

MHC Reconnaissance Survey Town Report

ROCKPORT

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: January 1985

Community: Rockport

I. HISTORIC OVERVIEW

Occupying the tip of Massachusetts's Cape Ann, Rockport is a town of rocky, broken topography in easternmost Essex County. Although no Contact period sites have been discovered, native settlement activity was likely along the coast, especially at the mouth of Mill Brook or along the perimeter of Rockport's interior wetlands. With no natural harbors, water travel remained important throughout the Plantation period. The area's first permanent European Settlement was in 1690, when lands were divided at Sandy Bay and a small fishing village, established. The town was incorporated in 1754 and a meetinghouse, then erected at Long Cove.

With the Federal period began efforts to artificially create safe harborage for the town. By 1815, seawalls provided protected anchorage at Sandy Bay. After the depression in the port-Revolutionary decades, Rockport grew rapidly. A thriving fishing base was established at the North Village (Pigeon Cove) while the South Village (Rockport Center) emerged as the town's commercial, institutional and residential core. With a limited Street network, expansion followed the waterfront and its activities. Linear villages took form. Industrial activity remained maritime in focus as agriculture declined in significance.

In the Early Industrial decades growth continued to accelerate. Streets were opened, harborage improved, and the railroad line arrived. A nationally prominent granite industry in the northern town stimulated the emergence of Pigeon Cove into Rockport's secondary core of commercial and institutional activities. Centralization of the fishing industry at Sandy Bay coupled with the establishment of textile manufactories there contributed to the escalation of residential, commercial and civic building in the center (southern) village. Growth now spread inland between the waterfront and railroad terminus at Railroad Avenue, Broadway emerging as the town's civic corridor. Elite residences at high vantage points on Maine and Mount Pleasant Streets, and now following institutional building inland on Broadway. The period ended on a prosperous note for the town as its three economic mainstays - the fisheries, cotton production, and quarrying - all thrived.

Economic diversity characterized Late Industrial Rockport. But its industries, whether quarrying in Pigeon Cove or manufactories and fishing-related industries in Rockport Center, all were modest in scale and most failed to survive the period. Change arrived late in the century with the recognition of the town's resort potential. The small boardinghouses of mid-century became expansive hotels, earliest at Pigeon Cove but also in the South End, as the town became a celebrated watering place for Boston's creative and/or fashionable elite. Vast residential neighborhoods

were laid out in both the northern and southern town. In the early 20th century, the seasonal influx rapidly increased in volume, property values jumped, and an artistic population began to flock to Rockport's picturesquely rocky coastline. Bearskin Neck and Atlantic Avenue, at Sandy Bay's perimeter, were converted from locales of fish sheds to studios. As the uniqueness of the town's image, and landscapes, gathered further attention, mansions of the wealthy began to be constructed on large waterfront properties in the southern town.

With the decline of the granite industry at Pigeon Cove, that area evolved into a residential outlier of the central village. Route 127 was now an uninterrupted corridor of residential development. Hotels and lodges saw limited construction in the southern (elite) rural town in the early 20th century, but at a limited scale. Then, as now, the town remains oriented to the tourist, yet extremely protective of its privacy. Despite the opening of Route 128 in 1954, the volume of seasonal traffic, while substantial, remains limited - whether by prohibitive parking regulations or limited visitor facilities. Development, now in the form of condominiums, has turned inland, attracted to the vantage points of the town's high rocky ledges.

II. POLITICAL BOUNDARIES

Sandy Bay, the Fifth Parish of Gloucester (formed 1754), and Pigeon Cove, a part of the Third Parish (formed 17), were set off from Gloucester and incorporated as the town of Rockport in 1840. The town's boundaries have remained essentially intact since that time.

III. TOPOGRAPHY

The town of Rockport is located in the most easterly part of Cape Ann, Essex County, Massachusetts. Rockport is bounded on the northwest by Ipswich Bay, on the east by the Atlantic Ocean, on the south by Massachusetts Bay and on the west by the city of Gloucester. Physiographically the town lies within the New England Seaboard Lowland, a relatively smooth coastal strip of land with some hills usually below the 400 and 500 foot contours. Land surfaces in Rockport are uneven and made up of rocky hills, granite ledges and boulder strewn fields. Elevations average between 100 and 150 feet inland and below 50 feet on the coast. Several hills exceed 200 feet, the largest of which, Pool's Hill is 230 feet above sea level. Major bedrock deposits in the Rockport area are composed of igneous Quincy granites. Limited distributions of igneous Beverly syenite are found along a strip between Gloucester center and Rockport center and on Thatcher Island, Milk Island and Andrews Point. The majority of soils in Rockport are characterized by the Chatfield-Hollis-Rock outcrop association. These soils are present in most of the town south of Cape Pond and the northern portion of town north of Rockport center. Soils in this association range from moderately deep or shallow, gently sloping to steep, well drained or some what 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 Rockport is the Canton-Woodbridge-Freetown Association. These soils are located in the area around Rockport center. They occur in deep, nearly level to steep deposits. They range from well drained loamy soils formed in glacial till to poorly drained mucky soils formed in organic deposits. Other soil groups found in Rockport include small distributions of the Annisquam-Scituate Association north of Cape Pond and west of Pigeon Cove and the Merrimack-Hinckley-Urban land association west of Whale Cove.

Major drainage in Rockport is characterized by surface and subsurface run-off into Cape Pond, Farm Rock Lake and the Loop Pond/Mill Brook area to Sandy Bay. Other coastal areas likely receive drainage from similar sources. Several barrier beaches form coastal estuaries in the southern portion of town. Numerous coves and points are scattered along most of Rockport's six miles of coastline. Three islands, Straitsmouth, Thatcher and Milk Islands are located a short distance off the town's southeastern coastline.

The original forest growth in Rockport and in Essex County in general consisted of mixed growth of white pine, oak, chestnut, popular, maple, birch and some other hardwoods and conifers. However, second growth patterns characterized most of the town today, including second growth oak and chestnut in uplands and scrub oak and pitch pine in areas of droughtly 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 Rockport area likely emphasized combined water and land travel along the Cape Ann coastline. Canoe travel was probably common along the coast and between the mainland and the Straitsmouth, Thatcher and Milk Islands. A land trail also probably existed in the vicinity of Granite Street and South Street. An inland trail may have also been present in the vicinity of Main Street.

