

TOWN OF ESSEX

Historic Properties Survey Plan

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Prepared for the Essex Historical Commission
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1884 map of Essex (George H. Walker & Co.)

INTRODUCTION

This Historic Properties Survey Plan has been prepared for, and in cooperation with, the Essex Historical Commission. The Plan provides a guide for future updates and expansion of the town's existing inventory of cultural resources. It also recommends future survey-based activities to enhance the recognition, appreciation, and protection of historic properties in the town.

OVERVIEW OF THE TOWN OF ESSEX

The Town of Essex is located in the northeast portion of Essex County, situated on the Atlantic coast around the Essex River. Its population of just over 3,500 occupies an area of 15.9 square miles.

Essex is bordered by Hamilton to the west, Manchester-by-the-Sea to the south, Gloucester to the east, Ipswich to the northwest, and the ocean to the northeast. Flowing northward through the center of town, the tidal Essex River provides an historically and environmentally important connection to the sea. The salt marshes found along the Essex River, several creeks, and numerous coves in Essex Bay encompass more than 1,500 acres, and form a very visible part of the 17,000 acre Great Marsh that extends from Cape Ann to New Hampshire.

Route 128, a major regional highway, cuts through the extreme southeastern corner of town, providing access to the Gloucester/Rockport peninsula on the north and metropolitan Boston on the south. Route 133 (occupying local roads known as Eastern Avenue, Main Street, and John Wise Avenue) runs east/west near the Atlantic coastline, spanning between Gloucester and Ipswich. Route 22 (Western Avenue) extends between Route 133 in the center of town and Hamilton. Southern Avenue provides a direct north/south connection to Manchester-by-the-Sea from Route 133 at Burnham's Corner.

Essex was incorporated from Chebacco Parish of Ipswich in 1819, but the community and its infrastructure were not new. Chebacco Parish was founded in 1634, on land inhabited by the Pawtucket (Agawam) tribe of Native Americans. A number of Native American sites pre-dating European contact have been identified in Essex, and several structures from the earliest period of European settlement, in the 17th century, still survive in the town. By 1680, Chebacco Parish had a church, burial ground, tavern, three bridges, five mills, a shipyard, and a population of 300 making a living from farming, fishing, and boatbuilding.

The town's distinctive coastal landscape shaped its history and development well into the 20th century, most notably in ship building and ancillary businesses, but also encompassing fishing, clamming, summer resorts, and tourism. Small-scale shoe manufacturing thrived briefly in the mid 19th century, until large-scale production in urban centers like Lynn became dominant. The small Chebacco fishing boat was emblematic of Essex's shipbuilding industry, which produced more than 4,000 vessels by the time the last major shipyard closed in the 1940s. (See the Archaeological Summary for a more detailed description of Essex's historical development.)

Restaurants, antique shops, and recreational activities such as boating, kayaking, and hiking characterize the town today. The Essex Shipbuilding Museum actively works to preserve the legacy of Essex's wooden shipbuilding traditions, while Historic New England maintains Cogswell's Grant, an early 18th century farmhouse on 165 acres of land overlooking the Essex River. Many large farms still operate on old roadways. The Essex River Cultural District was recently designated in the center of town, and a walking tour has been created to mark historic sites and provide interpretive signs. The town's lack of 20th century subdivision and suburban development is remarkable, and has preserved many of the town's scenic vistas of agricultural and coastal landscapes.

ESSEX HISTORICAL COMMISSION

Local historical commissions are established by a vote of town government under Mass. General Laws Ch. 40, Section 8d. Its members are appointed by the board of selectmen. Nearly all of the municipalities in Massachusetts have a local historical commission, although their levels of activity and effectiveness vary widely. The historical commission serves as a local preservation advocate for community planning and development decisions, and is an important resource for information about the town's cultural resources. The Essex Historical Commission (EHC) has limited regulatory authority, mostly centered on the demolition delay by-law.

According to its mission statement, the purpose of the Essex Historical Commission is to identify, document, and protect Essex's historic resources; to increase public awareness of Essex's heritage and the value of historic preservation; and to do so with not only the guidance and counsel of the Massachusetts Historical Commission, but also by interacting with other town boards, officials, and committees, such as the planning board, conservation commission, building inspector, and board of selectmen. The Essex Historical Commission administers the town's demolition delay ordinance, and participates in the Town's Community Preservation Committee, which makes recommendations to Town Meeting for the enhancement of open space, recreational land, historic resources, and community housing.

In addition, the EHC maintains inventories of culturally significant structures, conducts related research initiatives, posts timely notices in the local press, and holds regular public meetings. The vast majority of the existing inventory forms for Essex's cultural resources were produced by members of the Essex Historical Commission in the late 1970s. The Historical Commission has been active over the past few years with its efforts to list the Essex Town Hall on the National Register of Historic Places (accomplished in 2007), efforts to build support for and pass the demolition delay bylaw (adopted in 2011), and its review of MHC inventory forms prepared for Essex properties. Based on the number of undocumented and underdocumented historic resources in Essex, there is a great need for additional historic preservation work. This historic property survey plan is intended to assist the Essex Historical Commission in future efforts for integrated, community-wide historic preservation planning.

Local historical commissions are municipal agencies. They differ in character and purpose from historical societies, which are private organizations, although there may be some overlap in activities. The Essex Historical Society and Shipbuilding Museum helps preserve Essex's history through exhibits, lectures, maintenance of historic properties and archives, and numerous special programs.

COMPONENTS OF HISTORIC PRESERVATION PLANNING

Historic preservation planning has three major aspects, which are usually undertaken sequentially: identification, evaluation, and protection. The process of identification often begins with a reconnaissance survey—an overview of resources throughout the community—followed by an intensive survey of selected properties, in which standard Massachusetts Historical Commission inventory forms are produced. This historic properties survey plan for Essex provides a reconnaissance-level survey.

The evaluation process typically includes assessing the eligibility of properties for historic designations such as listing in the National Register of Historic Places. Well-documented inventory forms help determine the significance of resources in the context of similar properties in the town, region, and state.

Protection of historic resources can include any of the following: public education; acquisition of endangered properties; local bylaws such as demolition delay and local historic districts; local and regional planning efforts for development; preservation restrictions placed in the deeds for individual properties; and financial incentives, such as tax credits for certified rehabilitation and eligibility for preservation grants from public and private institutions.

IDENTIFICATION

In a reconnaissance survey, a systematic walk or drive throughout the town is undertaken in order to assess the extent, type, quality, and location of noteworthy properties that merit documentation. A subsequent intensive survey will include both representative and unique properties for all historic periods (up to 50 years before the present day), covering a full range of periods, historic themes, property types, architectural form and style, and geographic distribution.

MHC inventory forms are used to record a description of appearance, brief historic documentation, photograph, location map, and a statement of eligibility for the National Register (if merited), among other information. Because of the particularities of different resource types, specialized MHC inventory forms have been developed for buildings, structures, objects, areas, burial grounds, parks and landscapes, and prehistoric and historic archaeological sites.

Inventory forms have a wide variety of uses. Survey documentation helps local historical commissions determine what resources should be better protected, advocate for preserving and enhancing resources, increase public awareness, and guide the establishment and administration of historic preservation tools such as local historic districts and demolition review.

Information from inventory forms is also valuable for local history studies in schools, walking tours, historic marker programs, comprehensive local plans and economic development projects, and publications. The availability of inventory forms also helps raise public appreciation and understanding of historic properties and sites, creating a base of public support.

The Massachusetts Historical Commission uses inventory forms to evaluate the significance of resources in local and statewide contexts, to determine eligibility for listing in the National Register of Historic Places, and for environmental reviews for a project with state or federal involvement. During environmental review, MHC consults town inventory files "to determine whether historic resources are present in the vicinity of a development project area and, if so, to assess the potential impacts of that project on historic resources." A comprehensive community inventory provides a consistent, well-informed context for making preservation and development decisions.

Survey forms presently document approximately 271 properties in Essex.¹ The vast majority (85%) of resources in Essex's inventory are buildings, but documentation also exists for 15 areas, 12 objects, 11 structures, and one burial ground.

These properties are contained in a database at the Massachusetts Historical Commission, which is available in a street address index. Many of these forms are available online through the MHC website, www.sec.state.ma.us/mhc/. A list of Essex properties that are currently included in the statewide Inventory of Historic Assets of the Commonwealth can be found in the MACRIS database on MHC's website.

Inventory forms are simply a record of information on a historic property, and do not confer any official historic status. Historic designations-- including local landmarks, local historic districts, the State Register of Historic Places, and the National Register of Historic Places-- use inventories as a source of information, but involve separate processes of evaluation and approvals.

This survey plan for Essex is based on a reconnaissance survey undertaken by a professional consultant. Existing inventory forms were reviewed and all public roads were traveled in order to compile a list of properties recommended for further survey. This list was prioritized (1, 2, or 3) based on the following criteria:

- Under-represented categories of resources
- Underdocumented resources
- Potential for historic designation
- Relation to recent and ongoing related planning efforts
- Architectural integrity and quality
- Visibility
- Vulnerability

A record of this reconnaissance survey is found in Appendix A, the Directory of Historic Properties Recommended for Further Survey, and in Appendix B, a more concise format that is organized by priority. A separate review and analysis of known archaeological resources and of

¹ This number includes many properties that do not have individual survey forms, but have been assigned inventory numbers as part of an area or complex.

archaeological potential has also been conducted for this survey plan; results are found in the last narrative section of this report.

EVALUATION

The second step of historic preservation planning is the evaluation of historic resources, which informs historic designations and other forms of recognition, planning efforts, and protection. One of the most common purposes of evaluation is to establish eligibility for listing in the National Register of Historic Places. The National Register is the country's official list of properties that are important in American history, culture, architecture, or archaeology, and are worthy of preservation. These resources—including buildings, districts, sites, landscapes, structures, and objects—can be significant on the national, state, or local level. Massachusetts presently has about 1,700 National Register districts, and more than 75,000 properties listed (individually and in districts).

The National Register program is largely honorary. It places no restrictions or conditions on private property owners unless there is state or federal involvement in a project, or unless some other regional or local regulation applies. The National Register program is separate from local ordinances such as demolition delay and local historic districts.

Listing in the National Register requires authorization for a nomination from Massachusetts Historical Commission staff, preparation of a nomination form, review by MHC staff, approval of the State Review Board of the Massachusetts Historical Commission, and acceptance by the National Park Service in Washington, D.C. Because of the volume of requests for National Register listings in Massachusetts, a listing can take 18 to 24 months to complete.

Essex presently has five properties listed in the National Register:

1. 66 Choate Street, George Giddings House and Barn (1690 and 1700)
2. 189 John Wise Avenue, Benaiah Titcomb House (1700)
3. 30 Martin Street, Essex Town Hall and T.O.H.P. Burnham Library (1894 et al)
4. 53 Pond Street, David Burnham House (1685)
5. 60 Spring Street, Cogswell's Grant (1728)

The State Register of Historic Places contains all properties listed in the National Register and determined eligible for listing in the National Register, as well as all landmarks designated under local ordinances or bylaws (including local historic districts), and properties subject to preservation easements that are approved or held by the Massachusetts Historical Commission.

In addition to the five properties named above, the State Register contains three other Essex properties:

1. 143 John Wise Avenue, Lt. Samuel Giddings House (1678)
2. 66 Main Street, A.D. Story Shipyard (late 19th – early 21st century)
3. 9 Western Avenue, Rev Theophilus Pickering House (1730)

PROTECTION

Protective mechanisms can be undertaken even before a comprehensive survey is completed, and in conjunction with the evaluation of historically and culturally significant properties. Several strategies are highlighted below, ranging from those available to individual property owners, to those available on the local, state, and national levels.

Public Outreach

Public education is a simple and essential component of historic preservation. Local officials, residents, and property owners are much more likely to maintain and preserve historic properties if they understand and appreciate them. Public awareness can be increased through media articles, lectures, walking tours, building plaques and interpretive signs, and publications. MHC inventory forms, when available at town hall or the public library, can contribute to public awareness through use by historians, students, property owners, realtors, and journalists.

Grants and Other Financial Incentives

Individual properties can be protected by pursuing public and private grants, which often use National Register listing as a criteria. The Massachusetts Historical Commission administers the Massachusetts Preservation Projects Fund (MPPF), which, when available, supports the preservation of properties, landscapes, and sites listed in the State Register of Historic Places through 50% matching grants. Applicants must be a municipality or nonprofit organization. Eligible work includes feasibility studies with plans and specifications; historic structures reports; certain archaeological investigations; and construction costs for stabilization, rehabilitation, and restoration projects.

The Massachusetts Department of Conservation and Recreation (DCR) administers the Historic Landscape Preservation Grant Program. When funded, this program provides matching grants to municipalities for the preservation of public landscapes (including agricultural landscapes and burial grounds) that are listed in, or eligible for listing in, the State or National Registers of Historic Places. DCR has also produced a very useful series of technical publications on the preservation of historic landscapes, which are available online and in print. See www.mass.gov/eea/agencies/dcr/conservation/regional-planning/publications.html .

Another avenue for the preservation of historic agricultural landscapes is the Agricultural Preservation Restriction (APR) Program, which is administered by the Massachusetts Department of Agricultural Resources. This voluntary program offers farmers a payment up to the difference between the “fair market value” and the “fair market agricultural value” of their farmland, in exchange for a permanent deed restriction that protects the agricultural viability of the property. APR-protected farms are currently located in more than 160 cities and towns in Massachusetts. For more information, consult the Massachusetts Department of Agricultural Resources at www.Mass.gov/agr/landuse/APR .

Privately owned, income-producing properties are eligible for federal and state tax credits through the Federal Historic Preservation Tax Credit and Massachusetts Historic Rehabilitation Tax Credit. Substantial rehabilitation projects must meet the U.S. Secretary of the Interior's *Standards for the Treatment of Historic Properties*.

Although many private funds of various sizes are available for preservation work, they can be difficult to search out and competitive to attain. Among the largest of the grant-making organizations is the National Trust for Historic Preservation, an advocacy group that also provides financial and technical assistance. The National Trust has a general fund that provides seed money for local preservation projects, and operates a series of other funds with more specific goals. See their website at www.preservationnation.org/resources/find-funding/#.UIXSTODAo21

State and Federal Projects

The Massachusetts Historical Commission is empowered to review publicly funded, permitted, and licensed projects that affect historic resources under both federal and state law. Federal review is authorized by Section 106 of the National Historic Preservation Act of 1966. State review occurs under authority of the Massachusetts General Laws, Chapter 254 of the Acts of 1988, and MEPA. Under this review, MHC considers prudent and feasible alternatives to the loss or adverse alteration of historic resources, and seeks to ensure that historic values are considered along with other public benefits.

Municipal Bylaws

Cities and towns have a variety of means of protecting historic resources at the local level, which have the benefit of maximum community input and control. Many programs have already been adopted and implemented in Essex.

Scenic Roads

A scenic roads bylaw protects the character of historic roadways by limited the cutting of trees, avoiding the destruction of stone walls, and monitoring road and driveway construction. Essex is one of more than 50 municipalities in Massachusetts that has adopted such a bylaw. A special permit is therefore required for work on Apple, Belcher, Choate, and Story streets. State highways and numbered routes may not be designated as scenic roads.

Demolition Delay

A demolition delay bylaw is a major opportunity to protect the distinctive character of a town of city, by avoiding the demolition of historically significant structures. Essex's Demolition Delay bylaw (adopted in 2011) encourages the preservation and protection of significant buildings and structures by requiring a Permit to Demolish for a building or structure, any part of which is at least 100 years old. If the Essex Historical Commission determines that the building or structure is significant and preferably preserved, no Permit to Demolish may be issued by the building inspector for a period of four months, to allow time for investigating options for preservation.

Community Preservation Act

Essex adopted the Community Preservation Act (Massachusetts General Laws Chapter 44B) at Town Meeting in 2007. Revenues from a local property tax surcharge (along with state matching funds) are used to support open space, historic preservation, affordable housing, and recreational uses. A member of the Historical Commission is appointed to the Community Preservation Committee (CPC), which advises on the use of Community Preservation Act funds; allocations are approved by Town Meeting. At least 10% of the funds received in any fiscal year must be allocated for each of the first three program areas (open space, historic preservation, and affordable housing). The remaining 70% of each year's funds can be spent in any of the four areas.

CPC funds can be used for planning, acquisition, and preservation development projects. They cannot be used for general maintenance or to supplant funds being used for existing community preservation purposes. More than 100 municipalities in Massachusetts have passed the Community Preservation Act.

Local Historic Districts

A local historic district provides a regulatory review process for changes to exterior architectural features that are visible from a public way. It is a very effective measure for preventing inappropriate alterations and demolition, through review by a locally-appointed historic district commission (sometimes combined with the local historical commission). Adoption of a local historic district requires a two-thirds majority vote at town meeting. Local historic districts and National Register Districts occasionally share boundaries, but are fundamentally different in their purpose, creation, and effects. A direct comparison of the two types of districts can be found in MHC's brochure *There's a Difference*, which is available online at www.sec.state.ma.us/mhc/mhcpdf/difference.pdf.

More than one hundred communities in Massachusetts have established local historic districts. Essex presently has no local historic districts.

Preservation Restrictions

A preservation restriction is the strongest tool of historic preservation for individual properties. Specified architectural features are protected by a preservation restriction placed on the deed for a property. The restriction is held by a governmental entity (such as MHC) or a qualified charitable corporation (such as Historic New England). It runs with the deed, either in perpetuity or for a specified number of years. Restrictions are written to protect important features from inappropriate changes, and can be customized to meet the particular needs of a property and the goals of the grantor and grantee of the restriction.

Two properties in Essex are known to have preservation restrictions, the A.D. Story Shipyard at 66 Main Street, and the Rev. Theophilus Pickering House at 9 Western Ave.

PRESERVATION PLANNING RECOMMENDATIONS FOR ESSEX

The following recommendations are based on field reconnaissance and on preliminary review of existing documentation and preservation activities in Essex. More details on next possible steps could be developed in a full Historic Preservation Plan, which numerous communities in Massachusetts have undertaken. The Massachusetts Historical Commission can provide more information on this type of planning document.

IDENTIFICATION

Inventory Forms

- The Essex Historical Commission should document new and underdocumented properties on MHC inventory forms based on the prioritized list of properties contained in Appendix B. Areas, late 19th and early 20th century properties, and non-residential buildings and structures are among the highest priority. These recommendations typically do not address existing inventory forms. If funding becomes available, updating all existing inventory forms is suggested, to bring architectural descriptions and historic narratives up to current standards.
- Essex contains an impressive collections of farmsteads that encompass primary residential buildings, barns and outbuildings, stone walls, and open agricultural land. These rare historic landscapes are vulnerable to loss through subdivision and modern development, which has already occurred in several instances. Development of MHC Area forms for these properties is highly recommended. Prior to inventory work, preparation of an historic landscape survey plan may provide valuable guidance for how to proceed, as well as a valuable forum for civic engagement. The *Essex Reconnaissance Report* for the Massachusetts Heritage Landscape Inventory Program lists 11 potential heritage landscapes, with two identified as priorities.
- The assistance of a professional preservation consultant to prepare inventory forms is highly recommended. Funding from the CPC and/or the Massachusetts Historical Commission's Survey and Planning Grants should be pursued.
- The Essex Historical Commission should also consider pursuing a town-wide archaeological assessment to help protect below-ground cultural resources. Such a document would identify known and potential pre-historic and historic sites; it should also include overlay GIS-based maps that would easily identify sensitive sites for local and regional planners. A professional archaeological consultant is necessary to develop this type of assessment. Funding from the CPC and/or the Massachusetts Historical Commission's Survey and Planning Grants should be pursued.

EVALUATION

National Register of Historic Places

- Further survey documentation (both new and updated survey forms) is necessary before developing a town-wide plan for appropriate National Register listings. Based on the reconnaissance survey, many individual properties and several areas should be evaluated for

eligibility for the National Register of Historic Places. Most of the traditional settlement clusters and many of the agricultural complexes that are recommended for further survey are likely to be eligible. Pursuing district listings would be an efficient, effective way to recognize and preserve a large number of cultural resources.

- The assistance of a professional preservation consultant is desirable for preparing National Register nominations, based on recommendations developed in future survey work. Funding from the CPC and/or the Massachusetts Historical Commission's Survey and Planning Grants program should be pursued for developing National Register nominations.

PROTECTION

Public Outreach

- The Essex Historical Commission should actively partner with the Essex Historical Society and Shipbuilding Museum, and with the activities of the Essex River Cultural District. Coordinated promotion of the town's heritage through walks, signage, brochures, and talks will ensure wider exposure and amplify the individual efforts of these entities. The documentation available from thorough survey work is a foundation for many outreach activities.
- National Register listings based on a comprehensive survey are another means of fostering public pride and encouraging preservation. The Essex Historical Commission should develop a strategy for initial nominations that will elicit strong community interest and support.

Grants

- The Essex Historical Commission should pursue grants from the Massachusetts Historical Commission and/or the Community Preservation Committee for the preparation of inventory forms and subsequent National Register nominations.
- The Essex Historical Commission should pursue a Massachusetts Preservation Projects Fund grant from MHC for the rehabilitation of the Town Hall. Goals would include restoration of important exterior and interior features, rehabilitation of office space for modern needs, and handicapped accessibility. A feasibility study emphasizing historic preservation should preface any planned improvements.

Municipal Bylaws

- Essex has already adopted the Community Preservation Act, a demolition delay bylaw, and a scenic roads bylaw, all of which provide strong support for preserving historic and architectural resources. The Essex Historical Commission should consider, in the long-term, changing the minimum age of properties subject to demolition review, to coordinate with standard preservation thresholds for inventory and National Register (typically, 50 years before the present), and designating additional roadways as scenic roads.

Preservation Restrictions

- Following additional inventory documentation, the Essex Historical Commission should encourage municipal officials and property owners to consider preservation restrictions, including agricultural preservation restrictions, especially for highly prominent and highly vulnerable properties.

ARCHAEOLOGICAL SUMMARY



Technical Memorandum

Town of Essex Historic Properties

Survey Plan

Essex, Massachusetts

Archeological Summary

October 4, 2013

The archaeology of Essex County has been studied and documented since the late eighteenth century. Early investigations, conducted by historians and avocational archaeologists, focused on Native American sites located in or near the extensive coastal zone and estuarine environments along the North Shore with a particular emphasis on shell midden sites. From the 1940s to the 1960s, members of the Massachusetts Archaeological Society (MAS) recorded numerous Native American sites in Essex, Ipswich, and surrounding towns. MAS members collected artifacts from farmland, construction sites, and sand and gravel pit, documenting site locations, types of artifacts recovered, temporal associations, and any other available information. Historic, or post-contact, sites received very little attention during that time as historical archaeology would not emerge as a distinct field of study until the later 1960s. Over the last 40 years, cultural resource management (CRM) surveys have provided more information about Native American settlement patterns and resource use in the Essex area and have also expanded the post-contact site profile of the county. To date, 23 archaeological sites including 20 pre-contact sites and three (3) post-contact sites have been documented in the Town of Essex, and nine (9) CRM archaeological surveys have been conducted within the town boundaries (Table 1; Appendix A).

