

# MHC Reconnaissance Survey Town Report

SAUGUS

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.



## MASSACHUSETTS HISTORICAL COMMISSION

William Francis Galvin, Secretary of the Commonwealth

Chair, Massachusetts Historical Commission

220 Morrissey Blvd.

Boston, MA 02125

[www.sec.state.ma.us/mhc](http://www.sec.state.ma.us/mhc)

[mhc@sec.state.ma.us](mailto:mhc@sec.state.ma.us) / 617-727-8470

## MHC RECONNAISSANCE SURVEY REPORT

Date: December 1985

Community: Saugus

### I. HISTORIC OVERVIEW

A town of undulating terrain in southern Essex County, Saugus contains probable sites of native activity in the Saugus River vicinity. Its first European settlement took place ca. 1630, contemporaneous with the discovery of iron ore in the area. Iron production had begun by the early 1640s, with the town's only village developing in its vicinity at Saugus Center. In the Colonial years, the town's first meetinghouse was erected (in Saugus Center) in 1738, forming the West Parish of Lynn. A second node of settlement was beginning now in East Saugus at the Saugus River, along the main axis between Boston and Salem, Boston Road. A third Colonial area of settlement was North Saugus.

Growth was rapid in the Federal period town. Its population doubled, industries thrived in the Saugus River vicinity, and agricultural production continued. Transportation connections were facilitated by the openings of both the Salem and Newburyport turnpikes. After the harnessing of the Saugus River in the century's first decade, the river became a magnet for manufacturing, commercial and residential activity. Saugus Center emerged as the town's civic core, and both Saugus Center and East Saugus as areas of small commercial nodes. Industrial production was diverse, mill sites producing everything from chocolate, snuff, and tobacco to nails, textiles, and shoes. North Saugus emerged as the town's principal agricultural district. Contrary to the typically agricultural character of most Essex towns, 60% of Saugus's work force was involved in manufacturing by 1820.

Stimulated by its industrial prosperity, municipal improvements accelerated during the Early Industrial decades, particularly in the civic core at Saugus Center. The town's industrial focus remained in East Saugus, that village continuing to attract both a residential and industrial overflow of activities from adjacent Lynn. After the opening of the Saugus Railroad at mid-century, with depots at Saugus Center and at Cliftondale, a gradual westward shifting of population began to occur, and residential building to escalate. Manufactories experienced a period of consolidation, but remained the town's chief employer. Principal products of the Saugus factories included shoes, textiles, snuff and tobacco.

The town's prosperity and growth continued late in the century, its population more than tripling. Trolley service was in operation to all three villages by 1887. Residential construction boomed. Saugus Center continued as the town's civic core, and enjoyed a host of municipal improvements during the period. East Saugus had become a nearly indistinguishable extension of Lynn, its focus industrial (shoe production), much of its residential dwellings multifamily. Cliftondale, its tobacco and snuff production continuing, also became the hub of commercial activities within the town, thanks at least in part, to its accessibility afforded by both trolley and train. Although some residential building now pushed out toward Dadlandvale and in greater numbers toward North Saugus, it was the southern town in which most building was attracted. A plethora of small subdivisions were opened, to accomodate the pressing need for space for residential building.

Growth slowed but nevertheless registered a full 81% during the Early Modern decades. Lots became smaller, and previously marginal zones opened for

building. Dwellings were small and cottage-like. Its manufactories without exception appear to have failed during the period, and the town, to have evolved into a residential outlier of greater Boston and Lynn. The southern town has increased perpetually in density, until now Lynn invisibly continues into and through East Saugus and Cliftondale. Only Saugus Center remains as a village intact. Commercial activities thrive, crowd and clamor along Route 1. Its historic character appears lost, with the exception of several early gas stations.

## II. POLITICAL BOUNDARIES

Originally a part of 17th century Lynn Plantation, Saugus was the Third or West parish of Lynn from 1736 to 1815, when it merited incorporation as a separate town. In 1841, it annexed part of Chelsea, thereby gaining considerable territory along its western border. In 1901, the bounds between Saugus and Lynnfield were established; in 1933, part was annexed to Wakefield.

## III. TOPOGRAPHY

The town of Saugus is located in the southern portion of Essex County, Massachusetts. It is bordered in the north by Lynnfield and Wakefield, easterly by Lynn City, southerly by Revere and westerly by Revere, Melrose and Wakefield. The town is about six miles long, 2 & 1/2 miles wide and about 13 & 1/2 square miles in total area. Approximately two miles of marsh is found in the southern area of town separated from Massachusetts Bay by Revere Beach. Physiographically, Saugus 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 are hilly throughout the town though higher elevations tend to be in the northern part of town where several hills exceed 200 feet. Elevations of 100 feet or more are common to the coast.

Bedrock deposits in the Saugus area are characterized by igneous formations throughout most of the town. The Mattapan volcanic complex characterizes bedrock from the town center south to the marshes. Dedham grano-diorite is found north of the town center.

Soils in the Saugus area represent a mixture of types formed through glacial outwash, organic deposits, marine sediments, alluvial and urban development. Soils of the Chatfield-Hollis-Rock outcrop associations are the most common group found throughout much of the north Saugus area, in the eastern portion of town along the Saugus/Lynn boundary, and south of Saugus Center. These soils occur in moderately deep or shallow deposits in gently sloping to steep areas. They are generally well-drained loamy soils formed in glacial till containing areas of exposed bedrock. Soils belonging to the Urban land-Udorthents association are formed in a strip-like distribution along much of Route 1. These soils occur in areas where natural soils have been altered by urban development and in areas where soils have been excavated or deposited. Soils belonging to the Merrimac-Hinckley-Urban land association are found in small areas west of Saugus Center and in the Bennet's Pond area. These soils occur in deep deposits in nearly level to steep areas. They are generally excessively-drained, loamy and sandy soils formed in outwash deposits and areas where natural soils have been altered by urban development. A small distribution of soils belonging to the Boxford-Scitico-Maybid associations is present south of the East Saugus area. These soils are found in deep deposits and nearly level to steeply sloping areas. They range from well drained to very poorly-drained soils formed in lacustrine or marine sediments. Marsh areas in the southern portion of town

are represented by the Ipswich-Westbrook-Udipsamments association. These soils occur in deep deposits and level areas. They range from poorly drained mucky soils formed in organic deposits to well drained sandy soils formed in windblown sand.