B. Population

Rockport 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 (1792) 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 (1604) documents Native Americans throughout Cape Ann. The narrative of Champlain's voyage states at one point that natives noted 2,000 natives, probably exaggerated, were within a days travel of Cape Ann. The Native American population in Rockport

may have numbered in the vicinity of 100 to 200 individuals throughout much of this period. Following the epidemics, fewer than 25 to 50 natives, if any, likely remained. The largest density of pre-and post-epidemic native populations were likely to the west in Gloucester or the Ipswich, Essex and Manchester area.

C. Settlement Pattern

No Woodland or Contact period sites are known for the Rockport area. However, environmental variables and 17th century documentary sources indicate sites of this period should be present. For example, the mouth of Mill Brook at Back Harbor on Sandy Bay may have been a good site location as well as other locations along the towns six mile coastline. 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 also been located along the coast or along the periphery of interior wetlands such as pond, swamps and streams. Accounts of early explorers such as Champlain (1604) also document native sightings in the Cape Ann area. These sightings probably indicate nearby settlements.

D. Subsistence Pattern

Native Americans in the Rockport area subsisted on a variety of seasonally determined activities, including hunting, fishing, the collecting of wild plants and shellfish and horticulture. Hunting was a major activity focusing on larger mammals such as deer and smaller fur bearers. Sea mammals such as seals and drift whales may have also been available on the coast. Upland game birds and ducks were also hunted. Interior ponds and streams afforded a variety of freshwater fish. Coastal streams and ponds may have contained seasonal runs of smelt, alewives and shad. A variety of marine species of fish would have been available in Sandy Bay and the Atlantic Ocean. Several species of terrestrial as well as fresh and salt water plants in the Cape Ann area provided a valuable food resource. Gathering also focused on shellfish. Sandy Bay and other points along Rockport's coastline 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 wetland 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 seasonal fishing stations in Rockport and other settlements to the northwest in the Ipswich /Chebacco/Annisquam area and southerly to Gloucester Harbor and Salem. Rockport has no natural harbors. Sandy Bay, the principal coastal feature in Rockport is vulnerable to easterly winds and therefore not a good harbor area.

Indian trails likely continued in use in the Rockport area throughout most of the Plantation period. Crude European transportations also developed, in some areas prior to permanent settlement. Horse paths or cartways may have linked seasonal fishing stations in Rockport with the Gloucester Harbor area. These trails may have existed in the vicinity of Main Street and South Street areas.

B. Population

Rockport or Sandy Bay was not permanently settled by Europeans during this period. Seasonal fishermen were present, probably in the range of 25 individuals. It is unlikely Native Americans were living in Rockport during this period.

C. Settlement Pattern

Rockport was not permanently settled by Europeans during this period. Seasonal fishermen occasionally lived on the shores of Sandy Bay and the islands existing fish flakes, stages and possibly cabins. Fishing cabins are reported during this period at or near Gap Head. Native Americans may have occasionally visited the Rockport area. However, a permanent native settlement is unlikely.

D. Economic Base

Any Europeans or Native Americans present in the Rockport area during this period likely hunted and gathered wild foods for their subsistence. However, fishing was the major economic goal of all Europeans in the area at this time. Residents of nearby Essex County towns probably used the Sandy Bay, Long and Pigeon Cove areas as a convenient base to exploit the nearby coastal fishery primarily for cod although other species such as mackerel, haddock, hake, and cusk were also caught. Fishing flakes and stages were erected to process fish. Cabins or warehouses were also probably erected for storage and shelter. Small gardens may have also been present providing corn, beans, squash or other vegetables for consumption.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

Since Rockport was not permanently settled until late in the 17th century many native trails may have still been in use early in this period. By 1775 most had likely been upgraded to horsepaths, cartways and roads. As the settlement in Sandy Bay developed, four routes developed linking the Rockport area with Gloucester settlements along the Annisquam River. The earliest routes were probably coastal routes in the vicinity of Route 127; in the north this road is presently called Granite Street and in the past has been called the Main Road or road from Sandy Bay to Squam, and was probably laid out in 1707; southerly this road is known as South Street. Main Street was another early route beginning at Sandy Bay and extends westerly north of Cape Pond through the

Beaver Dam area, and was also laid out in 1707. A fourth route was later established linking Sandy Bay with the head of Lobster Cove in Gloucester. As houselots were established local unnamed ways were also laid out in the Sandy Bay area. In 1771 two lighthouses were erected on Thatcher's island, two miles off the mainland. Because Rockport was without a natural harbor, man-made coastal modifications were constructed as early as 1743. A timber wharf was built at the "whirlpool". Shortly thereafter a second wharf was built southwest of the earlier wharf. Both wharves enclosed a basin providing a relatively safe anchorage for smaller vessels.

B. Population

Rockport was not permanently settled until 1690 when one or two families inhabited the Sandy Bay area. Prior to this date, small numbers of seasonal fishermen sporadically inhabited Rockport's coastline. Rockport's population grew slowly. In 1738, 27 or 28 families are listed on a church list for Sandy Bay. By 1754 the number had rose to only 37 taxpayers, possibly 185 individuals. The town's population likely rose until the Revolutionary period when a population decline may have occurred. The decline may have resulted from a virtual shut-down in maritime trades, the major occupation in the town. Rockport was mainly settled by residents of nearby Essex County towns. Congregationalism was the only form of worship in the town. Rockport remained part of the First Parish of Gloucester throughout this period. Rockport residents paid ministerial taxes to the First Parish, though for some years prior to 1754 the First Parish gave up 1/3 of the Sandy Bay taxes provided the residents support their own preaching four months a year. By 1754 the Fifth Parish of Sandy Bay was incorporated.