Environmental Context

Geomorphology and Drainage

The Town of Essex is located within the large section of hilly to level terrain in eastern New England known as the Seaboard Lowland physiographic province that includes all of Cape Ann and the coastal zone of Essex County. The Essex River estuary is bordered on the west and south by low terraces and knolls with elevations of less than 50 feet above sea level (ft asl). The topography in the uplands further away from the estuary includes hills and intervening low-lying areas with wetlands. This lowland is one of several similar areas in Essex County situated between salt marshes to the east and a range of hills to the south between Cape Ann and Saugus. In the southern portion of the town, the Essex River headwaters are in hilly upland terrain surrounded by several large wetlands such as Maple and Cedar swamps. Alewife Brook, a tributary of the Essex River, flows from Chebacco Lake on the Essex/Hamilton line toward the coastal/estuarine zone. North and west of the center of the town, Fifteen Tree, Craft, and Eveleth hills have maximum elevations ranging from 150–200 ft asl (Fenneman 1938; Latimer and Lamphear 1925).

Essex lies within the North Coastal Watershed that stretches from the southern tier of the Hampton and the Seabrook salt marsh complexes in the north to the rocky shores of Cape Ann. The watershed has a total drainage area of approximately 168 square miles and encompasses all or part of five river sub-basins including the Danvers, Essex, Saugus, Pines, and Annisquam rivers.

Bedrock and Surficial Geology

Bedrock formations in the town of Essex and surrounding areas are characterized by igneous rocks of granitic and syenitic composition. The Cape Ann Complex consists of alkali granite, quartz, syenite, and ferro hornblende. Beverly syenite forms the bedrock near the town center and in the southern half of Essex. Other igneous rocks include a small body of diorite and gabbro in the northwestern part of town and in the portion that borders Ipswich (Zen et al. 1983).

The surficial geology of the Essex River drainage reflects processes of glaciations that eroded and picked up bedrock, realigned drainage patterns, and deposited material ranging from fine silt to boulders. In the estuarine environment of Essex, the surficial material consists of glacial outwash deposits and granitic outcrops. In some places the bedrock is exposed, while in other locations the depth to bedrock is as much as 150 ft (United States Department of Agriculture [USDA] 1984).

Soils

The soils in Essex formed on glacial till, outwash, and marine sediments or lake bed deposits approximately 14,000 years ago and comprise four soil associations: the Ipswich-Westbrook-Udipsamments association in the northern and southeastern parts of town; the Chatfield-Hollis-Rock outcrop association in the uplands south and east of the town center; the Canton-Woodbridge-Freetown association that is present in the tidal wetlands throughout the northern portion of town; and the Boxford-Scitico-Maybid association, also in the northern and southeastern portions of town. The former two associations are moderately well-drained soils formed in glacial till, while the latter two associations are very poorly-drained soils associated with wetlands and marshes (USDA 1984).

Cultural Context

Pre-contact Period

PaleoIndian Period (12,500–10,000 before present [B.P.])

The retreat of the Laurentide ice sheet into northern New England at approximately 16,000 years ago set into motion a series of profound environmental changes that shaped the landscape for the earliest inhabitants of Massachusetts during the PaleoIndian Period.

During this period, the sparse vegetative profile of the region comprised lichen, moss, and low-growing scrub growth. Exploitable animal communities included elk, caribou, and mastodon, and likely played a major role in the diet of these early populations. Settlement strategies during the PaleoIndian Period are poorly understood. Because of the range of variability at identified sites, archaeologists have posited that large base camps, small residential camps, and very small task-specific loci served as the primary settlement models for the period. Dincauze (1993) has suggested that many of the large base camps may have served as colonization centers or “marshalling camps” for the initial influx of PaleoIndian populations with smaller camps representing exploratory forays from those more established settlements. Artifacts associated with the period include fluted projectile points, scraping tools, gravers, and drills.

While there are no documented PaleoIndian sites within the Town of Essex, the largest known PaleoIndian site in New England, the Bull Brook Site, was identified in neighboring Ipswich near the estuarine lower portions of the Egypt River and Muddy Run. Isolated find spots of PaleoIndian projectile points also have been identified in Ipswich at the Muddy Ridge (19-ES-103) and North Ridge sites (19-ES-294), and in Gloucester at 19-ES-64 near Alewife Brook.

Early Archaic Period (10,000–8000 B.P.)

The Early Archaic Period coincided with the beginning of the Holocene epoch, ca. 10,000 years ago. The early Holocene was marked by warmer and drier conditions than the preceding Pleistocene epoch. Early Archaic peoples continued a generalized subsistence strategy of hunting game and harvesting woodland and wetland vegetation and nuts (Dumont 1981; Forrest 1999, Kuehn 1998; Meltzer and Smith 1986; Nicholas 1987). Early Archaic sites are rare, and the social and technological systems of the period are poorly understood. The paucity of Early Archaic sites in coastal settings likely is a result of sea-level rise and the inundation of the shoreline rather than a reflection of actual settlement patterns. Early Archaic sites tend to be temporary camp sites with little evidence of long-term occupation. The identification of Early Archaic archaeological deposits in Massachusetts typically has relied on the recovery of bifurcate-based stone projectile points. Concentrations of these point types have been identified around the perimeters of ponds, marshes, and wooded wetlands, and at the headwaters of major rivers in southeastern Massachusetts (Taylor 1976). The Peabody Essex Museum in Salem has only four examples of the typical bifurcate-base point from this time period including two from Bull Brook and one each from the Pine Swamp Site (19-ES-306) in Ipswich and Eastern Point (GLOL06) in Gloucester. No Early Archaic sites are documented in Essex.

Middle Archaic Period (7500—5000 B.P.)

During the Middle Archaic Period, Native American settlements expanded into a broad range of ecosystems. Resident populations continued to generalize their subsistence regimes with smaller settlements commonly concentrated around waterfalls, river rapids,

major river drainages, wetlands, and coastal settings, and larger base camps established along extensive wetland systems (Doucette and Cross 1997; Jones 1999). Archaeological assemblages from the Middle Archaic are characterized by Neville, Neville-variant, Stark-, and Merrimack-style projectile points and ground-stone tools such as net-sinkers, gouges, adzes, plummets, and atlatl weights (Dincauze 1976; Dincauze and Mulholland 1977). A correlation of regional lithic material types and Middle Archaic site distributions has led Dincauze (1976) to theorize that Native American band or tribal territories might have been established within major river drainages by this time. Sites dating to this period have been identified in 35 Essex County locations including the Batchelder Site (19-ES-344) along the southwestern edge of Wenham Lake in Beverly. Johnson and Mahlstedt (1982) assigned a collection of 15 stemmed points recovered along the North Shore to the Middle Archaic Period, describing them as a cross between a Neville-like and a Neville-variant point and noting that at many sites those hybrid points are the sole evidence of Middle Archaic activity.

Two sites with Middle Archaic components have been identified in the Town of Essex. The **Broken Pot Site (19-ES-126)** is a multi-component camp site that was exposed in a sand pit in 1956. The site contained Middle Archaic, Late Archaic, and Woodland materials including aboriginal pottery, stone celts, several projectile points, and a disturbed burial. The second site, the **Essex Fall Sand Pit Site (19-ES-374)**, was a habitation site documented in a sand pit in 1982 and yielded Middle Archaic, Late Archaic, and Woodland components. All of the recovered cultural materials, including Stark, Susquehanna, Squibnocket, and Small-stemmed projectile points, pottery, and groundstone tools, were surface collected. The location of the Essex Fall Sand Pit Site on a minor fall line on the Alewife Brook/Essex River drainage within a transitional area between uplands and the estuarine environment suggests it may have been used as a fishing station near the head of the tidal zone (Ritchie and Herbster 2001).

Late-Transitional Archaic Period (5000—3000 B.P.)

As sea levels began to stabilize to present conditions during the Late Archaic, Native American populations grew rapidly, a phenomenon that is reflected in the large number of sites dating to that period. The Late Archaic is divided into three major cultural traditions. The Laurentian Tradition dates to approximately 5000–4000 B.P., and is identified on the basis of broad-bladed, un-stemmed points with side or corner-notches including Brewerton eared-notched, Brewerton eared-triangle, Vosburg, and Otter Creek projectile points. Gouges, adzes, plummets, ground slate points and knives, banner stones, and barbed bone points also are commonly recovered. Laurentian sites tend to be situated in upland areas suggesting an interior, riverine adaptation (Dincauze 1975; Ritchie 1971). The Susquehanna and Small-stemmed traditions date from about 4000–3200 years ago. The Susquehanna Tradition is widely associated with increased burial ceremonialism and mortuary sites and the Small-stemmed tradition is characterized by Small-stemmed and small triangular point types, primarily made of local materials. The Susquehanna and Small-stemmed traditions overlap with the Terminal or Transitional Archaic Period. By far

the most common point type found on the North Shore of Massachusetts is the Small-stemmed point. Along the North Shore, Susquehanna Tradition components are most commonly found on coastal/estuarine sites and on inland sites located near streams and ponds (Ritchie and Herbster 2001).

Susquehanna and Small-stemmed Point tradition components were identified at the Broken Pot Site (19-ES-126), discussed above, and Late Archaic materials were also recovered at the Essex Falls Sand Pit Site (19-ES-374). Two other sites with Late Archaic components have been recorded in Essex including the **Spring Street Cemetery Extension Site (19-ES-595)** and the **Soginese Creek Site (19-ES-482)**. The latter site contained Small-stemmed points and other chipped stone tools.

Three additional sites with unaffiliated Archaic period components have been found in Essex including the **Spring Street Site (19-ES-485)**, the **Spring Street Cemetery Site (19-ES-486)**, and the **Woolen Mills Site (19-ES-510)**. No detailed information is provided for the Spring Street Site, but the Spring Street Cemetery Site is reported to have contained a burial and a flake scatter. The Woolen Mills Site (19-ES-510) is located near the junction of Apple Street and Route 22, and was identified in 1982 by avocational archaeologists on the basis of surface-collected materials. The collected materials included two projectile points and chipping debris and the site has been provisionally identified as a small workshop. This site also has a documented Woodland Period component.

Early Woodland Period (3600—1600 B.P.)

The Early Woodland Period is underrepresented in southern New England in terms of site frequency. It is possible that some sites with Early Woodland components have not been recognized if they contained artifacts such as Small-stemmed points that are traditionally associated with the Late Archaic. The manufacture and use of these points continued into the Early Woodland, often making it difficult to differentiate Early Woodland and Late Archaic components. During the Early Woodland Period, Native American populations in New England began to rely more heavily on coastal resources like shellfish and settlement systems reflect heavier use of coastal/estuarine zones. Diagnostic cultural materials associated with the Early Woodland include thick cord-marked ceramic vessels and Meadowood and Rossville projectile points. Early Woodland components have been identified at two sites in Essex and include the **Hardy's Farm Site (19-ES-399)**, a shell midden site, and the **Centennial Grove Road Site (19-ES-811)**, a camp and village site.

Middle Woodland Period (1600—1000 B.P.)

Archaeological sites associated with the Middle Woodland Period are generally more common than Early Woodland sites in northeastern Massachusetts. This period is characterized by higher levels of sedentism and a significant population increase that led to increasingly complex social patterns, technological diversification, and regional trade. A wider variety of pottery styles were developed during the Middle Woodland, and

diagnostic projectile point types include Green, Fox Creek, Jack's Reef Pentagonal and Corner-Notched. Through long distance trade/exchange networks, Middle Woodland groups in southern New England had access to non-local lithic materials including Pennsylvania jasper and New York cherts.

Several Middle Woodland Period sites and components have been identified in Essex. A Jack's Reef Corner Notched point and ceramic sherds with a variety of dentate and punctate decorations were found at the Hardy's Farm Site (19-ES-399) during investigations conducted by an avocational archaeologist in the 1990s. Two other sites north of Spring Street in Essex, the **Burial Site (19-ES-124)** and **Little's Farm (19-ES-125)**, contained small shell midden deposits and Jack's Reef Corner Notched points. Another probable Middle Woodland settlement was identified at the **Cogswell's Grant Site (19-ES-697)** at the northern end of Spring Street. Two sites on Hog Island, **19-ES-118** and **19-ES-119**, contained shell midden deposits with ceramic sherds and other artifacts including two diagnostic Middle Woodland platform pipes. Site 19-ES-118 also contained ten pre-contact Native American burials that likely date to the Middle or Late Woodland periods.

Late Woodland Period (1000–450 B.P.)

During the Late Woodland Period maize horticulture was introduced into southern New England, but it did not immediately transform traditional subsistence and settlement patterns. Late Woodland populations still relied heavily on hunting, fishing, shellfish collecting, and plant gathering, and Late Woodland sites are most commonly found in rich ecosystems like salt marsh fringes, heads of estuaries, and coastal areas. The Late Woodland period marked the widespread use of the bow and arrow, and small triangular Levanna points, used to tip arrows, are a diagnostic of sites dating from this period.

The Broken Pot Site (19-ES-126) contained ceramic vessel sherds and a disturbed human burial that may be associated with the Late Woodland period. The Hardy's Farm Site (19-ES-399) most likely also contains a Late Woodland component, although it is difficult to conclusively differentiate some of the ceramic sherds and chipped stone tools recovered from the shell midden deposits. Finally, the **Story Road Site (19-ES-488)**, located along a tributary stream between Fifteen Tree and Craft hills, contained chipping debris and a possible Levanna point. This site may be the remains of a small Late Woodland camp in an upland setting.

In addition to the sites discussed above, the Town of Essex contains five additional pre-contact archaeological sites for which there is very little available functional or temporal information. **19-ES-123** dates to the Woodland period, but no information about the function of the site or the types of recovered cultural materials is provided. The **Cross Island Site (19-ES-364)** is documented as a shell midden site, **19-ES-629** is recorded as a pre-contact workshop, **19-ES-632** is identified as a shell midden and flake scatter, and the

site form for **19-ES-221** contains no information beyond its identification as a pre-contact archaeological resource.

Contact and Post-contact Periods

Contact Period (1500–1620 A.D.)

During the Contact Period, the area that would eventually develop into Essex County was occupied by Native Americans belonging to the Penacook tribe, an Algonquian-speaking group concentrated in the Merrimack River valley of southern and central New Hampshire and parts of northeastern Massachusetts and southern Maine. The name Pawtucket, or Wamesit, was commonly used for all Pennacook on the lower Merrimack, while Saco could sometimes mean the Pennacook on the upper river. A further demographic distinction grouped those Penacook settled on the coast under the Agawam and Naumkeag bands with the Agawam located at or near present-day Ipswich (Cook 1976; First Nations Histories [FNH] 2009; Perley 1912).

Before sustained European contact, there may have been as many as 12,000 Pennacook living in more than thirty, mostly inland, riverine villages. The Agawam band may have comprised as many as 900 individuals before the epidemics of the early seventeenth century effectively destroyed the population. Ripley Bullen's distribution map of pre-contact sites in Massachusetts shows a heavy concentration stretching from the mouth of the Merrimack River south to Cape Ann with a particularly high density on Plum Island (Bullen 1941). Similarly, Warren K. Moorhead, in his publication *The Merrimack Archaeological Survey* (1931), depicts 16 village sites between the mouths of the Merrimack and Ipswich rivers with three close to the Newburyport coast and three on Plum Island. Assuming a continuity of subsistence and settlement patterns between the Late Woodland and Contact periods, it is reasonable to suggest that these villages were occupied by Agawam groups during the late fifteenth and early sixteenth centuries.

At the time of European contact the area that now encompasses the towns of Essex and Gloucester was part of a core area of Native American settlement centered on the extensive estuary system that stretches from Plum Island to Cape Ann. The land comprising the present town of Essex was located within a territory claimed by Masconomet, an important local sachem of the Agawam (MacPherson and Ritchie 1999; Ritchie and Herbster 2001).

Sites dating to the Contact Period most likely included some of the same locations inhabited by Late Woodland groups. While Native groups probably continued to use both estuarine and inland locations traditionally used for hunting, fishing, and shellfish collecting, historical accounts from Samuel de Champlain's early seventeenth-century visit to what is now Gloucester suggests that Native populations lived in established villages near their horticultural fields. Fields used for maize horticulture in this area were most likely located on low terraces or knolls of fine silty loam situated adjacent to the Essex or Castle Neck rivers. No Contact period sites, however, have been identified in Essex.

Early European Settlement (1620–1675)

The period of Early European Settlement along the North Shore was characterized by alternating periods of cooperation and conflict between English colonists and the local Native populations. While the feasibility of permanent European settlement hung in the balance for several decades, the continued influx of settlers combined with the introduction of diseases to which Native groups had no immunity would eventually provide Europeans with the advantage. Epidemics in the early seventeenth century (1617–1619) decimated local Native American populations, leaving many coastal areas open for European settlement. Following the epidemics, only a few individuals and Agawam family groups were left in the vicinity of Essex, and the Penacook confederacy disintegrated (Massachusetts Historical Commission [MHC] 1985; Vaughn 1965).

In 1634, several individuals from Ipswich were the first settlers in what is now the Town of Essex, an area that was known until 1819 as the Chebacco Parish. During this period, there was minimal development of farmsteads and the population likely numbered fewer than 100 people. By the mid-seventeenth century, there were a few roads connecting the Essex area to Ipswich and Gloucester. One of these roads followed the approximate alignment of the current Route 133. By the late seventeenth century, activities along the Essex River included boat building and milling, and several ferries and bridges, including **Chebacco Bridge (ESS-HA-3)**, provided river crossings. Sawmills, boat yards, and dwellings dotted the banks of the Ipswich River, and larger farms began to be established in the interior (MHC 1985).

Cogswell's Grant (ESS-HA-1) was one of those early farmsteads. It was established in 1636 by John Cogswell on a 300-acre parcel granted to him in the part of Ipswich bounded by the Chebacco (or "Chebokoe") River. The first house on the property was constructed around 1651; that seventeenth-century building does not survive, but archaeological investigations revealed that a structure from that period had lain perpendicular to the existing 1728 house that may be the remains of the original Cogswell house (Wheeler and Stachiw 1996).

The extant house on the property, which comprises at least two major building campaigns dating to 1728 and 1751, is located along the original route of an early road that ran from Ipswich to Gloucester. Captain Jonathan Cogswell inherited the family home upon his father's death in 1700, and during his tenure reassembled various parcels of his father's original land grant to create the 165-acre parcel that exists today. His son, Jonathan Cogswell, Jr., built the western portion of the current house in 1728, possibly as an addition to the original seventeenth-century house, and then in 1752 demolished the earlier structure and built the eastern portion of the current house (Little 1940; Elia et al. 1993).

Cogswell's Grant remained the hands of Cogswell descendants through the eighteenth and early nineteenth centuries. In 1839, it was acquired by an Essex shipbuilder named Adam

Boyd who added a two-story barn to the farm complex and landscaped the front yard of the house. Arthur Story purchased the property in 1925 and twelve years later sold it to Bertram and Nina Fletcher Little, both of whom were prominent collectors of American folk art and active historians. Bertram Little (1899–1993) served as director of the Society for the Preservation of New England Antiquities (SPNEA - now known as Historic New England) for 23 years, and Nina Fletcher Little (1903–1993) published six books and over 100 articles and exhibition catalogues. The couple maintained their extensive folk art collection at Cogswell's Grant until 1984 when it was deeded to SPNEA. Cogswell's Grant currently is owned and managed by Historic New England and is listed in the State and National Registers of Historic Places. The MHC also holds a Preservation Restriction on the property. Several phases of archaeological investigation were undertaken at Cogswell's Grant between 1993 and 2002 in support of drainage improvements and water-/sewerline installations on the property. The work resulted in the identification of the possible remains of the original seventeenth-century Cogswell house and a portion of a small, nineteenth-century outbuilding foundation (Elia et al. 1993; Little 1940; Wheeler and Stachiw 1996; Wheeler 1998, 2002).

Colonial Period (1675–1775)

During the Colonial Period the population of Essex gradually increased, and by the time of the American Revolution the town is estimated to have been home to between 800 and 900 people. At this time, Essex was still known as the Chebacco or Second Parish of Ipswich and the roadway that followed the present alignment of Route 133 was the primary north/south transportation route. The primary economic activity in Essex was agriculture, and local farms produced corn, wheat, barley, rye, flax, and hemp and hay from the salt marshes that provided an abundant source of feed for livestock (Ritchie and Herbster 2001).

While farming was the dominant activity, shipbuilding and fishing were beginning to emerge as important industries. The river's calm harbor, situated at the mouth of the river basin, provided a perfect location for building and launching the vessels needed by local fishermen to navigate the rich fishing grounds off New England's shores and, eventually, all over the world. Boatbuilding in this period focused on the production of small shallops and "Chebacco boats," with sawmills along the Essex River probably supplying lumber to the local boatyards. Offshore fishing for cod supplied a retail fish industry, and fish flakes, or drying racks, were built on Hog and Warehouse islands. Other trades that supported the fishing industry, such as ropemaking, were active during the eighteenth century, and coopers, blacksmiths, tanners, curriers, wheelwrights, and soap makers also practiced their trades in the small industrial district that centered on the river at Essex Falls (MHC 1985; Town of Essex 2007). Boat landings such as **Clamhouse Landing (ESS-HA-2)** were established along all of the navigable waterways to provide docking locations convenient to the rudimentary but expanding road network that was being developed to connect coastal towns to one another and to the agrarian-oriented interior.

Federal Period (1775–1830)

In the several decades following the American Revolution, Essex continued to grow. New roads were built that improved and expanded the local transportation network, and several drawbridges over the Essex River and a causeway connecting the center of town with South Essex also were constructed. In 1819, after many previous petitions to Ipswich, Essex finally was incorporated as a separate town. At that time the three primary settlement loci within Essex were located at Essex Falls, Essex Center, and South Essex. In 1820 the Essex Canal Company was incorporated to operate a half-mile long canal that connected the Essex River to Fox Creek (Ritchie and Herbster 2001).

In early nineteenth-century Essex, farming and shipbuilding continued to be the primary economic activities. Local shipyards produced whaling vessels and coastal schooners. Hay, dairy products, sheep, and wool were important farm products, and much of the farm land was used for pasture and hay rather than for food crops. By mid-century, however, sheep-raising had declined dramatically and there was a shift to the cultivation of land once used primarily as pasture (MHC 1985).

Industrial Period (1830–1900)

Throughout the mid-nineteenth century, Essex maintained a small fishing fleet and clamming industry. The clams from the tidal-flats of Essex were used primarily as bait in the large Gloucester fishing industry. Other minor trades were blacksmithing, tanning, shoemaking, and coopering. By 1860, a small vacation industry had developed in the Conomo Point area (MHC 1985).

By the late nineteenth century, Essex was connected to other towns by rail. In 1872, the Boston and Maine Railroad was completed to Wenham and street railways that ran through Essex to Gloucester and Ipswich were added in the 1880s and 1890s. The railroad line became the primary locus of industrial activity and depots were built in Essex Falls, Essex Center, and South Essex. By the end of the century the shipbuilding industry was in decline. During the last quarter of the nineteenth century, important local industries were shoemaking and rope or fishing line production; the town of Essex contained three shoe manufacturers. Essex farmers continued the shift away from sheep-raising and wool production during this period, and dairy cattle and feed corn production increased. Other important agricultural products were hay, apples, vegetables, and poultry (MHC 1985).