Major drainage in Saugus is characterized by several swamps, ponds, brooks and rivers, most of which drain to the Saugus River and Lynn Harbor. The Pines River is present along the town's southern boundary with the Saugus River extending across the entire town from northwest to southeast. Major brooks included Hawkes Brook, Penny Brook, Shute Brook, and Fiske Brook. Numerous ponds exist throughout the town, some of which included Prankers Pond, Birch Pond, Hawkes Pond, Bennetts Pond and Griswold Pond.

At European contact, most of Saugus was forested with little undergrowth. Some grassy areas were also present. The original forest growth in Saugus and in Essex County in general included a mixture of mostly oak and pine as well as chestnut, poplar, maple, birch and some other hardwoods and conifers. Second growth patterns including oak, maple and pine characterize most of the town today. Marsh vegetation is present along the coast.

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

##### A. Transportation Routes

Native American transportation routes in the Saugus area likely emphasized water travel along the Saugus and Pines River to Lynn Harbor and Massachusetts Bay. Water travel reduced travel time inland to the Lynnfield/Peabody areas as well as to the coast in Lynn and Nahant. Land based travel was also probably important linking coastal areas in Saugus with Cape Ann to the east and Boston to the south. The main coastal route probably followed Lincoln Avenue and Ballard Street crossing the Saugus River at a historic ford in East Saugus in the vicinity of Chestnut Street. At least one major route probably existed along the Saugus River in the vicinity of Water Street and Central Street. Secondary trails extending to the town's numerous ponds and other wetlands likely spurred from the major inland had along the river.

##### B. Population

Saugus was inhabited by members of the Pawtucket group (often called Penacook) who inhabited the coast from the north side of Massachusetts Bay in the Saugus/Salem area to York Village, Maine. Locally, this group is commonly referred to as the Naumkeags who may have been a subtribe of the Massachusetts but seemed to be under the leadership of the Penacooks. Most seventeenth century colonists considered the Pawtucket and Massachusetts Indians closely related but separate entities. Both Swanton (1952) and Speck (1928) include Pawtucket Indians in the Salem area among the Massachusetts. Gookin (1792) lists ca. 3,000 men belonging to the Pawtucket group prior to the 1617-19 epidemics, while Mooney (1928:4) lists 2,000 men belonging to the Penacook group (probably Pawtucket), as many as 12,000 natives, probably exaggerated. During the same period, both Gookin and Mooney list ca. 3,000 men belonging to the Massachusetts which probably included some Pawtuckets. The Native American population in the Saugus area may have numbered in the vicinity of 200 individuals during much of this period. Following the epidemics, fewer than 50 individuals if any remained in the Saugus area.

##### C. Settlement Pattern

Some Woodland but no Contact period sites are currently known for the Saugus

area. Probable Contact period artifacts with general town provenience have been found in the Saugus area though specific sites are yet to be located. This evidence in addition to factors such as environmental potential, later 17th century documentary sources, known Contact period site locations in other towns, and contemporary secondary sources indicate Contact period sites will eventually be found in the Saugus area. Known Contact period sites are present to the south in Revere and Boston, to the north in Wakefield and to the east in Marblehead, Salem and Ipswich. Secondary sources also note a Native American presence in many towns in the area including neighboring Lynn and Swampscott to the east. Numerous locations along the coast, particularly at the mouths of the Saugus and Pines River may have been good site locations. In addition to habitation and village type sites, special purpose sites such as fishing sites, shell middens, quarries and burials were also probably present. These sites may have been located along the coast or along the periphery of interior wetlands such as ponds, swamps and brooks.

#### D. Subsistence Pattern

Native Americans in the Saugus 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 furbearers. Sea mammals such as seals may have been hunted in the lower portions of the Saugus River or in Lynn Harbor and Massachusetts Bay. Upland game birds and ducks were available in and around freshwater wetlands, riverine areas and along the coast, particularly in marshes in the southern portion of town. Both the Saugus and Pines Rivers may have contained seasonal runs of smelt, alewives, shad, sea-run trout and possibly salmon. Interior ponds, streams and rivers afforded a variety of freshwater fish. Several marine species of fish would have been available in the Saugus River, Lynn Harbor and Massachusetts Bay. Coastal waters in the Pines and Saugus rivers as well as Lynn Harbor presently contain several species of shellfish which may have been available during the Contact period and shell midden sites verify this expectation. Domesticated plants such as corn, beans, pumpkins, squash and tobacco were important. The location of native fields are currently unknown but they were likely located on the coast or along major riverine areas and wetlands.

### V. PLANTATION PERIOD (1620 - 1675)

#### A. Transportation Routes

Indian trails likely continued in use in the Saugus area throughout most of the Plantation period. Water travel may have also been important along the Pines and Saugus rivers both of which provided corridors to the coast via Lynn Harbor and Massachusetts Bay. European transportation routes in Saugus began shortly after 1630 as Indian trails were upgraded to horse paths and cartways connecting the Lynn/Salem area with Boston. What later came to be known as the Old Boston road developed in the area of Lincoln Avenue Ballard Street and Chestnut Street as a cartway during the 1630s extending through Cliftondale and East Saugus where a natural fording place was available at low water in the Chestnut Street area. In 1639 the General Court ordered a cart bridge over the Saugus River in this area. Inland routes along the Saugus River also probably developed during this period, possibly along earlier Indian trails in the vicinity of Winter Street and Central Street. Portions of Main Street in Saugus Center were also probably present at this time. A ferry existed by 1639 though considerable confusion exists as to where it was. It probably ran from Needham's Landing in Lynn to what is now the Lower Landing on Ballard Street in East Saugus.

## B. Population

Saugus was probably settled by Europeans in 1629-30 shortly after the arrival of Governor Endicott in Salem. Settlement may have grown more from 1630 to 1650 than later in the period due to the activities at the ironworks. By 1675 it is unlikely more than 100 to 200 colonial resided in the town. Saugus was part of Lynn throughout this period so that separate population statistics are not available. Most Saugus residents were of English decent and Congregationalist faith. All residents in the area traveled to the Lynn First Parish for worship throughout the period.

## C. Settlement Pattern

Saugus was first settled by Europeans in ca. 1630 by English immigrants landing originally in Salem with Governor Endicott. Saugus is an Indian name meaning "extended", referred to by Native Americans as all territory between Boston and Salem. As Europeans settled, the area came to be known as Saugus township including the city of Lynn, Swampscott, Lynnfield, Reading, Wakefield, Nahant and Saugus. The name of Saugus was changed to Lin (Lynn) in 1637. Dispersed farmsteads characterized settlement throughout this period. Both North Saugus and East Saugus had been settled though only Saugus Center had actually begun as a village settlement. A village had been started at the foundry known as Hammersmith Village after an English Village.