C. Settlement Pattern

Rockport was not permanently settled until 1690. Prior to this date a seasonal fishery had been established at the Gap Head area at Straitsmouth by Chebacco fishermen. However, as with most early fishing ventures little information exists regarding this settlement. Cabins were reported in the area as well as fish flakes and probably stages. Gloucester had not made a general division of land prior to 1688. At that time 82 lots of six acres each were laid out from Flat Stone Cove to Black Beach, Sandy Bay. These lots were divided amongst the inhabitants living on the east side of the cut in Gloucester and in part represent the first land divisions in Rockport. Rockport's first settler, Richard Tarr presumably settled on a number of these lots as he built a homestead on the south side of Davison's Run in 1690. Few settlers followed Tarr by 1705. In 1708 commoners laid out 122 six-acre lots between Allen's Head at Long Cove and Cape Hedge. This land division accelerated settlement in Rockport allowing new settlers to purchase numbers of these lots for potential farms and homes. Many of Rockport's settlers involved exclusively in fishing could settle on small grants of land of six acres or less. Those involved in farming required larger land holdings, the largest of which usually ran from 100 to 150 acres. Most land holdings were, however, considerably smaller. Rockport's

settlement remained dispersed into small enclaves of farms and fisherman's homes spread along the town's many coves, inlets and points. Some settlements did concentrate in the Sandy Bay area. A meetinghouse was erected in 1754 at the head of Long Cove. The town's first schoolhouse was erected near the center of Sandy Bay village in 1725. A second schoolhouse was erected on Great Knoll in 1760.

D. Economic Base

As Rockport was settled early in this period both farming and fishing characterized the economic base of the town's settlers. However, the greatest emphasis was on fishing. Most early fishing was done in small boats of four to eight tons which were moored in Pigeon and Long Coves. Fishery attempts usually focused on cod and mackerel although other species such as haddock, herring, hake, cusk, and bass were also caught. A small coastwide trade in lumber, hay, and fish also developed. Small boats were probably built for local needs. Several Rockport boats were involved in the coasting trade carrying timber, cordwood and fish.

Rockport farms combined both agriculture and husbandry as their base. Indian corn, wheat, and barley were the most important food crops grown as well as rye when possible. Fruit and vegetables were also grown but grains were the most important food produce. Hemp and flax may have also been grown. Salt marsh hay was also exploited from the marshes around Sandy Bay though it was rarely enough to supply the needs of local farmers. Husbandry was also important. Cows, horses, sheep and swine were the most important animals on most farms, as well as oxen and fowl. Mills were also present in Rockport though they were constructed for the needs of Gloucester settlers; along the Annisquam River at least one sawmill and a later gristmill were still probably present in the Beaver Dam area of a stream flowing from Cape Pond.

E. Architecture

Residential: Few examples survive of first period houses, except as portions of later expanded homes, including the First Settlers House, the Witch House (1688), the Thicket (1707), and the Castle (1712); the latter examples were classic, saltbox houses. The Gotte House (1702) is a 1 & 1/2 story, five bay center chimney and entry house with a gambrel front roof. Indeed, full gambrel roof, 1 & 1/2 story houses survive in exceptional numbers, and in several variations, about six examples. A smaller number survive of five bay, center chimney house with symmetrically gabled side elevations, three of 2 & 1/2 stories, and two of 1 & 1/2 stories. Of interest too are the three bay, side entry, interior chimney, symmetrical side elevation, 2 & 1/2 story houses, known from about three examples. An isolated example of a large Georgian house survives; dated 1736, it is 2 & 1/2 stories in height, with a five bay and center entry facade, and double interior chimneys.

Institutional: When the area was made Fifth Parish Gloucester on 1754, a 36 foot square meetinghouse was constructed of two stories with an entry porch on the south side. A schoolhouse was constructed in 1725, and moved in 1766.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

Colonial period roads continued in use and were improved. Bars and gates remained across the highway from Annisquam to Pigeon Cove until 1800. High Street was opened in 1820-25. Plagued by the lack of a natural harbor, wharves and seawalls proved a critical element of the town's improving transportation facilities. Sandy Bay's two wooden wharves (1743) were dilapidated in 1811 and razed. They were replaced by a Stone White Wharf, then half its eventual 19th century length. In 1815, the southwestern wharf was built. They now provided the town a safe harbor. In 1825, a wharf was constructed on the southwest side of Long Cove, and in 1826, Middle Wharf was built. At Back Beach, during the same period, several wharves were built to accommodate the growing stone business there.

In 1825, a one horse chaise ran twice-weekly between Rockport and Gloucester Harbor. From there travellers found stage connections to Boston and Newburyport. By 1828, Rockport enjoyed daily stage service.

B. Population

Unincorporated through the period, few figures are available on Rockport. In 1794 700 persons dwelled in 75 houses; this number expanded to 1506 persons in 160 houses by 1818. Independant Christians, or Universalists, are allowed use of the meetinghouse from 1788. By 1803, 40% of the town were Universalists, and a separate religious society was incorporated in 1821. In 1803 there were Baptists in the town, and they incorporated in 1811. By 1808, there were three school districts in Sandy Bay, and another at Pigeon Cove. The town's temperance advocates formed the Moral Society in 1815.

C. Settlement Pattern

Despite periods of economic depression, Sandy Bay prospered and grew during the period. 1783 saw the village with only 65 houses and 500 people, the majority concentrated along the roads in the vicinity of Rockport Center. But by the turn of the century, settlement was directed to two areas. Pigeon Cove (The North Village) emerged as the base for a thriving fishing industry, while Rockport (the South Village) as continued the town's primary commercial and institutional focus. The town's economic and civic focus remained the Main/Mt. Pleasant Street axis extending east/west from Dock Square. Commercial and industrial activities related to the waterfront congregated toward the harbor along this corridor, while institutional and residential building clustered on the inland (and more elevated) shoulder. Before period's end, the South Village claimed a new Congregational Meetinghouse (1804), a Baptist Meetinghouse (1822), a post office (1825), and a Universalist Meetinghouse (1822), all along the Main/Mt. Pleasant Street axis. In 1827, Pigeon Cove's second major industry was born when a quarry was opened there.

Elite residential building, as in Gloucester, was directed to those areas both nearby the town's symbolic civic and economic focus (the Dock Square vicinity) and yet elevated, with a vantage point of the harbor. In Rockport, the higher portions of Main Street (between the waterfront and Broadway) and Mt. Pleasant Street (between High and Prospect) were the town's premier residential corridors. Its downtown street network still extremely sparse by 1830, dwellings fanned out threadlike from the central waterfront along Main, Mt. Pleasant, High, King and Lower Beach Streets. Pigeon Cove's residential population at this time remained very limited, and confined to Granited Street vicinity.