Modern Period (1900–1945)

Between 1900 and 1909, the Essex River was dredged to provide access for larger boats. The improvements in transportation aided the development of the recreational tourism industry at the turn of the twentieth century, and numerous summer cottages were built in shoreline areas and inland on Chebacco Lake. The railroad served the Centennial Grove amusement park at Chebacco Pond. Even as the population of Essex declined between

1915 and 1940, the seasonal tourist population continued to rise. A golf course was opened in 1923 and the Essex River became a popular spot for recreational boaters.

In 1942, rail service to Essex was discontinued and replaced with bus lines providing service to Gloucester and Beverly. The once dominant industries of shoemaking and shipbuilding declined, along with farming and many other minor local industries. Clam digging and the production of fishing line remained important, however. Following the completion of Route 128, Essex became more accessible to commuter populations within the greater Boston area and the population increased, although the town remained comparatively less developed than other North Shore communities.

Archaeological Research Potential

A total of 23 archaeological sites including 20 pre-contact sites and three (3) post-contact sites are recorded for the Town of Essex. The predominantly rural profile of Essex and the lack of extensive modern development that characterizes so many other North Shore communities likely has worked in favor of the preservation of pre- and post-contact period resources throughout the town. While the rich estuarine and upland environments of Essex were no doubt a draw to both pre- and post-contact populations, the town's inventory of archaeological sites is minimal. This minimal archaeological profile, however, is probably more attributable to the lack of systematic archaeological survey (most often conducted in advance of modern development projects) than to a real lack of sites.

The identified pre-contact sites in Essex date from the Archaic through Woodland periods and comprise shell middens, burials, temporary campsites, the remains of what may have been larger village sites, and lithic workshops. At least two of these sites have been destroyed in whole or in part (see Table 1). Based on the locations of the known pre-contact sites, the most archaeologically-sensitive portions of Essex include the areas adjacent to the town's waterways, especially streams, estuaries, and the Essex River. Upland areas may also yield significant pre-contact archaeological resources. The Essex Falls Sand Pit Site (19-ES-374), for example, was located within a transitional area between uplands and an estuarine environment. Potential pre-contact research themes that could be explored through the known and potential archaeological database of Essex include:

- Coastal adaptations dating from the Late Archaic to Early Woodland periods as reflected in shell midden locations and contents;
- Differential uses of upland and estuarine environments and how the intensity of use changed over time as measured by site density, complexity, and size; and
- Contact period site signatures as distinct from Late Woodland period sites.

The three recorded post-contact archaeological sites recorded for Essex all date to the earliest settlement of Chebacco Parish in the seventeenth century, but only Cogswell's Grant (ESS-HA-1) has undergone systematic archaeological excavation. While these sites

comprise a temporally and functionally limited picture of Essex during the historic period, the town has the potential to include the complete range of seventeenth through twentieth century domestic, industrial, civic, religious, recreational, and commercial sites commonly identified in coastal New England communities. Such sites have enormous potential to shed light on the important events, economic trends, and daily lives of Essex residents. For example:

- Extant First Period structures and farm complexes such as Cogswell's Grant and the George Giddings House (ESS.1; ca. 1690) and barn (ESS.2; ca. 1700) have the demonstrated and potential ability to contain archaeological deposits that yield substantive information about the occupational and land-use histories of some of the very earliest residential sites in Essex not otherwise available through the documentary record;
- Eighteenth- and nineteenth-century farmstead sites may include structural evidence of dwellings, barns, outbuildings, and associated features such as trash deposits, privies, wells, and family burial plots that have the potential to shed light on inter- and intra-site patterning reflecting the shift from cultivation, to sheep-raising and wool production, and finally to dairy cattle and feed corn;
- Industrial sites may contain structural remains, machinery, and associated features related to industries like shipbuilding and shoemaking that were important to the Essex economy throughout the historic period; and
- Relict sections of the Essex Canal can provide valuable information about the exact location and construction methods of an important, albeit short-lived, transportation innovation in the region.

Shipbuilding and its associated maritime trades was the defining industry of Essex throughout the eighteenth and nineteenth centuries and, to a very large extent, still serve to define the town as a tourist destination. The surviving archaeological signature of many, if not most, of the earliest shipbuilding activities in the town is likely ephemeral to non-existent. These early, locally-focused efforts took place in rudimentary structures, many of which were demolished as the industry grew in both size and scope. Archaeological investigations around extant later nineteenth-century ship-building-related structures, however, have the potential to yield information about how the organization of buildings, infrastructure, and labor changed in response to shifting market demands. The surviving historic structures also can serve as excellent geographic "anchor points" on which to overlay historic period maps so that the locations of former buildings may be more accurately identified.

Recommendations

The Town of Essex is actively engaged in identifying, protecting, and preserving its unique historical, cultural and environmental resources. Examples of these efforts include the update of the town's *Open Space and Recreation Plan* (2007), participation in a regional environmental planning group known as the North Shore Task Force, and inclusion in the

Essex National Heritage Area. The town also was included in the *Essex County Heritage Landscapes Inventory* (Berg et al. 2005). This document identified priority heritage landscapes within each of the 34 communities that make up the North Shore and provided recommendations for survey and planning to preserve and protect those landscapes.

The archaeological inventory of Essex has the known and potential ability to contribute a broad range of information concerning its pre- and post-contact period settlements pattern, economic and subsistence activities, and socio-cultural development. To capitalize on that information potential, a more comprehensive planning document in the form of a Town-wide Archaeological Assessment is recommended as the vehicle for identifying and protecting those resources. The purpose of such an assessment would be to:

- Identify known and potential pre- and post-contact archaeological sites in Essex;
- Develop town-wide archaeological sensitivity maps and an accompanying guide to understanding and using the maps;
- Develop management recommendations for the protection of cultural resources and sensitive areas; and
- Present the information in a format useful to state and local planning and review agencies.

A town-wide archaeological assessment would expand and elaborate on the baseline information summarized in this document and provide GIS-based archaeological sensitivity maps that can be easily utilized by town and county planners. A town-wide assessment also would provide public outreach opportunities to identify historical themes and areas of importance to the Essex community and to prioritize archaeological research, preservation, and education initiatives in coordination with other environmental and development concerns.

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Table 1. Archaeological Sites on File at the Massachusetts Historical Commission for the Town of Essex

Site Name	MHC #	General Temporal Period	Specific Temporal Period	Site Type/Function	NR Status
Burial - Hog Island Site 2	19-ES-118	Pre-contact	Middle-Late Woodland	Burials	Unevaluated
Hog Island Site	19-ES-119	Pre-contact	Middle Woodland	Shell Midden	Unevaluated
Unassigned	19-ES-123	Pre-contact	Woodland	Shell Midden	Unevaluated
Burial Site	19-ES-124	Pre-contact	Unknown	Burial	Unevaluated
Little's Farm Site	19-ES-125	Pre-contact	Woodland/ Middle Woodland/ Transitional Archaic	Shell Midden	Unevaluated
Broken Pot Site	19-ES-126	Pre-contact	Archaic/Woodland	Burial/Campsite	Mostly Destroyed
Unassigned	19-ES-221	Pre-contact	Unknown	Unknown	Unevaluated
Cross Island Site	19-ES-364	Pre-contact	Unknown	Shell Midden	Unevaluated
Essex Falls Sand Pit Site	19-ES-374	Pre-contact	Middle-Late Archaic/Woodland	Habitation Site	Destroyed?
Hardy's Farm Site	19-ES-399	Pre-contact	Archaic/Late Archaic/Early-Late Woodland	Shell Midden	Unevaluated
Soginese Creek Site	19-ES-482	Pre-contact	Archaic/Late Archaic	Shell Midden	Unevaluated
Spring Street Site	19-ES-485	Pre-contact	Archaic	Unknown	Unevaluated
Spring Street Cemetery Site	19-ES-486	Pre-contact	Archaic	Burial/Flake Scatter	Unevaluated
Story Road Site	19-ES-488	Pre-contact	Unknown	Workshop	Unevaluated
Woolen Mills Site	19-ES-510	Pre-contact	Archaic/Woodland	Workshop	Unevaluated
Spring Street Cemetery Extension Site	19-ES-595	Pre-contact	Late Archaic	Workshop	Unevaluated



Unassigned	19-ES-629	Pre-contact	Unknown	Workshop	Unevaluated
Unassigned	19-ES-632	Pre-contact	Unknown	Shell Midden/Flake Scatter	Unevaluated
Cogswell's Grant Site	19-ES-697	Pre-contact	Middle Woodland	Habitation Site/Village Site	Unevaluated
Centennial Grove Road Site	19-ES-811	Pre-contact	Early Woodland	Campsite/Village Site	Unevaluated
Cogswell's Grant Site	ESS-HA-1	Post-contact	17th-20th centuries	Residential Complex/Farm	Eligible
Clamhouse Landing	ESS-HA-2	Post-contact	17th-20th centuries	Boat Landing/Transportation	Unevaluated
Chebacco Bridge	ESS-HA-3	Post-contact	17th century	Bridge	Unevaluated

Appendix A. Archaeological Reports for the Town of Essex on File at the Massachusetts Historical Commission

Elia, Ricardo J., Donald G. Jones, David E. Clayton, and Nicole A. Missio

1993 *Results of an Intensive Archaeological Survey of Proposed Water Main at Cogswell's Grant in Essex, Massachusetts*. 40 pages. MHC Bibliographic Citation #25-1397.

Macpherson, Jennifer and Duncan Ritchie

1999 *Reconnaissance Archaeological Survey, Essex Water Pollution Abatement Project, Essex, Massachusetts*. 95 pages. MHC Bibliographic Citation #25-2014.

Raber, Michael S.

1981 *Essex, Massachusetts: Archaeological Site Examination of a Water Treatment Facility Project Area*. 7 pages. MHC Bibliographic Citation #25-335.

Raber, Michael S., and Cara Tannenbaum

1980 *Intensive Cultural Resources Survey for Proposed Water Treatment Facilities in Essex, MA*. 41 pages. MHC Bibliographic Citation #25-328.

Ritchie, Duncan and Holly Herbster

2001 *Intensive Archaeological Survey Comprehensive Wastewater Management Project, Essex and Gloucester, Massachusetts*. 68 pages. MHC Bibliographic Citation #25-2223.

Talmage, Valerie

1977 *South Essex Sewer District Phase I Archeological Survey*. 37 pages. MHC Bibliographic Citation #25-21.

Wheeler, Kathleen and Myron O. Stachiw

1996 *Archaeological Investigations at Cogswell's Grant: Foundation and Downspout Drainage Improvements, Essex, Massachusetts*, October-November 1995. 81 pages. MHC Bibliographic Citation #25-1667.

Wheeler, Kathleen

1998 *Results of the Archaeological Monitoring of a Replacement Sewer Line at Cogswells Grant, Essex, Massachusetts*. 22 pages. MHC Bibliographic Citation #25-1784.

2002 *Results of Archaeological Site Exam for the Proposed Installation of French Drain, West Barn Yard, Cogswells Grant*. Essex, Massachusetts. 9 pages. MHC Bibliographic Citation #25-2238.

APPENDIX A

Directory of Historic Properties Recommended for Further Survey

This directory is based on a reconnaissance level survey, in which historic resources were identified through field investigation of resources visible from all passable public ways in Essex. The level of historic resource identification in this reconnaissance survey is thorough, but not necessarily exclusive. Other historic resources may exist that were not identified in this survey.

This directory typically does not address existing inventory forms. Exceptions consist primarily of previously-identified areas; these encompass both cohesive settlement clusters (Essex Falls, Martin Street, Southern Avenue and Addison Street, the Town Center, Western Avenue, and Winthrop Street) and many extraordinary agricultural complexes.

New and updated MHC inventory forms are suggested based on the prioritized list of properties contained in Appendix B. The highest priority categories include areas, late 19th and early 20th century properties, and non-residential buildings and structures. If funding becomes available, updating all existing inventory forms is merited. Bringing architectural descriptions and historic narratives up to current standards will provide a more solid base for future preservation activities.

Street: 9 Addison Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Victorian
eclectic/Italianate

Date of Construction: 1865

Notes: 2-1/2 story, front gable house; L-shaped form. 1-story rectangular bay window at front gable; small entrance porch at side.



Street: 20 Addison Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: late 19th c

Notes: 1-1/2 story, front gable cottage. 2-bay façade has offset entrance with bracketed door hood and angled bay window. Garage.

Street: 21 Addison Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: 1890

Notes: 2-1/2 story, side-gable house. 5-bay facade with Colonial Revival center entrance and 2 square bay windows on 1st floor.

Street: 27 Addison Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: late 19th c

Notes: 1-1/2 story, front gable cottage. 3-bay façade has off-set entrance vestibule and round-arched window in gable peak.

Street: 28 Addison Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: mid 19th c

Notes: 2-1/2 story, front gable house. 2-bay façade with off-set entrance.

Street: 2 Andrews Street

Priority for Survey: 1

Resource Type: Area

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: mid 19th c

Notes: 1-1/2 story cottage with 5-bay façade and center entrance on both N and S facades. Small outbuilding (shop?), side gable barn, stone walls; large acreage.



Street: 15 Apple Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Queen Anne

Date of Construction: 1880

Notes: 2-1/2 story, front gable house with wrap-around porch and off-set entrance. Well-preserved barn.



Street: 24 Apple Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: 1879

Notes: 1-1/2 story, L-shaped house. 3-bay façade with bracketed door hood at offset entrance on front gable. Large barn; stone walls.

Street: 31 Apple Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: mid 19th c

Notes: 2-1/2 story, front gable house. 3 bay façade with off-set entrance; 1 and 2 story gabled side ells. Stone walls.



Street: 35 Apple Street

Priority for Survey: 1

Resource Type: Area

MHC Inv No.: ESS.25

Arch'l Style: Georgian

Date of Construction: mid 18th c

Notes: Isaac Perkins House; agricultural landscape. Main house is 2-1/2 stories with side gable roof and five bay façade with center entrance. Large 19th century barn, smaller barn and outbuildings, stone walls.



Street: 42 Apple Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Federal

Date of Construction: early 19th c

Notes: 2-1/2 story, side gable house with asymmetrical 7-bay façade; Colonial Revival porch across façade. Large front gable barn.



Street: 50 Apple Street

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Modernist

Date of Construction: mid 20th c

Notes: Raised ranch with vertical siding, broadly overhanging roof, horizontal bands of windows. Stone walls.

Street: 95 Apple Street

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Colonial Revival

Date of Construction: 1905

Notes: S.D. Warren Estate. 2-1/2-story brick mansion with hip roof, extensive porches. Stone tower. Not clearly visible from public way.

Street: 24 Belcher Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: 1850

Notes: 1-1/2 story, front gable cottage. 3-bay façade with off-set entrance. Stone wall; 20th c garage.



Street: 11 Burnham Court

Priority for Survey: 1

Resource Type: Area

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: 1840

Notes: 2-1/2 story, side gable house, facing south. 5-bay façade with center entrance. Small sheds; boat-building shop/barn on water's edge.



Street: 12 Burnham Court

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: mid 19th c

Notes: 1-1/2 story, side gable cottage. 5-bay façade with center entrance



Street: 16 Burnham Court

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: late 19th c

Notes: 1-1/2 story, front gable cottage, facing side of parcel. Bracketed hood at offset entrance; small barn.



Street: 18 Burnham Court

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Craftsman/ Colonial
Revival

Date of Construction: 1908

Notes: 1-1/2 story garage with hip roof, stucco cladding. Asymmetrical façade has two garage bays with period doors.



Street: Centennial Grove Road

Priority for Survey: 1

Resource Type: Area

MHC Inv No.:

Arch'l Style: Craftsman vernacular

Date of Construction: early 20th c

Notes: Late 19 - early 20th c recreational area, overlooking Chebacco Lake. Open-air shed and 1-story commercial building.



Street: Choate (Hog) Island Area

Priority for Survey: 1

Resource Type: Area

MHC Inv No.: ESS.79

Arch'l Style: Georgian, et al

Date of Construction: 18th - early 20th c

Notes: Includes Francis Choate House (ESS.79; ca. 1725-40), Crane Cottage, Crane Memorial, barn. Not clearly visible from public way.

Street: 23 Choate Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Victorian eclectic

Date of Construction: late 19th c

Notes: 1-1/2 story side gable cottage. 3-bay façade with center entrance. Small side gable barn to side.



Street: 89 Choate Street

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: 18th c

Notes: 2-1/2 story, side gable house. 5-bay façade with center entrance. John Choate - William Cogswell House (1687?); later Boundary Turkey Farm.



Street: 3 Cogswell Court

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: mid 19th c

Notes: 1-1/2 story side gable cottage. Asymmetrical 4-bay façade with off-center entrance. Early 20th c garage.



Street: 90 Conomo Point Road

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Modernist

Date of Construction: 1955

Notes: 1-story summer cottage with shed roof, vertical siding, screened porch across front façade.



Street: 1 Coral Hill Road

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Modernist

Date of Construction: mid 20th c

Notes: 2-story, side gable house with low-pitched roof. Broadly overhanging eaves, overhanging upper floor, vertical wood siding, horizontal bands of windows.



Street: 8 County Road

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian/Federal

Date of Construction: late
18th/early 19th c

Notes: 2-1/2 story, side gable house. Five bays on 1st floor, 3 on 2nd. Side gable barn at back facing Western Ave.

Street: 17 County Road

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian/Federal

Date of Construction: late
18th/early 19th c

Notes: 2-1/2 story, side gable house. Asymmetrical 4-bay façade has roughly center entrance with fanlight. Built by Daniel Norton before 1810, on 200-acre farm.



Street: 39 County Road

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: 18th c

Notes: 2-1/2 story, side gable house. 5-bay façade with center entrance. Fieldstone wall. Madam Eveleth house, poss. early 18th c; temporary home of Rev. John Murray and family during Revolutionary War.



Street: 43 County Road

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: early 19th c

Notes: 2-1/2 story, side gable house. 5-bay façade with center entrance. Stone retaining wall.

Street: 2 Dodge Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: 1850

Notes: 2-1/2 story, side gable house. 5-bay façade with center entrance. Attached early 20th c garage.



Street: Cross Island

Priority for Survey: 3

Resource Type: Area

MHC Inv No.:

Arch'l Style:

Date of Construction:

Notes: Approx. 10 structures. Not clearly visible from public way.

Street: 8 Dodge Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival/Vict.
Eclectic

Date of Construction: mid - late
19th c

Notes: 1-1/2 story, side gable cottage transformed to front gable form. Offset entrance with bracketed door hood and double-leaf door at front gable. Attached barn.



Street: 64 Eastern Avenue

Priority for Survey: 1

Resource Type: Area

MHC Inv No.:

Arch'l Style:

Date of Construction: 19th c

Notes: Blue Sky Farm; agricultural landscape. 2-1/2 story, side gable house. Several barns and outbuildings. Not clearly visible from the public way.



Street: 82 Eastern Avenue

Priority for Survey: 1

Resource Type: Area

MHC Inv No.:

Arch'l Style: Federal

Date of Construction: 1806, et al

Notes: Cox Farm; agricultural landscape. 2-1/2 story, side gable house with five bay façade. Several barns and outbuildings; stone walls



Street: 88 Eastern Avenue

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: no definable style

Date of Construction: early 20th c

Notes: Farnham's restaurant. 2-1/2 story, side gable building with irregular fenestration.



Street: 97 Eastern Avenue

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: mid 19th c

Notes: 2-1/2 story, side gable house. 5-bay façade with recessed center entrance.

Street: 109 Eastern Avenue

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: 18th c

Notes: 2-1/2 story, side gable house with asymmetrical 5-bay façade, facing south (away from street). (1637?)



Street: 117 Eastern Avenue

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Colonial Revival

Date of Construction: early 20th c

Notes: 2-story house with hip roof. 3-bay façade has projecting pedimented center entrance.

Street: 146 Eastern Avenue

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: New England style

Date of Construction: 19th c

Notes: Front gable barn adapted for residential use. Likely originally affiliated with #150.



Street: 150 Eastern Avenue

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: mid 18th c

Notes: 2-1/2 story, side gable house. 5-bay facade with elaborate center entrance. Poss. 1697 origin; Burnham family farmstead.



Street: 165 Eastern Avenue

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: 18th c

Notes: 2-story, side gable house with rear leanto. 5-bay facade with gabled entry vestibule.



Street: Essex Branch, Boston & Maine Railroad

Priority for Survey: 3

Resource Type: Historic archaeological site

MHC Inv No.:

Arch'l Style: no style

Date of Construction: late 19th c

Notes: Right-of-way for 19th century railroad spur into Essex.



Street: Essex Falls

Priority for Survey: 1

Resource Type: Area

MHC Inv No.: ESS.E

Arch'l Style: Georgian, Federal,
Greek Rev., Greek/Gothic Rev.,
Italianate, 2nd Empire,
Romanesque Rev.

Date of Construction: 18th - 19th c



Notes: Village center containing residences, workshops, barns, school building, trolley barn. Approx. 41 contributing buildings. Includes 73 to 105 and 74 to 106 Western Ave.; Martin St., south from 113 and 116 to Western Ave.; 1 Apple St.

Street: 4 Essex Park Road

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Federal

Date of Construction: 1810

Notes: 2-1/2 story, side gable house with 2-story Victorian entry pavilion and bracketed door hood.

Street: Fifteen Tree Hill

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style:

Date of Construction: 1812

Notes: Summer estate and stone powder house. Powder house built ca. 1812 by Chebaco Light Infantry for storage of gunpowder. Not clearly visible from public way.

Street: 20 Forest Avenue

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: 1890

Notes: 2-1/2 story, L-shaped house. 3-bay façade on front gable has offset entrance with bracketed door hood.

Street: 26 Forest Avenue

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: 1876

Notes: 2-1/2 story, side gable house. 5-bay façade with bracketed door hood at center entrance.

Street: 30 Forest Avenue

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: 1870

Notes: 2-story, front gable house. 2-bay façade with eave brackets, bracketed door hood at offset entrance, bay window.



Street: 12 Grove Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: mid 19th c

Notes: 1-1/2 story, side gable cottage. Asymmetrical 5-bay façade with center entrance.



Street: 15 Grove Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: mid 19th c

Notes: 1-1/2 story, side gable cottage. 4-bay façade has off-center doorway with peaked lintel.

Street: 46 Grove Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: 1890

Notes: 2-1/2 story, side gable house. 3-bay façade has center entrance with bracketed and hip-roofed porch, paired windows. Small outbuilding.



Street: 52 Grove Street

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Victorian eclectic

Date of Construction: 1860

Notes: 1-1/2 story cottage with side gables. 5-bay façade with center entrance and wrap-around porch. Front gable barn with cupola.



Street: Island Road (Propect Hill) Priority for Survey: 1

Resource Type: Structure

MHC Inv No.:

Arch'l Style:

Date of Construction: ca. 1900

Notes: Burnham Tower. Steel observation tower built for Lamont G. Burnham by Epes Sargent.