While Saugus was settled by ca. 1630 an initial division of lands did not occur until 1638 when Lynn first divided its lands. Previously, individuals settled and used only those lands they could physically improve. Most land grants in the Saugus area were modest in size, in the range of 20, 40 or 60 acres spread throughout the town. Several larger grants were also given including a 350 acre farm to Thomas Dexter in the center of Saugus near the old ironworks, and a 200 acre farm to Captain Richmond Walker on the west side of the river. Common lands originally followed characteristics of the English open field system. As Lynn divided lands, commonlands were fenced. Saugus residents shared Lynn's commonlands which were divided into seven divisions.

## D. Economic Base

As Colonial settlers established themselves in the Saugus area, hunting and gathering wild foods were important to their subsistence. However, the combined use of agriculture and husbandry were clearly the most important aspects in the economic lives of the town's first settlers. Indian corn, wheat, barley and rye were the most important food crops. Fruit and vegetables were also grown but grains were the most important food produce. Hemp and flax may have also been important for home textile production. English hay was probably grown by 1675 though salt marsh hay was probably used more due to the extensive marsh areas in the southern part of town. Husbandry was an important activity in Saugus. Cattle, horses, sheep and swine were the most important animals on local farms; oxen and fowl were also present.

Industry also began early in the town's settlement. By 1632 Thomas Dexter had erected a fishweir and grist mill on the Saugus River near the location of the future ironworks. Plans for iron production in Saugus began by ca. 1630 when bog iron deposits were found in the Saugus area. By ca. 1640-42 an English company known as the Company of Undertakers for the Iron Works was formed to exploit iron resources in the Saugus areas. Iron workers were brought from England to Saugus in 1643 when construction was started on a foundry on the western bank of the Saugus River at the head of tidewater. Iron production

began for certain in 1648 though iron may have been made for three years earlier. The works continued in production throughout this period. A second iron mill was established in the 1670's on the Saugus River in North Saugus at the Wakefield-Lynn road. A tavern later known as the Anchor Tavern was established on the Old Boston Road near the Saugus River in the 1640s.

## VI. COLONIAL PERIOD (1675-1775)

### A. Transportation Routes

Native trails had been upgraded to horsepaths and cartways by this time or had become overgrown. The Old Boston Road or Boston to Salem Road along Lincoln Avenue and Ballard Street continued to be the main thoroughfare through the East Saugus area crossing the Saugus River at the bridge on Chestnut Street. The Anchor Tavern continued to operate at the intersection of Lincoln, Ballard and Chestnut Streets. Main Street developed as the focal point for Saugus Center and extended to the Wakefield/Reading area to the north. Winter Street connected the East Saugus area and Old Boston Road. A road to Lynn existed in the vicinity of Walnut Street. Central Street extended from the Main Street area in Saugus Center to North Saugus.

### B. Population

Saugus remained part of Lynn throughout the Colonial period, resulting in the lack of separate population statistics for Saugus. Around 200 individuals may have resided in Saugus late in the 17th century. By 1775 this population probably doubled to around 400 individuals. Most Saugus residents were Congregationalists though Quakers were also present. A Congregational church was organized in 1638 known as the Third Church of Lynn or West Parish. Previously, Saugus residents attended meeting at the parish church on Lynn Common.

### C. Settlement Pattern

Dispersed farmsteads continued to characterize most Saugus settlement throughout the Colonial period. While concentrated villages were not yet present, increases in Colonial period settlement and the town's topography directed settlement towards village life in several areas. Saugus Center remained the focal point of the town in the vicinity of the old ironworks. The meetinghouse built in 1737 on what is now the public square in Saugus Center with the old burying ground lying to the west (Atherton 1915:29). The Third Church of Lynn or the West Parish, was organized in Saugus in 1738 though it was not incorporated until 1747. Settlement was also beginning to focus in the East Saugus area of the Saugus River valley. Settlement in this area developed along the old Boston Road, the main road for travel between Boston and Salem. A bridge was present over the Saugus River, as well as a mill and tavern in the same areas. Less than ten houses were present in this locale during the Colonial period. The third node of settlement in Saugus during this period was in the North Saugus area located generally at the extreme northern end of town in the vicinity of the Saugus River and two of its tributaries Penny and Hawkes Brooks. This area, noted for its fertile farming, was the least settled by the end of this period. Saugus or West Parish residents continued to share in Lynn's commonlands, divided into 7 divisions. The largest area of commons in Saugus was known as the "Six Hundred Acres" divided with other Lynn commons in 1706.

#### D. Economic Base

Agriculture and husbandry continued to characterized most aspects of Saugus' economic base throughout the Colonial period. Grains remained the main focus of most agricultural production with corn as the chief crop. Husbandry also continued in importance with more animals kept locally as Lynn common lands were divided. Iron production also continued for a short time though when iron ore was discovered in western settlements the importance decreased; by 1688 the iron work had ceased operation entirely. New mills would not be built in Saugus Center until 1770 when E. Hawkes built a dam, canal, gristmill and sawmill north of the old ironworks site. Industrial development also begun in the East Saugus area by 1722 when the Cheever and Merriam gristmill was erected. A tavern also continued in the same area.

#### E. Architecture

Residential: The town's best known first period house, the Boardman house, was built ca. 1687; it is a two room, central chimney plan type; a lean-to was added before 1696, and it was restored in 1914 and 1954. The iron masters house is a restoration by Nutting dating to 1915. Other period dwellings are exceptionally scarce here, but follow the common 18th century form of five bay, center entry, center chimney, and symmetrical gable ends.

Institutional: The Proprietors' Meetinghouse for Third or West Parish, Lynn, was constructed in 1736; it measured 36 by 44 feet with 20 foot posts, upper and lower tiers of windows, an entry porch on the south, front wall, and doors at each end; pews were constructed in 1740. A school was built nearby in 1775; of unknown appearance, it became a store in 1801 and burned in 1820.