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D. Economic Base

Fishing continued to be the primary economic activity in Federal period Rockport. Next in order of importance were the various ancillary maritime industries including boat-building, iron-working, sailmaking, and the coasting trade. Because of the town's rocky topography very few people were engaged in farming. In 1800 only ten families supported themselves by working their farms. While the number employed in agriculture grew to 80 near the end of the period, agriculture was a relatively insignificant sector. The large granite deposits did offer a source of employment and wealth. Beginning ca. 1824 quarrying was undertaken. By the end of the period there were three quarrying companies.

In 1800 seventy small coasting and fishing vessels, averaging around 15 tons, were owned in Rockport. Many of these were owned and operated by the Norwoods, whose fish houses were located at Long Cove. Both fishing and coasting were adversely impacted by the 1807 embargo. In 1811 the Sandy Bay Pier Co. was incorporated and a breakwater and wharf were built in an effort to reinvigorate the local economy but the War of 1812 again depressed maritime enterprises. In 1815 Rockport experienced its most profitable year ever in the fisheries and a more extensive coastal trade was initiated focusing on the port of New York City. Over the next decade the Pier Co. built additional wharves for the expanding fishing business. By 1825, 40 fishing schooners were owned and operating out of Rockport. Another 23 coasting vessels worked their way to New York and even the West Indies, taking with them almost 15,000 quintals of fish and over 1000 barrels of fish oil, as well as granite stones. Rockport maritime interests organized the Mutual Marine insurance Co. in 1827 and it protected them from the loss of vessels and goods for several decades.

A small manufacturer of isinglass, or fish glue, began making his glue from hake skins in a storehouse on Bearskin Neck in 1822. Toward the end of the period the business was sold and incorporated by the new owners as the Rockport Isinglass Co.

E. Architecture

Residential: Houseforms developed in the Colonial period remained popular through the early years of the 19th century. The most frequently built type (about 29) was the 2 & 1/2 story, three bay, side entry, interior chimney type; a small number are known of 1 & 1/2 stories in height. About eleven examples are known of Georgian plan houses, with the newly widespread popularity of double interior chimneys in 2 & 1/2 story, five bay houses. As in other area towns, a number of variations for multi-chimney plans were tried for moderate sized houses including single pile houses with rear wall chimneys and L-plan houses with end wall chimneys or rear wall combined with interior locations, a total of under ten. At the same time, however, center chimney plans remained common for both 2 & 1/2 story and 1 & 1/2 story houses; about a dozen survive of the former including four with hip roofs; a half dozen are known of the latter.

Institutional: The Congregationalists built a new meetinghouse in 1804; it was built by Col. Jacob Smith in the familiar period mode of gable front with pedimented entry porch with three doors screening the semi-attached tower topped by a clock tower and octagonal, domed belfry. The Baptists built their meetinghouse in 1822; little is known of its original appearance except that it was of the long-wall entry variety. The Universalists built their meetinghouse in 1829, which in original form was apparently gablefront in form with a semi-attached tower.

Industrial: Several small frame buildings were erected in the various coves to store fishing equipment. Fish houses and storehouses were also built along Bearskin Neck.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

Existing roads continued in use and were improved. Pleasant, School and Prospect Streets were laid out to the south of the central business district (1836/37); Broadway Street (1847); Cleaves, Smith and Marshall Streets (1855/6); Pleasant Street was extended to the cemetery and Broadway Avenue laid out (1857); Railroad Avenue to the west of Rockport Center at the tracks (1861) and Summer to Prospect Street (1872). When the Gloucester Branch of the Eastern Railroad was being built (1846/47), the company couldn't be persuaded to extend it to Rockport. Finally in 1861, the Eastern Railroad Company completed a line to the town, aided by local stockholders. A station was opened at Magnolia (in Gloucester) and at the lines terminus at Rockport Center.

Increasing tonnages for both fishing and freighting led to the increasing need for larger and more secure harborage. In 1829, a government survey of Sandy Bay commenced. There followed a series of improvements. Constructed were the Pigeon Cove breakwater (1832); a lighthouse on Straitsmouth Island (1835); a seawall on

the easterly side of Long Cove (1836-1840) which, though unfinished, still afforded safe anchorage; and the Long Cove wharf (1840). In 1839, the breakwater at Pigeon Cove was destroyed by storm and immediately rebuilt. In the mid-19th century, The Rockport Granite Company erected a breakwater and wharf just north of Knowlton's Point.

B. Population

Rockport's population at incorporation equalled 2650. By 1870 the number had increased by 47.3% to equal 3904. By 1855 the town's foreign born population was 10% of the total, and dominated by the Irish. Ten years later the proportion fell to 7.5%, and included Irish as well as Canadian newcomers. With the expansion and greater diversity of population, the number of denominations and congregations in the town increased. A Methodist class was formed in 1831 and incorporated in 1832; from 1843 to 1858 this group became Wesleyan, anti-Episcopal as well as anti-slavery in outlook. The town's first Roman Catholic masses were celebrated in 1850. Additional Congregational Societies were formed, the short-lived Second (1855-1868) and the First Church of Christ, Pigeon Cove (1857). A second Universalist society was formed in 1861. At incorporation the town had six districts; in 1855 they adopted the town system and graded the schools; a high school was formed in 1849. An almshouse was constructed in 1851. A Lyceum was organized in 1830. Temperance Societies flourished in the 1840s, and in 1856, 300 women demonstrated against liquor sales.

C. Settlement Pattern

Rockport's dual settlement foci continued during the period. More a focus of fishing than of residential activity until 1825, Pigeon Cove at that time began an era of rapid growth. Aided by the construction of the breakwater in 1831, and the growth of both fishing and quarrying activities, by mid-century Pigeon Cove had become a thriving village. The Pigeon Cove Chapel was erected in 1868. Before period's end, Pigeon Cove began acquiring its celebrity as a summer resort.

It remained the Southern Village (Rockport) to which the town's primary commercial, civic and residential activities were drawn. In 1838, the Methodist Meetinghouse was erected. In the 1840's business flourished, many dwellings were erected and a host of improvements to the town began. Mount Pleasant House opened to accommodate the area's first summer visitors (1848); the first high school was established (1849); telegraph service began (1850); the Rockport Bank opened (1851); the Second Congregational Church and the Catholic Church erected (1856); the present meetinghouse (1857); the town hall (1869); the town library (1871); an intermediate school established (1869-70) and the symbolic elm planted at Dock Square (1859). With the opening of the Annisquam Cotton Mill and its complex of massive granite buildings (1847), the face of downtown Rockport was drastically altered. The mill occupied the entire block between School Street and Dock Square on Broadway, and by the 1860s, "Corporation houses" (four large company boarding houses) occupied the opposite side of Broadway between School and Main.

