

# MHC Reconnaissance Survey Town Report

## NEWBURY

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 Report

Date: October 1985

Community: Newbury

### I. HISTORIC OVERVIEW

Native sites of settlement activity, although unconfirmed in Newbury, possible at mouths of Indian & Artichoke River at the Merrimack. First European settlement in the area in 1634 on north shore of Parker River at Ould Road (likely coastal native trail) joining the Ipswich River with the Merrimack. Search for agricultural land led to 1642 transplantation of initial settlement (now Newbury Old Town) north to Merrimack River Site (now Newbury Village). From that time, settlement dispersed in several directions, until by the Revolutionary War, 5 parishes had been established within the town. Meetinghouse centers established in northwestern Newbury (2nd Parish and now West Newbury) 1689; in Byfield, 1702; in present Newburyport area, (3rd Parish) 1725; in Western Newbury (4th Parish from 2nd, now West Newbury) 1729; in Belleville area (5th Parish, now Newburyport) 1762.

Contemporary Newbury encompasses nearly all of first and Byfield Parishes, but two areas functionally nor socially never have joined. With incorporation of Newburyport in 1764 and that town's rapid growth, in the Federal period eastern Newbury with its emphasis on agriculture, became oriented to port activities on the Merrimack. Western Newbury (Byfield), however, with its upland waterpower advantage over the coastally located towns, gained an early foothold in manufacturing activities, and its associations were not to the coast or river but toward the interior, to Georgetown and West Newbury.

In the 1840's, the arrival of the railroad in Byfield led to an intensification of manufacturing activities (particularly textile and shoe production) within the village and its undisputed emergence as Newbury's primary industrial and commercial core. But mid-century, although marking the peak of Byfield's industrial production, also marked the beginning of its decline in importance within the region. In the 1850's, the adoption of steam power in Newburyport removed the waterpower advantage of Byfield's interior headwaters location. The Newbury village was henceforward complete with the advantages of Newburyport's postside location. Although western Newbury (Byfield) and eastern Newbury (Newbury Village to Newbury Old Town) both experienced growth and relative prosperity during the late nineteenth century, they did so within the tempering climate of Newburyport economic, cultural and social dominance. Eastern Newbury's Newbury Village to Newbury Old Town Axis corridor of settlement activity began its transformation into an affluent residential extension of expanding Newburyport (however, small scale in relation to Newburyport). Byfield continued as Newbury's focus of industrial and commercial

activities. Town experienced economic boom in the Late Industrial period, both agricultural and industrial production expanding.

Plum Island, although with turnpike connection since 1806, during latter half of the century attracted increasing residential (cottage) construction. By Early Modern period, Plum Island is focus of development efforts within the town. Eastern Newbury (High Street especially) continued as residential outlier of Newburyport, and Byfield, its manufacturies having slowed, as small scale industrial focus within the town. Majority of building is of single-family modest homes scattered throughout rural (especially center) Newbury. Interstate 95 leads to increased pace of building in post-war decades. Preservation efforts keep the eastern town intact, while Byfield faces threat from invasion of commercial, service-oriented businesses in village center.

## II. POLITICAL BOUNDARIES

The Plantation of Newbury, originally founded in 1635, was enlarged in 1649 with the acquisition of 2/5th's of Plum Island. Three villages emerged in the seventeenth town, and provided the basis for subsequent annexations. New Town (Newbury's third Parish) was established as Newburyport in 1764. The West District (Newbury's Second Parish) was established as Parsons in 1819, and renamed West Newbury by 1820. Old Town (the First Parish of Newbury) assumed its present boundary in 1851 when nearly 6000 acres were leased to Newburyport.

## III. TOPOGRAPHY

The town of Newbury is located in the northeastern 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. In Newbury, land surfaces generally slope easterly from uplands to the coast. Land surfaces average 50 feet or less throughout most of the town except in <sup>the</sup> area around Route 95 where elevations are slightly higher.

Newbury's bedrock deposits are chiefly characterized by igneous deposits of the Newbury volcanic complex and Newbury quartz diorites. Some smaller deposits of igneous Dedham granodiorites are also present. Sedimentary rocks in the Newbury area are represented by the Marlboro formation consisting mainly of dark biotic shist and green hornblend shist with some amygaloid. Surficial geological deposits in the town derive from Late Pleistocene glaciation. An undulating terrain dotted with kames and kettles clearly indicate surface features of glacial outwash origin. Both the Parker River and Plum Island coastline show effects of sea level rise following the melting of the continental ice sheet.

Newbury's soils associations also indicate the effects of Late Pleistocene glaciation. Sea level rise and wind and water erosion have resulted in the towns largest soil association, the Ipswich -

Westbrook - Udipsamments association. These soils occur in the Plum Island area and in the extensive salt marsh estuary area in the eastern portion of town. Soils in this association are mucky or sandy and formed in organic deposits or windblown sands respectively. Mucky soils are very poorly drained and occur in nearly level areas, and sandy soils are excessively drained and occur in gently sloping to very steep areas. Soils of the Scantic-Maybid-Boston association are the second most common soils in Newbury. These soils are found in the north central portion of town (mostly between Rt. 1 and 1A) and in the southwestern portion of town east of Route 95. These soils are loamy and formed in lacustrine or marine sediments. They are very poorly to moderately well drained and occur in deep, nearly level to steep area. Soils belonging to the Hinckley-Windsor-Merrimac association have a limited distribution around Rt. 1A. They are generally well drained, sandy and loamy formed in outwash deposits. Soils of the Charlton-Rock outcrop-Medisaprists association are present in the western portion of town north of the Parker River and in the extreme southern portion of town. These soils are deep and occur in nearly level to steep areas. They range from loams to rock outcrops to mucky soils and are well drained to very poorly drained. These soils are formed in glacial till and in organic deposits.

Major drainage in Newbury is through the Parker River in the south and Little River in the north, both draining easterly. In the east drainage occurs through the Plum Island River estuary which includes several tidal creeks and an extensive salt marsh. Some small freshwater ponds and wetlands also exist.

The original forest growth in Newbury 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. Second growth patterns characterized most of the town today, represented by second growth oak and chestnut in uplands, scrub oak and pitch pine in area of droughty and sandy soils. Dune and marsh vegetation are present throughout much of the eastern area of town.

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

##### A. Transportation Routes

Native American transportation routes in the Newbury area likely emphasized water travel along the town's river, creeks and coastline. A major route likely existed on the Parker River with other routes on the Mill River and Little River. Conjectured trails were also probably present along all of the rivers listed above. A major north-south coastal route may also have existed in the Central Street - Middle Street areas which skirt wetlands and may have enabled fording places on coastal rivers. A coastal route along Plum Island may have also been present.