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

#### A. Transportation Routes

By 1830, the town's road network had increased twofold. The major additions of the period were the opening of the deadstraight turnpikes running between Salem and Boston (1802-1807), and between Newburyport and Boston (1802-1805). Prior to the construction of the Salem turnpike, Old Boston Street (now Lincoln Ave) with its Great Bridge (1639) over the Saugus River, was one of the County's major thoroughfares. After the turnpike opened, much traffic was diverted from older routes. New roads added during the period include: The Salem and Newburyport Turnpikes, Essex Street west of the N. Turnpike, Bristol Street connecting Lincoln Ave. and S. Turnpike, and portions of Elm and Water Streets. Since 1774, Ezra Lunt's thrice weekly stage had run between Newburyport and Boston via Salem. Benjamin Hale had operated a stage service between Newburyport and Boston since 1796. With the incorporation of the Great Eastern Stage Company in 1818, stage traffic between the Merrimack/Newburyport areas and Boston (via the Newburyport turnpike and across northwestern Saugus) became heavy.

#### B. Population

When the town was incorporated it numbered nearly 700, and reached 960 by 1830. The Congregation Society suffered divisions between Unitarians and Trinitarians. Some town residents worshipped with the Methodists in Lynn after 1790, and at the East Saugus schoolhouse until constructing their own meetinghouse. A Ladies' Seminary operated between 1821 and 1826.



### C. Settlement Pattern

From early clusters in East Saugus near the Great Bridge and in Saugus Centre near the meetinghouse, the town's development in the Federal decades was oriented to the Saugus River. Until 1815, the town was largely agricultural, and its settlement dispersed. But especially after 1800, as the river was dammed and its waterpower harnessed, there was a rapid increase in small industries along the river. In North Saugus, in the East Village, at Cliftondale and in Saugus Center arose a variety of snuff and grist mills, small chocolate, linen and tobacco factories. Concomitant with the growth of industrial enterprises in the eastern and southern town was an increase in population and settlement activities in their vicinity, and a series of municipal improvements began. The 1775 school at Saugus Centre was replaced with a new structure in 1801, and a second erected (the Old Rock schoolhouse, 1806) near the Anchor tavern in East Saugus. With the opening of the Salem turnpike in 1803, commercial enterprises in the East village (among them a tavern and hotel) were drawn away from the old core on Chestnut Street and attracted to the turnpike locale. Residential building increased in pace.

By 1830, Saugus Centre (with the meetinghouse) had emerged as the town's civic core, dwellings being scattered out from the village center especially along Main Street toward the Newburyport turnpike, and north to the mill and factory sites at the river. East Saugus claimed the town's densest residential corridor in 1830, the area now a linear village rising along Chestnut Street from the industrial activities at the Saugus River up to the schoolhouse and village church (Methodist, 1827) on Winter Street. Commercial activities were localized not at one center but at two, Saugus Centre and East Saugus both claiming small commercial nodes during the period. Cliftondale was small, still only a cluster of swellings at Lincoln Avenue and Essex Street, but tobacco had already become a locally important product. The western and northern town was Saugus's primary agricultural district. Despite the tendency for population to cluster in the southeastern town (a factor of the turnpikes and small manufactories) settlement west of the turnpike remained dispersed. Oaklandvale remained an agricultural locale, and North Saugus, besides several short-lived industries, only a tiny scattering of dwellings near Walnut Street and the turnpike.

### D. Economic Base

In the years prior to 1800 the Saugus economy was dominated by agricultural activities. There were three grist and saw mills that serviced the farm economy. By 1815 these three mill sites had diversified operations, introducing various water-powered manufacturing activities that would, along with other manufacturing, gradually come to dominate the town's economic and employment base. By 1820 60% of the male workforce was employed in manufacturing, 37% in agriculture and 2 % in commerce.

Among the industries introduced at the three mill sites were chocolate-making, nail-working, spice-grinding, snuff-grinding and textile manufacture. At the mill site in East Saugus a snuff mill was established in 1794. Two years later a chocolate factory was also introduced at the site, as was a nail factory. In 1806 spice grinding was added to the complex. At what later came to be known as Scott's Mills a Morocco factory was established ca. 1810-11. In 1812 a mill for fulling skins and hides was added. The following year a grist mill was introduced and before long was used to make dye from roots. Meanwhile at what later came to be known as Pranker's Mills a chocolate mill was added in 1796 to the saw and grist mill operations. In 1822 a duck cloth factory was introduced at the site, but by 1824 had failed and was replaced

with a calico bleaching and printing factory. Then in 1829 this factory began manufacturing woolen flannels. In North Saugus the Lynn Linen-Spinning Factory Co. was incorporated in 1814 for the purpose of manufacturing linen duck cloth, but failed after only a few years. Two years later Nathaniel Perry established a linen spinning and weaving mill further north on Hawke's Brook. Also in 1816, a snuff mill was established near Perry's linen factory. In 1828 chocolate-making machinery was introduced at this snuff mill, but was used for only a few years. A third North Saugus mill was located on the Saugus River near Wakefield Road. The Lynn Wire and Screw Mfg. Co. was established there in 1812, later becoming a tobacco-cutting and snuff mill and then a saw and shingle mill. Beginning ca. 1807 snuff and cigars were made at a small shop in Cliffondale. An earthenware factory operated in Cliffondale from ca. 1810 to 1816.

In addition to these manufacturing activities shoe-making was pursued on a considerable scale in East Saugus and Saugus Center, beginning around the turn of the century. In 1802 Ebenezer Oakman established a small factory in East Saugus, to which he made large additions in 1807 and 1810. By 1810 he had the largest shoe factory in the Lynn /Saugus area and marketed his product in Philadelphia. In 1818 Oakman took his entire business to Philadelphia, leaving Saugus with only a few small shops where shoes were most likely made on consignment for Lynn shoe manufactures. With expansion of the Lynn putting-out system in the 1820s the Saugus shoe business expanded.

#### E. Architecture

**Residential:** Surviving period housing remains rare. Most common are multi-chimney forms of 2 & 1/2 stories, five bays, with center entries, rear walls chimneys, and L-plans. Smaller numbers of larger houses with double interior chimneys and double pile plans survive with both gable and fashionable hip roofs. Smaller three bay houses with interior chimneys are also known.

**Institutional:** Methodists built a church in East Saugus in 1827, a plain structure that measured 40 x 46 feet. A new school was built in the Centre in 1801 but its appearance is unknown. The school constructed in 1806 at East Saugus measured 24 feet square under a hip roof. The new school of 1821 is a 2 & 1/2 story gable front of three bay with center entry. The Female Seminary building (1821) was a single story hip roofed building now modified by enclosed porches and eyebrow dormers. The town purchased an almshouse of unknown appearance in 1823.

