiest of which was Pearce Wharf. Only one wharf of importance existed at Fort Point, and only a few piers between Duncan's Point and the head of the harbor. At Lane's Cove, Lane's Cove Pier Company was established to improve the cove for quarrying activities. By the pier's completion in 1843, a thriving village had developed.

B. Population

During the Federal period, population growth in the town equalled 66.4%, ranking fifth in the region. Growth was greatest between 1776 and 1790, and between 1820 and 1830; Babson reports a dramatic drop in the number of poles, by half between 1775 and 1779. A slight drop occurred between 1790 and 1800. Although its 1830 population of 7510 was just half that of Salem, it ranked second in the region.

Of particular interest is the early conversion of townspeople, beginning with the Sargent family, to Universalism. In 1775 the American founder of the

denomination settled in the community as minister to the Independent Christian Society organized in 1779. This Society and First Parish engaged in a protracted battle over the legal standing of the new group, and therefore their tax obligation. Later in the period, their beliefs became so widespread in the town that in 1811 the Fourth Parish, and in 1820 the Second Parish converted to Universalism. In 1829 the First Parish was internally split between Unitarians and Orthodox Congregationalists. Two groups of Baptists met briefly, a Calvinist group, beginning in 1808, and a Free Will group in Annisquam beginning in 1810. Methodist preaching began in the town in 1806, a class was formed in 1821, and a society in 1826. As in many densely settled port towns, fire clubs became popular during this period, combining mutual assistance with social activities. A Social Library was formed in 1796 followed in 1830 by a Lyceum. By 1804 the town had 11 school districts, and after 1826 a grammar school circulated among them.

C. Settlement Pattern

Annisquam enjoyed economic benefits during the war because of its safer harborage. By 1775 it had grown to rival the Harbor Village in size (80 dwellings to its 100) and economic importance. At this time, residential hamlets, principally of farming and fishing activities, included that at Dogtown (with 40 houses) and those at Farm Point, Freshwater Cove, and Eastern Point (each with ca. 15 dwellings). After three-quarters of a century of prosperity, the town saw little physical change between 1775 and 1799. The last half of the period saw growth in the Harbor Village outstrip that of all others, and the First Parish rise to become the institutional, commercial and religious core of the town.

Front (Main) Street, then located at the eighteenth century waterfront, was already lined with shops and dwellings. With the erection of the Customs House (1789) and the Post Office (1792), it began its evolution into the town's principal commercial corridor. As trade and fishing activities peaked during the turn of the century decades, Front Street became a bustling avenue of commercial and industrial activities. At that time it was linked by several alleys directly to the water front. During the period's final decade, large establishments here gave way to smaller enterprises as small wharves and stores multiplied.

With its eighteenth century commercial activities now congregating on Front Street, Middle Street began its evolution into a civic and residential thoroughfare. With the erection in its vicinity of the meetinghouses of the Baptists (1822), First Parish Congregationalists (1829), and Methodists (1828) Middle Street emerged as the town's undisputed civic core. The relocation of the Universalist meetinghouse from Front (1780) to Middle Street in 1830, testified to the progressing segregation of commercial and civic activities. Middle Street continued as the focus of elite residential development during the period, with Prospect, Pine, and Federal Streets and Franklin Square also serving as important corridors of residential building. By 1830, residential building essentially occupied an area extending from the waterfront to Prospect Street, and from Washington Street in the east to Elm Street in the west.

Among the town's outlying hamlets, Annisquam emerged as a village of shops and affluent dwellings by the period's close, having attracted the construction of a Baptist Church there in 1828, and extensive residential building particularly on Leonard and Arlington Streets. Small fishing hamlets continued at Lanesville, Folly Cove, Riverdale and the Stage Forts area.

D. Economic Base

During the fifteen years immediately following the American Revolution Gloucester continued to suffer the consequences of a war that halted most economic activities conducted on or around the coast. Domestic and foreign trade, fishing and shipbuilding all practically ceased upon the outbreak of hostilities, and the maritime-related prosperity of pre-war years did not resume until the 1790s. In 1780 ca. 20% of the Gloucester population was heavily dependent on charity. This depressed condition prevailed until Gloucester merchant capitalists once again began investing in foreign commerce.

Beginning in 1790 and continuing until around the War of 1812, Gloucester merchants conducted an extensive trade relationship with the West Indies. With Surinam as their primary foreign port Gloucester traders specialized in the exportation of fish (especially hake), beef, pork, ham, lard and flour and import of sugar, molasses, rum, coffee and cocoa. Profits from the Surinam trade were reinvested with an eye toward expanding the trade network to Europe and the East Indies. Ships travelling to European ports brought fish while the return cargoes consisted of salt, fruit, wine and specie. In 1800 an association was formed to pursue the East Indies trade, but when the first vessel was destroyed returning from Sumatra the venture collapsed.

The restoration of foreign trade reinvigorated the fishing and shipbuilding industries. Most Federal period fishermen worked the Bay, Labrador and offshore fishing lanes rather than the more dangerous and capital intensive business of fishing the Grand Banks. Thus, smaller "Chebacco boats" were in greater demand. In 1792 there were 133 Chebacco boats averaging 11 tons owned on Cape Ann. Some of these were built in neighboring Essex, others in Gloucester. In addition to fishing boats Gloucester men built larger sea-worthy brigs, ships and schooners for the foreign trade. In 1791 there were 6524 tons of vessels owned in Gloucester. Beside employment in shipbuilding and fishing, men were needed to outfit the vessels with rope, fishing lines, anchors, etc. as well as to load and unload cargoes. In 1791, there were two ropewalks and a third was established in 1803.

The return of commercial prosperity is suggested by the establishment of the Gloucester Bank in 1796. However, the unevenness with which this wealth was distributed is suggested by the establishment of an almshouse in the same year. In addition to the number of temporarily employed waterfront day laborers Gloucester was confronted with the presence of numerous fishermen who "were as a class miserably poor and generally in debt to some storekeeper at Gloucester harbor" (Morrison 1921; reprinted 1961: 143). Poverty was an even greater problem during the decade from 1807 to 1817 when the trade embargo and the War of 1812 once again stifled the town's maritime industries. Fishing and trade did not fully recover until 1818 when the federal government began awarding a bounty of two dollars per hundred pounds of fish caught.