Street: 2 Island Road

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: 1735

Notes: Large 2-1/2 story, side gable house. 5-bay façade with center entrance vestibule. Stone wall, large barn. Thomas Giddings House; remained in Giddings family for ~125 years.

Street: 63 Island Road

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Victorian eclectic

Date of Construction: late 19th c

Notes: 1-1/2 story, side gable house. 3-bay façade has center entrance with bracketed hood.



Street: 12 John Wise Avenue

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Colonial Revival

Date of Construction: late
19th/early 20th c

Notes: Large 2-story house with hip roof, wrap-around porch,
2-story bay window.



Street: 18 John Wise Avenue

Priority for Survey: 1

Resource Type: Area

MHC Inv No.:

Arch'l Style: Federal

Date of Construction: early 19th c

Notes: Complex of 2 to 2-1/2 story buildings, barn, and stone
walls. Town Pound (stone wall structure?) built in 1725.



Street: 22 John Wise Avenue (22-26) Priority for Survey: 1

Resource Type: Area MHC Inv No.:

Arch'l Style: Georgian et al

Date of Construction: 1760, et al

Notes: Complex of houses and barns. Main building is 2-1/2 story, side gable house with 5-bay façade and center entrance.

Street: 50 John Wise Avenue Priority for Survey: 1

Resource Type: Area MHC Inv No.: ESS.20

Arch'l Style: Federal

Date of Construction: 1841

Notes: Capt. Samuel Hardy House; Hardy Farm; Hardy's Hatchery. Agricultural landscape with house, barns, and other outbuildings. Main building is 2-1/2 story, side gable house with 5-bay façade and center entrance.



Street: 53 John Wise Avenue Priority for Survey: 3

Resource Type: Building MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: 18th c

Notes: 2-1/2 story, side gable house. 5-bay facade with center entrance.

Street: 55 John Wise Avenue

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: New England style

Date of Construction: 19th c

Notes: Large front gable barn, affiliated with house at #53.

Street: 85 John Wise Avenue

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: early 18th c
(1701?)

Notes: 2-1/2 story, side gable house with integral leanto. 5-bay façade has center entrance. Stone walls. Built for Rev. John Wise, first minister of Chebacco parish; Tercentenary plaque says 1701.



Street: 93 John Wise Avenue

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: 1760

Notes: 2-1/2 story, side gable house. 5-bay façade with center entrance. 20th c garage



Street: 94 John Wise Avenue

Priority for Survey: 1

Resource Type: Area

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: 1875

Notes: Alprilla Farm. Agricultural landscape with house and barns. Main building is 2-1/2 story, front gable house; 2-bay façade has offset entrance porch and 1-story bay window. Large front gable barn at back; two smaller barns near street.



Street: 99 John Wise Avenue

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Victorian eclectic

Date of Construction: late
19th/early 20th c

Notes: Fairway Pub, on grounds of Cape Ann Golf Course. 2-1/2 story front gable building with decorative siding. Dressed granite posts in front.



Street: 101 John Wise Avenue

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Colonial Revival

Date of Construction: late
19th/early 20th c

Notes: White Elephant Outlet. 2-1/2 story, side gable building with decorative shed dormer. Possibly built as barn and/or carriage house.



Street: 172 John Wise Avenue

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Modernist

Date of Construction: mid 20th c

Notes: 1-story, side gable ranch with vertical siding, widely overhanging eaves. Stone wall.

Street: 1 King's Court

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: late 19th c

Notes: 1-1/2 story, front gabled cottage. 2-bay façade has offset entrance porch, round-arched window in gable peak. Large banked barn with side gable roof; stone walls.



**Street: 44 Lakeshore Lane
(Lakeside on map)**

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: no definable style

Date of Construction: mid 20th c

Notes: 1-1/2 story summer cottage with front gable roof. On Gregory Island, overlooking Chebacco Lake.



Street: 6 Lufkin Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Colonial Revival

Date of Construction: early 20th c

Notes: 2-story house with hip roof. 3-bay façade has center entrance with hip-roofed porch. Early 20th c garage with hip roof.



Street: 54 Lufkin Street

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: mid 19th c
(1870?)

Notes: 2-1/2 story, side gable house. 5-bay façade with center entrance. Large front gable barn on opposite side of road.



Street: 80 Main Street

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Shed: no definable
style; Quonset hut

Date of Construction: Shed: late
19th c; Quonset hut: mid-20th c

Notes: Part of Pike Marine. 1-story shed with front gable roof, offset entrance. Waterfront location; possible maritime-related structure. Quonset hut structure located behind buildings at street edge of property.



Street: 117 Main Street

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: late 19th c

Notes: Part of Woodman's parcel. 2-story, L-shaped building with bracketed front gable wing. 1946 photo shows original fenestration in front gable and sign for Essex Veteran Firemen's Association.



Street: 121 Main Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Federal

Date of Construction: early 19th c

Notes: Part of Woodman's parcel. 2-1/2 story, side gable double-house. 7-bay façade with paired doorways.



Street: 127 Main Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: 18th c

Notes: Part of Woodman's parcel; assessors st. #119. 2-1/2 story, side gable house. 5-bay façade with center entrance.

Street: 16 Maple Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate/Queen Anne

Date of Construction: late 19th c

Notes: 1-1/2 story, L-shaped cottage with gable roofs. Hip-roofed side entry porch, bay window in front gable.



Street: Martin Street Area

Priority for Survey: 1

Resource Type: Area

MHC Inv No.: ESS.G

Arch'l Style: Greek Rev., Italianate, Queen Anne, Colonial Rev.

Date of Construction: mid 19th - early 20th c

Notes: Cluster of residential buildings along major thoroughfare between town center and Essex Falls. Approx. 32 contributing buildings, including 21 Martin St. to 2 Prospect, and 52 to 84 Martin.



po

Street: 98 Martin Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Colonial Revival

Date of Construction: 1907

Notes: Square, 2-story house with hip roof. 2-bay façade with full-length porch across front; stucco cladding. Small garage.



Street: 104 Martin Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: late 19th c

Notes: 1-1/2 story, L-shaped cottage. 2-bay façade with bracketed, offset entry porch and 1-story bay window on front gable.

Street: 109 Martin Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Colonial Revival

Date of Construction: 1898

Notes: 2-1/2 story, front gable house with multiple cross gables and bay windows. 3-bay façade with full pediment, 1-story bay window, and offset, gabled entry porch. Small garage.



Street: 112 Martin Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: mid 19th c

Notes: 1-1/2 story, front gable cottage. 4-bay façade with off-center doorway.



Street: 9 Milk Street

Priority for Survey: 1

Resource Type: Area

MHC Inv No.:

Arch'l Style: Greek Revival, et al

Date of Construction: mid 19th -
late 20th c

Notes: Emerald Hill Farm; agricultural landscape. Main house (1851) is 1-1/2 story, side gable cottage in Greek Revival style. Several barns.



Street: 16 Milk Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: 1870

Notes: 2-1/2 story, side gable double-house. 5-bay façade has center entrance with paired doorways under bracketed hood.



Street: 4 Orchard Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: mid 19th c

Notes: 1-1/2 story, front gable cottage. 3-bay façade with offset entrance. Garage.



Street: 11 Pickering Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: 18th c

Notes: 2-1/2 story, side gable house. 5-bay façade with center entrance.



Street: 16 Pickering Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: 1870

Notes: 2-1/2 story, side gable house. 5-bay façade has double-leaf doors at center entrance and 1-story bay windows. Stone retaining wall.



Street: 19 Pickering Street

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Queen Anne

Date of Construction: late 19th c

Notes: 2-1/2 story, front gable house with clipped front gable and offset entrance. Full-length porch across front; decoratively patterned siding and stick-work ornament.



Street: 51 Pond Street

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: International Style

Date of Construction: mid 20th c

Notes: 2-story house with flat roofs. Stone walls. 10-acre open site on Chebacco Lake. Not clearly visible from the public way.



Street: 92 Pond Street

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: 1775

Notes: 1-1/2 story side gable cottage. 3-bay façade with offset entrance. Barn and stone wall.



Street: 7 Prospect Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: 1897

Notes: 1-1/2 story, T-shaped cottage with gable roofs. 1-bay façade on front gable, side entrance porch with hip roof.



Street: 17 Prospect Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Victorian eclectic

Date of Construction: 1880

Notes: 1-1/2 story cottage with front gable roof. 2-bay façade with gabled porch at offset entrance and 1-story bay window. Concrete block garage.

Street: 23 Rocky Hill Road

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Modernist

Date of Construction: mid 20th c

Notes: 2-story raised ranch with side gable roof. Widely overhanging eaves, vertical siding. Not clearly visible from the public way.

Street: 9 School Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: 1890

Notes: 2-story with hip roof. 2-bay facade with offset doorway, paneled corner pilasters, bracketed cornice.



Street: 15 School Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate/ Queen

Anne

Date of Construction: 1890

Notes: 1-1/2 story, front gable cottage. Offset entrance w/ Queen Anne porch, round-arched window in half-story. Small barn.

Street: 16 School Street

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: late 19th c

Notes: Large, 2-1/2 story, side gable house. 5-bay façade with hip-roofed center porch. Stone walls. Large 20th c barn.

Street: Southern Avenue Area

Priority for Survey: 1

Resource Type: Area

MHC Inv No.:

Arch'l Style: Georgian, Federal,
Greek Rev., Italianate, Queen Anne

Date of Construction: late 18th -
19th c

Notes: Linear settlement cluster along major thoroughfare, with high concentration of Greek Revival houses. Approx. 32 contributing buildings. From #7 and 10 Southern Ave. to #50 and 89 on south; also 35, 36, 39, 43, and 44 Addison St.



Street: 99 Southern Avenue

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Federal

Date of Construction: 1820

Notes: 2-1/2 story, side gable house. 4-bay façade with off-center doorway. Front gable barn, 1-room shop.

**Street: 101 Southern Avenue
(101-A)**

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Federal

Date of Construction: 1796

Notes: 1-1/2 story cottage with broad side gable roof facing side of parcel; 4-bay façade has off-center entrance with hip roof tower above entry porch. Large, 2-1/2 story, Queen Anne addition with patterned shingles.

Street: 105 Southern Avenue

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Federal

Date of Construction: early 19th c

Notes: 1-1/2 story, side gable cottage. 4-bay façade with offset entrance. Small front gable barn at side; larger, side gable barn at rear.



**Street: 132 Southern Avenue
(132-138)**

Priority for Survey: 1

Resource Type: Area

MHC Inv No.:

Arch'l Style: Greek Revival,

Italianate? Et al

Date of Construction: 19th - early
20th c

Notes: Bothways Farm. Agricultural landscape with houses, barns, outbuildings, stone walls. 1-1/2 story side gable Greek Rev. cottage; 2-1/2 story Italianate side gable house.

Reportedly contains 1-room Rocky Hill (South District) School building, reused as garage. Most buildings not clearly visible from the public way.



Street: 172 Southern Avenue

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: 1850

Notes: 1-1/2 story, side gable cottage. 3-bay façade with offset entrance. Outbuilding.



Street: 181 Southern Avenue

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: mid 19th c

Notes: 1-1/2 story, side gable cottage. 5-bay façade with center entrance. Front gable barn off King's Court.

Street: 10 Spring Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: 1888

Notes: Large 2-1/2 story, side gable house. 5-bay façade with center entrance and bay windows.

Street: 43 Story Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: 1790

Notes: 2-1/2 story, side gable house. 4-bay façade with off-center entrance. Large side gable barn, stone wall.



Street: 58 Story Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Federal

Date of Construction: 1827

Notes: 2-1/2 story, side gable house with 2-story leanto, set perpendicular to street, facing south. Asymmetrical 5-bay façade with roughly center entrance.



Street: 61 Story Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Queen Anne

Date of Construction: late 19th c

Notes: 1-1/2 story, front gable house. 2-bay façade has offset entrance with gabled entry porch, bay window, decoratively patterned siding, brackets.



Street: Town Center Area

Priority for Survey: 1

Resource Type: Area

MHC Inv No.: ESS.F,
ESS.H

Arch'l Style: Georgian, Federal,
Greek Rev., Italianate, Second
empire, Queen Anne

Date of Construction: late 18th -
late 19th c

Notes: Mixed-use, residential, commercial, civic, and industrial area. Approx. 47 contributing buildings. Includes Main St. from #s 1 and 2 on west to Essex River on east; 1, 6, 8, 10 John Wise Ave.; 1, 2, and 7 Martin St.



Street: 9 Turtleback Lane

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Modernist

Date of Construction: mid 20th c

Notes: Raised ranch with large exterior end chimney, center entrance. Vertical siding, horizontal bands of windows.

Street: 11 Water Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: 18th c

Notes: 2-1/2 story, side gable house. 3-bay façade has off-center entrance with bracketed hood. Small front gable barn.



Street: 26 Water Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian/Federal

Date of Construction: late
18th/early 19th c

Notes: 2-1/2 story, side gable house set perpendicular to street, facing south. 5-bay façade with center entrance.

Street: 27 Water Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Federal

Date of Construction: 1812

Notes: 2-1/2 story, side gable house. 5-bay façade has center entrance with gabled porch.



Street: 30 Water Street

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: late 19th c

Notes: 1-1/2 story, front gable cottage. 3-bay façade with offset entrance.

Street: 34 Water Street

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: 1880

Notes: 2-1/2 story, side gable house, set perpendicular to street, facing south. 5-bay façade has center entrance with bracketed hood. 20th c garage.



Street: Western Avenue Area

Priority for Survey: 1

Resource Type: Area

MHC Inv No.: ESS.A

Arch'l Style: Georgian, Federal, Italianate

Date of Construction: 18th - 19th c

Notes: Linear settlement cluster along major thoroughfare. 2-1/2 story houses with concentration of high-style, late 18th - early 19th c architecture, notable outbuildings. Approx. 11 contributing buildings. Includes #s 7 - 21R and 18.



Street: 47 Western Avenue

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: mid 19th c

Notes: 2-1/2 story, side gable house. 3-bay façade with center entrance, paired windows in outer bays.



Street: 63 Western Avenue

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Federal

Date of Construction: early 19th c

Notes: 2-1/2 story, side gable house. 5-bay façade has center entrance with fanlight. Attached garage.

Street: 106 Western Avenue

Priority for Survey: 1

Resource Type: Building

MHC Inv No.: ESS. E

Arch'l Style: Romanesque

Revival/Victorian eclectic

Date of Construction: late 19th c

Notes: 1-story, front gable brick buildings. Corbelled cornices; large, segmentally-arched windows; prominent, rectangular smokestack.



Street: 119 Western Avenue

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Queen Anne

Date of Construction: late 19th c

Notes: 1-1/2 story, T-shaped house. Front gable façade has double-leaf doors, bay window, decorative wraparound porch.



Street: 120 Western Avenue

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Georgian

Date of Construction: 18th c

Notes: 1-1/2 story, side gable cottage with leanto. 5-bay façade with asymmetrical entrance. 1720 on plaque. 1-1/2 story, front gable barn.



Street: 121 Western Avenue

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Greek Revival

Date of Construction: mid 19th c

Notes: 2-1/2 story, side gable house. 5-bay facade with center entrance.



Street: 140 Western Avenue

Priority for Survey: 3

Resource Type: Buildings

MHC Inv No.:

Arch'l Style: no definable style

Date of Construction: early to mid
20th c

Notes: Building Center. Commercial complex with heterogeneous buildings, possibly including one or more barns that pre-date the present business.

Street: 146 Western Avenue

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Craftsman bungalow

Date of Construction: early 20th c

Notes: 2-1/2 story, side gable house. Stucco cladding, full-length front porch.

Street: 238 Western Avenue

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: 1877

Notes: 1-1/2 story, front gable house. 2-bay façade with bay window and offset entrance with bracketed door hood. 1-1/2 story, side gable barn with cross-gabled dormer; small outbuilding/shop.



Street: 4 Willow Court

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate/ Queen

Anne

Date of Construction: 1890

Notes: 2-1/2 story, side gable house. 3-bay façade has center entrance with double-leaf doors and hip-roofed porch, 2-story bay windows. Stone walls. Large 20th c garage.



Street: 5 Willow Court

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Italianate

Date of Construction: late 19th c

Notes: 1-1/2 story, L-shaped cottage. Front gable façade has 1-story bay window; offset entrance on side wing.



Street: Winthrop Street Area

Priority for Survey: 1

Resource Type: Area

MHC Inv No.: ESS.C

Arch'l Style: Greek Revival,
Italianate, Second Empire, Queen
Anne

Date of Construction: mid to late
19th c

Notes: Concentration of high-style Victorian houses, typically 2-1/2 stories with decorative ornament and picturesque suburban setting. Approx. 25 contributing buildings, including 1 to 23 and 6 to 24.



Street: 19 Wood Drive

Priority for Survey: 3

Resource Type: Area

MHC Inv No.:

Arch'l Style: Craftsman vernacular

Date of Construction: mid 20th c

Notes: Camp Menorah. Complex of recreational buildings not clearly visible from the public way.

Street: 37 Wood Drive

Priority for Survey: 1

Resource Type: Building

MHC Inv No.:

Arch'l Style: Craftsman bungalow

Date of Construction: 1905

Notes: 1-1/2 story, side gable house. Wide overhanging eaves, full-length porch at front. Early 20th c garage.



Street: 41 Wood Drive

Priority for Survey: 3

Resource Type: Building

MHC Inv No.:

Arch'l Style: Craftsman cottage

Date of Construction: early 20th c

Notes: 1-1/2 story, side gable cottage has offset entrance, and widely overhanging roof with bracketed eaves. Early 20th c garage.

Street: 43 Wood Drive

Priority for Survey: 2

Resource Type: Building

MHC Inv No.:

Arch'l Style: Craftsman four-square

Date of Construction: early 20th c

Notes: 2-story, four-square house with hip roof and wraparound porch. Small 1-1/2 story, front gable barn.

Street: 85 Wood Drive

Priority for Survey: 1

Resource Type: Area

MHC Inv No.:

Arch'l Style: Craftsman cottage

Date of Construction: early 20th c

Notes: Early summer camp with ~5 buildings, pier, etc. "1933" on building.



APPENDIX B

Prioritized List of Properties Recommended for Further Survey

	Priority	St. No.	St. Name	Architectural Style	Resource Type	MHC No.	Date of Construction
1.	1	2	Andrews Street (with barn and shop)	Greek Revival	Area		Mid 19th C
2.	1	35	Apple Street (with barns)	Greek Revival	Area		Mid 18th C
3.	1	50	Apple Street	Modernist	Building		Mid 20th C
4.	1	95	Apple Street	Colonial Revival	Building		1905
5.	1	11	Burnham Court (with H.A. Burnham barn and outbuildings)	Greek Revival	Area		1840, et al
6.	1		Centennial Grove Road (Centennial Grove)	Craftsman vernacular	Area		Early 20th C
7.	1		Choate (Hog) Island Area	Georgian, et al	Area	ESS.79	18th – early 20th C
8.	1	89	Choate Street	Georgian	Building		18th C (1687?)
9.	1	39	County Road	Georgian	Building		18th C
10.	1	64	Eastern Avenue (Blue Sky Farm; with barns and outbuildings)	Not visible from street	Area		19th C
11.	1	82	Eastern Avenue (Cox Farm; with barns)	Georgian, et al	Area		1806, et al
12.	1	88	Eastern Avenue (Farnham's)	No definable style	Building		Early 20th C
13.	1	146	Eastern Avenue (barn for #150)	New England style barn	Building		19th C
14.	1	150	Eastern Avenue	Georgian	Building		Mid 18th C (1697?)
15.	1		Essex Falls Area (#73 to 105 and 74 to 106 Western Ave.; south from #113 and 116 on Martin St.; 1 Apple St.)	Georgian, Federal, Greek Revival, Greek/Gothic Revival, Italianate, Second Empire, Romanesque Revival	Area (approx. 41 contributing buildings)	ESS.E	18th – 19th C
16.	1		Fifteen Tree Hill		Building		1812, et al
17.	1	52	Grove Street	Victorian eclectic	Building		1860

	Priority	St. No.	St. Name	Architectural Style	Resource Type	MHC No.	Date of Construction
			(with barn)				
18.	1	2	Island Road (Thomas Giddings House; with barn)	Georgian	Building		1735
19.	1		Island Road (Prospect Hill)		Structure		ca. 1900
20.	1	18	John Wise Avenue (Town Pound, 1725; houses and barn)	Federal	Area		Early 19th C
21.	1	22 – 26	John Wise Avenue (two houses, barns)	Georgian	Area		1760, et al
22.	1	50	John Wise Avenue (Hardy's Hatchery; with barns and other outbuildings)	Federal	Area		1841
23.	1	85	John Wise Avenue (John Wise House)	Georgian	Building		Early 18th C (1701?)
24.	1	93	John Wise Avenue (with garage)	Georgian	Building		1760
25.	1	94	John Wise Avenue (Alprilla Farm; with barns)	Italianate	Area		1875
26.	1	1	King's Court (with barn)	Italianate	Building		Late 19th C
27.	1	54	Lufkin Street	Greek Revival	Building		Mid 19th C (1870?)
28.	1	80	Main Street (part of Pike Marine)	No definable style	Building		Late 19th C
29.	1	117	Main Street (part of Woodman's parcel)	Italianate	Building		Late 19th C
30.	1		Martin Street Area (21 Martin to 2 Prospect, and 52 to 84 Martin St.)	Greek Revival, Italianate, Queen Anne, Colonial Revival	Area (approx. 32 contributing buildings)	ESS.G	19th C
31.	1	9	Milk Street (Emerald Hill Farm)	Greek Revival, et al	Area		Mid 19th – late 20th C
32.	1	19	Pickering Street	Queen Anne	Building		Late 19th C
33.	1	51	Pond Street	International Style	Building		Mid 20th C
34.	1	92	Pond Street	Georgian	Building		1775

	Priority	St. No.	St. Name	Architectural Style	Resource Type	MHC No.	Date of Construction
35.	1	16	School Street	Italianate	Building		Late 19th C
36.	1	132 - 138	Southern Avenue (Bothways Farm)	Greek Revival, Italianate?, et al	Area		19th – early 20th c
37.	1		Southern Avenue Area (from #7 and 10 Southern Ave. to #50 and 89, plus 35, 36, 39, 43, and 44 Addison Street)	Georgian, Federal, Greek Revival, Italianate, Queen Anne	Area (approx. 32 contributing buildings)		Late 18th – 19th C
38.	1		Town Center Area (Main St from Essex River on east to #1 and 2 on west; 1, 6, 8, 10 John Wise Ave.; 1, 2, and 7 Martin St.)	Georgian, Federal, Greek Revival, Italianate, Second Empire, Queen Anne	Area (approx. 47 contributing buildings); incorporates ESS.F and ESS.H)	ESS.F, ESS.H	
39.	1		Western Avenue (#7 – 21R and 18)	Georgian, Federal, Italianate	Area (approx. 11 contributing buildings)	ESS.A	18th – 19th C
40.	1	106	Western Avenue (trolley barn)	Romanesque Revival/Victorian eclectic	Building (in Essex Falls Area, ESS.E)		Late 19th C
41.	1		Winthrop Street Area (#1 to 23 and #6 to 24)	Greek Revival, Italianate, Second Empire, Queen Anne	Area (approx. 25 contributing buildings)	ESS.C	Mid to late 19th C
42.	1	37	Wood Drive (with garage)	Craftsman bungalow	Building		1905
43.	1	85	Wood Drive	Craftsman cottage	Area		Early 20th C ("1933" on one bldg)
44.	2	21	Addison Street	Italianate	Building		1890
45.	2	15	Apple Street (with barn)	Queen Anne	Building		1880
46.	2	31	Apple Street	Greek Revival	Building		Mid 19th C
47.	2	42	Apple Street (with barn)	Federal	Building		Early 19th C
48.	2	18	Burnham Court (assessors ID #41-44)	Craftsman	Building		1908
49.	2	3	Cogswell Court (with garage)	Greek Revival	Building		Mid 19th C