## B. Population:

Newbury was probably inhabited by members of the Pawtucket Indians and related groups which extended from the Saugus/Salem area north to the York area of Maine. Locally, this group included the Penacook Indians in the vicinity of the Lower Merrimack drainage and the Agawam Indians farther south in the Ipswich-Rowley area. Gookin (1792) lists ca. 3,000 men belonging to the Penacook group prior to the 1617-1619 epidemics, while Mooney (1928: 4) lists 2,000 men belonging to the Penacook group, as many as 12,000 natives, probably exaggerated. The Native American population in the Newbury area probably never numbered more than a few hundred individuals, and following the epidemics, fewer than 50 to 100 natives likely remained.

## C. Settlement Pattern

Few Woodland period sites and no Contact period sites are known for the Newbury area. However, environmental variables and later 17th century documentary sources indicate sites of this period should be present. For example, the mouth of the Indian and Artichoke Rivers at the Merrimack River may have been good site locations as well as other locations along the Merrimack River. In addition to habitation and village type sites, special purpose sites such as fishing sites, shell middens and burials were also probably present. These sites may have been located along the Merrimack River or along the periphery of interior wetlands such as ponds, swamps and streams. In view of the environmental potential of West Newbury and known Native American activities to the north and south the West Newbury area is likely underreported for the Contact Period. Sites of this period should be present in the township.

## D. Subsistence Pattern

Native Americans in the Newbury area subsisted on a variety of seasonally determined activities, including hunting, fishing, the collecting of wild plants and shell fish and horticulture. Hunting was a major activity focusing on larger mammals such as deer and smaller fur bearers. Sea mammals such as seals may also have been available along the Merrimack River. Upland game birds and ducks were also hunted particularly in eastern Newbury and the Plum Island Sound area.

Larger coastal rivers such as the Mill and Parker Rivers also contained seasonal runs of smelt, alewives, shad, salmon, sea-run trout. A variety of marine species of fish would have been available in the Plum Island Sound and Atlantic Ocean. Several species of terrestrial as well as freshwater plants in the Newbury area provided a valuable food resource. Gathering also focused on shellfish, particularly the Plum Island Sound area. This regionally important shellfish bed presently contains several species of shellfish which may have been available during the Contact period, and Native American shell midden sites verify this expectation.

Domesticated plants such as corn, beans, pumpkins, squash and tobacco were important. Native fields were likely located along the Plum Island Sound 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 settlements in the Newbury area and other settlements to the north near the Merrimack River and to the south in the Rowley/Ipswich/Gloucester/Salem area. The Parker River provided convenient water travel to interior areas. Water travel was frequently made by dugout canoes but also by shallops.

Indian Trails likely continued in use in the Newbury area throughout most of the Plantation Period. Crude European transportation routes also developed, in some area prior to settlement. As early as 1634-35 a road or pathway is mentioned connecting the Ipswich area with the Merrimack River, referred to as the "Ould Road" to Newbury and actually nothing more than a narrow foot path (Jewett 1948:13). The road made a long circuitous route through the area between fording points. By 1635, the General Court ordered the inhabitants of Ipswich and Newbury to mend the highways between the two towns.

In 1639 the General Court ordered the first road to be laid out in the Massachusetts Bay. It was eight rods in width and was known as the Bay Road. In Newbury, the road passed into the Middle Street/Boston Street area. In 1661-62 Thurlows bridge was constructed across the Parker River shifting this road eastward to its present position. By 1639, a second road was constructed from Rowley north to the Merrimack River. In Newbury, this road is known as the High Road or Route 1A. The road passed through the Old Town area where a ferry across the Parker River existed until 1758. Few other roads were completed before the shift to the New Town in 1642. There, a roadway probably developed running parallel to the Merrimack River before the end of the period, in the vicinity of Rt. 133 and may have been referred to as the "Road to Andover". In New Town itself, several roads were laid out with the original division of house lots including New Street, Cross Street, Fish Street, South Street, New Street, Hill Street and Merrimack Street.

### B. Population

Newbury was first settled in 1635 by about 100 individuals. These settlers were from the Wiltshire-Hampshire region of England, but was a diverse group from distant localities without bonds of friendship and neighbors. This immigration contrasted those in Hingham and Rowley where tightly knit families and friends immigrated from the same English locales. Other groups settled in Newbury in 1638 and 1639 coming from more cohesive backgrounds in the Southampton and Hampshire areas. Unlike other towns in the area, Newbury's settlers were younger and of local social

prominence in English(??????). Religion did not play a major role as a cause for migration. Instead, declining economic opportunities were important. By 1642 Newbury's population rose to approximately 455 individuals as 91 males are listed in 1642 during the removal from Old Town to New Town. Between 1640 and 1675 Newbury included 146 freemen, a figure that likely represents more than 730 individuals. Quakers may have been present since some residents were charged with "entertaining Quakers" during this period, but their numbers were small and they had no meeting place.

### C. Settlement Pattern

In 1634 the Newbury territory was under control of the town of Ipswich which granted John Perkins the right to build a ware (fish trap) over the Quasycung River (Parker River). In 1635 the Reverend Thomas Parker and party from Wiltshire, England applied to the General Court for liberty to settle and begin a plantation on Quascacunguen River. The plantation was at first known as Wessacucon, changed to Newbury, and incorporated by the General Court on May 6, 1635.

Tradition states that Newbury's first settlers came by water and settled on the north bank of the Parker River east of its' confluence with the Little River. In time this area would come to be know as Newbury Old Town. Land was granted and laid out according to methods prescribed by the London company organized to settle the Massachusetts Bay Colony. House lots, land grants and rights to pasturage (stints) were given according to the open field system. At first, even those who contributed nothing financially received land, a house lot of four acres with the right of pasturage. To those who paid for their own transportation, 50 acres were granted. A 200 acre grant was given to those who contributed 50 pounds to the common stock. Beyond these figures both larger and smaller grants were given to cash contributors based on their investment. Early house lots were grouped primarily along the High Road area near the Parker River. A meetinghouse was probably built from 1635-38 near a green (training field?) and later burying place. Planting and meadow lots were granted in discontiguous segments and were probably small and fenced.

While most early grants were small house lots and planting lots in the immediate area of Old Town, several larger grants were also given to wealthy inhabitants. These grants ranged from 100-500 acres and located a long distance from the meetinghouse. As early as 1635 grants exceeding 500 acres were given near the falls in the Byfield area.