Other economic activities in Federal Gloucester included granite quarrying and farming. Small quarries were worked on the north side of Cape Ann to the west of Annisquam. In 1828 the Lanes' Cove Pier Co. was formed to create a harbor suitable for shipping granite. Still, this industry was only in its infancy. While some farming was done throughout the town the primary area was in West Gloucester. In all there were 10778 acres of agricultural land in 1791, only 3% of which was under tillage, while 41% was devoted to pasture and another

16% was haying land. Dairying and slaughtering were important activities. In 1791 there were five slaughter houses and four tan houses. Some harvesting of grain and wood products is suggested by the presence of five grist and sawmills. In 1820 the majority of Gloucester's male working population was employed in fishing while smaller numbers worked on farms (163), in manufacturing (169) and in commerce (79).

E. Architecture

Residential: Housing in the town continued to exhibit a variety of competing forms. Many builders retained the common Colonial form of central chimney house, though now employing the gable roof in most instances; about a dozen were constructed of the large five bay form, and another dozen of the three bay form, while only two four bays are known. The alternate roof form during period is the hip roof, popularized in high style examples, and was adopted in about five additional examples. Houses of 1 & 1/2 stories were consistently built of five bays with gable roofs, and about a dozen are known. Multichimney house forms increased in popularity, but in the formal variant characteristic of the town. The classical double interior chimney form was employed in large and stylistically ambitious homes; only about five are known of the 2 & 1/2 story, five bay, gable roof form; still rarer are examples with hip roofs, only about five. Three story, hip roof, high style examples, however, are known from about seven examples. Smaller houses, those employing single pile or L-plan arrangements, utilized a range of chimney placements. Rear wall chimneys were most common for single pile plans in houses of 2 & 1/2 stories, five bays, and center entries. L-plan houses were constructed with either exterior wall chimneys, or a combination of interior and rearwall placements. Two brick houses were constructed with rearwall chimneys.

Institutional: The fledgling Universalists constructed a meetinghouse in 1780, small with a gable roof; it was taken down and replaced in 1805-06 with a new design by Col. Jacob Smith; it is gable front in form with an entry porch of three doors screening a semi-attached tower culminating in octagonal belfry, and dome. The First Parish built their second meetinghouse in 1828, a gable front with semi-attached tower culminating in octagonal belfry, stages, and dome. The First Parish built their second meetinghouse in 1828, a gable front form with two lancet headed entrances, and originally a square semi-projecting tower. That same year an additional Congregational house was constructed by the society at Lanesville; its form is gable front with semi-attached tower and screening entry pavillion, but its Renaissance Revival ornament reflects the enlarging and remodelling that took place in 1853. The town's smaller new denominations also constructed meetinghouses, the Baptists in 1822, and the Methodists in 1828; both of unknown appearances. The Beacon Street School is an exceptional period survival constructed in 1795, of two stories under a hip roof; it originally stood on Granite Street where it also held the town offices until 1855 when it was moved and converted to primary class use. A new school had been constructed at the harbor in 1800, and by 1804 there were 11 districts in the large town. Additional public buildings included a Customs House (1789), workhouse (1796), and numerous enginehouses for the fire societies.

Industrial: Fish houses, storehouse, saillofts, forges and ropewalks were all built during the period. In 1791 these were two ropewalks and a third was erected in 1803. One of these was located on Western Ave near Main Street. A windmill was built next door in 1814 and later removed. Shipyards were also established around the town. Two sawmills and two gristmills were erected

prior to 1830 and perhaps much earlier. Burnham's corn mill was located on the Essex River off of Concord St. near the Essex border. An extant gristmill was erected on Mill River at the Washington St. bridge. Haskell's sawmill was located on Essex Ave and Concord Street, and another was erected near Essex Ave in the Squam River.

Commercial: Isolated examples survive from this period, at Annisquam; a 1 & 1/2 story gable front store with a single center entry opening on its primary facade is said to date to 1775; the Lane store is a seven bay, 1 & 1/2 story gable roofed building dating to 1815-20. A hotel said to date to 1810 takes the familiar domestic form of 3 stories on a basement, six bay facade, and end wall chimneys.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation

Existing roads continued in use. Streets claiming their origins during the period include: the Causeway over Goose Cove (1833-34); Gould Court (between 1851 and 1860); several streets in the central and western downtown (1866); Dale and Railroad Avenues (1867); and Pearce Street (1870). In 1847 the Point Bridge Company erected a bridge with a twenty-two foot draw over Lobster Cove, now facilitating overland transportation between Annisquam and downtown Gloucester. In 1861, the old bridge (called the Annisquam) was replaced. Mass transit facilities continued to improve. Stage travel was quickly discontinued by the advent of regular transport over the Gloucester Branch of the Eastern Railroad (1847). In addition, steamboats began seasonal operation between Gloucester and Boston in 1840.

B. Population

During the Early Industrial period, the town's rate of growth measured 105% as it expanded from 510 to 15,389, a rate that again ranked fifth in the region. The population dropped briefly between 1837 and 1840, by nearly 2500. Growth was most rapid during the periods last five years. In size the town still ranked fourth below the rapidly expanding industrial communities of Lawrence and Lynn as well as Salem. By 1855, the first year figures are available, the town included 13% foreign-born, dominated by equal numbers of Irish and Canadians and small numbers of English and Portuguese immigrants. Ten years later the proportion had expanded to 19% and there were twice as many Canadians as Irish, and nearly 200 Portuguese.

Religious societies continued to multiply as the town expanded. Orthodox Congregational societies were formed in 1830 at West Gloucester and Lanesville, while the like-minded within First Parish, the minority of the parish but the majority of the church, withdrew to form a new church in 1837. The Baptists reorganized their society in 1830, and a second society was organized at East Gloucester ca. 1861. A second Methodist Society was formed in the Riverdale area in 1838. A schism occurred within the Independant Christian Society resulting in a new Universalist Society in 1841. In 1849 the first Roman Catholic masses were celebrated in the town, and the former Baptist meetinghouse was purchased in 1855. The Protestant Episcopal St. John's parish was organized in 1864. By 1840 the town included 23 districts but ten years later the district system was abandoned in favor of a town system. The Odd Fellows organized here in 1845, adding a second group in 1866; the Masons organized a Lodge in 1865.

C. Settlement Pattern

A fire in 1830 destroyed over 40 houses and 60 stores in the heart of the Village's business district, including all buildings between Front Street and the harbor, and along Front from Washington Street to Porter. But the town quickly rebuilt its commercial corridor, and its era of prosperity continued. By 1850, Gloucester Harbor had developed into a major maritime community. Newly rebuilt Front Street continued as the town's primary commercial corridor, and at mid-century was still linked via alleyways directly to the waterfront. The area between the Front Street axis and the harbor was densely occupied with waterfront-related activities, from small manufactories and warehouses, to fish and flake houses. 1850 saw Gloucester's town house and two hotels (the Gloucester House and Union House) clustered at the intersection of Washington and Middle street. From this node, Middle Street spanned eastward, a corridor of elite residences and the principal avenue of religious structures.