	Priority	St. No.	St. Name	Architectural Style	Resource Type	MHC No.	Date of Construction
50.	2	90	Conomo Point Road	Modernist	Building		1955
51.	2	17	County Road	Georgian/Federal	Building		Late 18th/early 19th C
52.	2	2	Dodge Street	Greek Revival	Building		1850
53.	2	97	Eastern Avenue	Greek Revival	Building		Mid 19th C
54.	2	109	Eastern Avenue (Windward Grille)	Georgian	Building		18th C (1637?)
55.	2	20	Forest Avenue	Italianate	Building		1890
56.	2	30	Forest Avenue	Italianate	Building		1870
57.	2	12	Grove Street	Greek Revival	Building		Mid 19th C
58.	2	46	Grove Street (with outbuilding)	Italianate	Building		1890
59.	2	63	Island Road	Victorian eclectic	Building		Late 19th C
60.	2	12	John Wise Avenue	Colonial Revival	Building		Late 19th/early 20th C
61.	2	101	John Wise Avenue (White Elephant Outlet)	Colonial Revival	Building		Late 19th/early 20th C
62.	2	172	John Wise Avenue	Modernist	Building		Mid 20th C
63.	2	6	Lufkin Street (with garage)	Colonial Revival	Building		Early 20th C
64.	2	127	Main Street (assrs st #119; part of Woodman's parcel; immediately behind Dunkin' Donuts)	Georgian	Building		18th C
65.	2	121	Main Street (double house on drive, faces W; part of Woodman's)	Federal	Building		Early 19th C
66.	2	109	Martin Street	Colonial Revival	Building		1898
67.	2	112	Martin Street	Greek Revival	Building		Mid 19th C
68.	2	16	Milk Street	Italianate	Building		1870
69.	2	4	Orchard Street (with garage)	Greek Revival	Building		Mid 19th C
70.	2	23	Rocky Hill Road	Modernist	Building		Mid 20th C
71.	2	9	School Street	Italianate	Building		1890
72.	2	15	School Street (with barn)	Italianate/Queen Anne	Building		1890
73.	2	101-A	Southern Avenue	Federal	Building		1796
74.	2	99	Southern Avenue (with	Federal	Building		1820

	Priority	St. No.	St. Name	Architectural Style	Resource Type	MHC No.	Date of Construction
			outbuildings)				
75.	2	172	Southern Avenue (with outbuilding)	Greek Revival	Building		1850
76.	2	181	Southern Avenue (with barn)	Greek Revival	Building		Mid 19th C
77.	2	10	Spring Street	Italianate	Building		1888
78.	2	43	Story Street (with barn)	Georgian	Building		1790
79.	2	61	Story Street	Queen Anne	Building		Late 19th C
80.	2	9	Turtleback Lane	Modernist	Building		Mid 20th C
81.	2	27	Water Street	Federal	Building		1812
82.	2	34	Water Street	Italianate	Building		1880
83.	2	63	Western Avenue	Federal	Building		Early 19th C
84.	2	120	Western Avenue (with barn)	Georgian	Building		18th C (1720?)
85.	2	121	Western Avenue	Greek Revival	Building		Mid 19th C
86.	2	238	Western Avenue (with barn and outbuilding)	Italianate	Building		1877
87.	2	4	Willow Court	Italianate/Queen Anne	Building		1890
88.	2	43	Wood Drive	Craftsman four-square	Building		Early 20th C
89.	3	9	Addison Street	Victorian eclectic/Italianate	Building		1865
90.	3	20	Addison Street	Italianate	Building		Late 19th C
91.	3	27	Addison Street	Italianate	Building		Late 19th C
92.	3	28	Addison Street	Greek Revival	Building		Mid 19th C
93.	3	24	Apple Street (with barn)	Italianate	Building		1879
94.	3	24	Belcher Street	Greek Revival	Building		1850
95.	3	12	Burnham Court	Greek Revival	Building		Mid 19th C
96.	3	16	Burnham Court	Italianate	Building		Late 19th C
97.	3	23	Choate Street	Victorian eclectic	Building		Late 19th C
98.	3	1	Coral Hill Road	Modernist	Building		Mid 20th C
99.	3	8	County Road	Georgian/Federal	Building		Late 18th/early 19th C
100.	3	43	County Road	Greek Revival	Building		Early 19th C
101.	3		Cross Island		Area		
102.	3	8	Dodge Street	Greek Revival/Victorian eclectic	Building		Mid to late 19th C
103.	3	117	Eastern Avenue	Colonial Revival	Building		Early 20th C
104.	3	165	Eastern Avenue	Georgian	Building		18th C
105.	3		Essex Branch, Boston & Maine	No style	Historic archaeologic		Late 19th C

	Priority	St. No.	St. Name	Architectural Style	Resource Type	MHC No.	Date of Construction
			Railroad		al site		
106.	3	4	Essex Park Road	Federal	Building		1810
107.	3	26	Forest Avenue	Italianate	Building		1876
108.	3	15	Grove Street	Greek Revival	Building		Mid 19th C
109.	3	53	John Wise Avenue	Georgian	Building		18th C
110.	3	55	John Wise Avenue (barn for #53)	New England style barn	Building		19th C
111.	3	99	John Wise Avenue (Fairway Pub)	Victorian eclectic	Building		Late 19th/early 20th C
112.	3	44	Lakeshore Lane	No definable style	Building		Mid 20th C
113.	3	16	Maple Street	Italianate/Queen Anne	Building		Late 19th C
114.	3	98	Martin Street	Colonial Revival	Building		1907
115.	3	104	Martin Street	Italianate	Building		Late 19th C
116.	3	11	Pickering Street	Georgian	Building		18th C
117.	3	16	Pickering Street	Italianate	Building		1870
118.	3	7	Prospect Street	Italianate	Building		1897
119.	3	17	Prospect Street (with garage)	Victorian eclectic	Building		1880
120.	3	105	Southern Avenue (with barns)	Federal	Building		Early 19th C
121.	3	58	Story Street	Federal	Building		1827
122.	3	11	Water Street (with barn)	Georgian	Building		18th C
123.	3	26	Water Street	Georgian/Federal	Building		Late 18th/early 19th C
124.	3	30	Water Street	Italianate	Building		Late 19th C
125.	3	47	Western Avenue	Greek Revival	Building		Mid 19th C
126.	3	119	Western Avenue	Queen Anne	Building		Late 19th C
127.	3	140	Western Avenue (Building Center)	No definable style	Buildings		Early to mid 20th C
128.	3	146	Western Avenue	Craftsman bungalow	Building		Early 20th C
129.	3	5	Willow Court	Italianate	Building		Late 19th C
130.	3	19	Wood Drive (Camp Menorah)	Craftsman vernacular	Area		Mid 20th C
131.	3	41	Wood Drive	Craftsman cottage	Building		Early 20th C

APPENDIX C

Bibliography and References for Further Research

DOCUMENTARY RESEARCH SOURCES

Major research sources for Essex's history and development include the T.O.H.P. Burnham Library and the Essex Historical Society and Shipbuilding Museum in Essex; the archives and library of the Cape Ann Museum in Gloucester; the Beverly Public Library; the Southern Essex District Registry of Deeds in Salem; and the Massachusetts Historical Commission, Massachusetts State Archives, and Massachusetts State Library's Special Collections, all in Boston.

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APPENDIX D

PRESERVATION PLANNING RESOURCES

STATE AGENCIES

Massachusetts Department of Conservation and Recreation

251 Causeway Street, Suite 900

Boston, Mass. 02114-2104

www.mass.gov/eea/agencies/dcr/inside-our-agency/contact-info/

Historic Landscape Preservation Initiative

Wendy Pearl, Preservation Planner

Department of Conservation and Recreation

251 Causeway St, Suite 600

Boston, Mass. 02114

telephone: 617-626-1389

Wendy.Pearl@state.ma.us

Massachusetts Historical Commission

220 Morrissey Boulevard

Boston, Massachusetts 02125

Telephone: 617-727-8470

www.sec.state.ma.us/mhc

Inventory of the Historic Assets of the Commonwealth, local historic districts, municipal preservation plans, Massachusetts Preservation Projects Fund, Survey and Planning Grant Program, National Register Program

Michael Steinitz, Survey Director

Christopher Skelley, Director of Local Government Programs

Betsy Friedberg, National Register Director

Massachusetts Department of Agricultural Resources

251 Causeway St, Suite 500

Boston, Mass. 02114

telephone: 617-626-1700

www.mass.gov/eea/agencies/agr/about/offices-and-directions-generic.html

Agricultural preservation restrictions

NON-PROFIT ORGANIZATIONS

Essex National Heritage Commission

221 Essex Street
Salem, Mass 01970
telephone: 978-740-0444
www.essexheritage.org/welcome

*Essex Coastal Scenic Byway
Partnership Grant Program
Border to Boston Trail*

National Trust for Historic Preservation

Boston Field Office
7 Faneuil Hall Marketplace, 4th Floor
Boston, Massachusetts 02109
telephone: (617) 523-0885
www.preservationnation.org/

Historic New England

(formerly Society for the Preservation of New England Antiquities)
Administrative Offices:
Otis House
141 Cambridge Street
Boston, Mass. 02114-2702
telephone: 617-227-3956
www.historicnewengland.org

Sally Zimmerman, Senior Preservation Services Manager
Lyman Estate
185 Lyman Street,
Waltham, Mass. 02452
telephone: 781 . 698 . 8591

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Burial Grounds

Preservation Guidelines for Municipally Owned Historic Burial Grounds and Cemeteries. Dept. of Conservation and Recreation and Walker-Kluesing Design Group, 2009.
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The series includes the following titles:

- "An Introduction to Historic Landscape Preservation"
- "Identifying and Protecting Historic Roads"
- "New Models of Stewardship: Public/Private Partnerships"
- "Stones That Speak: Forgotten Features of the Landscape"
- "Taking Action: A Toolkit for Protecting Community Character"
- "Rooted in History: Preserving Historic Farms"

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MHC Reconnaissance Survey Town Report

ESSEX

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

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MHC RECONNAISSANCE SURVEY REPORT

Date: 1985

Community: Essex

I. HISTORIC OVERVIEW

A town of undulating terrain in eastern Essex County, Essex was home to the Pawtucket (Agawam) Indians. Multiple Woodland sites found, and Contact period activity likely, although not confirmed. Known as Ipswich's Chebacco Parish, the area's first European settlement in 1634 with granting of land to Ipswich residents. Route 133 () laid out by 1651; boatmaking, mills and dwellings along the Ipswich River by 1673. Meetinghouse center established in 1679 in the central town with dispersed agricultural settlement pervasive through the end of the century.

Federal period Essex with nodes of settlement at the Falls, Essex Center and South Essex. Building of Causeway (1811) led to commercial/civic coalescence of Essex and South Essex, while increasing sizes of constructed boats led to shifts of shipbuilding from the Falls also to the Causeway area. Farming fishing and shipbuilding comprise the town's economic mainstays.

In the mid-19th century, a major intensification of the road network in the central village provided now a direct line (via Martin Street) with the Falls district. Civic and commercial focus still in the Causeway vicinity, with the western Causeway (Main at Martin) emerging as the town's primary commercial corridor. Residential building accelerated in both the Falls and South Essex areas particularly, with the first cottage construction at Conomo Point in 1860.

With the arrival of mass transit facilities (railroad, 1872; street railway, 1893) another realignment of activities occurs. Industrial focus shifts from the Causeway (and shipbuilding) to depot areas along the river, from the Falls district to South Essex. Manufactories multiply. Residential construction follows route of street railway and scatters north and east through the rural town. Tourism begins to boom, as seasonal cottages proliferate on the town's lakefront and coastal properties. Shipbuilding activities show some decline while shoe manufacturing increases.

Another growth spurt in 1940 when impending Interstate 95/Route 128 construction enhances the town's appeal as both residential and recreational locale. Contemporary town spared the brunt of commercial auto-development with the adaptive reuse of existing fabric appearing to provide the backbone of current development strategies.

II. POLITICAL BOUNDARIES

By 1819, the Chebacco Parish (1748) of 17th century Ipswich Plantation gained sufficient population and was incorporated as an independent town. Since the late 19th century, although

undergoing a slight shifting of political boundaries both in the extreme southeastern corner of the town and in the southwest at Chebacco Lake, Essex has essentially remained unchanged since its incorporation.

III. TOPOGRAPHY

The town of Essex is located in the southeastern portion of Essex County, Massachusetts. Physiographically, the town lies within the New England Seaboard Lowland, a relatively smooth coastal strip of land with some hills usually below the 400 and 500 foot contours. Locally, coastal Essex County contains more hilly country than other Seaboard Lowland areas. Elevations in southern areas average 100 feet or less with several hills approaching 200 feet or more. Along the coast, elevations average 20 feet or less with some hills approaching 50 to 100 feet or more.

Bedrock deposits in the Essex area are characterized by igneous formations throughout most of the town. Quincy granite is the most common type present. Limited distributions of Beverly syenite and Quartz syenite are also found in southern and southeastern areas of town. The only sedimentary rocks found in Essex belong to the Westboro or Grafton quartzite group. These deposits are also found in southern and southeastern areas.

Soils in the Essex area represent a mixture of formations through glacial outwash, organic deposits, windblown deposits and recent alluvial deposits. Soils of the Ipswich-Westbrook-Udipamments association are present in tidal wetland areas throughout the northeastern portion of town. These soils are deep and found in nearly level areas. They range from very poorly drained mucky soils found in organic deposits to excessively drained mucky soils found in organic deposits to excessively drained sandy soils formed in windblown sand. Soils of the Chatfield-Hollis-Rock outcrop association are found throughout most of the southern half of town south of Essex Center. These soils are found in deep or shallow deposits in gently sloping to steep areas. They are generally well-drained loamy soils formed in glacial till and contain areas of exposed bedrock. Soils of the Boxford-Scitico-Maybid association are found north of the town center to tidal areas. These soils are deep and found moderately well drained to very poorly drained loamy soils formed in lacustrine or marine sediments. West of the town center soils of the Canton-Woodbridge-Freetown and Merrimac-Hinckley-Urban land associations are found. Both soils are found in deep deposits and nearly level to steep areas. The latter are excessively drained and sandy soils formed in outwash deposits and urban development. The former association includes well-drained loamy soils found in glacial till to poorly drained mucky soils formed in organic deposits. Soils belonging to the Freetown-Fluvaguents association are found in limited areas in the southeastern and southwestern portion of town.

Major drainage in Essex is through the Castle Neck and Essex Rivers which both drain into Essex Bay. Other than Chebacco Lake, few ponds exist in the town. Freshwater swamps and meadow are common in many areas.

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

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes

Native American transportation routes in the Essex area likely emphasized water travel along the Castle Neck River, Essex River and Essex Bay. Conjectured trails were also probably present along rivers and streams, particularly those leading to the coast and major rivers noted above. A major north/south coastal route may also have existed on Rt. 133 and detoured around the Essex River to Rt. 22 and Apple Street.

B. Population

Essex 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 is commonly referred to as the Agawam Indians who may have been a subtribe of the Massachusetts but seemed to be under the leadership of the Penacook. Gookin (1792) lists ca. 3,000 men belonging to 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. The Native American population in the Essex area may have numbered in the vicinity of 200 or more individuals during much of this period. Following the epidemics, fewer than 100 natives likely remained.

C. Settlement Pattern

Numerous Woodland but no Contact period sites are known for the Essex area. However, environmental variables, later 17th century documentary sources and the high density of Woodland period sites indicate sites of this period should be present. For example, the mouths of the Castle Neck and Essex Rivers may have been good site locations as well as these areas along the coast. Known Contact period sites are present on Castle Neck in Ipswich opposite these areas. In addition to habitation and village type sites, special purpose sites such as fishing sites, shell middens and burials were also probably present. These sites may have been located on the coast or along the periphery of interior wetlands such as ponds, swamps and streams.

D. Subsistence Pattern

Native Americans in the Essex 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 hunted in the Plum Island Sound and Essex Bay area. Upland game birds and ducks were available in and around freshwater wetlands, riverine areas and in marshlands along the coast. Interior ponds, streams and rivers afforded a variety of freshwater fish. Larger rivers such as the Castle Neck and Essex Rivers may have contained seasonal runs of smelt, alewives, shad, salmon and sea-run trout. A variety of marine species of fish would have been available in the Essex Bay, Plum Island Sound and Atlantic Ocean. Several species of terrestrial as well as fresh and salt water plants in the Essex area provided a valuable food resource. The Essex Bay and coastal Atlantic Ocean 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, however, they were likely located along the shores of Essex Bay, the Essex River or Castle Neck River.

V. PLANTATION PERIOD (1620-1675)

A. Transportation Routes

Indian trails likely continued in use in the Essex area throughout most of the Plantation period. Water travel was also important particularly in the Essex River and Essex Bay areas. An early horsepath and cartway were established connecting the Chebacco area with Ipswich shortly after 1634. This roadway, roughly in the area of Rt. 133, was laid out as the highway to Essex ca. 1651 including its southern extent which led to Gloucester. A westerly horsepath or cartway also likely extended along western Ave from Essex Center to the Hamlet (Hamilton) linking up with the Bay Road. Hatfield's road and path or roadway to Thompson's Island also existed during this period. At least two ferries were in operation over the Essex River. One ferry was established shortly after 1634 which continued until 1666 when a horse bridge was built over the River (Chebacco River/Essex River). A ferry also existed crossing the river near the mills at the falls on the Chebacco River.

B. Population

Essex was first settled in 1634 by individuals from Ipswich. Settlement in this area was slow and growth did not accelerate until the 1670s and 1680s. By 1650, 10 to 12 families representing 50 to 60 individuals may have resided in the area. This population may have risen to 100 to 150 individuals by 1675. Black slaves were likely living in the town during this period. Residents paid ministerial taxes and worshipped in Ipswich. Early town settlers were of English decent, of the Congregational faith.

C. Settlement Pattern

Little is known regarding the Native American settlement patterns in Essex during this period. Natives may not have resided in the town at all by this time. Secondary sources note the presence of

Indian wigwams in the town but do not offer specific descriptions or locations of these areas. Early settlers were not pressured by local natives. Europeans received native title to the area in ca. 1638 when John Winthrop Jr. purchased the rights to Agawam from Masconomet.

European settlement in Essex was made in ca. 1634 shortly after grants of several hundred acres each were made to Ipswich residents. Little is currently known who the first settlers were or where they settled. European settlement increased at a slow rate characterized mainly by dispersed farmsteads. Village life was also beginning in Essex. Dwelling houses, mills and shipmaking were beginning to concentrate around the river and falls. By 1673 unsuccessful attempts were begun to set the Chebacco area off as a separate parish. Aside from private lands that were granted or purchased, much of Essex remained Ipswich common lands throughout this period.

D. Economic Base

As Colonial settlers established themselves in the Essex 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 Essex's early settlers. Indian corn, wheat and barley were the most important food crops grown as well as rye when possible. Fruit and vegetables were grown but grains were the most important food produce. Shortly after settlement, the production of vegetable fibers from hemp and flax were also important products. Salt marsh hay was extensively exploited from the marshes surrounding Essex Bay. Husbandry was also an important activity in Essex. Cattle, horses, sheep, and swine were the most important farm animals. Oxen and fowl were also present. Shipbuilding and fishing were important in Essex shortly after settlement. By 1668 common lands were set aside in Chebacco as acres for Ipswich residents to build ships. Smaller vessels characterized shipbuilding during this period, possibly shallops or later Chebacco boats named after the area where they were first built. Fishing was also conducted in this area. John Perkins was granted the privilege of constructing a weir on the Chebacco River in 1636. After boats were built, hook and line fishing also began in the river and in coastal water. Mill construction in Essex may have been associated with shipbuilding. By 1671 at least four sawmills were present at or near the falls on the Chebacco River, far exceeding the needs of local farmers. Gristmills were not present during the Plantation period indicating farmers probably carried grains to Ipswich. Carpenters, ropemakers, malsters and smithies were also likely present during this period.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes

Native trails likely had been upgraded to horse paths or cartways by this time. The highway to Essex (Rt. 133) continued to be the major northern transportation corridor through the town. The

southern road probably extended from the South Essex area. In 1700 a bridge replaced the ferry crossing over the Essex River in the vicinity of the town's mills. The present road to Thompson's Island was laid out in 1697. In 1699 the road to Gloucester was laid out extending Rt. 133 easterly probably along a previous cartway or horse path. A road way also existed westerly in the vicinity of Rt. 22 linking Essex with the Hamlet Parish in Hamilton. Smaller unnamed ways and roadways were also laid out as new settlements demanded.

B. Population

Essex may have had a Colonial population of 100 to 150 individuals at the start of the Colonial period. This population doubled by the end of the 17th century when Chebacco Parish in Ipswich had about 300 souls (Crowell 1868:110). The most intense period of parish growth in Essex occurred from 1695-1718 when the town's population almost doubled, to as many as 600 individuals. By 1775 the Essex population may have risen to 800 or 900 individuals. A decrease in fishing and shipbuilding during the Revolutionary War likely effected the town's population. Native Americans did not live in Essex during this period. Black slaves were present. Essex was not founded as a town but grew as a parish of Ipswich. By 1677 a number of residents in the area applied to Ipswich for lease to employ a preacher. In 1679 Chebacco residents were freed from paying ministerial taxes in the First Parish and allowed to hire a preacher on their own. Essex was now known as the Ipswich Second Parish or Chebacco Parish. Early worship and town meetings were held in private houses as the First Parish would not give permission to build a meetinghouse. A church was gathered by 1681. By 1702 a school house was erected on the common. In 1746 religious unrest by "New Lights" led to the creation of the Sixth Parish of Ipswich later that year, incorporated in 1748. In 1774 the Second and Sixth Parishes of Ipswich (both in Essex) reconciled and joined assuming the name of the Second Parish.

C. Settlement Pattern

Land patterns which developed in Essex during the Plantation period continued throughout most of the Colonial period. Essex was settled by the sons and daughters of Ipswich's founding generation. Thus, much of the town's settlement occurred in the 1670s and 1680s. Larger land grants which characterized the town's first settlers were on the decline. Chebacco's settlers averaged about 140 acres per holding worth 60% of the town ownry between 75 and 160 acres. As Ipswich residents, Essex land holders who paid the town's ministerial tax were entitled to benefit from Common land divisions. These divisions, many of which were in the Essex area, occurred in 1702, 1707-1709 and 1720. In 1720 Ipswich made the final division of common land granting rights to over 7,000 acres. Over 900 acres of this land were in Chebacco, mostly heavily wooded land between Chebacco Pond and the Wenham border.