With the rapid intensification of the town's street network at mid century came a shifting of functional activities. Rockport's commercial core remained fixed along the waterfront axial, and its fishing activities, on Bearskin Neck and its vicinity. But with the erection of the town hall on Broadway in 1868, civic and religious structures began their shift from the waterfront to this inland axis. Beautification efforts ensued. The Locust Grove and Beech Grove cemeteries were set aside (1854-56) and Baptist Square, once a rough wasteland of coal bins, was graded, landscaped and fenced (1856). Elite residential development occurred again on higher ground, on Main, Mt. Pleasant, and now on adjacent Pleasant Street. Otherwise, dwellings clustered along the newly opened downtown avenues adjacent to the waterfront, especially between Main and Pleasant Street in Rockport Center, and along Granite Street at Pigeon Cove.

D. Economic Base

Fishing and related maritime industries, as well as granite quarrying, constituted the core of the Rockport economy. Growth in both sectors made for a period of general prosperity. The manufacture of fish by-products and other goods, and small-scale farming further diversified the economic base.

The heart of the Rockport economy was the fishing industry. Early in the period the industry began to centralize. While some fishermen continued to work out of the Cove in the southern part of town, the trend was toward concentration in Sandy Bay. Rockport and Gloucester were the only north shore towns whose fisheries expanded during the period. While the number of Rockport vessels engaged in the mackerel and cod fisheries actually fell from 69 to 37 between 1845 and 1865, the size and tonnage of vessels as well as the quantity and value of the catch increased. The quantity of mackerel caught grew by more than 300% to almost 7000 barrels and the value by 450% to \$68,587. Meanwhile the cod catch increased more than 100% to 3.6 million lbs. and the value jumped 560% to \$13,250 in 1865. The advent of seine or net fishing made these dramatic increases possible even though employment in fishing expanded by only 13% to 349 men. Around 20 - 25% of the fish was sold fresh in 1855. The remainder was cured with over 43,000 bushels of imported salt. Coasting vessels carried the fish to American and foreign ports.

Improvements in harbor facilities also gave impetus to the expanding quarrying industry and coasting trade; also the means by which granite was transported to market. The construction of a new breakwater and pier at Pigeon Cove in 1831 provided protection for coasting vessels loading granite stones. Quarrying developed rapidly in the 1840s and 1850s as several small companies began operations. By 1845, 250 men were employed in the mines and the value of cut stones was \$90,000. Just ten years later, 284 men cut almost \$225,000 worth of granite. During the early years of quarrying workers from northern New England came to Rockport and boarded there for the quarrying season. They dug the mines exclusively with hand tools. Beginning in the 1850s immigrants, first Irish then others, arrived in Rockport and began to displace

the native quarrymen and stonecutters. The immigrants and mine owners encountered considerable hostility and twice the boarding houses being erected for Irish workers were blown up with gunpowder. Another change was the introduction of powered equipment. In 1854 the first steam pump was used to clear water from Rockport quarries and a steam engine was employed to assist in hoisting the stones, increasing productivity considerable. Despite these technological advances the industry declined sharply during the Civil War. In 1865 only 89 men worked the mines and product value had fallen to \$162,000. In addition to those men working the mines several found work on the schooners carrying the stone to Salem, New York and other ports. In 1855, 20 vessels and 120 men were engaged in transport of granite.

Manufacturing firms auxiliary to the fishing and coasting industries also contributed to the town's prosperities. Foremost among them was a textile mill that manufactured duck cloth for sails and cotton yarn for fishing line. Established in 1847-48 the mill became a major producer of sail cloth over the next fifteen years. In 1855 the mill was capitalized at \$200,000, employed 183 people (48 men) and produced 855,842 yards of duck cloth worth almost \$200,000 and 75,000 lbs of yarn worth almost \$16,000. The sail cloth was sold both locally and in the wider market, while the yarn was primarily sold to manufacturers of fishing line in the town of Essex. By 1865 overproduction of duck cloth forced the reorganization of the cotton mill. The company was sold and reincorporated as the Annisquam Mills, new machinery was introduced and the factory enlarged, and the manufacture of course jeans was undertaken.

Another important outgrowth of the fishing industry was the manufacture of isinglass or fish glue. In 1845 one firm employed five men and produced 5000 lbs. of glue worth \$10,000. Other by-products included the manufacture of cod liver oil, soap and candles. Maritime support industries included one sailloft employing two or three sailmakers and two blacksmiths/forges also employing three men. Ice-cutting establishments were began in the 1850s and the ice was probably used to preserve the fish prior to sale. Additional manufacturing in Rockport included small-scale shoe, clothing, straw and palm leaf hat, cabinet and tinware production valued at around \$20,000 and employing around 40 men in 1855.

The number of farmers fell from 80 in 1840 to 43 in 1865. The primary agricultural products were hay, corn, potatoes, grains, butter, milk, and vegetables. By 1865 there were only 21 farms of 1105 acres.

In 1851 the Rockport Bank was established, as was the Poor House. In 1853 the Rockport Savings Bank was incorporated.

E. Architecture

Residential: Although some examples of earlier houseforms were constructed in small numbers during the period, two distinctive forms dominated new buildings. The most common type was the 1 &

1/2 story, center entry gable roofed house with central chimney, extended stud height, and Greek Revival ornament; many were constructed by the Granite Company. Gable front forms were also newly popular; three bays in width with side entries, both 1 & 1/2 and 2 & 1/2 story examples survive in equal numbers; again Greek Revival ornament is most common, as well as smaller numbers using Italianate elements. The Granite Company also built a group of about five multifamily tenements in about 1870; these are 2 & 1/2 stories in height under gable roofs, six bays in width, entries at each end; they were designed by Rufus Gifford. Two large stone houses survive from this period, both 2 & 1/2 stories under a gable roof, five bays in width with center entry; in one example there are end wall granite chimneys, the other employs interior brick chimneys. Late in the period, a small number of houses were constructed at Emmons Point including a camp meeting type and mansards.