The 1860's saw the onset not only of the Civil War, but of a second conflagration (1864) which destroyed 130 buildings and wiped out Front Street's entire fabric from Porter Street east to Duncan and Pleasant. Rebuilding proceeded immediately. Front (Main) Street from Washington to Chestnut remained the town's primary commercial corridor. Contemporaneous with the large scale rebuilding of the central business district was the efflorescence of the Dale Street area as Gloucester's civic focus. The catalyst to this development was the relocation of the town house from western downtown at Washington and Middle Streets to its more central location on Dale Street. Erected in 1867, Gloucester's new city hall was razed by fire in 1869, and immediately rebuilt. New additions to the Middle/Dale Street vicinity include a new Baptist Church (1850), Unitarian Meetinghouse (1855), and high school (1851).

Mid-century saw residential building pushing further east and west from the village center, with nearly a dozen houses appearing by mid-century on Rocky Neck, and a small node of settlement having emerged in East Gloucester (at the Plum and East Main Street vicinity). With the coming of the railroad into the harbor village, settlement activity began to move into the interior, away from the activities at the waterfront. The 1850 town was densely settled as far inland as Maplewood and Railroad Avenues, to the west beyond Washington Street to Babson, and to the east as far as Main and Prospect. As residential densities rapidly increased, many of the open estates still intact near the city center, were subdivided and developed. At period's end in the Harbor village, Middle Street continued as a focus of affluent residential building, but was now challenged by the Beacon Hill area (Hovey and Summer Streets) overlooking the harbor. To house the town's expanding immigrant populations, neighborhoods of single and multifamily worker housing began to ring the downtown, especially below and behind the elite Hovey/Summer Street area to the west, and to the east along Mt. Vernon and Friend Street. A Catholic chapel was erected in this vicinity (1855) to accommodate the growing Portuguese and Irish communities. The Oaks and Maplewood sections were still too remote for settlement. Within the central city, pockets of residential building can be found on Main Street from Washington to Porter, on Prospect and Dale Streets, and on newly opened Gould Court.

Several of Gloucester's coastal hamlets grew rapidly during the period. Lanesville developed from a tiny fishing village of the 1820's into a

commercial center by mid-century, its most intensive development focussed along Washington and Longford Street. In the 1860's and 70's, concomitant with the flurry of quarrying activities along the northern side of the Cape, Bay View also emerged into a thriving village. Only Annisquam, with little quarrying in its vicinity and now too shallow a harbor to compete with Gloucester Harbor, saw little development. After the construction of the Washington Street and Goose Cove Causeway (1834) improved the overland link between Annisquam and the Harbor Village, not only was permanent residential building stimulated in the northern town but summer visitors began to flow into Gloucester. Incipient seasonal colonies began to average in the south at Magnolia, Bass Rocks and Eastern Point, and north along the Annisquam River to Lobster Cove, Annisquam, and the northern Cape.

D. Economic Base

In the period prior to the Civil War foreign commerce and fishing were the primary components of the thriving Gloucester economy. While trade with Surinam and the Maritime Provinces was critical to prosperity in the early decades, phenomenal growth in the fishing industry from 1830 to 1865 caused a realignment in the economic hierarchy. Continued growth in the fishing sector was in fact sufficient to offset the virtual collapse of foreign trade in the 1860s. Following the dissolution of slavery in Dutch Guinea the Surinam trade was abandoned. In addition, the large commercial shipping firms left Gloucester for Boston, signalling the growing concentration of capital in larger ports.

The principal firms engaged in the Surinam trade were those of Daniel Roger and David Pierce. When their business reached its peak in 1857 they imported coffee, cocoa and other goods worth \$400,000. Vessels from other American, as well as foreign ports entered and left Gloucester with goods. In 1855, 232 vessels of 21,037 tons brought goods to the port. Meanwhile 308 vessels of 26,253 tons left Gloucester for other ports, suggesting that the town maintained a favorable balance of trade.

While agricultural and other goods were certainly among the products exported, the principal export was fish. Gloucester and Rockport were the only two north shore towns in which the fishing industry grew during the period. Between 1837 and 1865, the number of vessels engaged in the mackerel and cod fisheries increased from 221 of 9824 tons to 341 of 24,450 tons. Likewise the number of men employed on these vessels increased from 1580 to 4590 and the value of the catch jumped from around \$500,000 to around \$ 3 million. As the period advanced the fishing industry shifted from the use of small boats operating along the coast and sailing out of the town's many coves to the use of large vessels fishing on the George's and Grand Banks and sailing primarily out of Gloucester harbor. While the Bank fisheries began in the 1830s, the business burgeoned after 1846 when a rail link was established between Gloucester and Boston. Thereafter Gloucester fishermen were able to compete with Boston for a share of the fresh fish business. Another aspect of this reorganization was that the fishing boats came to be owned by "a district class of merchant-ship owners who also kept general stores and acted as wholesale distributors." They furnished all supplies and took 50% of the fisherman's catch in return. The Gloucester fishing industry made further gains during the Civil War because the union army used fish as a staple. As a consequence of such changes by 1865 Gloucester "was by far the greatest fishing town in America." (Morison 1961:312)

As the maritime economy shifted from commerce to fishing the associated support industries like boat and shipbuilding, barrel, rope, sail, block and pump-making made corresponding adjustments. Gloucester men invented the purse seine and seine fishing boat and perfected the clipper fishing schooner. In 1855, 55 men in six saillofts made 1270 sails worth almost \$100,000. That year 700 seines (nets) and 500 masts and spars were made, as were seven new vessels of over 600 tons and 102 smaller boats. Iron work worth over \$50,000 was conducted in 23 blacksmith shops. Ca. 1865 the Cape Ann Anchor Works was established and the number of independent blacksmiths shops was reduced to 14. A small copper paint manufacturer, Tarr and Wonson, began operations around the same time, making paint especially for boats. Another important maritime-related sector was the fish by-products industry. Fish oil, soap, candles, glue, and other products were manufactured in Gloucester.

By 1865 at least 92% of employed men worked in fishing-related jobs. Another 4% worked in manufacturing; many no doubt making products to outfit fishing vessels. The remaining 4% worked in agriculture.

Farming continued in West Gloucester though the number of farms and farmers decreased. Hay, grains, market vegetables and milk were the major agricultural products. Milk and vegetables were produced principally for the urban population residing near the harbor. The five grist and sawmills operated throughout the period.

