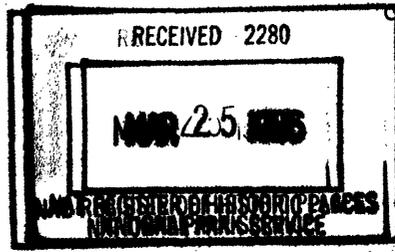


United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form



This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

Historic and Archaeological Resources of Gloucester, Massachusetts

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

- 1. Development of the Maritime Industry in Gloucester, 1623-1946

C. Form Prepared by

name/title Candace Jenkins and Wendy Frontiero, Preservation Consultants, with Betsy Friedberg, National Register Director, MHC
organization Massachusetts Historical Commission date February 1996
street & number 220 Morrissey Boulevard telephone 617 727-8470
city or town Boston state Massachusetts zip code 02125

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (See continuation sheet for additional comments.)

Judith B. McDonough 3/15/96
Signature and title of certifying official Judith B. McDonough, Executive Director Date
Massachusetts Historical Commission, State Historic Preservation Officer
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Gordon H. Beall 4-26-96
Signature of the Keeper Date of Action

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Gloucester (Essex County)
MassachusettsSection number E Page 1 **E. STATEMENT OF HISTORIC CONTEXTS****I. Maritime Industry Context -- Introduction****I.A. Historic Overview**

Geographically, economically, and culturally, Gloucester makes its living by the sea. This relationship dates from the establishment of a fishing station in 1623 by the Dorchester Company, quickly followed by competition from the Plymouth Colony. Symbolic of the importance of this outpost, Capt. Miles Standish was brought in from Plymouth to settle one in a series of disputes between the rival factions. Both ventures were soon abandoned, but their legacy was to make the name of Gloucester synonymous with fishing.

Following the incorporation of a permanent community in, Gloucester developed slowly but surely as a seaport. Over the next 150 years, business developed from a subsistence level into a sophisticated and diverse economy of lumber-exporting, shipbuilding, fishing, and trade with the West Indies, South America, Europe, and (to a limited extent) India. The modest prosperity which ensued is especially evident in a flurry of building activity in the late 18th century.

Early in the 19th century, the mackerel fishery and commerce with Surinam (on the northeast coast of South America) became dominant economic forces, although they proved transitory. Mackerel was bountiful in its season, but was soon found to be unreliably capricious. The Surinam trade began to decline around 1840 and effectively ended with the relocation of its leading local merchant to Boston in 1860. As new social and economic structures began to evolve in the Federal period, physical development was relatively modest. Rockport, originally the Fifth Parish of Gloucester, was set off as a separate town in 1840.

In order to build a firmer economic base, the town focused new energy on the cod and halibut fisheries, which brought Gloucester its greatest prosperity and prominence from the Civil War into the early 20th century. These fisheries were initially financed by the profits of foreign trade, and the necessary labor force was augmented by a burst of foreign immigration from Scandinavian and southern European countries.

Between 1850 and 1870, Gloucester's population nearly doubled, and the town was incorporated as a city in 1873. Increased building activity naturally followed, especially in the downtown area. Fisheries, fish processing plants, shipbuilding, suppliers to the fisheries, and other maritime-related businesses all flourished, along with banking, retail and other service businesses, the construction industry, and civic and institutional organizations.

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An inevitable combination of events after World War I began a long, slow period of decline for Gloucester's fishing industry. Early in this century, wooden sailing schooners gave way to engine-powered steel vessels, and the power-drawn ottern trawl replaced the traditional hook-and-line method of fishing. Overfishing depleted the ocean resources, foreign imports introduced serious competition for Gloucester's markets, and large-scale economic slumps weakened the industry.

Even Clarence Birdseye's development of quick-freezing in Gloucester (1931) could not protect the fishing industry from the hardships of the 20th century. In fact, the spread of this technology made Gloucester less important as a fishing center, because proximity to markets was no longer an important asset. Both population growth and construction began to drop.

Urban renewal in the 1960s was designed to upgrade Gloucester's deteriorating wharves and waterfront buildings by improving facilities, promoting sound new development, and restoring economic stability. In the process, it cleared away large sections of the dense development and traditional activities that had lined the Inner Harbor for the previous hundred or more years. Fortunately, much of the historic Harbor Village escaped. Several other maritime areas have also survived intact, and remained vital by associations with the granite industry, summer resorts, and artists' colonies (see other MPS contexts).

Gloucester's reputation--established before the Civil War--endures as "a seat of the fishing business, which, for activity, enterprise, and extent, has no equal on this continent, and perhaps is not surpassed by any in the world." (Babson: 569) This success came at a cost, however, measured by great risk, relatively low pay, and a tremendous loss of life. Since 1623, it is estimated that between eight and ten thousand of Gloucester's fishermen have been lost at sea (Oaks: 9).