An unauthorized meetinghouse was built by 1679 and some residents were prosecuted for its construction. In 1681 the First Parish granted one acre to the Chebacco Parish for a graveyard. The

meetinghouse was rebuilt in 1717. The Sixth Parish erected a meetinghouse in 1752 where the present meetinghouse stands.

D. Economic Base

While most aspects of agricultural and husbandry continued to be important throughout the Colonial period, fishing and shipbuilding were now of great economic importance. From 25 to 30 Chebacco boats sailed from Essex fishing the Atlantic coastline and erecting fish flakes on Hog Island, the north end of Warehouse Island, Thompson's Island at Clay Point. Fishermen were given special rights to common lands to erect fish flakes and cut timber. Fishermen also had special rights to soft shell clams, abundant in the Essex/Ipswich area, both a food resource and major supply of bait for cod fishermen. Chebacco boats characterized the fishing vessels used in the Essex area. These vessels, of 10 to 12 tons burden, were made in several small boat yards along the river. Larger vessels were not made during this period. Shipbuilding was apparently pursued according to the needs of local fishermen and coastal merchants. The needs of shipbuilding increased to the point that by 1706 at least five sawmills were in operation in the Essex area. In 1682 the Wade sawmill was erected at the falls. John Brunham removed his mill in 1687 to erect a new mill near the Story mill at the falls. In 1693 he erected a mill near the launching place below the falls on the Essex River. Other trades present in Essex by the end of this period included ropemakers, coopers, gunsmiths, wheelwright, carpenters, glovers, tailors, soapmakers, malsters, tanners and curriers.

E. Architecture

Residential: Several town examples are attributed to the first period architecturally. Swamp Hill Farm (1667) is said to be a rare, north shore plank construction house. The 1684 David Burnham house was restored by George Francis Dow and Russell Kettel. Both are 2 & 1/2 story, central entry and chimney types. The Butman house of 1690-1725 is a four bay saltbox. The Simon Butler house of 1690 is 1 & 1/2 story, five bay, center entry and chimney examples. Nearly as common are 1 & 1/2 story examples, including three and five bay, center entry examples as well as four bay examples. Evidence of Georgian planning considerations are rare and limited to large 2 & 1/2 story houses, a five bay double interior chimney house, a six bay house with a pair of large interior chimneys (probably the result of additions) and an L-plan, five bay house.

Institutional: The Parish built its first meetinghouse in 1679, measuring about 42 x 36 feet. A second house was constructed in 1719, measured 52 x 42 feet, with 21 foot studs, three galleries, and a turret "after the fashion" of Andover (Crowell 1868:84). With separation the new religious society constructed a meetinghouse of the same size but with no turret. The first school was built here in 1695. The second schoolhouse was built in 1757 on the same site and measure 21 x 18 feet with eight foot studs and five windows. In 1761 a schoolhouse of unknown appearance was constructed at the Falls.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes

Colonial period roads continued in use and were improved. Streets laid out during the period include Western Ave by passing Story Street, Southern Ave (beyond Apple Street) to Manchester, Grove Street and Forest Ave extended, Harlow Street out to Concord Point, and Spring Street at the meetinghouse center. In 1811, a new bridge was built over the Essex River, two to three rods southwest of the old one. In 1823, a second was constructed, this with a 24 foot draw. 1820 saw the Essex Canal Company incorporated and a canal opened from the Chebacco River to Fox Creek. The canal was 1/2 mile long and its purpose was the transportation of lumber from the Merrimack Hinterland. In 1811 the Causeway was constructed, now joining Essex center with South Essex. It was repaired in 1824.

The Great Bridge built (over the Essex River) in 1824 was a wooden drawbridge with two sections, the draw being opened by means of a chain and windlass arrangement.

B. Population

Essex was not incorporated until after 1810. Population in Essex increased from 1107 individuals in 1820 to 1333 individuals in 1830 with a growth rate of 20.42%. In 1820 Essex contained 1.48% of the total population of Essex County. This figure rose to 1.62% in 1830.

A total of 105 Chebacco men served in the Revolution. After the war a group left the town for Londonderry, N.H. between 1785-1790.

A second religious society was formed in 1808, of the liberal Christian denomination, viewing to "lay aside all party names", and related to similar organizations originating in Vermont, and active until 1827. In 1829 a Universalist Society was formed. The town had six school districts by mid-period, and attempted to start a Latin school in 1806. A Social Library was formed in 1802 followed by a Debating Society in 1829. A Light Infantry was also active until 1837.

C. Settlement Pattern

By 1800, Ipswich's Chebacco Parish (the area of contemporary Essex) claimed three nodes of settlement and industrial activity, each near the river and each claiming an independent schoolhouse. To the west was the Falls District, at Apple Street and Western Avenue. By century's beginning it was already an area bustling with sawmills, shops and shipbuilding activity. North of the river, at the western end of the Causeway at Martin Street, was the town's central village and primary residential and commercial focus. To the east was the area of contemporary South Essex, on the Causeway's eastern end at Main and Southern Avenue.

Main Street between Maritime Street and Western Avenue, having attracted the town's meetinghouse and North District schoolhouse by 1800, was also the Federal town's densest corridor of residential building. Inasmuch as Essex center's Pickering, Winthrop, Lower Western Avenue and Maritime Street were all of post-Federal origin, it was to upper Western Avenue, and Story and Spring Streets that residential construction was attracted. Although a secondary focus of settlement activity occurred at Main Street and Southern and Eastern Avenues in South Essex, dispersed agricultural settlement remained persistent through the end of the period.

During the first quarter of the century, primary shipbuilding activities shifted from the Falls area to the Causeway (thus accommodating the larger size of constructed boats). As such, Essex Falls began its relative decline in importance within the town, and South Essex, its ascent. The town's incorporation in 1819 sparked a decade of improvements to the central village. The chapel of the Congregational church was erected in 1820; the town's powderhouse, also 1820; a firehouse in 1824. A post office was established in 1821 and a poor farm in 1825. By 1831, Essex claimed 157 dwelling houses and 8000 superficial feet of wharves.

D. Economic Base

The principal economic activities of Essex inhabitants were farming, boat-building and fishing. Because much of the town's land was covered by marsh, farmers were of necessity engaged primarily in stock-raising. Because animal husbandry was less time consuming than cultivation of the soil these same farmers also made shoes, fished and built boats.

The marshes in the eastern portion of the town were excellent land for the cultivation of a large salt hay crop. "The prodigious output of these tidewater fields enabled Chebacco to support a large livestock population and...to export hay to neighboring communities" (Jedrey 1979:62). Sheep were the chief animal raised early in the period. According to Jedrey, salt hay was a fine food source for a non-dairying animal like sheep. At the beginning of the period there were about 1000 sheep and the vast majority of agricultural acres were devoted to these and other animals as pasture or mowing land. Wool, accordingly, was an important agricultural product. A mill for carding this wool was operated during the period. Some sheep were also exported live to West Indies. Only about 10% of farm land was devoted to tillage and this was cultivated for domestic consumption. Two gristmills ground locally grown grains.

Spare time and economic necessity caused Essex farmers to turn their attention to boat-building, fishing and shoemaking. Winter months were probably devoted to shoemaking and the warmer season to making and using small fishing boats. Essex residents designed and built the reknowned "Chebacco boat". Prior to 1800 more than 2000 of these boats were in use around Cape Ann. In that year forty boats were engaged by Essex men in fishing on the eastern shore. Over the next quarter-century small boat-building declined

as the cod and mackerel industry diminished. Beginning in the 1820's larger vessels were built in Essex and a ship yard was established at Fall's landing. In 1821 the Proprietors of the Essex Canal were incorporated and a 1/2 mile long canal was dug from the Essex River to the Ipswich River, thus facilitating the transport of inexpensive shiptimber from interior New England. In 1828 forty vessels were constructed by local ships carpenters, serviced by several sawmills.

Boat and shipbuilding and fishing prompted the development of rope and line manufacturing in Essex. There were at least three ropewalks established during the period, two prior to 1820 and another in 1825. Other ancillary crafts included blacksmithing and the manufacture of sails, pumps, blocks and masts. A tanyard or two would also have been formed in the Federal town.

E. Architecture

Residential: Only a small number of houses are dated to this period. Most common survivals are 2 & 1/2 story, five bay, center entry, double interior chimney houses. A hip-roofed example of the center chimney form is known. Smaller house are similarly 2 & 1/2 stories, five bay and center entry facade, but utilize L-plans and combine an interior and a rearwall chimney. An isolated example is known of a gable front, three bay, center entry house of 1 & 1/2 stories.

Institutional: The reunited parish built a new meetinghouse in 1793, measuring 44 x 62 feet with 26 foot studs; its tower was 90 feet tall and 12 feet square and a porch was located on the west end. A small hearse house dating to 1819 is a gable roofed structure with a wide entry. A chapel was built next door in 1820, measured 24 x 36 feet, and housed an audience room, library, and selectmen's office. The Christian Society constructed a meetinghouse in 1809, a plain structure of 30 feet square with a flat roof; it was taken down in 1843. A third school was built south of the river in 1779. This and the original north schoolhouse were rebuilt in 1801; the latter was 20 feet square with nine foot studs, a chimney, hip roof, a six windows. When the south district was subdivided in 1811, two new schoolhouses were built; the eastern school was 16 x 20 feet. A powderhouse was constructed in 1820. The poorfarm purchased in 1825 measured 30 x 50 feet.

Industrial: There were many outbuildings used by farmers engaged in making "Chebacco boats." Several small shoe and blacksmiths' shops also dotted the landscape. Three ropewalks were built during the period, one at Essex Falls and two at the North End. Nearby the Burnham ropewalk at the Falls was the Burnham gristmill, before 1794, and the Burnham tanyard. Another tanyard was established near the brook by the old burying ground east of Main Street. A shipyard was established in 1823 at Falls Landing. Another shipyard was established in 1810; the workshop of this yard, a 2 & 1/2 story clapboard structure stands on Eastern Ave. at the intersection with Goodwin Court. In 1823 a saw and gristmill and a wharf 325 feet long were built near the

bridge crossing the Chebacco (Essex) River close to the town center. A wool carding mill was also located at his site, ca. 1800. A wool fulling mill was built on the Essex River near intersection of Apple Street and Western Ave prior to 1794. The Story Sawmill was also built on this privilege ca. 1836. Another sawmill was established at Apple and Andrews Street prior to 1794.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes

By 1836, Essex residents enjoyed daily stage coach service to Salem, and service three times a week to both Ipswich and Gloucester. Although the town had been unsuccessful in 1844, 1850 and 1865/1866 to attract railroad service, by 1867, a daily stage from Essex to Manchester allowed residents access to the Eastern Railroad line.

In 1856, Maritime Street was laid out, joining the Falls District with the central village Southern Avenue was laid out (to Manchester) in 1867. Other roads, laid out for residential development and new to the period, were School Cosswell, Winthrop and upper Pickering Streets. In 1831, Essex claimed 8000 superficial feet of wharves (at Falls Landing near the bridge) which were mostly taken up in shipbuilding. In 1842, the Great Bridge (with the exception of its piers) was completely rebuilt. In 1866, the abutments were retained but a new foundation was laid. The bridge, the third on the present site, now consisted of nearly level roadway.

B. Population

Essex grew moderately during the first thirty years of this period, expanding from 1333 in 1830 to 1701 in 1860. During the final 10 years the total fell to 1614 by 1870. the foreign-born in the town equalled 7.6% in 1855, and was equally divided between the Irish-born and Canadians, with an additional handful of English. By 1865 the proportion fell to 5.1% with decreases in each group.

The 1840s were perhaps the period's most active for social and reform movements. The Christian Society was revived in 1849. Temperance organizations continued in popularity, including the Essex Washingtonian Total Abstinence Society (1842) followed by the Sons of Temperance (1849). In 1851 the town organized a Lyceum, which in 1856 merged with the Library Association. In 1860 seasonal visitors began to frequent Conomo Point. Including reenlistments, the town sent 149 men to the Civil War and among these lost 18.

C. Settlement Pattern

Growth continued to focus in the Essex Center-South Essex area. While the Falls district saw the addition of a new schoolhouse (1832) and brick mill (1832) and brick mill (1834) it was not until Essex Falls was directly linked with the Meetinghouse Center

(via Martin Street, 1856) that its growth again commenced. Meanwhile the Causeway vicinity became the focus of commercial, civic and residential development during the period, and Essex and South Essex, essentially an uninterrupted corridor of settlement activity.

As shipbuilding reached its peak at mid-peak, improvements to the town were many. In 1832, the post office was moved from the meetinghouse center to the Causeway area (appropriately between Essex and South Essex); in the central village, a Universalist church was erected (1836), the meetinghouse remodelled (1842-1853), and the Spring Street Cemetery laid out (1852). With increasing population in the northern town, in the 1830's the North School District was divided into two and between 1830 and 1845, new schoolhouses built in all districts. A Baptist chapel was erected in South Essex (1849), and additional firehouse built at Thompson's Island (1851) and a new powderhouse built (1834). The western Causeway (Main Street at Pickering) continued its development as the town's primary commercial focus.

The focus of residential construction, as well as industry, shifted considerably from earlier periods. With the opening of Martin Street (1856) and the Falls District's increasing mill activity, residential builders were attracted to the junction of Western Avenue with Story, Apple and Marine Streets. Elsewhere, South Essex experienced its greatest surge of residential development, with dwellings extending from the industrial focus at the Causeway (Main Street) to Upper Southern Ave. In the central village, residential densities increased, especially along Northern Avenue, Spring and Main Streets, while the new Maritime and upper Pickering Streets attracted builders to the vicinity of the river. In addition, in 1860, the first buildings for use as summer cottages were erected on Conomo Point.

D. Economic Base

Farming and shipbuilding continued to dominate the economy. While the number of men employed in agriculture increased slightly during the period, the percentage of farmers among all occupations declined from 47% in 1840 to 39% in 1865. Meanwhile, the number of men in shipbuilding (and manufacturing generally) almost doubled to 330 and the percentage grew from 45% to 61%.

In 1831 there were 7007 acres of agricultural land. Equal amounts (42%) were cultivated (hay and tillage) and uncultivated (pasturage and other unimproved land) while the remaining 16% was woodland. Sheep farming became increasingly tenuous as the period advanced. The number of sheep fell to only 168 in 1831 and to a mere 50 in 1865. In fact, animal husbandry in general was declining. The number of all livestock was 35% lower in 1865 than in 1831. This was accompanied by a reduction in acres of pasturage. Nonetheless the tonnage of hay cultivated actually increased, presumably for sale in neighboring towns. Likewise the grain harvest increased early in the period. By 1875 the percentage of land under cultivation had increased to 46% and pasture and unimproved had decreased to 33%. Hay and dairy

products accounted for 61% of the \$92,921 agricultural product in 1865. Other important products were barley, corn, potatoes, apples and dressed meat.

Shipbuilding was the principal manufacturing occupation throughout the period, employing 200 men in 1832 and 150 men in 1865. The size of vessels also increased as the period advanced. From 1832-1837 schooners averaging 57 tons were built. At the peak of shipbuilding, 1851-1853, 160 vessels averaging 75 tons were constructed in about 12 shipyards. Six whaling ships were also built during this period. The three rope manufacturers remained in business throughout the period. Other related occupations were blacksmithing, caulking, engraving and painting. With its ancillary crafts the shipbuilding industry accounted for 85% of the manufacturing product in 1845 and in 1865.

Essex men also engaged in a small fishing and clamming business. In 1845, 27 vessels fished out of Essex. Clam-diggers gathered about 2000 barrells per year from 1848-68, selling them primarily for bait in Gloucester. Other occupations included shoe making on a small scale (there were 18 shoe shops in 1831), tanning and manufacture of bark, and coopering (three coopers in 1831). In 1831 there were three sawmills, two gristmills, a carding mill, a bark and hide mill and nine blacksmiths shops.

E. Architecture

Residential: Early in the period builders continued to favor familiar forms including 2 & 1/2 story, five bay, center entry houses in both double pile and L-plan forms. The new form introduced here is the gable front, three bay, side entry house, here favoring the 2 & 1/2 story version. Smaller gable roofed houses were built, 1 & 1/2 in height, with entry into the center of three bays, and with extended stud height. Most examples are ornamented with Greek Revival elements including corner pilasters, wide cornice boards, and doorhoods, and panelled pilasters. An exceptional Italianate house is a 2 & 1/2 story hip roofed house with a three bay, side entry facade. Small hunting cottages were built by seasonal visitors in the 1860s on Conomo Point.

Institutional: Universalists constructed a meetinghouse in 1836, which measured 56 x 42 feet, with tower with vane was 75 feet. The Christian Baptist Society constructed the Century Chapel which measured 40 x 46 feet. The Congregational Society remodelled by turning and raising its church to two stories in 1842, removing its porch in 1846, adding a new spire in 1852, and adding frescoes to the interior in 1853. Schools were also rebuilt: the new schoolhouse at the Falls measured 33 X 30 feet with 11 foot studs; the 1845 Thompson's Island School had two rooms, and was raised to two stories in 1850; the 1841 South School is unknown in appearance; nor is information available on the 1847 East School. The extant Center School (now the Shipbuilding Museum) is a 2 & 1/2 story structure, measured 28 x 38 feet; an ell was added in 1882. The Falls School of 1867 is an extant, Italianate, 2 & 1/2 story, three bay, center entry structure measuring 31 x 41 feet, with a 30 foot square room on each story, and a belfry.

Industrial: At least ten shipyards and associated buildings were established along Main Street near Eastern Ave. during the period. In 1832 a ship carpenters shop (extant) was built at 79 Western Ave.; 2 & 1/2 stories, clapboard, two by three bays with a door on the front of the second floor. In 1845 a ropewalk was built on Whites Hill by the Mears' Family; in 1847-1848 this ropewalk was moved to a spot between Main and Pickering Streets where it stood until at least 1906.

Transportation: The (1866) Great Bridge was still a wooden bridge, its frame entirely of oak, its covering timbers of pine, and its roadway covered with four inch spruce planks. The bridge, for the first time nearly level, was 72 feet long, 24 feet wide and had a draw of just over 17 feet wide.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes

In 1872, the Essex Branch of the Boston and Maine Railroad to Wensham was opened. Drawn to the town, finally, by the potential of the ice business, the line came down the western side of the river and terminated at Essex Center. In 1887 the track was extended to South Essex. The Essex and Beverly Street Railway Company began service in 1893 and connected with the Gloucester Street railway on one end and the Salem and Lynn Street railway on the other. A branch line was added to Ipswich (date unknown).

The town's coastal location both slowed the development of the transportation network and made its maintenance more costly. The first bridge to Hog Island was not constructed until in 1880. Destroyed by storm in 1898, it was never rebuilt. Between 1900 and 1909, the Bay State Dredging Company dredged the entire length of the Essex River, to facilitate the passage of the now larger boats. A new road was laid out from the road to Conomo Point across the marsh to Robbins Island in 1900. In addition, among the new streets laid out within the village center, were Prospect and Maple Streets. As late as 1914, most roads within the town were still covered with gravel. In that year, they began to be treated with oil. The town's major highways remain Rt. 133 (connecting Georgetown and Gloucester) and Rt. 22.

B. Population

At the end of this period, Essex's population was only slightly higher than at the beginning in 1830. Increasing from 1614 people to 1677, the percentage of growth from 1870 to 1915 was only 3.9%. Nonetheless, the town's population fluctuated, rising and falling repeatedly. The smallest number of people was 1587 in 1895 while the high was 1790 in 1905. By contrast, the percentage and real number of foreign-born rose steadily from 7.4% in 1875 to 19.2% in 1905. Canadians formed the largest ethnic group in every census year, exceeding the combined English and Irish totals. In 1915 the percentage of foreign-born declined to 15.2%, beginning a descent that would continue during the Early Modern Period.

In 1874 a Methodist Episcopal Society and church were established. A Catholic Mission from Gloucester was established in 1914. In 1894 a dispute between Essex and So. Essex over the location of the new town hall was decided in favor of Essex. In 1874 a local Grange was organized but did not last very long. In 1890 the first high school in Essex was established.

C. Settlement Pattern

With the arrival of railroad transport in 1872, the foci of industrial activity again shifted from the Causeway and its shipbuilding to those areas south of the river now accessible to the railroad. By 1884, the area from Apple to Pond Street in Essex Falls attracted major steam, saw and icehouses; the Essex Depot and spur tracks drew a shoe manufactory, and (by 1877) at South Essex spurs were extended (at Southern Ave and School Street) to a shoe and box factory. In 1880, the town's butchering business was clustered within the nascent commercial corridor forming on Maritime Street from Main to Pickering Streets, while the town's surviving shipbuilding industry remained on the Causeway.

In the century's final decade and with the arrival of the street railway (1893), the pace of development quickened. Essex High School was built (1891); the Liberty Pole (1891); a new town hall (1894) and an additional shoe factory (1899) both erected near the Essex Depot; St. John Baptist Church (1895). The first telephone arrived in 1914; electric lights in 1909; and St. Anne's Catholic Church opened in 1914, in Essex center.

With Essex now opened to the region via rapid transit, recreational/tourist traffic increased in volume. In 1876, the railroad company opened Centennial Grove, soon a popular picnic and resort facility. Conomo Point was bustling with summer activity by the early 1890's Chebacco Lake, with only two houses since 1865, by the end of the century had become a favored location for cottages, and a gunning booth was located there. Robbins Island (c. 1900-1910) and Cross Island (by 1903) attracted summer home building. Among the town's permanent residents, building within the town was drawn to those roads newly laid out for development (on Winthrop, Prospect, and lower Pickering Streets in Essex center, on School and Cogswell Streets in South Essex), to the town's rural periphery (on Eastern Ave toward Gloucester, up Northern Ave, to Ipswich, and especially in the vicinity of Southern Avenue to Manchester) and appeared as infill among earlier structures.

D. Economic Base

The development of factory production of shoes and the emergence of a commercial base were important elements in the economic equation after 1870. While farming was a steady sources of employment (32-33% of all occupations from 1875 to 1905), shipbuilding was not. Thus, despite the new demand for shoe workers, manufacturing employment steadily decreased. As a

percentage of all occupations it dropped from 49% in 1875 to 39% in 1905. Over the same span commercial employment increased from 15% to 23%.

Essex farmers again turned to animal husbandry. Whereas previously they raised sheep, now they concentrated on raising cows for their milk. This shift was attended by important changes in land use. After having fallen to 33% in the previous period the percentage of pasture and unimproved land jumped to 55% in 1885 (compared to a county average of 45%). Meanwhile the percentage of cultivated land dropped sharply, from 46% in 1875 to 22% in 1885 (compared to county average of 32%). Because salt hay was not a good food source for cows (it makes the milk taste sour), farmers turned instead to growing corn for fodder and selling the salt hay. Besides milk and hay, the important agricultural products were vegetables, apples, poultry and wood (23% of all land was wooded, the same as the county average in 1885). Still dairy products and hay accounted for 61% of the \$146,231 total value of agricultural goods in 1895. These were sold in Gloucester.