Institutional: New meetinghouses were added during this period of expansion. The Methodists built a house of unknown appearance in 1838 which burned in 1875. The Second Congregational Society Chapel was constructed in 1855, sold to the YMCA in 1868, and later to the Odd Fellows; it is currently a simple structure of two stories with center entry on the gabled facade. St. Joachim's Church was originally built in 1856, but its original appearance is unknown. The First Church at Pigeon Cove constructed a chapel (1863), a gable front church with entry porch. The first Congregational Society remodelled their meetinghouse in 1839, and in 1864 cut it in half and added to its length. In 1866-67 the Baptist Church was raised, turned to present its gable end to the street, lengthened by 20 feet, and had a new square tower with spire added above the entry.

The high school building of 1865/66 is a large gable-roofed block with a projecting cross-gable wing housing the entry. Little however is known of the remaining town schools. At incorporation there were six: one 30 feet square under a hip roof, one 24 feet square under a hip roof, but no other descriptions survive; five more schoolhouses were added by period's end. At Cave Hill a 2 & 1/2 story, gable front school with center porch entry survives as a Boy Scout Hall.

Commercial: Several of the gable front structures along Main St. may date to this period; surviving examples include both 1 & 1/2 and 2 & 1/2 story examples. It is unclear whether the 3 story mansard was built for residential or commercial purposes.

Industrial: Fish houses and storehouses were built throughout the period. A sailloft was erected prior to 1845. The Annisquam Mill was erected in 1847-48; the original mill was a two-story granite factory on Broadway and school streets; in 1865 an addition, also of stone, was erected. Ice houses were erected on Manning's Pond in 1852.

Transportation: The first Boston and Maine Railroad station (1862) was a simple gable-roofed one story frame building with wide overhanging eaves.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

The road network continued to be upgraded and intensified. Mount Pleasant Street and the highway at Folly Cove were improved (1870) and several new roads were laid out, among them: Forest and King Streets to Granite (1874); Jewett Street (1873); Parker Street (1880); Pool's Hill Road (1885) and Curtis Street at Pigeon Cove (1885). By 1899, Rockport claimed an electric street railway route which extended from Gloucester along Main Street to Rockport center and on up current Route 127 to both Pigeon and Hoopole Coves. The Pigeon Hill Granite Company, formed in 1870, constructed both a breakwater and wharves, and then were the first in Rockport to build a railroad to carry stone from the Quarry to the Pigeon Cove wharf. In 1872 the company erected a granite arch bridge at Flat Ledge quarry over the granite company's cut. Its railroad then ran underneath the bridge between the Pigeon Cove Granite Company pits and its pier and wharf. In the 1880s, the Rockport Granite Company followed suit, laying rails for a track from its quarries to the wharves. In 1883, an enormous breakwater was proposed on Sandy Bay; begun in 1885, by 1899 it was still not completed.

It was during the late 19th century that Rockport's resort potential began to be recognized. Large sections of residential streets were laid out at Emerson Point and at Gap's Whale Cove in the southern town and at Folly Cove and inland of Pigeon Cove in the north. The street network in the central town increased in density during the period, and the granite Keystone Bridge, linking Rockport and the village of Pigeon Cove, was erected (1872).

B. Population

Population grew by 11.4% from 1870 to 1915, beginning the period at 3904 and finishing at 4351. The peak came in 1895 when the total population was 5289. The number and percentage of foreign born inhabitants increased as well. In 1875 there were 846, 19% of the total population, while in 1915 there were 1083 or 25%. Like the total population, foreign born peaked in 1895 when they represented 38% of the total. At the beginning of the period large numbers of Irish and French Canadians and smaller numbers of Swedes, Russians, Portuguese, English and Scottish dominated. A major migration of Russians, Finns and Swedes in the 1890s altered the balance. However, as the quarrying declined many of these later immigrants left Rockport.

In 1872 Protestant Episcopal services were first held; by 1886 St. Mary's Mission was organized and services were conducted regularly thereafter. In 1874 a Congregational Church, the First Church of Christ, was organized at Pigeon Cove. Beginning in 1886 this church held distinct services for Flemish, Swedish and English congregations. In 1876 Rockport experienced a temperance revival, and a decade later the town was declared a dry town. In 1888

there were two temperance organizations, the Northern Light Lodge Templars at Pigeon Cove, and the Sons of Temperance. Despite the revival and prohibition only two men voted for the Political Prohibitory Party during the state elections of 1888. In 1886 there were fourteen schools in Rockport. In 1884 an electric ocean cable running from Europe to America was landed at Rockport and the town held a parade and celebration. Writers, artists and wealthy families increasingly turned Rockport into a summer resort community.

C. Settlement Pattern

Institutional building slowed in pace during the latter decades of the century. A Second University Meetinghouse was erected (1873) and the Sawyer Free Library, established in the high school (1884). Broadway emerged as the town's primary corridor of civic activities, attracting the construction of schools and churches, in addition to its town hall. Commercial activities remained most dense on the seaward side of the Main/Mt. Pleasant Street corridor. The center of the town's thriving granite industry remained at Pigeon Cove. In 1883, the giant Annisquam Mill at Broadway and Main was destroyed by fire. Its ruins remained in the central downtown until 1905 when they were removed. In 1907, one of the mill buildings spared by the fire opened as a school. At an unknown date, the company boarding houses across Broadway were removed and fine residential buildings erected. As the picturesque town's resort potential began to be acknowledged, the downtown's residential density quickly intensified, and new streets opened to accommodate the pace of construction. Dwellings now extended inland as far as Railroad Avenue and upper High and Summer Streets, eastward onto Norwoods Head, and northward uninterrupted to Pigeon Cove. Bearskin Neck remained a locus of fishing activities and crowded with fish sheds.

This was the heyday of Rockport's celebrity as a seasonal, and fashionable resort. Coming by trolley or boat, visitors flocked to the area. Expansive hotels (the Pigeon Cove House, the Linewood, the Oceanview, the Straitsmouth Inn, Paradise Cliffs) all successors to the smaller boarding houses of the mid-19th century, dotted the Rockport shoreline. Pigeon Cove was the early mecca for Boston's intellectual and creative elite, but the South End soon followed. In erstwhile anticipation of escalating populations and land values, by 1899 several massive neighborhoods had been laid out along the town's coastal margins at Loblolly, Gap, Whale, and Folly Coves, and inland of the Pigeon Cove community. Laid out in the fashionable picturesque style for the upper class seasonal population, these new communities claimed winding streets and cul-de-sacs. They nevertheless attracted few houses during the period.