I.B. Topography

The history of Gloucester is closely influenced by its natural assets and disadvantages--its extensive coastline, large and deep harbor, irregular terrain, and generally poor soils--which historically favored a maritime economy.

The promontory of Cape Ann (of which Gloucester occupies the major part) is bounded on the north by Ipswich Bay, on the east by the Atlantic Ocean, on the south by Massachusetts Bay, and on the west by the towns of Manchester and Essex. Gloucester is divided into two nearly equal-size parts by the tidal Annisquam River, which connects the Outer Harbor at the Blynman Canal on the south with Ipswich Bay on the north.

The land area of Gloucester is approximately nine miles in length, and varies from four to six miles in width. The topography is generally uneven, containing rocky hills, granite ledges, and boulder-strewn fields, and features extensive salt marshland in the vicinity of the Annisquam River and its tributaries.

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Original forests were characterized by a mixed growth of white pine, oak, hemlock, chestnut, poplar, maple, and birch.

Historically, three of these species comprised most of Gloucester's marketable timber: white pine for building construction and ships' masts; oak for ship and building construction, barrels, and clam baskets; and hemlock, which is particularly resistant to saltwater, for structural timbers and wharves.

Gloucester's irregular land form discouraged the kind of centralized, nuclear settlement that is typical of New England towns. Instead, settlers clustered around the many coves and harbors of varied size and depth. The physically and economically separate villages which subsequently developed retain their distinct qualities even today.

Finally, Gloucester has benefited geographically by its strategic location for both trading and fishing. Coastal trade was enhanced by the city's position between Boston to the south and Maine and the Canadian Maritime Provinces to the north. At the same time, proximity to several of New England's major fishing grounds, especially the Grand and George's banks (to the north and east, respectively), played an important role in distinguishing Gloucester's fisheries.

I.C. Organization of the Maritime Industry Context

The maritime context of Gloucester's history is divided into six sections:

- Contact Period (ca. 1500-1623),
- Early Settlement (1623-1690),
- Conversion to a Maritime Economy (1690-1790),
- Recovery and Expansion (1790-1840),
- Fish Town (1840-1915), and
- Economic Peak and Decline (1915-1945).

The discussion of each of these periods is organized around the following issues, as appropriate for each:

- Economic base,
- Technology (vessel types and fishing techniques),
- Navigational aids and safety,
- Infrastructure (transportation; wharves, piers, and seawalls; bridges, canals, and causeways),
- Social trends (demographics, ethnic and religious background, civic and community context)
- Development patterns,
- Architectural characteristics, and
- Archaeological resources.

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Please note that each of these subsections has an independent chronology within the time frame of the larger section.

The numerous villages that comprise Gloucester are described in this text primarily in relation to maritime themes, with references to related development themes that will be developed as contexts at a later date.

Concentrated maritime-related development is clearly visible today in five well-preserved areas of the city. Two of these--the East Gloucester Square Historic District and a waterfront extension of the Central Gloucester Historic District (NR 1982)--are being nominated exclusively under the Maritime Industry Context of this Multiple Property Submission (MPS). The other three districts--Rocky Neck, Annisquam, and Lanesville--will be nominated at a later date under mixed contexts.

II. Contact Period: ca. 1500-1623

The Pawtucket group of American Indians inhabited Gloucester during the period of initial European contact. Occupying an area from Salem, Mass., in the south to the vicinity of York, Maine, in the north, this group was locally referred to as the Agawam or Naumkeag Indians. Native Americans were probably attracted to the Gloucester area by the same resources that later interested the Europeans: an abundance of freshwater and ocean fish, shellfish, sea mammals, and birds.

A number of early European explorers--Capt. Bartholomew Gosnold, Capt. Martin Pring, and Capt. John Smith among them--are known to have sailed by Cape Ann. The first documented landing of Europeans, however, was made by Samuel de Champlain, who landed on Cape Ann twice (1605 and 1606) in his explorations of North America. Champlain favorably described its harbor as "spacious, well-protected, with good depth of harbor, & surrounded by attractive scenery." (Windsor (vol. IV): 112) In bestowing the name of "Le Beau Port," Champlain first recognized Gloucester's naturally deep harbor, which proved to be its greatest economic asset.

Champlain found between 200 and 300 native Americans living on Cape Ann, and in his map of the area described frequent settlements with wigwams and corn fields. Following the epidemics of 1617-19, however, the native population was probably reduced to less than 100. The indigenous occupants of the area are rarely mentioned again in Gloucester's history.