Small-scale manufacturing not directly related to the maritime sector included a shoe factory in Annisquam and the manufacture of snuff, hats and clothing.

Granite quarrying continued on a moderate scale up until the Civil War. There were two firms in Lanesville and two in Bay View, as well as numerous two-man quarries scattered over the northern side of the Cape. The four larger firms employed 56 men for six months in 1865 and cut stores worth \$40,000. Ca. 1865 a third firm began operations in Lanesville. Two years later the industry took off when the large Cape Ann Granite Co. was formed by General Benjamin Butler. The products of these quarries included building blocks, paving stones and special cuts for monuments.

During the period the Cape Ann Savings Bank was incorporated (1846) as was the Cape Ann Bank (1855) and the First National Bank (1864).

E. Architecture

Residential: Local prosperity brought on an active period of new housing starts, but the shifts toward speculative development brought increasing uniformity in house form. Isolated examples illustrate the persistence of traditional forms and plans; large homes often employed the 2 & 1/2 story, five bay, center entry form, particularly with Greek Revival and Italianate ornament, about 20 examples. A variation on these was used in the town's multifamily housing, where four units were composed of three bay, side entry, 2 & 1/2 story forms. Also related to earlier forms is the 1 & 1/2 story, five bay, center entry house, differing from earlier examples in its use of extended stud height, as well as period variations from center chimney heat sources. A large number were constructed during the mid-century years with Greek Revival ornament, about twenty examples; exceptional ones added small windows under the front eaves. Facade gables were added in about 15 examples in keeping with the Gothic Revival style. Isolated examples of three bays were also constructed. By far the most common house type, as well as the most

significant new development, was the gable front house of three bays with side entry. They were built throughout the period, in Greek Revival and Italianate styles, and in nearly equal numbers of 1 & 1/2 and 2 & 1/2 stories. Smaller numbers with ells to form a larger plan were also constructed.

Institutional: Shifting residential patterns are reflected in the town's meetinghouses, their location, replacement, and demise. By the 1840s, both the Fourth and Second Parishes had disbanded and their meetinghouses were taken down. With the shift to Unitarianism by the First Parish Evangelical Congregational Society was formed, and a meetinghouse was constructed in 1831, of unknown appearance. Their second house, built in 1854 in the Renaissance Revival style, has a screening pedimented entry porch, semi-projecting tower and belfry, recessed entrances and all round-headed windows. The earlier Baptist Society disbanded and in 1855 their meetinghouse was purchased by the Roman Catholics. The new Baptist organization built a meetinghouse in 1830, a new one in 1851 which burned in 1869; no information is available on appearance. A brief withdrawal from the Independent Christian/Universalist Society brought the construction of a meetinghouse which was shortly sold to the Methodists; it later served as an Opera House.

New villages required new meetinghouses, also. Expanding Annisquam brought the rebuilding of the Third Parish Church in 1831; it is a wide, gable front form, with square tower, belfry and dome, and all lancet openings. The short-lived Free Will Baptist group constructed a meetinghouse in 1831; it is a wide gable front form, greatly altered during later use as a meetinghall and later as a residence. At Riverdale a second Methodist meetinghouse was constructed in 1838; it suffered a fire in 1952, so changes are unknown; currently it is a single story gable front with entry porch and belfry. A new Congregational house was built in 1834 in West Gloucester; it is a gable front with center entry porch that covers most of the facade, with square tower and belfry; it is now sided. The Lanesville Congregational rebuilt their meetinghouse in the Renaissance Revival style in 1866; it is a gable front form with square tower, belfry and spire, which projects beyond the vestibule area, with all round headed openings. St. John's Episcopal Church was constructed in 1864 in the Gothic Revival style; a gable front form with entry porch, trefoil over the door, and exceptionally narrow lancet windows.

Several schools probably constructed during this period survive in the town. Large examples are 2 & 1/2 storied, gabled front forms with center entries; the Leonard Street example dates back to 1837, the Bray School to 1852; undated examples on Washington and Elm Streets have round headed windows in the second story; a 1 & 1/2 story version from 1851 survives at Stage Fort Park. By 1840 the town included 23 districts; the figure was then reduced to 10 when the town system replaced the older system. A meetinghall, Pythian Hall, was constructed in 1858-59 in the Greek Revival and Italianate styles, three bays in width with a center entry, hip roof, and bracketed cornice. A fire station of 1831 is now used by the Historical Society; it is 2 & 1/2 stories in height, and of a narrow, two bay width. In 1844-45 a town house was constructed in the Greek Revival temple front form; 2 & 1/2 stories in height, the colossal Ionic portico dominates the pedimented facade; it now serves as the legion Memorial Hall, and an additional portico entry was added at the time of legion takeover in the early 20th century.

Industrial: Construction of fish houses and other related maritime structures continued with emphasis on the Gloucester harbor area. By 1850 there were

around 50 fishing companies at the harbor, as well as others as the various coves. The Wonson Co. erected wharves, a sailloft and fishhouses on East Main Street near Gerring Street in 1850. The extant buildings have been altered to storefronts. A fish house, ca. 1850, 1 & 1/2 stories, frame, with gabled roof still stands at 1107 Washington St. Another fish house, ca. 1840-50, a 2 & 1/2 story frame building with a shallow gable roof still stands on Shore Drive opposite Herperius Ave. The Cape Ann Anchor Works erected a machine shop, one-story, frame with gabled roof on Whittemore Street ca. 1865 (extant). A net and twine factory was erected on the site of the saw mill on the Squam River in West Gloucester. It was destroyed by fire ca. 1873. A shoe factory was erected in Annisquam. Small shoe shops also dotted the town.

Sheds and other buildings related to the granite quarrying industry were erected during the period. The Cape Ann Granite Co. erected an office ca. 1867, 2 & 1/2 stories, frame, five bays by two bays with a gabled roof at 924 Washington Street. Behind the office is a large wooden shed, 1 & 1/2 stories with a steep gabled roof. The company also erected a large brick building, 2 & 1/2 stories high but only one floor with a full length ridge vent ca. 1867. These buildings still stand.

Another tide mill, Hodgkins grist and sawmill, was erected at 672 Washington Street in Goose Cove ca. 1834. This 2 & 1/2 story frame building with shingle siding and gable roof still stands and is under residential use. A 1 & 1/2 story frame addition now serves as a garage.