Insufficient agricultural land in the Old Town area led the inhabitants of the Parker River settlement to seek new land. A new site was found on the Merrimack River and in 1642 the town removed to the new location three miles to the north. House lots and farm lots were assigned to freeholders as early as 1645. The removal was not accepted quietly by all Old Town residents. Several inhabitants refused to move or attend services in the new church. The removal of the town resulted in a change in Newbury's

settlement pattern. While some inhabitants moved, others remained in the Old Town. Still others dispersed their homes along the road from the Old to New Town. The removal to New Town also eliminated most of the characteristics of the English open-field system. Not only were town offices associated with the system unfilled but the nature of land distributors was now different. When residents of Old Town gave up their holdings there, parcels of land granted in New Town contained no field names and were rarely held in common. Only the Plum Island divisions made in the early 1660s appear to have been held in common. An upper common existed from the Artichoke River to the Bradford line including nearly all of the territory in West Newbury. This land was used primarily for cattle grazing. The lower commons were located southwesterly of the country highway (now High Street and Storey Avenue, Newburyport) from the Artichoke to the Parker River. The lower commons included most of the pastures set aside for the use of cows, oxen, heifers and sheep.

Ownership of land was the cornerstone of Newbury society (Allen 1982). Town rights in Newbury were vested in a handful of men, the proprietors. Proprietors might grant small parcels of land to members of their family or very few other. Throughout the 17th century the proprietors exercised control over the town separate from the town as a whole. Undivided common lands were not easily relinquished. Proprietorship in Newbury was exclusive and resulted in a highly stratified division of land. In Newbury, 60% of the land was controlled by the top 10% of the population. Stinting rights, or the number of animals a landowner was permitted to graze on the commons followed a similar pattern to land distribution. Land was purchased for profit. The average size of land sold was 17.5 acres. In comparison to Rowley, 3 times as much land per transaction and 6 times as many transactions were made in Newbury.

#### D. Economic Base

As settlement was made in the Newbury area, the hunting and gathering of wild foods was important for the early colonists subsistence. However, the combined use of agriculture and husbandry were clearly the most important aspects in the economic lives of Newbury's early settlers. Indian corn, wheat and barley were the most important food crops grown as well as rye when possible. In time, corn was the most important food produce. Hemp and flour were probably grown although not to the extent as in neighboring Rowley. Salt marsh hay was extensively exploited from the marshes in the eastern portion of town between the mainland and Plum Island. Cattle and sheep raising were important in the town at an early date. Pig raising also appears to have been an important sideline. Several horses were present. Fowl and oxen were also important as well as cows for dairying activities. Honey bees were introduced after 1645.

Fishing was important in Newbury although it may not have lasted for long. As early as 1635, rights to build wares were granted upon the falls at Newbury probably for herring, shad, salmon and sturgeon. Small scale ocean fishing may also have been conducted



from the Parker River area. Small scale shipbuilding may have been important in this area.

Some manufacturing and industry were also important. Weavers, tanners, shoemakers and malsters were among the towns first settlers in 1635. Cloth and rugs were made from cotton and sheep wool. Linen made from flax and a coarser fabric from hemp were used in the manufacture of table cloths, sheets and other products.

At least two Plantation period grist mills were present in Newbury by 1645. One mill, the Drummer and Spencer mill, was built at Newbury Falls before 1640. The second mill, the Emery and Scullard mill, was built in ca. 1645 between Holt's Point and Woodman's Bridge. Malt kilns and tanneries were also probably present.

## VI. COLONIAL PERIOD (1675-1775)

### A. Transportation Routes

As settlement grew throughout the town during this period numerous secondary roads developed, particularly in southern and eastern areas. The Bay Road and High Road remained the major north/south transportation routes throughout the period. At least one road, the Scotland Road, lead west to the West District area. In the south, east/west roadways led from the Fay Road to the Byfield area. These roads included Orchard Street, streetland or School Street. In the eastern area of town, major secondary roads between the Bay Road and High Road area included Boston Street and Hanover Street.

### B. Population

At the start of the Colonial period Newbury's population likely exceeded 800 to 900 individuals, including West Newbury and Newburyport. By 1684 that figure likely rose to over 1000 individuals as 166 freemen were present by that date. In 1688 a tax list was made by authority of the Governor Andros, containing 269 heads of families possibly representing 1345 individuals.

At the time the first census was taken in 1765, Newbury's population contained 2960 individuals or 6.80% of the Essex County total. From 1765 to 1775 the town's population roads by 9.43% to contain 3239 individuals representing 6.36% of the Essex County total. In 1765 "negroes" represented the towns only minority amounting to 1.3% of the town's total population.

### C. Settlement Pattern

As population increased, new lands were needed for settlement. A division of the Upper Commons was proposed as early as 1679 but not implemented until 1683-84. At that time, 1,000 acres was allocated to non-freeholders and soldier with 5,000 acres to freeholders. The Lower Commons were divided in 1701-02. In all,

1800 acres were divided amongst the townspeople with about 30 acres reserved for the ministry, schools and the town's poor.

As settlement grew in Newbury, five Colonial period parishes were established within the bounds of what would later become West Newbury, Newburyport and Newbury. In 1685 the inhabitants of western Newbury applied to be set off as a separate parish; by 1689 a separate meetinghouse was built and by 1694-95 the area was set off as the Second Parish.

By 1702 residents in the southwestern portion of Newbury combined with residents in nearby Rowley to construct a meetinghouse in Newbury just over the Newbury/Rowley town line. In 1702-03 the Rowley area of this parish was set off and by 1703-04 known as Byfield; the Newbury portion of this parish was set off in 1706. In 1725 the Third Parish was set off entirely from northern portion of the town, including nearly all of the Newburyport area. Newbury's Fourth Parish was set off in 1730-31 from the Second Parish, located entirely in the West Newbury area. By 1759-60 members of the Second and Third Newbury Parishes petitioned to be set off as the Fifth Parish. In 1761 the General Court granted this request. It is now included in Newburyport. In 1764 Newburyport was incorporated entirely from the town of Newbury. The town was incorporated predominantly from the Third Parish but also included portions of the First and Fifth Parishes.

Newbury, as it exists today contains virtually all of the First Parish and Byfield Parish. Settlement in the southwestern portion of town or in the Byfield area continued, particularly after the Colonial period. In east Newbury settlement continued in the Old town area and along the Rt. 1A area to New Town. By the end of the Colonial period settlement in the Newburyport area was spreading to New Town instead of vice versa.