The demand for fishing schooners enabled the Essex shipbuilding industry to recover from the depression in the 1870s. However, prosperity was shortlived. In 1885 seven shipyards made vessels worth about \$200,000. Only ten years later there were only two shipyards. The demand for vessels significantly larger than Essex schooners adversely affected the local industry. In 1901 the two major shipyards constructed only 30 ships. While the town's ropemakers continued in business producing small-guage ropes and fishing lines, the shipbuilders began buying their heavy rope elsewhere ca. 1890.

Upon the establishment of the S.B. Fuller and Son Shoe Company in 1872, Essex shoe manufacturing emerged from the craft to the factory stage. By 1885 three firms (probably Fuller was the largest) made almost \$375,000 worth of boots and shoes, or 54% of the total manufacturing product. At its height the Fuller Company employed 125 people who turned out almost 1/2 million pairs and the boxes using steampowered machinery. In 1888 the "upper" workers went on strike for three weeks. In response the company reorganized its operations, turning to firms in Lynn for cutting g and fitting of shoe uppers. Thereafter perhaps as many as 50 "upper" workers were forced to find work in the Lynn shoe factories. Despite its early success the Fuller Company was out of business by the end of the period.

Early in the period, when shipbuilding was still thriving, two large steam sawmills were established. These employed several people throughout the early period. During the cider season both of these mills manufactured 40,000 or more gallons of cider. Another important business, ice-cutting, developed around Chebacco Pond after the establishment of the Essex Railroad in 1872. Ice transported by rail to Wensham and beyond constituted a large portion of the freight traffic on the Eastern Railroad. One of the town companies, the Drivers Union Company, had a storage capacity of 20,000 tons. Crafts related to shipbuilding and fishing constituted an additional source of employment.

The prosperity afforded by shoe and ship manufacturing was reflected in the more than 100% increase in manufacturing product value from 1875 to 1885. Similarly the decline of these industries was reflected in the 70% drop in product value from 1885 to 1895.

E. Architecture

Residential: Builders continued to favor the 2 & 1/2 story, three bay, side entry, gable front form through the 1870s and 1880s. As many as half of these houses have the addition of a ell of 2 & 1/2 stories from the rear, lateral wall. Ornament on these houses is extremely simple, but related to the Queen Anne style in its use of complex form. A small number of Mansard houses were built in the town, including a two story, side entry example, and several large, three story, five bay, center entry examples. "The Lighthouse" is an exceptional example of seasonal housing in the town, composed of large lighthouse shape with two story galleries. Other housing in the Conomo Point area included small 1 & 1/2 story gable front and side gable cottage forms. Here (ca. 1890) on Cross Island (ca. 1905) hotels were constructed.

Institutional: The methodists constructed a church ca. 1875; it was remodelled ca. 1912, but its appearance is unknown. The Roman Catholics remodelled a bowling alley into St. Ann's Church in 1914; its appearance is unknown. The Shingle Style town hall was built in 1894 from designs by Frank W. Weston; it is raised on a fieldstone basement, and is a large square tower with corner turrets and ogee roof. With the formation of a high school in 1890 a school was constructed, its appearance currently unknown. A new poor farm was constructed in 1901; it is a 2 & 1/2 story block with high hip roof, and a projecting frontispiece of two stories and two bays.

Industrial: The Fuller Shoe Factory (1872) was a three story (wood or brick) building, 35 x 63 feet. In 1880 a three story addition (28 x 75 feet) was erected on Southern Ave opposite School St. (no remains). The Proctor Shoe Company erected a factory behind the railroad depot prior to 1884 (no remains). The Story steampowered Sawmill (extant) on Western Ave near Essex Falls was erected in 1872. There are two 1 & 1/2 story brick mills with stone foundations; on the front of the smaller mill (75 x 25 feet approx.) is a large chimney; the other mill measures approximately 200 x 25 feet. The 1836 Story Sawmill, which stood nearby, collapsed in the late 1890s. A second steam sawmill (no remains) was erected near the Fuller Company on Southern Ave. Cider mills were also erected in association with the two steam mills. Storage buildings for the town ice companies were built near Chebacco Pond. Buildings related to shipbuilding were also built during the period.

Transportation: Of the three depots of the Boston and Maine Railroad within the town (in Essex Falls south of Apple Street and Western Ave, in Essex Center behind today's town hall, and in South Essex west of Main Street and Southern Ave), none survive. A car barn for the street railway, located in Essex Falls at Western Ave and Apple Street, no longer survives.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes

In the 1920s public transportation began to feel the competition of the automobile. Although the Conomo Station was repaired at this time, the Boston and Maine railroad had to turn to the town for financial support. In 1942 train service was discontinued, and bus service to Beverly and Gloucester began. Although bus transport to Beverly was soon discontinued because of poor roads, service to Gloucester remains. In the early 1940s an airport operated for a short time in northern Essex. In 1945, the Essex River was again dredged, and in 1949 a new bridge constructed on Apple Street.

In 1924, extensive repairs were made to Rt. 133 from the Ipswich line to Essex Center. To ease abruptness of the junction of Martin and Main Streets as Rt. 133 turned to cross the Causeway, the Catholic Chapel was moved back from the road and another building moved nearer to the bridge. Because of the volume of tourist and recreational traffic by 1945, congestion had become a major problem on Route 133 at the Essex Causeway. Route 128 had been planned as the solution. By the mid-forties, circumferential highway had been completed, to Essex, and by 1954, it extended to Gloucester.

B. Population

Continuing a trend of fluctuating decline begun at the turn of the century, the population of Essex fell by 17.4% between 1915 and 1940 from 1677 to 1384. At that time, growth recommenced, and between 1940 and the close of the period, the town's population increased 47% rising to 2034 residents. For the period as a whole, the town logged a growth rate of 21%. The foreign-born of Essex accounted for 15.2% of its population in 1915. Involved in a 20th century trend of decline, by 1940, this figure had fallen to 6.6% of the 1915 foreign-born population, Scottish immigrants accounted for 59% of the total.

In 1925, an Essex Grange was organized and in 1926 its Ladies' Auxilliary was also organized; the American Legion moved into the old Center School building (1935); the Essex Historical Society organized in 1937.

C. Settlement Pattern

Although early in the period growth had slowed to such an extent that Essex lost not only its rail services (by 1932) and its high school (1940), the town's seasonal and recreational population continued to increase. By 1926, three to four booths hawked fried clams on the Causeway; a golf course was opened (1932); the number of pleasure boats on the river was increasing; and building in the town's summer homes sections at Conomo Point and Chebacco Lake, continued.

With the completion of Route 128 in 1954, not only was the snarl of automobiles plaguing the North Shore relieved, but Essex became accessible to commuting populations from the greater Boston Metropolitan Area. As its population increased, so did improvement within the town. The Universalist Church, having burned in 1946, was rebuilt (c. 1950-1955); a new Catholic church building was dedicated (1951); the Burnham Library renovated (1953); the land of the Essex Station was converted into a park (1949); the Essex School was built (ca 1950-55); Richardson's Hall was purchased by the Grange and renovated (1938/1939). Martin Street between Pickering and Main Streets continued as the town's densest commercial corridor, but such activities now extended uninterrupted from the intersection of Northern and Western Avenues along Main Street, across the Causeway and into South Essex as far as Grove Street.

D. Economic Base

The decline of Essex's principal industries continued. Both farming and manufacturing had practically ceased by the end of the period. A few farms continued in business with dairying constituting the principal activity. There were also three poultry farms in 1944. From 1915 to 1955 the number of people employed in agriculture fell from 223 to about 5 - 10. In 1921 clam-digging and the manufacture of fishing line were still important activities, as was some shipbuilding. A descendant of one of the earlies ropemakers ran the Mears Improved Line Company which sold fishing lines nationally. By the end of the period wholesale and retail trade employed the majority of Essex workers.

E. Architecture

Residential: No 20th century homes have been inventoried. New construction of housing was apparently limited to new summer cottages in traditional 1 & 1/2 story forms.

Institutional: The Universalist church was raised to two stories in 1930, but burned in 1946; its replacements appearance is currently unknown. In 1951 a new Roman Catholic church was built in a Colonial Revival style.

XI. SURVEY OBSERVATIONS

The Essex inventory includes numbered structures through 250 but many forms are missing, including the file 25 to 50, and the majority of forms in the folder of higher numbers. Few 20th century structures have been included.

In the Main Street/Causeway vicinity, although it is a thoroughly commercial strip, its 18th and 19th century building fabric continues to be utilized. Modern structures are few, and the authenticity of this early tourist strip is at least partially preserved. It is the commercial corridor at Martin Street (between Main and Prospect Street) whose integrity has been sacrificed to modern development.

Main Street between Martin and Western Streets (one of the town's earliest residential foci) and secondarily Main Street in South Essex, are currently threatened by infiltrating commercial concerns.

XII. FINDER'S AID

- | | |
|---|--|
| 1. Colonial/Federal period dwellings
(17th & 18th century) | Story Street immediately
south of Belcher. |
| 2. Colonial/Federal period dwellings
(18th century) | Main Street vicinity
between Martin and
Western Ave |
| 3. Cluster, Early Industrial period
(mid 19th century) residential | Western Ave at inter-
section with Story and
Martin Streets. |
| 4. Late Industrial period (1870-1900)
residential | Winthrop Street between
Martin and Maple Streets |
| 5. Colonial/Federal period
(18th & 19th century) residential | Western Ave between
Winthrop and Pickering
Streets. |
| 6. 19th century maritime tourist
corridor, the Causeway | Main Street from Martin
Street to South Essex. |

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ESSEX RECONNAISSANCE REPORT

ESSEX COUNTY LANDSCAPE INVENTORY

MASSACHUSETTS HERITAGE LANDSCAPE INVENTORY PROGRAM



Massachusetts Department of Conservation and Recreation

Essex National Heritage Commission

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May 20

INTRODUCTION

Essex County is known for its unusually rich and varied landscapes, which are represented in each of its 34 municipalities. Heritage landscapes are places that are created by human interaction with the natural environment. They are dynamic and evolving; they reflect the history of the community and provide a sense of place; they show the natural ecology that influenced land use patterns; and they often have scenic qualities. This wealth of landscapes is central to each community's character; yet heritage landscapes are vulnerable and ever changing. For this reason it is important to take the first steps towards their preservation by identifying those landscapes that are particularly valued by the community – a favorite local farm, a distinctive neighborhood or mill village, a unique natural feature, an inland river corridor or the rocky coast. To this end, the Massachusetts Department of Conservation and Recreation (DCR) and the Essex National Heritage Commission (ENHC) have collaborated to bring the Heritage Landscape Inventory program (HLI) to communities in Essex County. The primary goal of the program is to help communities identify a wide range of landscape resources, particularly those that are significant and unprotected. The focus is on landscapes that have not been identified in previous survey efforts in a given community. Another important goal of the program is to provide communities with strategies for preserving heritage landscapes.

The methodology for the Heritage Landscape Inventory program was developed in a Pilot Project conducted in southeast Massachusetts. It is outlined in the DCR publication *Reading the Land* which has provided guidance for the program in Essex County. In short, each participating community appoints a Local Project Coordinator (LPC) to assist the DCR-ENHC consulting team. The LPC organizes a heritage landscape identification meeting at which interested residents and town officials offer community input by identifying potential heritage landscapes. This meeting is followed by a fieldwork session including the consulting team and the LPC, usually accompanied by other community members. This group visits the priority landscapes identified in the meeting and gathers information about the community. The final product is the Reconnaissance Report, prepared for each participating community. It outlines the history of the community; identifies the resources and documentation that provide background information; provides a short description of the priority heritage landscapes visited; discusses planning issues identified by the community; and concludes with a brief discussion of survey and planning recommendations. A list of all of the heritage landscapes identified by the community is included in the Appendix.

ESSEX HISTORY

Essex's distinctive coastal landscape features were instrumental in shaping the history of the community from the earliest Native American use of the land to the 19th century boat making, fishing and farming.

Native American sites date back to the Woodland period of development (1,000 B.C.E.-1,500 C.E.). The first European settlement in 1634 in Essex was known as Ipswich's Chebacco Parish. By 1673 the Essex River hosted grist and saw mills as well as boat building. The first meetinghouse was not established here until 1679 and was the center of Ipswich's eighth parish. The town remained a parish of Ipswich until 1819 when the area was incorporated as the town of Essex; however the final boundaries with Gloucester and Hamilton fluctuated until the 20th century.

The early agricultural settlement during the Plantation Period (1620-1675) in outlying areas of Essex was sustained by growing fruit and vegetable crops as well as hemp, flax and the harvesting of salt marsh hay. By the Colonial Period (1675-1775) fishing became an important part of the local economy. The saw mills on the Essex River were the sustenance of the substantial ship building industry here. Chebacco boats, characteristic of the area, were built on the Essex River and used for fishing. In fact at the turn of the 19th century there were more than 2,000 Chebaccos in Essex and nearby seafaring towns. In the early 1800s there was a shift to large ship building and ancillary businesses such as the manufacturing of ropes and lines, sails, masts, pumps and blocks. Fishing, including clamming, remained important to the economic base. For a brief time up to the 1870s, small shoe manufacturing establishments were successful, until the industry yielded to Lynn, the center of shoe making.

In the early 1800s several bridges were built over the Essex River including Great Bridge in 1824 which was a draw bridge carrying the Causeway over the River. The Essex Canal Company was established in 1820 and a canal was dredged from the Chebacco River to Fox Creek to bring lumber from the Merrimac Valley. Essex had three centers of industrial activity: at the Falls in the west, the Causeway at the central village near the mouth of the Essex River, and South Essex. These three districts were not well linked until the mid-19th century after the construction of Martin Street between the Falls and the Causeway, which already linked the central village with South Essex. The introduction of the railroad occurred in 1872 when the Essex Branch of the B&M Railroad was extended from Wenham to Essex Center. This railroad line was further extended in 1887 to South Essex and in the 1890s it connected with the Gloucester Street Railway and the Salem and Lynn Street Railway. In the early 1900s the Essex River was dredged to accommodate larger ships.

Essex's population fluctuated only slightly throughout the traditional periods of development. In the early 20th century there were 1,677 residents which dropped to 1,384 in 1940. In the second half of the 20th century the population rose substantially to 3,260 in 1990. However, this number is low compared to surrounding communities. This is accounted for in part by the lack of areas suitable for development due to the high water table, clay deposits (poor drainage) and rock ledges.

RESOURCES AND DOCUMENTATION

Inventory of Historic Assets

The Massachusetts Historical Commission's (MHC) Inventory of Historic and Archaeological Assets is a statewide list that identifies significant historic resources throughout the Commonwealth. In order to be included in the inventory, a property must be documented on an MHC inventory form, which is then entered into the MHC database. This searchable database, known as MACRIS, is now available online at <http://www.sec.state.ma.us/mhc>.

According to the MHC, Essex's inventory documents 98 resources dating from 1678 to 1927. Most of the documentation was completed in 1979; the survey is informative, but does not provide the level and type of detail than present day survey methodology requires. In December 2004 thorough documentation of Conomo Point as an area, prepared by a preservation planning consultant, was submitted to the MHC.

State and National Registers of Historic Places

The National Register of Historic Places is the official federal list of districts, sites, buildings, structures and objects that have been determined significant in American history, architecture, archaeology, engineering and culture. Essex's National Register (NR) program began in 1983 with the listing of the David Burnham House on Pond Street. Subsequent listings include Cogswell's Grant in 1990 and two properties through the 1990 First Period Thematic Nomination: the George Giddings House and Barn as a district and the Benaiah Titcomb House as an individual listing. One other property, the Lt. Samuel Giddings House was recommended for listing under the First Period nomination; however only a determination of eligibility (DOE) was made. All National Register properties also are included in the State Register of Historic Places. Three Essex properties are protected by preservation restrictions drawn up in accordance with MGL Chapter 183, Sections 31-33. A preservation restriction (PR) runs with the deed and is one of the strongest preservation strategies available. All properties that have PRs filed under the state statute are automatically listed in the State Register. The Essex properties for which there are PRs include Cogswell's Grant (PR-1977), Essex Town Hall-Burnham Memorial Library (PR-1984) and the Reverend Theophilus Pickering House (PR-1982).

Planning Documents

The 1997 Open Space and Recreation Plan (OSRP) identifies land that should be preserved and establishes a time line in which to carry out the necessary actions to acquire land or interest in land. For instance one recommended course of action was to encourage the use of agricultural and conservation restrictions to preserve open space. This is directly related to the preservation of heritage landscapes. Besides guiding the protection of open space and natural resources, the town's OSRP set out tasks for expanding access to the town's natural

resources including developing trail systems to connect with regional paths, and improving access to town landings and other coastal access points.

PRIORITY HERITAGE LANDSCAPES

The Essex Heritage Landscape Identification meeting, attended by about seven residents, some representing town boards and local non-profit organizations, was held on June 18, 2004. During the meeting residents identified a lengthy list of Essex's heritage landscapes, which is included in the Appendix. Once the comprehensive list was created, attendees were asked to articulate the value of each landscape and the issues relating to its preservation. Based on the information gathered, community members identified a group of high priority heritage landscapes to be visited by the consulting team during the fieldwork. Each of the priority landscapes is highly valued, contributes to community character and is not permanently protected or preserved.

The following text describes the priority heritage landscapes that are the focus of the reconnaissance work in Essex. In most instances intensive survey work will be needed to fully document the physical characteristics and the historical development of the landscape. The heritage landscapes, which are listed in alphabetical order, represent a larger scale than a single property.

Conomo Point

Conomo Point is a small peninsula that juts out into the Essex River near its confluence with Essex Bay and the Atlantic Ocean beyond. The Point is sheltered by an area of land referred to as Robbins Island to the east (not to be confused with Robbins Island Road which is west of Conomo Point). Together these two points – Robbins Island and Conomo Point - form a tidal flats inlet. Cross Island is north of Conomo Point. The Conomo Point neighborhood is approached by Harlow Street to Conomo Point Road, which forms a loop out on the Point. Cottages are arranged along the inland side of the loop road on the north side, the water side on the south side and along the south side of Middle Road which bisects the loop of Conomo Point Road. The openness of Conomo Point, the nearby islands and peninsulas in the Essex River and Essex Bay, and the views of the River and the Bay make this neighborhood an important heritage landscape with a high degree of scenic quality. On the north side of Conomo Point Road is a small park-like greensward with benches, some shade trees and marsh land sloping to the water. The land at Conomo Point is owned by the town of Essex with long term leases (which will expire in 2011) to the cottage owners. While all the land bordering the water is public (town owned), there are two points of obvious public access to the water; a small public beach, which faces east and fronts on tidal flats; and a public landing at the northwestern end of the Conomo Point Road opposite Cross Island. Most of the houses on Conomo Point are modest late 19th and early 20th century summer cottages with some architectural elaboration. Shingled weathered sheathing covers many of the one and one-half and two story dwellings built on small lots and sited with picturesque views.

Essex River Estuary

Essex boasts one of the most interesting, picturesque and sensitive estuaries along the North Shore. The estuary comprises the river, creeks and coves, salt marsh, and tidal mud flats, beaches and landings. The Essex Salt Marsh, which is part of the Great Marsh, consists of over 1,500 acres in the town of Essex. Great Marsh extends from Cape Ann into New Hampshire and includes 17,000 acres. An interpretive sign at Ebben's Creek on Eastern Avenue tells of the vitality of this Great Marsh. Essex salt marsh acreage is along the Essex River, Ebben Creek, Lufkin Creek and the many coves in Essex Bay. Clam flats are found throughout the coastal waters of Essex and are a vital part of this immense ecological system, besides providing economic vitality to the fishermen of the area. In addition to its environmental importance, the estuary embodies the community character of Essex with some of the most beautiful and complex vistas from many vantage points in town.

John Wise Avenue Farms

Some of the richest farmland in Essex County is in the western part of town along John Wise Avenue (Rt. 133). The scenic agricultural landscape over broad meadows from this long flat road is known to residents and visitors alike. The land has been farmed for centuries and some farms are reminiscent of these past eras with some extant First Period and Second Period farmsteads. Some properties retain large barns and the distinctive poultry barns, a property type not seen elsewhere in Essex.



Scenic Roads

Nearly all of Essex's roads reflect the character of the community with views of agricultural and marine landscapes across the vast estuary. One of the more scenic roads is Apple Street which links Western Avenue to Southern Avenue. On its western end it crosses Alewife Brook where there are remnants of the granite walls in a raceway of an early mill. This hilly windy road has views of agricultural fields and some farmstead settings with house and barns. Belcher Street is a winding narrow north-south road that leads from Choate Street south to Story Street, also scenic roads. The road is lined with stone walls and heavily

wooded areas. Most dwellings are setback with buffers between the road and structures. Some narrow roads lead from main routes to the water's edge with fine scenic views of the salt marsh and tidal flats. Examples are Island Road and John Wise Road, both off of Route 133 (John Wise Avenue), and Lufkin Street and Conomo Point Road in the northeastern part of town.

Town Landings

The Open Space and Recreation Plan records 17 documented landings in Essex. They appear on the assessor's maps and are all public landings. However, many are somewhat obscure — at the end of narrow lanes, some only wide enough for pedestrian traffic. Some terminate at a small beach, others have a landing built into the water for launching a boat. Several are obstructed or not useable due to encroachment of adjacent private property users. The town landing at the western end of the Causeway is the most prominent and best known of the public landings. It is adjacent to the Essex Ship Building Museum and has public parking for town residents. A paved ramp is used to drive boat-trailers into the Essex River. A narrow mud and shell path leads to the water at the end of Island Road off John Wise Avenue. At the end of Water Street there is a tiny sand and clamshell beach which also is a public landing. Private property signs are on the grassy marshland on each side of this small landing at the end of narrow Water Street. The landing on Conomo Point comprises a stone wharf and a beach.



PLANNING

Preservation Strategies

Essex has adopted no traditional preservation strategies such as a demolition delay bylaw or a local historic district bylaw. In addition Essex has no zoning bylaw. Preservation activities for the most part have been carried on by private non-profit organizations such as the Essex Historical Society and the Essex Ship Building Museum managed by the Society, the Manchester-Essex Conservation Trust, and the Essex County Greenbelt Association, which has its headquarters in Essex.

Planning Issues

In addition to the priority landscapes listed in the previous section, residents identified general issues related to heritage landscapes and community character. These issues are listed in alphabetical order. Community members also expressed interest in learning about preservation tools and strategies that have been effective in other Massachusetts communities and in identifying sources for preservation funding.

Agricultural Fields Protection

As farming becomes less lucrative and the value of land increases, farms are being sold for development. The farms lining John Wise Avenue, Apple Street, Southern Avenue and Lifkin Street are highly valued for the fine views that they offer from the roadways. Furthermore each of the farming areas is environmentally sensitive, so that development with septic systems, additional impervious surface and changing patterns of water run-off has a negative impact on the natural and scenic resources of the area.