In 1884, Rockport began to claim notoriety for its direct cable communication with the U.S. and Europe. In that year the cable landed at Rockport, extending now from Dover Bay to Cape Ann.

D. Economic Base

Fishing and related maritime industries, food preparation, manufacture of fish by-products, quarrying, farming and the manufacture of shoes and clothing gave considerable diversity to the economy of Late Industrial Rockport. Nonetheless all of these activities were pursued on a small to moderate scale or were abandoned during the period. At the end of the period there were fewer men employed (1268) than at the beginning (1342) and 30% fewer than 1895. Primarily on the strength of fish processing the value of manufactured goods grew during the period. Despite the closing of the Annisquam Mills and the decline of the granite industry the total value of manufacturing increased around 250% to over \$750,000 in 1905.

The majority of men were employed in fishing, in transporting and processing the catch, or in making materials needed for fishing or manufacturing or by-products from the fish. From 1885 to 1905 the value of mackerel, haddock, cod and other fish caught almost doubled to \$198,168. During the same span the number of fish food processing establishments increased from 8 to 11. In 1905 the value of processed fish was almost \$240,00, thus adding 25% to the value of the catch. The primary by-product manufactured was isinglass. Throughout the period two establishments were in operation. In the first decade the product value increased by around 500% to \$50,000. Thereafter the value is unknown. Other maritime related manufacturing was done by the Cape Ann Iron Works and three other makers of forged goods by three ship and boat building firms, and by one sailmaker.

Other important manufacturing activities, especially early in the period, included the production of jeans (atwill fabric for corsets), rubber clothing and ladies shoes. The Annisquam Mills continued to make jeans during the 1870s and early 1880s. Employing around 200 people, the majority women, this firm produced textiles worth \$160,000 in 1875. However, a devastating fire in 1883 put an end to this business, leaving many people unemployed. A second clothing manufacturer was the Cape Ann Oil Cloth Co. Employing around 30 people, this subsidiary of Standard Oil produced rubber coats, hats, horse-covered, buggy-aprons and other oil-based goods. In 1875 there were also seven shoe manufactories, an organ maker, and a quarrying tool producer. The Cape Ann Tool Co., established in 1890, employed 50 men in the forging of stone-cutting and other tools.

Early in the period, several quarrying companies operated in Rockport's North Village. The two principal firms were the Rockport Granite Co. and the Pigeon Hill Granite Co. With other smaller firms they employed around 400-500 men in quarrying stone and transporting it via ship to Boston, New York and other cities. By the 1890s the Rockport Granite Co. had assumed control of most of the quarries in Rockport and in Gloucester. Despite consolidation the industry suffered from competition with the concrete industry showing a product value of only \$50,575 in 1905. A second extractive industry, ice-cutting, was prosecuted throughout the period. In 1887 around 25,000 tons were sold, principally to fishing companies.

Small-scale farming was pursued throughout the period. While the number of farms increased from 26 to 39 in 1875 to 1905, the number of improved acres actually fell slightly to 375 acres. From 1885 to 1905 the value of agricultural products also fell from \$48,643 to around \$40,000. Market vegetables and milk accounted for around 75% to that product value.

In 1884 the Granite Savings Bank was incorporated, following the failure of the Rockport Savings Bank.

E. Architecture

Residential: The majority of building from this period took place on the town's coastal points, primarily Andres, Gap Head, and Emmons, for increasing numbers of summer visitors. In these areas large homes were constructed, primarily of 2 & 1/2 stories, in the Queen Ann and historic revival styles but most commonly in the Shingle Style. Designers made great use of locally available stone for high foundations on these as well as the town's institutional buildings. One example is brick with granite trim dominated by a square tower and related to the High Victorian Gothic in style. A more modest neighborhood of summer homes developed at Long Beach where around 50 homes were built late in the period; they are primarily 1 & 1/2 and 2 & 1/2 story gable front and two story pyramidal forms; small numbers with entry on the lateral wall; all have porches.

Institutional: The Congregational Church at Pigeon Cove added a corner tower in 1873. The Second Universalist Church at Pigeon Cove (1877) is a stick style, gable front church with center entry, a corner tower, and a side aisle. St. Mary's Episcopal Church (ca. 1886) is a gable front church with center entry porch and large lancet window above. A life saving station may survive at Emmons Pt. a hip block with dormers and ornamental shingles. Annisquam Mill converted to a school in the village in 1907.

Commercial: Some gable front forms along Main Street may date to this period; a brick, two story high Victorian Gothic store block certainly does.

Industrial: The Annisquam Mill was gutted by a fire in 1883, and part of the building was knocked down; the remainder was rennovated on the inside and is currently the George Tarr School. Two frame buildings were erected for the Haskins Bros. Isinglass Co. ca. 1871, near the pond off of King Street; they were destroyed by fire in 1932. A second isinglass factory, a frame building, was erected at intersection of Broadway and Mt. Pleasant ca. 1870; it was knocked down after 1905. Also on Mt. Pleasant, at foot of High St., a frame shoe factory was erected. A third isinglass factory, also a one-story frame building with flat roof, was erected on Railroad Ave near the Depot prior to 1884. Around that time the Nickerson Steam Saw Mill was built on the lot between the Depot and Cape Ann Isinglass; the 2 & 1/2 story frame building with gabled roof still stands, now occupied by a lumber yard/True Value hardware store, but the brick boiler house has been knocked down. The Rockport Granite Co. and Pigeon Hill

Granite Co. erected cutting and storage sheds during the period. Also an office building was constructed (1892) of two stories, granite, with a mansard roof, three bay facade with side entry. The Cape Ann Oil Cloth Co. built a two-story building 100 x 40 feet on Pleasant Street west of Marshall ca. 1884. Around 1890 the Cape Ann Toll Co. erected a frame building and forge on Main Street in Pigeon Cove. A grain elevator was built near the Depot on Railroad Ave before 1902. Around that time a frame building with a brick basement and a brick boiler house were erected for the Crowell Mfg. Co., makers of gummed paper, north of the Depot on Railroad Ave.