#### D. Economic Base

Agriculture and husbandry continued to grow and characterize the economic base of Newbury during the Colonial period. This characterization was particularly true after the settlement of New Town in the 1640's and the continued mercantile and maritime growth in that area. Corn cultivation was growing in importance and may be tied to the importance of pig raising. Cows, cattle and sheep were still the most important animals. In fact, by local Massachusetts standards, Newbury's flocks of sheep were quite numerous.

Some smaller vessels continued to be built in the Parker River area, probably for local use in the fisheries, coasting and general transportation. Fishing also continued in the Parker River area although, as dams were built up stream, the supply of anadromous fish dwindled. Maritime fisheries in the Atlantic Ocean and Plum Island Sound also likely continued at a small scale.

At least one and possibly two waterpowered grist mills continued in use near the falls on the Parker River. In Byfield Parish a

windpowered grist mill was built in 1703 near Frog Pond followed by a rope walk in the same area in 1746. The Little River also contained a number of mills. The Pearson tide mill was built in 1689 followed by the short grist mill in 1695. In the Plum Island Sound, a mill (possible gristmill) was established as early as 1680-81. By ca. 1756-57 a gristmill and a sawmill were also established in this area. Lime kilns, tanneries and malt mills were also present in Newbury during the Colonial period.

#### E. Architecture

**Residential:** The town includes a number of New England's most important examples of Colonial architecture. The earliest surviving example, the Tristram Coffin House, includes a small section constructed in 1654, consisting of a hall and chimney bay. This became the rear ell when the structure was expanded by the addition of a 2 1/2 story, center chimney main house in 1750; the framing of the roof, using principal rafters and ridge prulin, related to Wiltshire examples. The Swelt-Isley house of c. 1670 was originally of single room and chimney bay plan also, and had additions added c. 1720, c. 1740, and c. 1756. The Dole Little House was erected in c. 1715-25 as a two room center chimney house to which was added a lean-to; the Noyes house was of similar original form but much altered by later trim. Unique in New England is the well preserved, stone, Spencer-Pierce-Little House built at an unknown date in the 17th century. The original house is 2 1/2 stories high and cruciform, with a central chimney between the hall and parlor room, a 2 story entry porch, and a rear kitchen with an external brick chimney; a frame addition was added in 1797.

Houses constructed later in the 18th century retained the plan of hall and parlor on either side of a central chimney, but more frequently also added the rear kitchen and housed this under a symmetrical gable roof rather than the former lean-to. This familiar New England center chimney house is known from around 15 2 1/2 story and 5 bay examples. Isolated examples of 1 1/2 stories may date from this period. Later in the period, a small number of Georgian houses were constructed, with similar facades but using double interior chimneys. The Hale-Boynton House of 1764 is an example of this type and illustrates a modification of the Georgian plan. Here the central hall extends only half way through the house, and the rear pile is divided into 3 rooms rather than two, with the two smaller heated by a triangular chimney base. Isolated examples survive of houses with brick end walls, including the Short House of 1717-33.

**Institutional:** The town's First Parish meetinghouse was repeatedly rebuilt during the early years of settlement. The first was constructed in 1635, removed with the transfer of settlement and a new one built in 1647; the third house was built in 1661, and eight years later stairs were added to the porch for the gallery. The house constructed in 1700 lasted far longer; it is 60 x 50 feet with 24 foot studs, and facade gables on each wall, topped by a turrett. In 1702, a porch was added to the west door, in 1725 two gables were removed, two more in 1740; a

"platform" was constructed on the roof and a new tower added in 1772. A group withdrew from First Parish and constructed a meetinghouse which stood from 1766-1771. A schoolhouse said to date from 1762-63 is pictured as a gable front form with a single entry. The First Parish built a town house in 1739, a replacement in 1760 in a new location which stood until 1780. Additional service structures constructed near the First Parish meetinghouse included a watch house (1673) a goal (1706, 2nd 1744, sold to country in 1758).

## VII. FEDERAL PERIOD (1775-1830)

### A. Transportation Routes

During the Federal years, Newbury's localized transportation net began to assume a region-wide character. By the turn of the century, the Plum Island Turnpike (1806) linked Plum Island (in Newbury territory) with Newburyport, and the Newburyport Turnpike (1804) joined Newburyport with Boston. The latter, slashing dead-straight through central Newbury, became an important axis of movement during the war of 1812.

Newbury's bridge connection to Salem, over the Parker River (1754) was now supplemented by two bridges spanning the Merrimack. One, incorporated in 1792 as the Essex-Merrimack Bridge, was the first to cross the River. Partially destroyed in 1812, it was rebuilt, collapsed again in 1827, and was rebuilt again the following year as a toll bridge. A second (1795) was erected at the "Rocks Village" between Haverhill and Newbury's Upper Parish (now, West Newbury) called the "Rocks, or Merrimack Bridge". It was destroyed by ice in 1818, and not rebuilt until 1828.

Stages provided the town a final means of regional transport. Visited once a week by Portsmouth-to-Boston stages since 1761, Newbury was served by several stage lines during the turn of the century period, until finally the eastern stage company (1818) began to provide an every-other-day service from Dover to Portsmouth, through Newburyport, Newbury, Ipswich, Topsfield, to Boston.

Although visited once/week by Portsmouth-Boston stages since 1761, the first stage coach established in the county was by Ezra Lunt in 1774. Running twice a week, his line connected Newburyport with Boston, via Newbury and Salem. More service commenced in 1796 at the hands of Benjamin Hale. An acknowledged "power" among the lines emerged in 1818 with the organization of the Eastern Stage Company. It provided every-other-day service between Portsmouth and Boston, via Newbury and Ipswich, through the end of the Period.

### B. Population

Newbury's population grew from 3239 individuals in 1776 to 3603 individuals in 1830 with an overall growth rate of 11.3%. Population growth was the lowest (2.62%) from 1790 to 1800. From 1810 to 1830 population actually dropped by 30.39%. Most

population growth occurred from 1800 to 1810 (26.99%) and 1776 to 1790 (22.6%). Newbury's population averaged between six and seven percent of Essex County's total population from 1776 to 1810. In 1820 and 1830, Newbury's population averaged approximately 4.5% of the total county.

While life within First Parish remained quiet, dissension within the Byfield Parish brought a brief withdrawal around 1790. Methodist itinerates visited the town and found converts. An almshouse was operated after 1808, and replaced in 1828. A Moral Society was formed in 1814 in Byfield, while in the center village the Female Reading Society of 1819 provided an outlet for similar benevolent activities. A Female Seminary made use of the former meetinghouse in Byfield.