Commercial: After the fire of 1830, brick commercial blocks were constructed to replace free standing frame structures; 2 & 1/2 story structures under hip roofs survive along Main Street in the West End. Of particular interest is the granite Gloucester Bank of 1831, located at the corner of these brick blocks and terminating in the "apse" at one end; it too is 2 & 1/2 stories under a hip roof with a round headed side entry. Some frame structures survive from mid-century adhering primarily to the gable front, center entry forms, of 1 & 1/2 and 2 & 1/2 stories. After a second fire in 1864, a series of larger three story brick commercial buildings were constructed further to the east on Main Street.

XIII. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation

In the final decades of the century several large estates in the downtown Gloucester vicinity were subdivided and new roads constructed. All nearby either the railroad or the expanding streetcar lines, these new neighborhoods include: the areas of Eastern Point and Sayward/Bass Avenues in East Gloucester; in the central town, the Oak Grove Cemetery/Gloucester Avenue vicinity, and the Task Oaks area (roughly bounded by Gloucester Avenue on 5th north, Forest/Mount Vernon on the south, Sargent on the west, and Perkins on the east); and to the west, the Winahoun, Rousts Island, and Agamenticus areas.

In 1886, a horse-drawn streetcar line was extended from Beverly to Gloucester, and within a decade, an electric car system was put into operation. In 1870, a year-round steamboat service commenced between Boston and Gloucester. In addition, although the Annisquam Bridge was kept in good repair, and by the turn-of-the-century used to reach trolleys and buses at the station on Washington Street, the cove was silting up. By 1896, the last large vessel passed through its draw.

B. Population

The total population expanded by 59% from 1870 to 1915. After reaching a peak of 28,211 in 1895 the population fell to 24,478 at period's end. Still, Gloucester was the fifth largest city in the state in 1915. At the beginning of the period, Canadians and Irish accounted for 55% and 21%, respectively, of the foreign-born population. Over the next two decades many Portuguese and Finns immigrated. While Canadians still represented 50% of the foreign-born in 1915, the next largest group was Portuguese at 12%. Immigration of Swedes, Norwegians, Danes, Italians and English also occurred throughout.

Several religious associations were formed during the period. Gloucester's fourth Methodist Church was established in Bay View in 1871. That year St. John's Episcopal Church was reorganized and the First Society of the New Church (Swedenborgian) was organized; the latter suspended meetings in 1887. In 1874 a group of Swedish Methodists began meeting. The city's Sixth Universalist Society was organized at Lanesville in 1876 while another was formed in East Gloucester in 1884. In 1884 the First Church of Christ, Scientist was established. The following year another Methodist church was established in East Gloucester. Also in 1885 a nondenominational church was organized in Magnolia to meet the religious needs of tourists. Two years later a Congregational Society with 20 members organized the Union Congregational Church in Magnolia. In 1903 a Jewish congregation began meeting in Gloucester.

In 1872 a free library was incorporated under the name Gloucester Lyceum and Sawyer Free Library. In 1875 the Cape Ann Scientific and Literary Association was formed with the intention of promoting an understanding of science and the natural history of Cape Ann. Other associations included the YMCA, organized for a second time in 1873; the Salvation Army, established in 1897, and the Business Men's Association, a group of Gloucester retail dealers who began meeting in 1898. In 1912 they merged with the previously established Gloucester Board of Trade.

C. Settlement

Main Street now divided between its Federal (Washington to Porter Street) and newly rebuilt Victorian (Porter to Duncan Street) sections, but remained a cohesive axis of commercial activities. At this time adjacent Pleasant and Duncan Streets similarly assumed a commercial character. Rogers Street now intervened between main (Front) Street and the harbor. Rogers, along with Main Street extended as it encircled the inner harbor to rocky Neck, served as the locus of the town's multiple waterfront-related manufactories. Institutional building continued to focus in the Dale, nascent civic center area. Added within the period's first three decades were St. Anne's Church (1876), the Central Grammar School (1887-89), a new high school (1888/9), and the YMCA (1904).

Gloucester's premier residential building now clustered both in the prestigious civic center locale, and on Hovey and Summer streets overlooking the harbor. About 1875, in attempts to house the town's swelling populations, residential building in the downtown vicinity intensified and Gloucester's remaining large estates were subdivided. Among these new neighborhoods were Winniahdin and Agamenticus Heights in West Gloucester, and the Maplewood, Oaks, and Beacon Hill areas surrounding the downtown. Dense streetscapes of

both single and multi-family dwellings characterize much of the latter building as worker neighborhoods for the expanding immigrant populations took form.

The lengthening trolley system joined Gloucester's outlying villages with the downtown and facilitated extensive residential development at Rocky Neck and Eastern Point, along Washington Street to the northern Cape, and toward Manchester along western Avenue. Not the neighborhoods of multi-family housing of the central city, these outlying communities were largely the products of the town's booming seasonal /tourist industry and its fabric principally of single family homes. Around the turn of the century, hotel and cottage complexes arose at Bass Rocks, on Eastern Point and the largest (the Oceanside) at Magnolia. Magnolia, during the final decades of the period, blossomed into one of the northernmost attractions of Boston's Gold Coast. Beyond the expansive Oceanside complex, the area attracted numerous boarding house (for its summer population) as well as extensive elite residential building. Also at this time, several outlying estates were divided and laid out, most notably opening up for development the Two Penny Loaf and Farm Point vicinities for the first time. Towns of the northern cape continued their growth (Bay View, Annisquam and Lanesville), sustained by prospering fishing, granite and increasingly, resort industries.

D. Economic Base

The economy of Gloucester continued to be heavily dominated by the fishing industry throughout this period. Whether involved directly in catching the fish or in readying it for market, the vast majority of people and capital were engaged in this sector. Following a 50% drop during the depression years of the 1870s the number of men employed in the fisheries grew quickly in the 1880s and 1890s. By 1895, the peak year, more than 5500 men were fishermen. In addition a few thousand were employed in shipbuilding as laborers on the wharves, in transporting the fish and in the numerous fish processing plants. Perhaps 80-90% were directly or indirectly employed in the fishing industry. The remaining 10-20% worked on farms, mines, small manufacturing operations, or in the retail sector serving the growing city and tourist industry. The value of all manufacturing, food processing and mining increased from \$4.8 million in 1875 to \$8.5 million in 1914, or by 75%. The rise of tourism gave impetus to the house construction industry and to the retail trades. In 1875 the City National Bank was incorporated.