Transportation: The Granite Keystone Bridge (1872) on Route 127 is built of granite blocks taken from the nearby quarry; a single arch bridge, it is 65 feet long and 32 feet wide. The new Boston and Maine station, erected in the 1890s was a frame one story hipped roof structure with overhanging eaves and extensive covered platforms. There was a second depot at Bass Rocks at this time. Its appearance is unknown.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

Routes 127 and 127A continued as the town's principal arterials. In 1954, state route 128 was completed to eastern Gloucester, bringing region-wide traffic into the Cape Ann vicinity. Electric street railway service was discontinued in the 1930's. Commuting time between Rockport and Boston via the Boston and Maine Railroad is 70 minutes.

B. Population

Rockport's population declined during most of the Early Modern period, losing over 18% of its population between 1915 and 1940. Growth then returned to the town and in the next 15 years its population increased 30%. The town logged a 6.5% growth rate for the period as a whole. Its percentage of foreign-born followed the Essex norm, suffering a drop from 24.9% in 1915 to under 11% by 1950. At the period's opening, Finns dominated Rockport's nativities with 35% (unusual among Essex towns), followed by Swedes (25%) and Canadians (16.6%). The finns and Swedes clustered in North Rockport, attracted to the town by its granite industry. By 1950, Canadians led all groups by a slight margin, the Canadians, Swedes and Finns each accounting for between 17% and 24% of Rockport's total foreign-born.

Beyond the host of commercial establishments catering to the seasonal population, there were special cultural amenities as well. An Episcopal church opened during the summers to accommodate Rockport's seasonal elite. In the 1952 presidential election, 73% of Rockport's voting population voted Republican, 27%, Democratic.

C. Settlement Pattern

In the 1920s, with the town's fabric beginning to show signs of decay, a transformation began. From industrial and fishing town, Rockport began its evolution into an elite artist's colony. Scattered commercial activities began their shift from Bearskin neck to the Dock Square/Main Street vicinity, to be replaced by dense streetscapes of studios and cottages. Similar building occurred on Atlantic Avenue, just south across the harbor, as it began to rival the neck as a center of artistic interests. The Rockport High School building was erected on the former site of the Annisquam Mills (1926).

Improvements in transportation afforded visitors inexpensive and rapid access to Rockport's picturesque shores. With space at a premium and Rockport's seasonal traffic increasing, all open areas within the central village were sought for construction, and residential builders now forced to seek locations further inland, both at Pigeon Cove and at Rockport Center. Both in the north village and at the South End, the expansive hotels of the former period were now gone (many having burned), and motels, restaurants, and overnight lodges appeared in their stead. The large Headlands (Norman's head) area east of the downtown was opened for development.

Elite residential development was confined to the picturesque coastal margins south of the village. The most pretentious dwellings unerringly were located at the town's rocky littoral, while their more humble counterparts clustered (at a distance) inland. At the more affluent Emerson Point and Gap Head, privacy remained a paramount concern and buildings were sited on very large, protected lots. Late in the period, at the Old Garden Beach and Flat Point Locales, much denser and more modest neighborhoods developed, as Route 128 allowed commuter populations access to the outer cape. At this time several small hotel and lodging enterprises opened south of the village, but their volume remained small, and access to this area by tourists, limited. Building continued to the north, toward Pigeon Cove, but buildings were modest and appeared primarily as infill among existing structures.

D. Economic Base

Fishing, manufacturing, and tourism were the principal economic activities. Small-scale quarrying and farming was also undertaken. No information is available on the product value of these industries. Among the manufacturing firms were an isinglass company, a boat-building company, a cold storage plant, and the Cape Ann Tool Co. As the quarrying industry continued to decline the Tool Co. turned to forging of iron for the auto industry. Meanwhile, tourism developed rapidly and consequently Rockport experienced a boom in the wholesale and retail trades. By 1954 34% of employees worked in this sector. Another 35% worked in manufacturing, 11% in construction and 10% in agriculture and mining.

E. Architecture

Residential: Period dwellings are scattered in the town, and include large gambrel, Dutch Colonial and ranch forms. Some structures in the seasonal communities, including small one-story gable roof forms, date to this period.

Institutional: As town administrative and service functions increased, public buildings to house these activities increased apace. In 1926 a school administration building was constructed in the Colonial Revival style; L-plan in form and brick, the flat roof is screened by a parapet, and the entry is into a central pavillion ornamented by pillasters. Similar in design is the Pigeon Cove school of 1929. The undated Forestry and Fire Truck Garage is a brick gable front structure of a single story; the Fire Headquarters (1939) is granite, two stories with flat roof and parapet, with space for three engines. The Carnegie Library is also granite, classical in style, single story under a gable roof with block cornice, pedimented frontispiece, and one bowed lateral wall. In 1938 the U.S. Post Office was constructed of granite, Federal Revival in style. A submarine observation tower survives, of concrete, at Emmons Point.

Industrial: A fire at the Cape Ann Tool Co. destroyed the frame buildings; a new complex of corrugated metal and poured concrete buildings were erected on the site.

Commercial: An exceptional bank was constructed of granite in 1926, of two stories with central entry and strong Neo-Grec styling. The New England Telephone Building is a brick single story T-plan with central pedimented entry porch. A garage, dating to 1945, is a gable front of cinder blocks with two garage spaces and central office. The adaptive use of the harbor side fishing shacks to retail space probably dates to this period. An office of two stories, of brick, survives in Pigeon Cove.

XI. SURVEY OBSERVATIONS

Rockport's inventory of about 500 forms makes the common omission of the majority of 20th century structures. Most significantly, however, it omits the town's outstanding resort neighborhoods of the late 19th and 20th century as well as the commercial reuse of 19th century fishing shacks.

Its historic fabric having undergone extensive renovation and the picturesquely artistic character of the town preciously guarded by its inhabitants, Rockport's integrity does not appear threatened. Much of the inland territory of the town is broken and ccompletely undeveloped. Further building of all varieties will likely follow the example of the new condominium development precariously sited on a rocky ledge above Pigeon Cove. With a gorgeous view of Sandy Bay, the development occupies previously unusable land, yet guarantees both access and vantage points to the picturesque town and its rock-strewn shoreline. The large lots now endemic among the coastal building south of the village appears to, for the present, protect that area's coastal margins from overdevelopment.

XII. FINDING AID

Colonial/Federal period residential	Elevated portions of Main Street and Mt. Pleasant near the village center.
Late Industrial residential/commercial	Bearskin Neck and Atlantic Ave.
Affluent Early Industrial residential	Pleasant St. near Mt. Pleasant
Affluent Early Modern dwellings	Off Route 127 south of Rockport Village.

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