### C. Settlement Pattern

Post-Revolutionary Newbury never claimed a single focus of settlement. In the east, the town's initial seventeenth century foothold on the Parker River (now Old Newbury Village, or the lower green) was rapidly rivalled, and supplanted, by the establishment of a new town near the Merrimack River (presently Newbury Village or the upper green). A north/south corridor, joining these two early foci and leading to Newburyport, became a primary axis of residential building. A second locus of settlement activity contemporaneously emerged in the Byfield area. Newbury's population was so divided between east and west that from 1772 to 1818 town meetings alternated between the 1st and 3rd Parish meetinghouses (at the upper green at Byfield). In 1819, not only did West Newbury gain incorporation as an independent town, but a new town house was built midway between the early meetinghouse centers. (This vicinity failed to attract further settlement).

Because Newbury's principal thoroughways catered to Newburyport and ran north/south, the High Street (upper to lower green) and Byfield foci developed in relative isolation. While the eastern region emerged as an agricultural and residential district, closely associated with Newburyport, the western (Byfield) region's emphasis was manufacturing, and its ties, with West Newbury and Georgetown. In the east, although a civic focus survived at the upper green (a new meetinghouse being erected in 1806), because of the economic hegemony of adjacent Newburyport neither commercial nor manufacturing focus materialized there. It was Byfield, strategically situated at the headwaters of the Parker River, and early nucleus of mill activity, that emerged to become Newbury's primary core of both industrial and commercial activities. Federal period additions to Byfield Village were a woolen and nail manufactory (1794 and 1795), a Methodist Episcopal Chapel (1830) and a Seminary for Women (1806).

Residential construction in the east and west sections of Newbury followed predictable patterns. In Byfield, the Colonial period tendency to build in the south, proximate to the Parker River Mill sites and to Drummer Academy, continued. While residential construction during the period began to increase in pace, so it also began to push northward, following Main Street out of the

village center and toward West Newbury. In the east, while Colonial period dwellings had been moderately clustered around the upper and lower greens, post-revolutionary building was attracted to High Street as a whole, between the two centers and northward. Already an uninterrupted corridor of affluent residences was taking form extending from central Newburyport to Newbury's upper green (Newbury Village).

#### D. Economic Base

At the beginning of the period Newbury was an important agricultural town in Essex County. In 1791 the percentage of land under cultivation, 34% was considerably above average, and the absolute number of acres cultivated (1701, including 5774 acres devoted to hay), was also quite high. Animal products were important from an early date. In addition to the acres of hay, there were 9406 acres (45% of total farm average) of pasturage. Not surprisingly, Newbury had 1669 steers and cows, 452 oxen, 649 swine and 292 horses, or more than 3,000 animals grazing on its land. In addition to a slaughterhouse, 15 grist and saw mills and three fulling mills, there were eight tan houses and 27 shops. Undoubtedly the tanned leather was turned into shoes, harnesses and saddles in some of these shops.

In the mid 1790s, a variety of important manufacturing enterprises arose in the Byfield section of Newbury, adding to the economic diversity of the town. Several industrial "firsts" occurred in Federal Newbury. In 1794, the first incorporated woolen goods manufacturing company, "the Proprietors of the Newburyport Woolen Manufacturing," erected a three-story factory at Dummer's Falls on the Parker River. Using the first American made wool carding machines, a spinning jenny and hand loom, John and Arthur Schofield supervised the manufacture of woolen blankets and other goods. Despite early technological successes, the proprietors could not compete with prices on imported goods and in 1804 the business was sold to one of the charter proprietors, William Bartlett. He then sold it to the former factory manager, John Lees, who refitted the factory machinery for cotton cloth production and for spinning wick-yarn and yarn for warps for household manufacture. Lees is said to have smuggled cotton machinery from England and manufactured the first cotton goods in an American factory. He remained in business until 1824, when financial difficulties forced him out of business. From then until 1831, Paul Moody, the famous Waltham and Lowell machinist, ran the factory, presumably turning out cotton cloth on a small scale.

Byfield Parish was also the site where the first machine made nails were manufactured in America. In 1794, Jacob Perkins invented and began operating a machine that cut and headed nails in one operation, an important advance from the methods of a blacksmith, and reduced the cost of nails by 20%. He ran 3 machines in Newbury for one year before moving his operation to Amesbury. Another first, the first chaise made in the Commonwealth, was manufactured in Newbury by James Burgess in 1779. Paul Pillsbury of Byfield, patented a cornsheller and a

bark mill in the first decade of the 19th century. The emergence of an industrial or mill village in Byfield was aided by the erection of a snuff factory on the Parker River. In 1804 a Salem man, John Larkin, came to Byfield and established his tobacco grinding and processing mill on the site where previously Thurla's mill and a saw and cloth mill had been located at different times. Byfield was home to at least two tanneries, several cooper's shops, a scythe mill and a poor farm during the Federal period.

As a result of the Byfield industrial development there were almost as many people employed in manufacturing (187) as in agriculture (230) in 1820. Another 40 people were employed in commercial occupations in that year. A number of people were engaged in ship-building (shallow draught schooners) on the Parker river. In 1830 a salt manufacturing operation was begun on the southern end of Plum Island. A canal 1/3 mile long was dug and seawater was pumped through it to vats by windmills. The operation failed financially after only two years.

#### E. Architecture

Residential: Most houses constructed during this period were 2 1/2 stories in height, five bays in width, with center entry and pairs of chimneys. Variation in form resulted from the placement of these chimneys and the depth of rooms. Full double-pile houses with interior chimneys remained the most popular choice for large houses. Those preferring a plan retaining the traditional three rooms on a floor constructed houses of L-plan, of single pile with rear ell, and commonly used rear wall chimneys. An exceptional period house is 3 stories in height with a hip roof, cupola, and end wall chimneys.

Institutional: First Parish replaced its 106 year old meetinghouse in 1806; gable front in form the facade included a deep, 3 bay, pedimented entry porch and a tall square tower, octagonal belfry with a roof extending to form a spire; it measured 61 by 51 feet. A square, single story, pyramidal roofed brick school probably dates to this period. The Methodist Chapel of 1830 was a 2-story gable front structure with a single entry with fanlight and window above, cornice boards and pillaster, originally 12 feet square. An inoculation hospital was located on Kent's Island in 1778. The town purchased an almshouse in 1808, and a new one in 1828 (opened til 1852). Period district schoolhouses were apparently single story, gable front in form, with paired entries.