Following the depression years in the 1870s the value of the fish catch gained steadily. From 1885 to 1915 the figure increased 29% to just under \$3.5 million. Throughout this period the principal fish were cod, mackerel, halibut, haddock and herring, and in 1915 Gloucester vessels landed 120 million pounds of all fish, up from ca. 92 million pounds in 1886. During this period Gloucester fishermen turned increasingly to the fresh fish market. Fresh cod outweighed salted cod by more than 2 to 1 and outvalued it by around five to one. Nonetheless, some curing continued. In 1870 there were 30 fish-curing establishments which cured fish worth almost \$3.5 million. In 1905 there were 37 such establishments which employed around 900 people and had a product value of \$4.25 million. Fish-curing necessitated large quantities of salt. On the strength of salt importation, Gloucester ranked second to Boston in the state in foreign commerce transacted. In 1912, Gloucester was the third largest importer of salt in the United States. Fish cured in Gloucester was shipped by railroad throughout the U.S.

Second to food preparation were the various manufacturing firms ancillary to the fishing industry. Foremost among these was shipbuilding. In 1895, 22

boat and shipbuilding companies employed 80 men and turned out vessels worth more than \$175,000. Other industries included sail, rope, net, box, barrel, anchor, paint, and oiled clothing makers. The Tarr and Wonson Paint Factory expanded operations in 1876 as did the Cape Ann Anchor Works. A firm making oiled clothing for fishermen was established ca. 1870. By 1875 five firms made more than \$100,000 worth of oiled cloth. Six sail-makers also made goods worth over \$100,000. Six box and barrels makers produced goods worth over \$225,000 in 1905.

Likewise, secondary products derived from fish were important to Gloucester economy, including the manufacture of isinglass (glue) and fish oil. Six producers of fish oil realized a product value of more than \$300,000 in 1905. In 1875 the Russia Cement Co. was incorporated. Over the next half-century this firm produced increasing quantities of glue from the skins of fish and expanded its physical plant.

The only known manufacturing operation unrelated to the fishing industry was shoe making and production of hosiery. The Cape Ann Fuller Shoe Co. make women's shoes, employing 123 people in 1891. Several smaller firms were also making shoes. The Ipswich Hosiery Co. established a branch factory in Gloucester ca. 1900.

Granite quarrying gained in importance during the period. Conducted primarily in Lanesville and Bay View, this industry experienced rapid growth in the 1870s and continued moderate expansion until ca. 1900 when poured concrete began to replace granite as a building material. Expansion of the Cape Ann Granite Co. made it the largest single business in Late Industrial Gloucester. In 1892 the company was bought by Rockport Granite Co. after the president of the Cape Ann Co. was indicted for embezzlement of a Boston bank. Meanwhile another company, the Lanesville Granite Co., was organized in 1873. Quarrying employed 200-300 men throughout the period.

Farming, principally in West Gloucester, continued the trend of producing for the urban market. By 1895 dairy (especially milk) accounted for 51% of the total agricultural product value. Other important products were hay, fodder, vegetables, poultry products and fruits. From 1870 to 1905 the value of agricultural goods increased from under \$30,000 to almost \$200,000, a 566% increase. The five grist and sawmills were still running in 1872.

E. Architecture

Residential: Construction of housing for year round residents continued to favor forms familiar from mid-century. Gable-front forms were favored, particularly in the 1 & 1/2 story, three bay, side entry form, in simple nearly unornamented examples as well as with Queen Ann elements including ornamental shingles and turned-support porches. As speculative building continued, these varieties were employed. Beginning in the end of the last period, houses in familiar forms employed the mansard roof of the Second Empire style; center entry forms were favored in both two and three story examples, totalling about 10; exceptional, architect designed examples included Benjamin F. Dwight's 1866 house for Benjamin F. Butler, and Gridley J.F. Bryants 1872 house for Louis P. Rogers, both of granite; side entry examples are known from about five examples. Larger homes in the Queen Ann style employed more complex forms, adding to their primary block, projecting front and side bays, dormers, towers, and porches; about 30 examples are known, and gable fronts, and L-plan gable fronts are favored for the main block.

Beginning in the 1880s with the expansion of resort use of the town's waterside points, exceptionally large, fashionable homes were built by wealthy summer residents. At the end of the century the Shingle style dominated, with its use of complex roof forms, porches and decks, shingle walls cover, and fieldstone foundations and first stories. The overall form of these houses was dominated by the large roofs, extraordinarily wide gables and gambrels covering the upper two of the three stories, punctuated by dormers and projecting bays, or varied with intersecting or cross roofs and angle plans. Consistent with the wealth and power of their owners, many of these were designed by well-known architects including Dodd, McKay, and Appleton and Stephenson, and are particularly concentrated at Bass Rocks and Eastern Point.

Institutional: New church construction slowed somewhat during this period. Small meetinghouses were constructed by short-lived congregations. A reorganized Third Parish (ca. 1875), a Universalist at Lanesville (ca. 1878), and at East Gloucester (1886). This last was sold in 1894 to the Methodists there; now known as the Church and used for offices, the Stick Style church is gable front in form with a hip roofed entry porch with square tower above, and shed roofed wall dormers on either side. A Methodist Church was also constructed by the new society at Bay View; it is also Stick Style, dating to 1870; with gable front form with projecting tower with cross gable roof, gable door hood, and all lancet windows. The First Methodist rebuilt in 1883, its appearance now unknown. In 1893 a Union Congregational Church is Magnolia from a design by D.H. Woodbury; the main block is composed of wide cross gables with entry porch and entry tower on either side of this gable on the long wall, with a shingle wall cover. The Baptists rebuilt in 1871, Gothic Revival in style, gable front in form with center entry, side tower with belfry and spire, secondary turret at opposite corner. A short-lived Baptist society in East Gloucester constructed a Stick style church in 1877; gable front in form with a hip roofed entry porch, triangle headed windows, an ornamental shingles; it served as a Methodists Church, a Finns Socialist Meeting Hall, and presently as a Lutheran Church.

The period's most significant development, however, was the construction of four Roman Catholic Churches. St. Ann's built a new church in 1876, gable front in form with center entry, side aisles with entry as well as a single side entry tower, buttresses, apse, and lancet openings. A second mission was established in Lanesville, and Sacred Heart was built the same year; it is a gable front church with a gable roofed, projecting, paired entry porch, and small belfry. Our Lady of Good Voyage was built by the Portuguese community in 1892, of unknown appearance, and burned in 1914. St. Joseph's was built in 1911, stucco and stone, a wide gable form, with primary entry into a crenellated side tower, and a secondary entrance into the opposite lateral wall.