**Industrial:** Several water-powered mills were erected at the various privileges on the Saugus River. In south-eastern Saugus a two-story grist and snuff mill was built in 1794, replacing a one-story grist mill. In 1796 a chocolate mill was erected nearby, as was nail factory and saw mill on the north side of the Saugus River. At Pranker's Mills on the Saugus River at Central and Elm Streets a chocolate mill was built in 1796. In 1822 a duck cloth factory was erected between the 1770 grist mill and the chocolate mill to form one structure 100 feet long. At Scott's Mills, also on the Saugus River at Central St. (on the site of the former Iron Works), a 2 & 1/2 story brick factory was erected in 1811 for manufacture of Morocco leather. In 1812 a fulling mill for softening hides was added in 1813 and a gristmill was built nearby. Meanwhile in North Saugus a three-story, frame duck cloth factory was built in 1814 on Hawke's Brook just west of the Turnpike. Further north on Hawke's Brook a linen spinning and weaving frame mill was built in 1816. Nearby a snuff mill was erected the same year. Also in North Saugus, on the Saugus River at Wakefield Street a wire and screw-making factory was built in

1812. Later in the period it was converted, first to a tobacco-cutting and snuff mill, then to a saw and shingle mill. Other manufacturing establishments built during the period included a small snuff and cigar shop in Cliftdale (1807), an earthenware factory in Cliftdale (ca. 1810), and several small shoe shops in East Saugus and Saugus Center. A small shoe shop was built in 1802 in East Saugus, to which major additions were made in 1807 and 1810, forming the largest shoe factory in the Saugus/Lynn area.

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

##### A. Transportation Routes

Federal period roads continued in use and were improved. As the need for residential space increased, especially in the Saugus Centre and East Saugus locales, several cross streets were opened and areas divided into lots for building. These include Appleton, Pleasant and Parker in Saugus Center, and Wendell, Riverside, Vincent and Socker Streets in East Saugus. Among the through streets opened during the period were Central (1837) between Saugus Centre and Cliftdale; Forest Street near Oaklandvale, Ballard Street between East Saugus and the Salem turnpike (1850) and Denver Street between Central and Vine at Saugus Centre.

Stage traffic increased until by 1838, connections with the Great Eastern Line to Boston ran through the town five times daily. After 1838, however, and the completion of the Eastern railroad through the southern town, stage travel quickly became obsolete. At this time, the railroad was not convenient to Saugus, however, residents having to travel to West Lynn or Melrose depots for connections. After years of lobbying, in 1854 a branch railroad was completed from the Lynn Common depot through Saugus Centre to Malden. There, it connected with the Boston and Maine railroad.

Two horse railroad companies competed for business within the town. From 1860-1863, the Cliftdale Horse Railway Company ran from the East Saugus Branch to the Clifton depot along the Newburyport Turnpike to Boston; its motive, to stimulate residential building in Cliftdale. Also beginning in 1860, the Lynn and Boston Horse railroad served the town via the Salem turnpike.

##### B. Population

The town's population expanded rapidly during the period, at 134%, the third fastest in the region. Growth was consistent except for the Civil War years, from 960 in 1830 to 2247 in 1870. In 1855 the foreign-born population equalled 16.2%, dominated by the Irish (147) and including English (72), Scots (40), and Canadians (19). Ten years later the proportion fell to 15.8%, and included English (122), Irish (104), Canadians (40), and Scots (38).

The Trinitarians withdrew from First Society in 1832 to form a separate Calvinist society. A second Methodist society was organized in Cliftdale in 1856, meeting in the schoolhouse before building a chapel in 1857. The Sons of Temperance organized in 1850, a Mutual Fire Insurance Company in 1852, the Masons in 1866. The town sent 163 men to the Civil War.

##### C. Settlement Pattern

Stimulated by the industrial prosperity of the latter Federal decades, municipal improvements continued, especially in Saugus Centre and the East Village. To the town's civic core at Saugus Center were added an Orthodox

(stone) church (1835), a town hall (1837), Unitarian church (1841) and cemetery (1844). To the industrial core at East Saugus was established Saugus's only post office (1832). Manufactories in both centers entered a period of consolidation, but continued to attract residential and commercial activities to their vicinities.

As the period progressed, there occurred a westward shifting of settlement activities; the catalyst of change was the railroad. After the opening of the Saugus Branch at mid-century, its depots at Saugus Centre and Cliftondale, the latter village began a period of steady growth. Saugus Centre continued to attract municipal improvements and residential building, a new Orthodox church (1854), Methodist church (1855), Congregational meetinghouse (1860), and post office (1858) being erected there. But change was underway. Presaging the population explosion and building frenzy of the next period, Cliftondale now attracted also a post office (1858) and a Methodist chapel (1857). Without a depot of its own, building in the East Village comparably slowed, its chief stimulus the manufactories continuing to operate along the river. Although the northern town remained dominantly agricultural and its population dispersed, the construction of the Newburyport turnpike served to stimulate both commercial and residential activities in that divinity. Manufactories, however, continued to cluster along the river south of the tidal line at Saugus Centre.

By 1870, population within the town was as oriented to the railroad as it had been to the Saugus River during the earlier period. Residential building was attracted to newly opened streets in the village centers, particularly to Lincoln Avenue and cross streets in East Saugus, to Central Street (and onto Lincoln) at Cliftondale center, to Danvers, Vine and Winter Streets in the railroad vicinity, with increasing density near Saugus Centre and the ironworks, and on Walnut Street in North Saugus at the Newburyport turnpike.

#### D. Economic Base

Saugus residents became increasingly dependant on manufacturing industries for employment in this period. As early as 1840, 76% of the male work force was engaged in manufacturing and trades. In addition, many women were employed in this sector. Farming remained a viable alternative employment throughout the Early Industrial years.