Industrial: In addition to saw, grist and fulling mills, small "ten-footer" shoe shops and coopers shops also dotted the landscape. A three-story woolen factory (100 ft. x 40 ft.) was built on the Parker River. The Larkin snuff mill, built of wood, approx. 45 x 20 feet, 2 1/2 stories with pitched roof (1804) still stands off Larkin St. at the Parker River. The original dam, headrace and penstock were replaced in 1914 with reinforced concrete structures. Mid-19th century machinery and water turbine (probably late 19th century) were still in the building in 1976..

An early 19th century backsmith shop still stands on Main Street in Byfield; it has been extensively altered.

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

##### A. Transportation Routes

With the arrival of the railroad and street railway, Newbury's transportation network was revolutionized. The Eastern Railroad Company opened a branch from Boston to Newbury and Newburyport (1840) and the Boston and Maine Railroad opened a line (1850) through the interior, from Newburyport through Byfield to Georgetown. By 1851, it extended to Bradford (1851) to Topsfield and through Lawrence to Wakefield by 1853. Unable to compete with the railroad, the Eastern Stage Company collapsed in 1838 and stage travel ended in Newbury.

During the period the Thorla Bridge over the Parker River was rebuilt (1853) and made a free bridge. In 1868, all bridges over the Merrimack were made public highways.

##### B. Population

Newbury grew slowly from 3603 in 1830 to 3789 in 1840 before expanding by over 600 by 1850. The annexation of a portion of the town by Newburyport in 1851 brought a drop of over 3000. The figure changed little in later years, 1484 in 1855 and 1430 in 1870. The proportion of foreign-born equalled 8% in 1855, predominantly Irish, and small numbers of Canadians. The large drop to 4.3% ten years later parallels the region-wide pattern, exaggerated by the annexation; the group included Irish, English and Canadians.

Methodists formed a church in Byfield in 1832. Women's Benevolent Societies flourished in each of the town's villages. Parker Hall was used briefly as a high school, c. 1849.

##### C. Settlement Pattern

After 1851, when the large tract of "riverside" territory between Newburyport and West Newbury (the Belleville Parish) was annexed to Newburyport, the town's final foothold on the Merrimack was lost. The early decades of the period witnessed an intensification of manufacturing activities in Byfield and a concomitant efflorescence of the mill village into a thriving manufacturing town. After the opening of the James Steam Mills in 1844 and the arrival of the railroad in 1850, the village's growth was assured. Before period's end, the Main Street vicinity between the Parker River and the Railroad depot (at Central Street) had emerged as Byfield's primary corridor of manufacturing and commercial activities, the area boasting two shoe factories, a store, several mills and a host of small shoe shops. When Byfield's first high school (1849) and a newly rebuilt and enlarged Methodist Episcopal Church (1853 and 1858) were located not on Main Street but immediately east (at Central and Lund Streets), a separate civic focus began to take form.



New residential construction assumed the patterns of the earlier period. Manufacturing pursuits having mobilized in the south, Greek Revival dwellings joined Federal period structures in a thrust northward along Main Street (toward West Newbury). In addition a secondary clustering of settlement mobilized at the junction of Central and Orchard Street, near the James Mill Complex (on the Parker River.) Otherwise, residential construction was scattered, appearing as infill especially those streets leading out of Byfield Center and on Central, and Elm Streets between Byfield and South Byfield.

In the East, a new parish meetinghouse was erected in Newbury Village at the Upper Green in 1869 (following its destruction by fire the previous year). Residential construction followed the High Street corridor, with the heaviest emphasis upon the area around the upper green and nearing Newburyport.

#### D. Economic Base

During this period Newbury lost a significant portion of land because of the annexation of more than 6000 acres by Newburyport. Pasture and haying acreage declined significantly. From 1840 to 1855 haying land dropped by almost 50% to around 3200 acres. Along with the loss of hay and grazing, Newbury's livestock population also fell. From 1845 to 1865 the number of domestic animals declined by 41% to 1372. Simultaneously dairy production dropped sharply. From 1845 to 1865 cheese production dropped 89% to 1430 lbs and butter production by 77% to 5481 lbs. Milk and grain production also fell by more than 50%. (Some of this decline is probably attributable to the Civil War.) In 1865 there were 130 farms employing 231 people. Agricultural occupations fell by 50% from 1840. Orcharding and onion and potatoe cultivation gained as dairy and grain fell. By 1865, 172 acres (10% of all tillage land) were devoted to onions and potatoes, while 247 acres (14%) was used to grow wheat, barley, rye, corn and oats.

The manufacturing base continued to diversity after 1830. The factory site at Dummer's Falls operated continuously during the period. From 1831 to 1838 William Cleveland and Co. manufactured cotton fabrics. In the last year of operation, 1838, 24 men and women worked 1200 spindles, consumed 40,000 lbs. of cotton and produced 175,000 yards of cotton goods worth \$17,000. From 1830 to 1842-43 Enoch Pearson manufactured woolfrocking. Thereafter, until the mill burned in 1859, the factory was used to manufacture shoes, billiard tables and bedsteads, and to full cloth. In 1860 a new mill was constructed on the site by Messrs. Morrison and Howard who manufactured fancy woolen yarns until 1874.

In 1832 42,600 pairs of boots and houses are produced in several small shops. 80 people, 60 men and 20 women were so engaged in that year. The height of the shoe production business was around 1845 when almost 45,000 pairs were made. That year four tanneries treated 2375 hides. Toward the end of the period there was one small shoe factory.

The 1832 McLain Report indicates 2 men in 2 snuff mills, probably owned by the Larkin family, produced 7000 lbs. snuff, 7 coopers made \$2600. worth of hogsheads and barrels for molasses and fish, eight men made 580,000 bricks, 20 men manufactured 85 chaises, 15 blacksmiths, 5 grist and 3 saw mills. One of the sawmills was cutting mahogany in veneers and the other two were heavily engaged in cutting ship timber. In the part of Newbury annexed to Newburyport considerable shipbuilding was done. Between 1832 and 1837, 57 ships totaling almost 12,000 tons were built by 136 men. They were sold for 3/4 million dollars. Related activities in Newbury (again, probably in annexed part of town) included making fishing nets, anchors and cordage. There is no evidence of these activities in Newbury after 1850-55.

Towards the end of the period, in 1865, the occupational distribution leaned heavily toward agriculture (231 in agriculture and 33 in manufacturing), whereas in 1840 the proportion was almost 50-50 (425 agriculture and 416 manufacturing). In 1840 another 174 Newbury residents were employed in ship building and navigation. In 1865 there were none so employed.