Estuary Protection

The highly sensitive ecological environment of the coastal area in Essex requires vigilant attention. As noted above the scenic coastal environment is central to the community character of Essex. The estuary also contributes to the economy of Essex – for the livelihood of fishermen and for its recreational value as an attraction for tourists as well as residents.

Scenic Vistas

The scenic vistas that are so fragile are of the agricultural landscape and the estuary; therefore protection of these two key characteristics of Essex will preserve the scenic vistas which draw so many to the community. The views of the Ebben's Creek house (formerly the Ebenezer Burnham shipyard workshop) from Eastern Avenue, the Hog Island Complex, the Ipswich coastline and the narrow Essex River making its way through the salt marsh are the subject of paintings, photographs and the memory of the mind's eye.

Village Center Construction and Parking

The characteristics that draw people to Essex – the scenic vistas, the recreation, the connections with the historical past of coastal life including ship building and fishing - are vulnerable. Changes necessary to accommodate visitors and residents alike often have an adverse effect on these heritage landscapes. Expansion of businesses at the Causeway and South Essex can inhibit the scenic quality of the villages. Traffic and parking also become an issue. A delicate balance is necessary to preserve the qualities that draw the people who in turn need additional or improved accommodations.

PLANNING RECOMMENDATIONS

Preservation planning is a three-step process: identification, evaluation and protection. Four useful documents to consult before beginning to implement preservation strategies are the Massachusetts Historical Commission's *Survey Manual* and *Preservation through Bylaws and Ordinances*; the Department of Conservation and Recreation's *Reading the Land*; and the Essex National Heritage Commission's *Essex National Heritage Area Plan*. Each publication provides necessary information for the identification, evaluation and preservation of the rich cultural heritage of the community. General recommendations are listed first, followed by more specific recommendations.

Each community will have to determine the best way to implement the recommendations discussed below. One approach that might help Essex begin the process is to form a Heritage Landscape Committee, as described in *Reading the Land*.

General Recommendations

Recommendations that apply to a broad range of resources are discussed below. These general recommendations are listed in an order in which they are most logically addressed when applying the three-step preservation planning process as described above. Thus the goal will be to (1) identify, (2) evaluate and (3) protect.

Inventory of Heritage Landscapes and other Historic Assets

The vital first step in developing preservation strategies for heritage landscapes is to record information about the resources. One cannot advocate for something unless one knows precisely what it is – the physical characteristics and the historical development. New procedures that are more comprehensive and link properties in a more coherent way than in the past may enhance Essex's survey that was completed 25 years ago. Thus, using the Massachusetts Historical Commission survey methodology, record Essex's heritage landscapes beginning with the priority landscapes listed in this report:

- Compile a list of resources that are under-represented or not sufficiently documented, beginning with heritage landscapes.
- Document unprotected resources first, beginning with threatened areas.
- Make sure to document secondary features on residential properties, such as outbuildings, garages, stone walls.
- Record histories for the First Period dwellings – the 1985 documentation focuses on structural analysis only.

National Register Program

Survey work will require National Register evaluation. This will provide new information about the eligibility of properties. The MHC has recently determined that Conomo Point is eligible for listing in the National Register as an historic district. Thus for Essex's National Register program:

- Develop a National Register listing plan, taking into consideration a property's integrity and vulnerability. Properties that are in need of recognition in order to advance preservation strategies should be given priority.
- Complete district National Register nominations for Conomo Point which has been determined eligible and for other areas such as Causeway District, South Essex and John Wise Avenue if determined eligible after additional survey work and evaluation.

Agricultural Landscapes

Preservation of agricultural landscapes means preservation of the farming activities, otherwise, it simply is preservation of land as open space. It is important to know what the features of an agricultural landscape are and which features the community treasures in order to make a case for preservation of these landscapes. Some preservation tools are available that can assist communities in preserving the actual farming activities. However, the recommendations assume that a zoning bylaw is in place. Therefore in several instances, the recommendation may be premature for Essex due to the lack of a basic zoning bylaw. Consider the following options:

- Form an agricultural commission to address farm preservation in Essex.
- Adopt a right-to-farm bylaw which allows farmers to carry on farming activities that may be considered a nuisance to neighbors.
- Adopt a cluster bylaw that requires a buffer between development and farmland.
- Raise funds to purchase development rights on farms or to assist farmers in the restoration of historic farm buildings for which a farmer would be required to donate a preservation restriction (PR).
- Continue public-private partnerships to preserve farm land through purchase of farms or purchase of conservation restrictions (CRs) or agricultural preservation restrictions (APRs).

Burial Grounds and Cemeteries

Essex has several burial grounds, of which the best known are the 1680 Cemetery and Spring Street Cemetery. Only the 1680 Cemetery is documented on an MHC survey form, although minimally. There are long term stone maintenance issues and general burial ground care that need improvement. The DCR publication *Preservation Guidelines for Municipally Owned Historic Burial Grounds and Cemeteries* provides guidance on developing preservation plans for burial grounds including identification and evaluation of the resources as well as preservation strategies. Using this guide Essex should:

- Update existing or prepare new survey forms for all burial grounds and cemeteries that have been in use for more than 50 years.
- Develop a preservation and management plan for each cemetery taking into consideration repair of stone markers, stone walls and stone fencing related to cemeteries, repair of iron work, removal of invasive growth and on-going maintenance of plant material.
- In particular, investigate the past use of granite or concrete encasing to stabilize stones to determine whether there are new ways to preserve stones.

Coastal and Riverine Waterfront – Estuary

The key issues are access and protection. Continue to work towards solutions in the following ways:

- Define ownership of each segment of the waterfront – beaches, mud flats, salt marshes.
- Define public ways and parking areas for beaches and landings.
- Develop a brochure on use of beaches including the location of paths by which to access the public beaches.
- Form public-private partnerships with neighborhood or community groups to develop stewardship programs for access points.
- Develop a public landings brochure to remind abutters and town residents of the public access to these landings.



Neighborhood Character

Nearly all preservation strategies address neighborhood character in some manner. As described above, thorough documentation on MHC inventory forms is an important first step in the preservation planning process, followed by National Register listing where appropriate. Two preservation tools that are particularly applicable to Essex's historic properties are demolition delay and local historic district designation (MGL Chapter 40C). A demolition delay bylaw provides a time period in which the town can consider alternatives to demolition. Local historic district designation recognizes special areas within a community where the distinctive characteristics of buildings and places are preserved and protected. The strongest form of protection for the preservation of historic resources is local historic district designation.

- Adopt a demolition delay bylaw to apply to all properties that are 50 years old or more and to give the Historical Commission authority to invoke a delay of demolition of up to one year. Publication of demolition requests reminds residents of historic resources and reinforces the value of local historic resources; therefore include a publication requirement in the bylaw.
- Adopt a local historic district bylaw consistent with MGL Chapter 40-C and define districts. Potential local historic districts are the Causeway, South Essex, Conomo Point and John Wise Avenue.

Scenic roads are an integral part of the historic fabric of the community. They are highly valued by Essex residents and visitors. Yet roads must also accommodate modern transportation needs and decisions regarding roadways are often made with travel requirements as the only consideration. Under the Scenic Roads Act (MGL Chapter 40-15C) Salisbury could adopt a scenic roads bylaw that would address the removal of trees and stone walls that are within the right-of-way. Yet, in addition to roadway issues, much of what we value about scenic roads — the stone walls, views across open fields — is not within the public right-of-way. The preservation and protection of scenic roads therefore requires more than one approach.

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- Complete an inventory with descriptions and photo documentation of each of the roads in Essex.
 - Adopt a scenic roads bylaw consistent with MGL Chapter 40-15C and designate certain roads as scenic roads. Examples may be Apple Street, Belcher Street, Story Street and the southern end of Southern Avenue. Numbered routes cannot be scenic roads under Chapter 40-15C. Include in bylaw design criteria to be considered when approving removal of trees and stone walls. Add other design criteria such as a provision allowing only one driveway cut per property on scenic roads. Coordinate procedures between Highway Department and Planning Board.
 - Develop policies and implementation standards for road maintenance and reconstruction, including bridge reconstructions, which address the scenic and historic characteristics while also addressing safety. This is an important public process in which the community may have to accept responsibility for certain costs to implement standards that are not acceptable to projects funded by Mass Highway Department. Such standards should have a section addressing the way in which the local Highway Department maintains roads, for example requiring a public hearing if any additional pavement is to be added to a town road during reconstruction or repair. Policies can be adopted by local boards having jurisdiction over roads, or can be adopted at Town Meeting through a bylaw. In developing policies consider factors such as road width, clearing of shoulders, the use of berms, walking paths, posted speeds. A delicate balance is required.

Funding Preservation Projects

Funding for preservation projects is an important aspect of implementing preservation strategies. In recent years, the ENHC has maintained a small grants program for Essex County communities. In addition, both the MHC and the DCR have had funding programs to assist communities in preservation related issues including:

- Survey and Planning Grants administered by the MHC support survey, National Register, and preservation planning work.
- The Massachusetts Preservation Projects Fund (MPPF) administered by the MHC funds restoration and rehabilitation projects.
- The Historic Landscape Preservation Grant Program (HLPGP) administered by DCR funds planning, rehabilitation, education and stewardship projects focused on historic landscapes, including cemeteries.

Funding for these programs varies from year to year. When planning Essex's Heritage Landscape Inventory program, contact relevant agencies to determine whether funding currently is available.

Towns that have adopted the Community Preservation Act (CPA) find it to be an excellent funding source for many heritage landscape projects; however Essex first would have to adopt the Act. While tricky to pass in lean economic times, the number and types of projects that are benefiting across the Commonwealth is worthy of consideration. The CPA establishes a mechanism by which towns can develop a fund dedicated to historic preservation, open space and affordable housing. Funds are collected through a .5% to 3% surcharge on each annual real estate tax bill. The Commonwealth has established a dedicated fund which is used to match the municipality's collections under the CPA.

Adoption of the Community Preservation Act, by a majority vote on a ballot question, fosters partnerships among historic preservationists, conservationists and affordable housing advocates. At least 10% of the funds must be used to preserve historic resources; at least 10% must be used to protect open space; and at least 10% must be used to advance affordable housing. The remaining 70% must be used for one of these three uses as well as recreational needs and can be distributed in varying proportions depending upon the projects that the town believes are appropriate and beneficial to the municipality.

Specific Recommendations

The following recommendations are offered for specific resources or areas that were either priority heritage landscapes or discussed as critical issues.

Conomo Point

Small summer communities like Conomo Point are found in several North Shore communities and are a significant part of the local land use pattern. The historical significance of Conomo Point has recently been documented and the MHC has determined that the neighborhood is eligible for listing in the National Register. It is likely that the Point also would make a viable local historic district. The land under the cottages is town-owned and some believe that they should be removed and that the land should revert to open space to be used by town residents; however, this option would not be consistent with preservation of heritage landscapes which is the focus of this program and report. Therefore in order to preserve this unique summer area it is imperative to find a solution that makes the rest of Essex residents welcome at the Point to use the beach, the small park on the north side and the public landing. This may require arrangements for parking which could be accomplished if the entire area is examined, lot by lot, and a plan is developed.

- Identify key features using heritage landscape inventory methodology.

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- Develop a map showing features on each lot on the Point including ownership or interest in each area.
 - Establish a committee to work with cottage owners and public officials and permanent Essex residents to find a compromise to preserve the summer community at Conomo Point.
 - Develop a plan for the preservation of Conomo Point's natural and cultural resources and the improvement of access and hospitality for non-residents of the Point.

Village Construction and Parking

The issues of new construction and parking are challenging in the absence of a zoning bylaw. However it is critical to limit the height of new construction, and to impose stringent environmental controls on new construction near wetlands, salt marshes, river frontage and coastal habitats. In addition innovative parking solutions are necessary which will add parking without adding large amounts of impervious surface. New parking has been established near the Herbert J. Goodhue Memorial Park. Signs indicating this as public parking may assist.

- Develop a master plan to guide growth at the village centers – the Causeway and South Essex in particular.
- Limit building height to 35 feet and require views to be maintained by breaking up the massing of new construction.
- Strictly enforce all conservation regulations regarding construction in wetlands, near river frontage, and salt marshes.
- Require pervious surface parking.

CONCLUSION

The Essex Reconnaissance Report is a critical tool in starting to identify the rich and diverse heritage landscapes in Essex and in beginning to think about preservation strategies. However, it is only the first step in the planning process. Landscapes identified in this report, especially the priority landscapes, will typically need further documentation on MHC inventory forms. The documentation in turn can be used in publicity efforts to build consensus and gather public support for their preservation. Implementation of recommendations will require a concerted effort of and partnerships with municipal boards and agencies, local non-profits, and state agencies and commissions.

Distribution of this Reconnaissance Report to town land use boards and commissions will assist in making this one of the planning documents that guides Essex in preserving important features of the community's character. The tasks that are recommended will require cooperation and coordination among boards and commissions, particularly Essex's Historical Commission, the Planning Board, the Conservation Commission and the Essex Open Space Committee. It also is advisable to present this information to the Board of Selectmen, the applicant to the Heritage Landscape Inventory Program on behalf of the town. Finally distribution of the report to the Essex Ship Building Museum and Historical Society, the Manchester-Essex Conservation Trust, and any other preservation minded organizations will broaden the audience and assist in gathering interest and support for Essex's heritage landscapes.

APPENDIX: HERITAGE LANDSCAPES IDENTIFIED BY COMMUNITY

This list is a summary of all landscapes discussed at the Heritage Landscape Identification Meeting held in Essex on June 18 and the follow-up fieldwork on September 21, 2004. This is a working list and can be updated by the community. **There may be other heritage landscapes that were not identified at the HLI meeting noted above.** Landscapes are grouped by type. The chart has two columns – the name of the resource and the location are in the first and notes about the resource are in the second. Abbreviations used are listed below.

APR = Agricultural Preservation Restriction
 ECGA = Essex County Greenbelt Association
 OSRP = Open Space and Recreation Plan
 TTOR = The Trustees of Reservations

CR = Conservation Restriction
 NR = National Register
 PR = Preservation Restriction
 * = Priority Landscape

Agriculture	
<i>Bothways Farm</i> Southern Avenue	Same as Turning Leaf Farm which is the new name for that part of Bothways farm that is on only one side of the road. Turning Leaf is a horse farm for which a huge indoor facility has been approved but is not yet built. Former Bartlett Estate.
<i>Cogswell Grant</i> 60 Spring Street	Owned by Historic New England (formerly known as SPNEA). First Period house overlooking salt marsh and Essex River. 19 th century barns and sheds. Surrounding agricultural fields. Ca. 1735 house on the site of William Cogswell's 17 th century farmhouse.
<i>Cox Reservation</i> 82 Eastern Avenue	Essex Greenbelt headquarters, 31 acres. 18 th c. farm house with hayfields and apple orchards, saltmarsh, Clamshell Landing. Allen Cox was an early to mid 20 th century artist.
<i>Febiger Farm</i> Forest Avenue	On east end of town – hayed – possible school committee interest – beautiful land that has been farmed for centuries – hayed now.
<i>Giddings Farm</i> John Wise Ave.	CR on land on northeast side of John Wise Avenue. Owned by Storeys now. 1678 Captain Samuel Giddings farm with 250 acres – land on each side of John Wise Avenue.
<i>Hardy's Farms *</i> John Wise Ave. & Island Rd.	Poultry farms since the 1940s. Poultry houses on both roads. Captain Samuel Hardy who was an ancestor of Lord Nelson settled here – farming and ship building. 19 th c. owner was Cap't Parker Burnham who also built boats. 20 th c. became poultry farms and by mid 20 th c. Hardy had nationally known hatcheries. Hardy's Hatchery is at 50 John Wise Avenue.
<i>John Wise Avenue Farms *</i> Rt. 133	CRs on north side. Coastal colonial farming landscape with antique houses and agricultural fields – North side has some protection, south side – not as much protection. "Everybody's favorite drive." Mostly gentleman farms. Giddings Farm, Bernardi, Aprilow. Charlie Storey. Hardy farms also. Potential development threats.
<i>Paynter Farm</i> Lufkin St.	At one time same ownership as Poor Farm, Cross Island, and parts of Conomo Point. Raise goats now.

Poor Farm Harlowe St.	On the way to Conomo Point. Third Poor Farm in area. Now a private residence.
School Farm	Near the Cox Reservation – when Essex broke off on its own, 1000 acres set aside and the income of which would support the school.
Thorne Hill Farm Island Road	Potential development threats.
Cemeteries	
Bishops Grave	In Essex Woods.
Native American burial sites	Possibly near Essex Falls, near Apple Street.
1680 Cemetery	Second Parish of Old Ipswich – “Ancient Burial Ground” – not on NR. Oldest stones date from ca. 1708. Table tomb of the first minister is that of the Rev. John Wise.
Spring Street Cemetery	1852, consecrated by the Rev. Knoll.
Institutions	
Essex Ship Building Museum	Established in 1976 to preserve ship building records of local families. Managed by the Essex Historical Society. Owns the 1835 Schoolhouse, the Old Burying Ground, laid out in 1680 and the ca. 1840 Hearse House and the Museum Shipyard which is part of the old Story shipyard which was in business from 1813 to WW II.
Natural Features <i>Freshwater and saltwater</i>	
Alewife Brook	View from Apple St. – raceway with granite walls. Rich bird sanctuary.
Chebacco Lake	209-acre great pond with two town landings. Headwaters of Essex River via Alewife Brook. Part in Hamilton. See Centennial Grove in Open Space.
Clammer’s Beach	At Conomo Point.
Clamshell Landing 82 Eastern Avenue	Essex County Greenbelt, Cox Reservation. Large shell midden. Archaeology here.
Essex River	Tidal near Town Hall – 17 town landings all of which are identified in OSRP.

<i>Estuary *</i>	Part of Area of Critical Environmental Concern (ACEC) – extended salt marsh, mud flats for clamming, Great Marsh, access issues – there are several beaches from which one can launch a boat, views are taken for granted.
<i>Hog Island Complex</i>	Known as the Crane Wildlife Refuge – several islands in Essex Bay – most owned by TTOR. Includes Choate Island (also known as Hog Island), a 135-acre drumlin in salt marsh; Long Island connected to Choate by a sandbar; Round Island; Corn Island; Cross Island. Cross Island was first owned by John Perkins in 1637, then Robert Cross, Sr. who farmed this and other areas – Conomo and Lufkin Points. Choates family then owned until early 20 th c. built summer cottages. Part of a large house directly across from Conomo Point was dismantled and rebuilt in East Gloucester leaving chimney and part of foundation behind.
<i>Salt marshes</i>	2,200 acres around Essex River, estuaries, clam flats – vistas, rich wildlife and plant habitats.
<i>Swamps</i>	Cedar and Maple swamps – in Essex-Manchester Woods.
Open Space / Recreation	
<i>Centennial Grove</i>	100-acre recreational area on Chebacco Lake – fresh water beach – came by train in 19 th c. to enjoy day by lake. Some small buildings remaining and ball fields. A former trolley barn was here. Self-guided nature trail on property.
<i>Coolidge Trust</i> Southern Avenue	In the 1870s summer people would take rides through the woods – a young woman of wealth decided that someone should acquire the 100-200’ back from road to protect on Southern Avenue and Upper School St. Hence Coolidge Trust which was established by Thomas Jefferson Coolidge. Many do not know about this and in the 1960s roads were widened with no regard of conservation commission role, which is to regulate the work on the road through the land.
<i>Essex/Manchester Woods</i>	3,400 acres of upland, swamp and woodlands in Essex, Hamilton, and Manchester (Chebacco Lake, Southern Avenue, Rocky Hill Road) – About 1000 acres is protected but rest is privately owned and unprotected, Bear’s Den, Baby Rock which is a huge cairn, cart paths and stone walls, historic woodlots, some unknown owners, pasture use but never farmed. Divided 1710-1711 and given to individual families – all natural wood lots – firewood and some ship building. Never put to play so there are whole layers of undisturbed ground which is excellent for wild life. When laid out pastures never pulled stumps or disturbed soils. Old wood cart paths now are trails.
<i>Herbert S. Goodhue Memorial Park</i>	Dedicated in 1949 – behind 1894 Burnham Memorial Town Hall and Library.
<i>Lamont’s Hill</i>	Near the center village of Essex (the Causeway). Noted on historic maps; named for Lamont Burnham. Stavros Reservation.

<i>Shipbuilding “motif #2”</i> Off Rt. 133	Ca. 1810 gray house on the marsh of Ebben’s Creek. Formerly the Ebenezer Burnham shipyard workshop and moulding loft. Converted to a house in the early 20 th c. Referred to as Motif #2 as some say that it is the second most painted scene next to Rockport’s Motif #1. Viewed from J.T.Farnham’s on Eastern Avenue (Rt. 133).
<i>Turf Meadow</i>	Greenbelt protected, large house, privately owned. Part of the 760 acres in Essex protected by ECGA ownership, CR, or assistance to town or state ownership or other private protected ownership.
Residential (Village Centers)	
<i>Conomo Point *</i>	Eligible for NR listing. Summer colony. Land is town-owned, houses are privately owned, the land leases end in 2011 which means neighborhood is threatened. All clustered together. View at end is excellent. Interesting history but a sticky issue.
<i>Causeway *</i>	Essex village, Town Hall needs maintenance (PR), issues of new construction not blending with old, power lines.
<i>Essex Falls</i>	Mills and dams.
<i>South Essex</i>	Burnam Corner, referred to as “over river”.
Transportation	
<i>Andrews Street</i>	Stonewalls, narrow – example of substandard road at 16 foot width.
<i>Apple Street</i>	Scenic way with old houses.
<i>Belcher Street</i>	Narrow winding road with some old stone walls, setbacks with buffers.
<i>The Causeway</i>	Views on both sides are important.
<i>Southern Avenue</i>	The Coolidge Grant which may have been the first protected land in MA – mid 19 th c. Southern Ave. was straightened in the 1960s after Rt. 128 was developed. The Coolidge Grant strip was ignored.
<i>Essex Airfield</i>	Skyway, now pastures and hayfields.
<i>Island Rd.</i>	Estuary and agricultural views including the hill next to Cape Ann Golf Course which is incorrectly labeled “white’s hill”.
<i>John Wise Avenue (Rt. 133)</i>	Farms along both sides, vistas – scenic byway.
<i>Laurel Lane</i>	Southeastern end of town – once beautiful landscape, road was re-routed and one end has been industrialized with modern facilities.

<i>Old Manchester Road</i>	Scenic farms – was a trail – narrow and unpaved. 1905 improved for carriages. Agreements among owners into the 20 th c. to improve to 18' wide open as carriage roads and keep cars out. These were the same who put up funds for the Coolidge Trust.
<i>RR Line</i>	Inactive – behind Town Hall – Open Space Committee was unsuccessful in attempt to develop a trail to Hamilton.
<i>Scenic Roads *</i>	Choate Street, 17 th c. houses, farm and some recent development on pork chop lots which has ruined part of road's scenic quality. Other scenic roads are Apple Street, Story St., Belcher St., southern end of Southern Avenue.