Among the manufacturing industries shoes, woolen flannels, and snuff, cigars and tobacco were the most important. Of these woolen cloth production experienced the steadiest and greatest growth. In 1832 there was one woolen flannel factory which employed 64 people and realized a product valued at \$60,000. Owned by Messrs. True and Sweet until 1836, this business was sold to Edward Pranker who enlarged operations continuously. By 1846 Pranker had two woolen mills each with six carding machines, thirteen spinning jacks of 180 spindles each, and forty looms. A second woolen cloth manufacturer, Francis Scott, established a flannel factory in 1848 at the Scott's Mills site. Thus by 1865 there were three woolen mills employing 141 men and women and producing 1.3 million yards of flannels and blanketing worth \$560,000. Next in order of importance was shoe manufacturing. In 1832 there were seven shoe shops which employed 222 men and women. These firms made ladies shoes worth \$54,000 for sale in Lynn and Boston. Rapid growth enlarged the workforce to 383 people (114 women) by 1837, with a product valued at almost \$150,000. This proved to be the peak of the shoe industry for this period. By 1865 employment had fallen off 65% to 132 people and product value had dropped 42% to under \$88,000. The tobacco, snuff and cigar industry, like the woolen industry, grew steadily. In 1832 34 people were employed in five

establishments and produced goods worth \$16,369. By 1865 employment had expanded 194% to 100 people and product value 358% to \$75,000. Other manufacturing activities included production of Morocco leather, chocolate, bricks and roasted coffee. By 1865 the value of all manufactured goods was \$927,177, or 369% higher than in 1837. In 1865 there were twenty farms in Saugus, mostly located in North Saugus and Oaklandvale. Of the 920 acres of cultivated land the majority was devoted to hay. In addition there were 75 acres of corn, 47 acres of rye, 115 acres of potatoes and 20 acres of vegetables. Hay accounted for 39% of the agricultural product value of \$56,797, followed by dairy products at 33%. In 1852 a large grist mill was established on Fox Hill Creek.

#### E. Architecture

**Residential:** A small number of traditional houses were constructed here prior to mid-century. Most common were 1 & 1/2 story houses of five bays with center entries and paired rear wall chimneys. Moderately sized 2 & 1/2 story houses retained the three bay, side entry, interior chimney form, while larger houses employed double interior chimneys and double pile, Georgian plans. In most instances these houses were simply ornamented with the wide cornice boards and door surrounds of the Greek Revival. These latter housetypes became particularly popular during the later years of the period with fashionable Italianate ornament. Of particular importance was the rise in popularity of the gable front, three bay, side entry form, in both the 1 & 1/2 story, and with greater frequency, the 2 & 1/2 story form; they were constructed with both Greek Revival and Italianate ornament.

**Institutional:** The First Society Meetinghouse was remodelled in 1835-36 when the south porch entry was closed and the single entry remaining was on the short west wall; the building was sold in 1858 and used as a store. The new building (1860) is gable front in form with a projecting entry tower culminating in clock, belfry, and steeple, with corner insets for vestibule. The new Calvinist Society built a small stone church (1835-36), gable front in form with paired entries, now the Park Press Building. A new structure dates to 1852-54; built from designs by Arthur Gilman, it is a gable front form with a projecting entry porch originally and corner inserts for vestibule and round headed windows. The Cliftondale Methodists built a simple chapel of unknown appearance in 1857. The town hall (1837-38) is a gable front form with center entry screened by Doric columns in antis, wide cornice and square headed openings; it served as a school after 1875, and is now the American Legion hall.

**Industrial:** At the Pranker's Mill site a wool flannel factory was erected in 1832 of three stories, 85 feet by 40 feet. In 1846 a three-story brick mill with gabled roof was added; in 1866 a fire destroyed the third floor and a flat roof was placed on the second floor of the 1832 mill(extant). Following the fire a fourth floor and flat roof were added (extant). In 1860 a three story brick mill with very shallow pitch roof, granite window lintels and sills and four-story stair tower with pyramidal roof was erected (extant). Also ca. 1866 a one-story brick powerhouse was built with a shallow gabled roof (extant). At Scott's Mills a woolen mill was erected in 1848. This 3 & 1/2 story brick factory, 85 feet by 50 feet, with a steep gabled, slate-covered roof, with dentil molding under the eaves and granite window lintels and sills, still stands. A year earlier the 1811 leather factory was destroyed. Other manufacturing establishments erected during the period included a grist mill on Fox Hill Creek (1852), a brickyard in East Saugus (ca. 1835), and a factory for manufacture of curled hair, first in East Saugus (1848), then in Cliftondale (1853).

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

### A. Transportation Routes

The existing street network continued to see improvement. Its population escalating, the town attempted to meet the demand for additional space for residential building with a plethora of cross streets in the southern town in the vicinity of the railroad, in Saugus Center, East Saugus and now Cliftdale. Several speculative neighborhoods were laid out especially in the Cliftdale area, but they attracted little building until late in the period.

The Lynn and Boston Horse Railway began a series of expansions. By 1882 its tracks extended from Lynn to East Saugus via Old Boston road. By 1885 they ran via Boston Road to Cliftdale, and by 1886 via Chestnut and Winter Streets to Saugus Centre. By 1887, cars ran every half hour, and another line of tracks was added, giving Saugus residents via Cliftdale and Lincoln Avenue access to Linden and the Horse Railroad running from Malden to Revere Beach. Oaklandvale and North Saugus were serviced by Lynn-Melrose and Lynn-Lowell trolley lines throughout the period. In 1890, the Lynn and Boston Electric railway opened, it the first important electric line in Essex County. By 1900, nearly all existing horse railroad mileage was converted to electric trolley.

### B. Population

Between 1870 and 1915 the Saugus population increased dramatically, growing by 355% from 2247 to 10,226. The rate of growth was the highest for any Essex County town with the exception of Methuen. Much of the increase occurred between 1900 and 1915 when the population doubled. The foreign-born population grew more rapidly still, expanding by 469% to 2418 in 1915. This 1915 figure represented 23.6% of the total population compared to 16.5% in 1875. The Irish represented the largest immigrant group early in the period, followed by English and Canadian-born residents. By 1915 Canadians, especially Nova Scotians, were the principal immigrant group, followed by English and Irish. In addition, significant numbers of Italians, Swedes, Poles, Greeks, Russians and Germans joined the foreign-born population.

In 1877 a Methodist Episcopal church was organized in Saugus Center, St. John's Episcopal Mission first held services, also in Saugus Center, in 1883. The First Congregational Society of Cliftdale was established in 1886. In 1897 a Church of the Nazarene was also organized in Cliftdale. The Sunshine Lodge of Good Templars was organized in 1879. A high school was established in 1872. There were 13 schools in Saugus in 1880, the two at North Saugus and Oaklandvale being mixed schools while the others were arranged into three and four grade schools. A library association was formed in Cliftdale ca. 1885 and the town's public library was established in 1887.