Public buildings constructed by the town added substantially to transform the landscape. In 1870 the new town hall was completed, a structure whose size and style dominated the town; designed by Bryand and Rogers, the brick and stone structure consists of a large hip block, punctuated by numerous towers; on the primary facade a high clock tower of four stories with dome above, serves as an entry porch; mansard roofs accent each of the building's corners; granite trim ornaments the building at its entry porticoes, beltcourses, roundheaded lintels, and bracketed cornices. Nearly as impressive is the high school constructed in 1889; this brick structure, designed by Tristram Griffin and Ezra Phillips is a large high hip block, with

gabled entry bays on opposite ends, and a larger cross gable projection along the lateral wall; it too is accented with granite sills and lintels, and beltcourses. Other surviving brick schoolbuildings include the Forbes School (n.d.), 2 & 1/2 stories on a basement with gable roof and frontispiece with terracotta ornament, the Eastern Ave. School (1907), designed by Ezra Phillips, is a Georgian Revival building of cross hip blocks, with center primary, as well as flanking secondary entrances and banks of windows; Magnolia's Blyman School (1892) is a shingle story, frame, hip block with classical covered entry, cupola, and eye brow dormers. Huntress Home was constructed as the almshouse in 1872, of brick; it consists of a large gable block with lateral gabled well, and is ornamented with cornice corbelling; it is now used for city offices. The Armory was constructed of brick (n.d.), is similarly two stories on a basement with panelled brick and stone trim. In 1897 the Addison Gilbert Hospital was constructed from designs by Gardner, Pyne, and Gardner; the main brick block is three stories with a frontispiece, arched window openings, and coins, in a Georgian Revival design. A fire station constructed in 1873 is an L plan structure with a single garage entry and offices above, with a later garage addition.

Voluntary associations were also active in building construction. The Red Men's Hall (n.d.) combined commercial and meeting space in a brick three story mansard building with granite sills and lintels. In 1887 the Magnolia Library Association constructed a Queen Ann design by Charles A. Cummings, of 2 & 1/2 stories and T-plan with a prominent facade gable. The Riverdale Grange was constructed c. 1890, a 2 & 1/2 story gable front of five bays with entry into the first and fourth bays. In 1904 the YMCA built a large brick building of four stories on a corner lot with flat roof, stone trim, and entry into a canted corner.

Industrial: The Cape Ann Anchor Works were enlarged during the period. A new machine shop, a frame building 35 x 115 feet with brick foundation and slightly pitched roof, and attached frame one-story boiler house were built, as was a frame forge shop of one story with a gabled roof and steam chimney. Two other buildings, a three story frame structure 50 x 100 feet with a slightly pitched roof and an attached boiler brick house of one-story, were built on the Iron Works property and occupied by the Fuller Shoe Co. at least until ca. 1900. This entire complex still stands on Whittemore Street. The Tarr and Wonson Paint Co. built a five building complex ca. 1875. These well-preserved small, 2 & 1/2 story brick buildings with gabled roofs, corbelled brick entablature, segmentally arched windows and doorways still stands on the harbor at the end of Horton Street on Rocky Neck. Prior to 1899 the Gloucester Net and Twine Co. built a line factory and ropewalk. The large three-story frame factory with four-story stair tower and flat roof (extant) was erected at intersection of Maplewood and Grove, as was a one-story brick boiler house with pitched roof(extant). The building is currently occupied by the Harris Awning and Shade Co. The Fort Square area was also developed during the period. The Russia Cement Co. owned a factory built before 1899, as did the Tarr Isinglass, Cod Oil and Fish Packing Co. Other fish packing, storing and processing plants were built in this area. The Russian Cement Co. built a large complex of buildings which is a well-preserved industrial site on Blossom Rd. off of Essex Ave. The first structure, a frame factory with front two story projection, was built in 1876. Two other buildings, a 2 & 1/2 story structure with corbelled cornice (1887) and a simple two-story wood frame building with gabled roof, were erected during the period. The Ipswich Hosiery Co. established a branch in Gloucester ca. 1900, erecting a large brick four-story factory with flat roof,

brick arched windows and one side of there building covered with wooden boards. This wooden side was a "temporary" arrangement, pending additions which were never built. A one-story brick addition was built on the front of this structure which still stands on Maplewood Ave. south of Cleveland St. and is occupied by the Mighty Mac Clothing Factory Outlet. Ice houses were built on Fernwood Lake during the period.

Sheds and other buildings were erected in Lanesville and Bay View where the quarrying companies were located.

Commercial: Outside of the central business district, retail outlets retained the common 1 & 1/2 story, gable front, center entry form, particularly early in the period. In the downtown area post-fire construction continued to favor larger blocks, often in brick, and of two and three stories. As Magnolia expanded for the resort trade, single story, stucco retail areas were common, including the Colonnade (1890), the Dorchian building (1908), and the Colonnade (1915), designed by Ezra Phillips, and the clapboard, Colonial Revival DePinnas. Of particular interest is the tea shop (1900-10) that later became a popular nightclub, Del Monte's; an L-plan gable roofed structure, the corner is accented by a tower, each end by a short ell.

Transportation: The Annisquam Bridge (1861) is one of only two long span wood pile bridges in Massachusetts. It is 440.5 feet long with 28 x 15 foot spans plus a former 22 foot draw section. Its original design remains intact.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation

A large area of roads, laid out in the northern Trask Oaks vicinity in the late 19th century no longer exist. Among those which are now dead end streets are Gloucester Avenue, Trasks and Gale Road. Late in the period the area southwest of Farm Point was subdivided and roads opened. Between 1950 and 1954, Route 128 was constructed. Initially open only to the Washington Street Rotary, by period's end it had been extended to East Gloucester and the Rockport vicinity. The 1930s saw the erection of the Gloucester Community Fish Pier at the head of the Inner Harbor (1938) and the discontinuance of electric street railway service within the town.

B. Population

Gloucester's growth ground to a halt. After losing 6% of its population between 1915 and 1920 the conclusion of a decline begun three decades earlier, the town's population equalled 22,947. Gloucester was able to register only a 6% rate of growth for the period as a whole, and reached 25,966 in 1955. The percentage of foreign-born plunged from 28.4% in 1915 to 14% by 1950. In 1915 Canadian (mostly Nova Scotians) led the nativities (48%), while other important groups included the Portuguese (13.5%), Swedes (5.6%), and Finns (8.8%). By the period's close, Canadians (41%) still dominated, while other nativities had fallen far behind a new population, the Italians (17.3%).

C. Settlement

Population stablized and growth slowed. Limited institutional construction continued in the downtown area, the Post Office (1932), Elks Lodge (1934), and Federal Building (1828) being erected around the civic center/Dale Street

area. Commercial fishing remained preeminent within the town's economy, its associated industrial activities spanning the waterfront from the downtown Roger's Street vicinity around the harbor to Rocky Neck. The commercial core on Main Street now lengthened, reaching as far as Winchester Street to the east and across and now up Washington Street to the west. Institutional activities similarly outgrew their earlier bounds, now overflowing increasingly onto Prospect Street and occupying a general zone from Elm to Church. At Magnolia a significant commercial district served the resort community.