#### E. Architecture

Residential: 1 1/2 story houses regained popularity during the period' five bays in width with center entries, pairs of chimneys, and extended stud height, both single and double pile examples survive. Many large houses were constructed in the large 2 1/2 story, five bay, double interior chimney form, particularly popular with italianate ornament. The gable front form was introduced during the period and a small number of houses were constructed in both 1 1/2 and 2 1/2 stories and with both Greek Revival and Italianate ornament. A small number of Mansard houses survive, all of 3 bays with center entry, 2 1/2 stories and 1 1/2 stories.

Institutional: The town's First Congregational was rebuilt in 1868; it is gable front in form with an attached tall entry tower culminating in a clocktower, belfrey and spire, and flanked by a shallow projecting vestibule; all openings are round headed and ornament is Italianate in style. A high school operated briefly in the town 1849-53, 2 1/2 stories in height, with a 3 bay center entry face, later purchased for use by church groups and known as Parker Hall.

Industrial: The 2 1/2 story wooden shoe factory with pitched roof, (Roger's factory) on Central Street, was built around 1860. It had a 1 1/2 story ell on the back. The building was destroyed by fire in the 1940s.

A new woolen mill (size and construction material unknown) was built on the Dummer's Falls site in 1860. The number two mill of the Byfield Snuff Co. was originally a sawmill which was built around 1830. This structure was built of wood, two stories, with basement and attic, measuring 50 x 50 feet, and still stands off of Main Street at the Parker River in Byfield.

A one story wooden structure, with pitched roof, approximately 75 x 25 feet still stands on Forest Street. It was probably a shoe bottoming shop circa 1860. A small one-story falt-roofed wooden building that had housed the Northeast National Bank since 1836 stands on Main Street in Byfield.

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

### A. Transportation Routes

By the late 19th century, Newbury's transportation network maintained its distinctively north/south grain. The town's primary arterials were the High Road (now Rt. 1), linking Newburyport to Rowley and Ipswich, and the Newburyport Turnpike (now Rt. 1A), between Boston and Newburyport. Travel against the north/south orientation of these throughfares was far more difficult, the major east/west street linking Newbury Village and Byfield, Stot Road and Forest Street, leading west out of Byfield, both having fallen into disuse and disrepair by the beginning of the period.

Railroad transport to Newbury was supplemented by the 1890s with the street railway. What in 1890 had been established as a horse railroad, from Newburyport to the green in Newbury and to the Parker River, was changed into an electric railway in 1891. A second street railway, operated by the Georgetown, Rowley and Ipswich Railroad company, ran through Byfield and became electrically powered in 1900. The Rocks/Merrimack Bridge continued in use, undergoing repairs and substantial rebuilding in 1883 and 1894.

### B. Population

Newburyport's total population grew 11.1% during this period, from 1430 to 1590. The most significant change came between 1875 and 1885 when the population jumped from 1426 to 1590. Thereafter, the number rose and fell (to a low of 1427 in 1890 and a high of 1601 in 1900). During the same period foreign-born population grew from 6.6% (1875) to 10.7% (1915), with its peak percentage coming in 1895 when 12.2% of the total population was foreign-born. Of these, Irish-English-and Canadian born people were the dominant ethnic groups. While the Irish outnumbered these others until 1905, by the end of the period Canadians were the largest immigrant group. Between 1905 and 1915 these four groups were joined by Italian immigrants (17 in 1905 and 29 in 1915).

A group of former Methodists, the "Plymouth Brethen," succeeded from the main church and formed their own religious society. They met in a hall in Byfield.

### C. Settlement Pattern

Byfield having surrendered its economic advantage to Newburyport in mid-century, with the switch from water to steam power, western

Newbury experienced little growth during the period. Residential construction was limited. New houses appeared especially west of Byfield, drawn by the continuing activities of the James Mill complex.

Contrary to the stagnating western district, eastern Newbury experienced marked growth during the period. Its development as a residential axial of Newburyport continued, families being drawn to the area because of the town's lower tax rate. The turn of the century decades proved the most advantageous, especially in the area of Newbury Village (the upper green). To the ensemble of 18th century and 19th century residences already encircling the common were added the Woodbridge School (1878, 1908) and a Grange Hall (1904). Immediately to the east Montgomery Park, a residential suburb was opened (1897). New residences, although similarly limited in number, were also constructed particularly in the Newbury Village (north High Street) area. Plum Island began its rapid evolution into a resort community.

#### D. Economic Base

Both agriculture and manufacturing production expanded between 1875 and 1905. The total value of agricultural products increased 12% over the period, reaching a peak of \$276,868 in 1885 and a low of \$193,529 in 1895. The percentage of farm land under cultivation increased from 38% in 1865 to 54% in 1905. Land under pasturage declined slowly but steadily. However, the number of acres of haying land and the quantity of hay harvested actually increased. By 1885 the number of farm animals had doubled from 20 years earlier. With almost 50% more milk cows than in 1855, Newbury farmers produced almost 3 times the milk in 1885, yielding 329,982 gallons. By 1905, 24 of the 125 farms were dairy farms. They produced almost 450,000 gallons of milk. Apple trees yielded almost 70,000 bushels in 1905, more than twice the 1875 figure. Farmers also turned increasingly to poultry and egg production. In 1905 the 46,088 dozen eggs produced was four times the 1875 number. Grain production recovered slightly from the large drop in the previous period. The 1885 figure of \$276,868 in agricultural product ranked Newbury 24th in the state (while the population rank was 205th and second in Essex County (Andover was first). Growth in manufacturing output was paced by the products of the Byfield Woolen Co. (on the old woolen factory site at Dummer's Falls on Parker River) and the Byfield Snuff Co. In 1875 (before the Byfield Woolen Co was formed) total manufacturing output was \$78,500. The "woolen factory" was vacant from 1875 to 1880. One shoe factory and two shoe bottoming shops accounted for almost 50% of this total product, while the snuff company and a saw and grist mill accounted for 26% with the arrival of Whittier, Ewing and Co. (the owners of the Byfield Woolen Co.) in the early 1880s, total product value jumped tremendously. In 1886, Ewing and Co. expanded operations, building new factories and installing new equipment. The Byfield Snuff Co. also enlarged its operations during the period adding a second snuff factory and a sawmill (1870) where veneers were manufactured. Total product value in 1885 exceeded \$250,000 increasing by almost 300% in ten years.