### C. Settlement Pattern

Its population tripling during the period, building proceeded at an unprecedented pace. Saugus Centre, East Saugus, and Cliftdale persisted as the town's primary centers of population, each assuming a more individual identity through time. In 1897 Saugus Centre continued as the town's civic core (at Central Square) and center of woolen manufactory (toward the Saugus River). By 1897, the village claimed a soldier's monument at the common (Central Square) a new town hall (1875) housing both library and high school,

several shoe manufactories along Main Street, a Methodist Episcopal church (1878), and the Ruby school (1891). East Saugus, now a center of shoe manufactories, had become a residential expansion of industrial Lynn as residential space in the adjacent city rose to a premium. The East village claimed a small node of civic activities at Franklin Square (Chestnut at Winter). Cliftdale, stimulated by the railroad traffic and late in the century by good streetcar service, had become by 1897, the town's commercial hub. Its civic activities were scattered among its retail businesses on Essex Street at Lincoln Square. Snuff, tobacco and cigar manufactory were each located within the village, in addition to Methodist church, public hall, depot and school. A census of school age children ca. 1890, suggested Saugus Centre and Cliftdale were at that point nearly identical in population (with ca. 175 each), East Saugus behind with ca. 130, followed by Oaklandvale and North Saugus with 25 to 30 each.

Following the expansion of street car lines in the 1880's, residential building and road construction boomed. Overambitious speculators laid out large subdivisions for residential building in the Cliftdale locale. But by the turn of the century, they had attracted few houses. During the first decade of the twentieth century, however, the pace of building quickened and the town was quickly transformed. A town high school was erected in 1910. Subdivisions were opened south of Boston Road, pushing farther and farther into the town's marshlands. East Saugus now continued without interruption from Lynn, building now extending north to the brick yard, across the river, and south down Ballard Street. At Saugus Centre, building exploded in the depot vicinity. Houses spread rapidly to fill the area from Prankers Mills (north of Saugus Centre) south to the depot, east to the river, and west nearly to reach the Newburyport turnpike. These neighborhoods continued into those of Cliftdale's, which had expanded to occupy the locale from the turnpike past Central Street and south to the Middlesex County border. Elite dwellings, as earlier, were attracted to the town's primary boulevards, to Essex and Lincoln at Cliftdale, to Main and Central at Saugus Centre. The Oaklandvale and North Saugus vicinities remained sparsely populated at this time, it still a predominantly agricultural area, but both nodes began to attract residential building before period's end.

#### D. Economic Base

Manufacturing continued to dominate the Saugus economy during the Late Industrial period. In fact, there was very little change in the kinds of products manufactured. Woolen cloth was still the leader in product value, followed by shoes (especially early in the period), tobacco, snuff and cigars, food preparation and bricks. Firms established between 1870 and 1885 include two shoe companies, a box manufacturer, several building construction companies, four food preparations establishments, a clothing manufacturer and curled hair manufacturer. Despite these developments the manufacturing sector recorded no growth in product value, holding relatively stable at around \$750,000 from 1875 to 1895, but falling sharply to just over \$400,000 in 1905.

The agricultural economy expanded considerably during the period. From 22 farms in 1875 the number grew to 68 in 1905. Likewise product value grew from \$46,154 to \$282,180 or by 511%. Dairy and poultry farming accounted for 35 of the 68 farms and for 66% of the total agricultural product value in 1905, with dairying as the clear leader. Next in order of importance came greenhouse products, followed by hay, straw, and fodder and vegetables. Despite the increased agricultural activity, Saugus' land under cultivation was only 33% of the total, about the same as the average for Essex County towns.

In 1875 the occupational distribution of Saugus male residents was 66% in manufacturing, 18% in commerce and 16% in agriculture. By 1915 the percentage in manufacturing was the same, though the actual number had more than tripled. The percentage of agricultural workers fell to 6% and commerce increased to 21%. Many of the manufacturing and commercial sector employees probably found work in Lynn and Boston.

#### E. Architecture

**Residential:** Gable front forms remained popular, with persistence of Italianate ornament, and the addition of fancy shingles and porches of the Queen Ann. More elaborate versions added bay windows, and towers; related but more complex houses used gable, cross gable blocks, hip, or pyramidal blocks. Exceptionally numerous are plain, 2 & 1/2 story gable front, two family houses. Large Shingle Style houses were more unusual here and favored the dominant gambrel form. Later in the period, pyramidal four-squares became popular, often constructed with wide overhangs, and with brick and fieldstone elements of the Craftsman style. Large 2 & 1/2 story, single story, bungalow form and two-family versions are also known. Two decker and three deckers are known also. Small homes are represented by 1 & 1/2 story gable fronts with enclosed, gabled, entry porches.

**Institutional:** The Centre Methodist Church was constructed in 1877; gable front in form its open entry porch is surmounted by a tower culminating in a belfry with pyramidal roof. The Cliftondale Congregational Church was constructed in 1888; originally a frame structure, it was partially destroyed by fire and in 1935 the tower and porch were rebuilt in stone. The Church of the Nazarene of 1899 is a simple frame structure with a high pitched gable front and center entry. The Cliftondale Methodist Church was designed by George H. Newton, and constructed in brick with a wide gable front and corner entry tower.

A new High Victorian Gothic Town Hall was constructed from designs by Lord & Fuller in 1875; unusual for its frame construction, the 2 & 1/2 story hip block has a projecting frontispiece and cupola on each of two primary facades. The Cliftondale School was constructed of brick with stone trim in 1894 in a Romanesque Revival design of a hip-block with side entry and belfry. Two years later the Ruby School was constructed in brick from a Georgian Revival design by Alfred W. Call, a hip block of two stories with four classrooms on each floor, and center entry in a pedimented, projecting frontispiece; the similar Emerson School was built in 1906; the Ballard School of 1911 is brick with a parapet at the roofline, ornamental patterns in the brick and long bands of windows.

**Commercial:** The Masonic Hall (1884-1897) is a three story, four bay structure under a flat roof with parapet, housing stores on the first floor and meeting rooms above. A 2 & 1/2 story hip block with dormers (1910) accommodates two stores.

**Industrial:** A large brick chimney approximately 100 feet tall was added to the powerhouse at Pranker's Woolen Mills in 1884 (extant). Around the same time a steam-powerhouse was erected east Scott's Woolen Mills. A three-story shoe factory was erected on Central Street in 1872. A large three-story curled hair factory was erected on Shute's Brook in Saugus Center in 1873, complete with steam-power facilities. A box factory and four food preparations factories were built between 1870 and 1885.



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

### A. Transportation Routes

The town's street network continued to increase in density. By 1924, expansion was still centered in the southern town. Vast subdivisions of residential streets were opened south of Cliftdale at Baker Hill, west of Central Street toward East Saugus, in an ever widening ring around Saugus Centre and Extending up to Lynnhurst and Walnut Street, in North Saugus at Walnut and the turnpike, and in western Saugus between Main Street and the Middlesex line.