Residential development in the central city was very limited, the fabric already having reached its maximum density in the turn of the century decades. Suburban growth spread outward from the city along its major arterials - on Western, Eastern, and Essex Avenues and Washington Street. The town's northern villages had utterly stagnated by this time, their few commercial activities sustained only by a growing tourist/resort industry. With the impending construction of route 128 in the 1950's, both commuter residential and seasonal building escalated. Commuter communities began to develop in the Route 128 vicinity, occupying a wide perimeter around the city, while the building of summer residences was most concentrated in the outlying, scenic villages on the northern cape and along the Annisquam River.

D. Economic Base

Fishing and fish processing maintained their crucial roles in this period. While the number of men working on fishing boats declined from 2057 to 1461, (27% to 22%) between 1915 and 1952, the number working in fish processing offset the loss. In 1931 Charles Birdseye introduced the quick freezing process, revolutionizing the food preparation industry. By 1952 this firm had grown and almost 1700 people worked in fish processing. The granite quarrying industry continued to decline. In 1915 only 161 men worked the quarries. By the end of WWI three of the four companies in Lanesville had ceased operations, and the Rockport Granite Co. had closed its Bay View Quarry in 1930. Farmers in West Gloucester continued to produce milk, poultry, fruit and vegetables for sale in the city.

The resort and retail and service industries continued to expand during the period. In 1952 almost 30% of the working population was employed in the wholesale, retail and service sectors while another 7 to 10% worked in government and professional positions. Of the 2600 people working in manufacturing ca. 60% worked in fish processing and another 30% in of clothing and chemical and allied products industries.

E. Architecture

Residential: Early in the period prior to the Depression, the construction of summer estates continued. Particularly well known is Hammond's Castle built from designs by Allen, Collins, and Willis in 1925-28 to resemble a 12th century tower, a 14th century refectory, a court of 15th century houses, and a Roman pool. French inspired design can be seen at Three Waters by Walter Chambers (1919-20) and the Tower of the Four Winds by Ralph Adams Cram, and Blightly (1920-22). Isolated examples were also constructed at this time in Georgian, Tudor, Renaissance Revival, and Craftsman styles. Small numbers of pyramidal four squares and related bungalows are also known among more modestly sized homes. Depression, war, and post-war housing has not been inventoried.

Institutional: Our Lady of Good Voyage was rebuilt in 1915; it is a Spanish design by Halfdan M. Hansen; it is a stucco gable front structure with three entries. two corner towers with ogee roofed belfries, a carillon, and ornamented by vergeboard consoles on either side of a central statute of Our Lady. St. Anthony by the Sea was built of fieldstone in 1925 from a design by Edward T.P. Graham; it is a cruciform church with a center and lateral wall entry, lateral wall tower, and buttresses. Construction of public buildings remained important in this period. Schools remained important for the town, and in 1927 a single story, gable front , five bay center entry example was added in Annisquam. In 1925 the Central Fire was constructed of brick in a Georgian Revival design, two stories with a flat roof screened by a parapet, with offices above space for five engines. In Magnolia a Fire Station was constructed (n.d.) to house two engines in brick Art Deco. Additions were made to the Addison Gilbert Hospital in 1924-25 and 1933; the design is sympathetic to the existing building, and the major new building was the two story Prentiss Wing; the three story federal Jonathan Brown House, serves as the Robert L. French Administration Building. The Federal government also constructed buildings; in 1928 the Federal Building was constructed of brick, a 2 & 1/2 story block with flat roof screened by a parapet, a central entry with banks of windows on either side; the Post Office of 1932 was designed by James A. Wetman, and constructed in granite in the Classical Revival style, of eight bays in width with a prominent projecting portion of five bays with Doric screen over the recessed entry.

Commercial: The outstanding commercial building of the period is the Cooperative Bank of 1927; designed in the Classical Revival style by Timothy W. Halloran, in granite. At the opposite extreme, Jimmy's Barbershop of 1928 is a simple single story flat roofed building. Other period buildings remain univentoried.

Transportation: The draw span of the Annisquam Bridge was removed in 1947.

Industrial: Additions were mad to the Russia Cement Co. complex on Blossum Rd. In 1930 a two story frame building with asphalt shingles and flat roof was erected, as was a shipping facility with a projecting entry with doubled leaved garage doors. A four story reinforced concrete building with bands of windows clustered in groups of three on each floor and a truck loading dock was also constructed early in the period. The complex is currently occupied by Le Page's Paper Co.

Several fish processing plants and cold storage facilities were built along the waterfront during the period. Many of these buildings are poured concrete or correated metal. In 1925 the Birdseye fresh freezing plant, a Spanish Colonial/Italianate structure with stucco exterior was built on Commercial St. near Fort Square. This extant two story concrete building has a false front facade with crenellated parapet: symmetrical entrances with pilasters; entablature and console brackets; a square tower at the rear and a flat roof. Additions and alterations have been made.

XI. SURVEY OBSERVATIONS

The Gloucester inventory includes many forms (nearly 900) of varying quality. Those completed in the early to mid-1970s included duplicates and are often meager in information. Later forms are a vast improvement, and are in most cases, usefully organized by village. Some disappointments include a failure

to discuss plan in any way (particularly for the unusual 18 c houses type so common here with chimney located behind the door) as well as inconsistent style designation for the city's numerous late nineteenth and 20th century residences.

Zoning laws appear ineffective in central Gloucester. Tourist and commercial fishing activities intermingle with gas stations and shopping plazas both along Roger Street at the waterfront and in the railroad vicinity off Railroad Avenue. The historic downtown, an enclave between these 20th century strips, appears both small and at risk, many of its Main Street storefronts already having succumbed to modern renovation efforts. Tract developments of residential building cluster in the city. Single family construction appears as infill throughout Gloucester, and particularly along its major rural arterials. Major condominium development at this point seems confined to Eastern Point.

XII. FINDING AID

Late 19th century residential	upper Centennial Ave.
Mid-19th century residential circa 1830 - commercial	Gould Court, Main Street from Washington to Porter
Victorian commercial	Main Street Porter to Duncan
18th century dwellings	Northern Pine Street
Victorian institutional/residential	Dale Street vicinity
Affluent mid-19th century residential	Hovey Street
Affluent Colonial/Federal residential	Middle Street
Late 19th century resort community	Magnolia
Early 18th century fishing hamlet	Annisquam

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