Mining also contributed to the economic boom in Newbury. A "gold-rush" occurred beginning around 1872. In 1878 there were around 20 mines just in Newbury. Silver and gold were discovered in several locations, especially south of Scotland Road (west of Highfield Rd.) where the Chipman Mine was dug. This mine continued to yield silver into the Early Modern period, the cash value of silver lowered the life of the mine reaching \$500,000. Manufacturing occupations recovered from the sharp drop at the end of the last period. In 1885 agricultural occupations still outranked Manufacturing by 3 to 1. In 1905, the numbers were 233 and 184 respectively. Commerce became one important source of employment, with 105 jobs in 1905.

#### E. Architecture

**Residential:** Very few houses are dated to this period. Among gable front forms, projecting bays, ornamental shingles and porches were added in keeping with the Queen Ann style. A larger example of the style is a 2 and 1/2 story hip block with portico and dormers.

**Institutional:** The Methodists added 12 feet to their meetinghouse in 1871; in 1901 they built a new house composed of a high gable roofed block with a corner entry tower with belfry and tall pyramidal roof, and all lancet headed openings. The Woodbridge School was constructed between 1898 and 1908; it is a 2 and 1/2 story hip block on a raised basement, of 7 bays with a projecting, pedimented frontispiece of 3 bays, now featuring Ionic columns in annis, classical in ornament. Another school of similar period was constructed in Byfield; similar in overall form the door is treated with a pedimented porch, and the whole is similarly classical. The town hall was constructed in 1904 as a grange, taken over by the town in 1927; it is a small, 1 1/2 story structure with pyramidal roof, center entry, and ornamental shingles.

**Commercial:** A small number of gable front 2 1/2 story commercial structures survive in Byfield.

**Industrial:** The Byfield Woolen (felt) Co. built three or four factory buildings in the 1880s, including a 2 1/2 story brick storehouse with pitched roof and a small one-story office building with pitched roof. Two, three-story buildings both with flat roofs were part of the complex that was entirely destroyed by fire in 1932. One of the two probably dates from around 1860 and was 2 1/2 stories, with a pitched roof and a cupola.

The Chapman mine shaft building, one-story, ell-shaped wooden structure with pitched roof was erected after 1875. The Byfield Snuff Co. erected an office building and packing building around 1880, (extant) constructed of wood, two-stories with basement and attic, shingled. Two enforced concrete storage sheds were built in 1911 and 1913 with dimensions of approximately 45 x 60 feet. (Extant).

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

### A. Transportation Routes

With the increasing popularity of the automobile arrived the major highway in Newbury. In 1922, the Newburyport Turnpike, having proven a disappointment and portions having been allowed to deteriorate, was rebuilt as a primary arterial (RT.1). To the east, Rt. 1A (High Street) continued to serve as a coastal north/south thoroughfare and to the west, between 1950 and 1955, interstate 95 was constructed. East/west movement remained difficult.

Although the Boston and Maine Railroad continued to link Newburyport and Boston, service over the Newburyport branch toward Georgetown was discontinued.

### B. Population

After a large 1851 cessation to Newburyport, Newbury's population experienced little change until the middle decades of the Early Modern period. With a population of 1590 in 1915, the town (with the exception of a lapse to 1303 in 1920) experienced a period of steady growth. Between the period's beginning and close, Newbury's population had increased 43.4%. It's foreign-born population, however, proportionately declined during this same period, falling from 10.7% in 1915 to 7% by 1940. Canadians, Irish and Italians dominated the group, the Italians being the 20th century newcomers to Georgetown's foreign-born population.

Two Women's organizations remain active within the town early in the period: the Women's Home Missionary Society, addressing educational and spiritual concerns, and the Ladies Benevolent Society, providing for the material needs of the church. In the 1956 presidential election, 83% of the town's voters voted Republican, and 17% Democrat.

### C. Settlement Pattern

Residential construction increased in pace with the construction of Interstate 95 through western Newbury (c. 1950-55). A scattering of new homes were erected throughout rural Newbury (particularly in the previously ignored central region) and south of Newbury Old Town along the Parker River. Plum Island attracted the majority of development efforts. Before period's end, modest beachfront cottages densely lined the new residential lanes winding back from Ocean Street.

### D. Economic Base

No information is available on agricultural or industrial products value for these years. Byfield village continued to be home to the Byfield Snuff Co. and the Byfield Felt Co. and the Rodgers Shoe Factory. The Felt Co. made woolen blankets in the factories established by Ewing and Co. at Dummer's Falls. In addition to these factories in 1920 there was a blacksmith and an ice dealer.

The Byfield Felt Mills were completely destroyed by fire in August 1932 and the Shoe Factory burned down in the 19400s, and is now the site of the Post Office. The Snuff Co. on the other had, operated almost continuously throughout the period, in fact, it still imports tobacco from Kentucky and Tennessee and grinds it every March. At the end of the period (1955) 45 people were employed in construction (13 firms), 48 in wholesale and retail trade (16 firms), and 24 in other unspecified jobs (including manufacturing). The majority of retail firms were dairy products stores and eating and drinking establishments.

#### E. Architecture

Residential: Colonial Revival styles were most popular in the town. Exceptional early examples include a large 2 1/2 story hip roof example with dormers, as well as a three-story Federal revival with colossol portico. Smaller examples include Dutch Colonials, simple "Georgian" homes, and later in the period 3 and 5 bay capes. Bungalows are rare.

Institutional: Construction at Governor Dummer was uniformly Colonial Revival, residential in scale, both 2 1/2 and 1 1/2 stories; buildings include a 7 bay large dormitory, a brick administration complex, and a gable front chapel with pedimented porch, square tower with belfry and spire and paired entries. The small brick town water department building is gambrel roofed.

Commercial: A Citgo station is stuccoed with a classical door and segmented arched garage doors.

Industrial: A period gas station, circa 1930, still stands on High Road in old Newbury. Two wooden ice storage house were built during the period, one on Newburyport Turnpike, south of Middle Rd., the other south of Scotland Rd. The latter was destroyed by fire in 1941.

#### XI. SURVEY OBSERVATIONS

Newbury's inventory of c. 175 forms focuses on the villages of Byfield, and the town center, a National Register district. Sharp differences continued to separate the eastern and western sections of the town. In the east, Newbury Village, Newbury Old Town, and the High Street residential axis remain intact, exemplary of 150 years of New England building. Byfield Village, however, because of its immediate proximity to Interstate 95, faces the prospect of succumbing to the same commercial strip development that transformed nearby Georgetown into an attraction for shopping tourists. A section of Byfield's village center has already lost its integrity to 20th century auto-oriented business (Main Street between Forest and Central Streets).

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