Streetcar service ended in Saugus in the 1930s. With increasing competition from the automobile, traffic over the Saugus Branch Railroad declined during the period, but survived. Trains ran twice daily (none on the weekends), commuting time was 32 minutes. In 1937, the Newburyport turnpike was improved into a major thoroughway (Route 1) and the Salem turnpike (the 1940's) upgraded to become Route 107.

### B. Population

After recording an extraordinary 355% increase during the Late Industrial years, Saugus's population continued to grow. By regularly spaced increases, Saugus tallied an 81% growth rate for the period, its population increasing from 10,226 to 18,489 persons. The town's foreign-born represented 23.6% in 1915 and less than 17% by 1940. Canadians led among the nationalities during both years (37% and 51%), followed by the English (13.6% and 10%) and the Italians (11.6% and 6%). In the 1952 presidential election, 67% of the town's voters voted Republican, 33% Democratic.

### C. Settlement Pattern

Cliftdale continued as the town's commercial core, and Saugus Centre, as its civic focus, Saugus's residential expansion continued. Large subdivisions were opened for building at Bennet's Pond in the west, at North Saugus at the turnpike, in Lynnhurst, Pleasant Hills, Baker hill (Cliftdale), and between Walnut and Central Streets in East Saugus. Building quickly followed. Lots were small and houses, cottage-like. Privacy rather than access at a premium, finer swellings were now erected on larger lots in the town's more remote areas, along its rural roadways especially in the western and northern town. With the upgrading of the turnpikes into Routes 1 and 107, Saugus became a suburban community for workers in greater Boston. Automobile-oriented commercial enterprises began to cluster along route 1, the automobile having rendered the streetcar and railroad unnecessary. Saugus south of the branch line, by 1924, had already become both densely subdivided and occupied.

### D. Economic Base

Over the course of this period Saugus was transformed from an industrial town to a residential town. The United States Worsted Company, the larger of the two woolen cloth manufacturers, closed in 1915. In 1922 manufacturing firms included a wood-working company, a wire brace factory, a sausage factory, the New England Lace and Braid Co, the United State Woolen Mills. By 1952 there were only 300 people employed in manufacturing, the majority in the fabricated metal products industry. Many others worked for Boston and Lynn manufacturers. Commercial establishments, by contrast, employed more than 600 people, as wholesale and retail firms were introduced to meet the demands of a large residential population. Again, many people worked for commercial firms

in the Boston area, Lynn and elsewhere. A small number of Saugus residents continued to make a living in agricultural occupations.

### E. Architecture

**Residential:** Several Late Industrial forms persisted during the pre-War period, including large gable fronts, 1 & 1/2 and 2 & 1/2 story pyramidal and related bungalows. Later, historic revival styles including 2 & 1/2 story Colonial and Capes are known but comparatively rare here.

**Institutional:** The town's Roman Catholic parishes built churches during the period; Blessed Sacrament (1917) is a Romanesque design by Edward T.P. Graham, composed of a wide gabled nave with three entries divided by projecting brick piers; St. Margarets (1924) is similarly wide gabled with an entry porch and with stucco wall cover. The Armitage School (1922) is an austere L-plan structure of brick with flat roof, coins, and entry porch located in the angle. The Sweetzer School (1926) is a Classical Revival H-plan housing six school rooms, with entry into the center of the low hyphen, and ornamented with pillasters, and halfround headed openings. The Police and Fire Station (1935) is a brick two story structure with flat roof, sandstone trim, and four engine openings.

**Commercial:** A brick and stone Beaux Arts store of one story with flat roof was constructed ca. 1930. The Northeast Automotive Services was constructed of concrete blocks with "crenelated" roof line. Of particular importance, however, was Rt. 1 strip development, which included, moving south to north : the Avalon Motel (ca. 1935-60), Hilltop Steak House (Ca. 1950-66), Saugus Pines Motel (ca. 1935-60), the wigwam (ca. 1935-80), Red Coach Grill (ca. 1950), Russous Candy (1954), Dunkin' Donuts (ca. 1950-60), Ferris Motel (1953) and Independant Towing Co. (1927). Early gas stations are located on Essex and Main Streets (Exxon).

**Industrial:** Factories for manufacture of wire, sausages, lace and fabricated metal products were erected during the period.

## XI. SURVEY OBSERVATIONS

Historic Saugus survives only in fragments. Intensive residential building in the southern town has submerged each of the three early villages. The only intact ensemble remains in Saugus Centre, and that is heavily damaged by modern commercial intrusion. So dominated is Saugus by Routes 107 and especially Route 1 that contemporary Saugus seems stereotypically an area through which one passes, rapidly. Little remained between the two north/south corridors but dense mass of residential neighborhoods - areas punctuated by small commercial strips in the locations where in the 19th century stood thriving communities. Pre-1850 Saugus is difficult to locate (few buildings surviving), and these are often heavily altered. Route 1 has been altered into an uninterrupted twentieth century automobile strip of showrooms and discount houses, restaurants and shopping centers. What remains of old Saugus deserves immediate protection from future development efforts.

## XII. FINDER'S AID

Fine 19th century residential	Main Street from Saugus Centre to Vine Street.
Federal and Early Ind. dwellings	Central Street from Lincoln Ave. to School Street.
Late Industrial residential	Central Cliftondale, on Essex and Lincoln Streets.
Early Modern Gas Stations	Along Route 1.
19th century crossroads village	Saugus Centre at Main and Central Streets.

## XIII. BIBLIOGRAPHY

- Arrington, Benjamin F.  
1922      Municipal History of Essex County in Massachusetts. Lewis Historical Publishing Co., New York.
- Atherton, Horace H. Jr.  
1916      History of Saugus, Massachusetts. Saugus.
- Fuller, Donald C. and Everette L. Francis  
1984      Soil Survey of Essex County, Massachusetts, Southern Part. USDA Soil Conservation Service.
- Gookin, Daniel  
1970      Historical Collections of the Indians in New England (1792). Jeffrey H. Fiske, ed. Towtaid.
- Hurd D. Hamilton  
1888      History of Essex County, Massachusetts. Volumes I and II. J.H. Lewis and Company, Philadelphia.
- Mooney, James  
1928      The Aboriginal Population of American North of Mexico. John R. Swanton, ed. Smithsonian Miscellaneous Collections 80(7). Washington.
- Lewis, Alonzo and James R. Newhall  
1865      History of Lynn, Essex County Massachusetts: Including Lynnfield, Saugus, Swampscott and Nahant. John R. Shorey, Publisher, Boston.