At the time of European arrival on the Cape Ann shore, Native Americans affiliated with Pannacook group were living along the coast in family or clan groups (MHC 1985). Champlain's map of Gloucester (1608) depicts clusters of wigwams and cornfields all along the coast of the harbor; he estimated a population of several hundred at the time of his two visits (1605 and 1606). Champlain's Native American informants in the area directed him to explore the Merrimack River; he is the first European known to have done so. The map confirms a pattern of dispersed settlement, with

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individual "farmsteads" scattered across the landscape, surrounded by corn fields. Although no Contact period sites are documented in Gloucester (Leveillee 1988), remains of Native American settlements are possible in areas depicted on the map, especially along the shoreline and at the points where rivers drained into the harbor (MHC 1985). These settlements could include remains of wigwams, middens, and burials with European trade goods. Because of the more dispersed pattern of settlement prevalent during proto-Historic and Contact times, archaeological visibility of remains associated with the period is expected to be somewhat low.

III. Early Settlement: 1623-1690

Gloucester was one of the first settlements in Massachusetts (1623), due to the great promise of its fisheries. Its abandonment after only three years, however, foreshadowed the economic and social instability that characterized most of this early period. Nonetheless, the framework of community was gradually instilled as the town was chartered in 1642, a minister and master shipbuilder brought in, a meetinghouse built, and a various mills erected on tidal rivers and inland streams. A canal was cut through the isthmus between the harbor and the Annisquam River, land began to be cleared for farms, and cordwood and timber were shipped to Salem and Boston.

III.A. Economic Base

Although fishing for trade with England prompted the initial settlement of Gloucester, throughout most of the 17th century the local economy was subsistence-oriented, consisting largely of farming, with minor fishing and coastal trade activities. Despite the persistence of agricultural efforts on Cape Ann, "God performed no miracle on the New England soil. He gave the sea. Stark necessity made seamen of would-be planters." (Morison: 11) By 1683, Gloucester was one of only a few ports recognized by the General Court (the colonial legislature) of Massachusetts, suggesting the growing importance of maritime interests.

III.A.1. Fisheries An impressive supply of codfish found in the vicinity of Cape Ann in the summer of 1623 led the Dorchester Company to make three attempts at establishing a permanent fishing settlement here. The first crew that landed included a ship carpenter and a man to erect salt-works for evaporating that preservative from seawater. At what is now Stage Fort Park, the men reportedly "built huts, flakes and a fishing stage (a frame for drying fish), commenced tillage, and drew plans for a fishing-trading colony, with church, school, and shipyards." (Morison: 9) All three of the Dorchester Company's fishing expeditions proved unprofitable, sufficient agriculture to sustain the settlement could not be sustained, and the venture was abandoned in 1625.

Concurrently, the Plymouth Colony obtained a dubious title to Cape Ann, and sent its own fishing expedition here in 1624. Another fishing stage and salt-pans were set up at Stage Fort Park, with the intent of establishing only a seasonal operation. The "salt-man" who was sent over from Plymouth is

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said to have erected a house, which was subsequently destroyed by fire (Babson: 38).

Although this expedition, too, proved unprofitable, a second Pilgrim ship returned in 1625 to find yet a third group (under Roger Conant's leadership) occupying their facilities. The controversy that followed was settled by Miles Standish, who had accompanied the Plymouth expedition. Despite the reportedly good catch of fish made on their 1625 trip, the Pilgrims made no further efforts to operate a fishing station here.

Roger Conant's small group stayed on after both the Dorchester and Plymouth facilities were abandoned. The difficulties of combining fishing and agriculture in this location, however, caused most of its members to leave with Conant in 1626 to establish a settlement they called Salem, a few miles south along the coast, where the land was better suited to agriculture.

In the 1630s, a seasonal fishery was revived by both the Plymouth and Massachusetts Bay colonies, catching and salting cod, haddock, and mackerel in coastal waters, and possibly on George's Bank. As evidenced by the accounts of facilities of the Dorchester and Plymouth settlements, fish processing in this era (and for the next two centuries as well) consisted of drying and salting.

In 1639, the General Court passed an act authorizing a London merchant, Maurice Thompson, to establish a "fishing-plantation" on Cape Ann, with "places assigned for the building of houses, and stages, and other necessities for that use; and shall have sufficient lands allowed for their occasions, both for their fishing and for keeping of cattle, and corn, etc." (Hurd, vol. II: 1302) Despite the encouragement of favorable privileges and exemptions, Mr. Thompson appears not to have taken advantage of this legislation.

Until the 1660s, fishing was the main occupation of the early settlers. In the latter part of the century, however, new arrivals in Gloucester came primarily from inland farming towns, and fishing became secondary in importance to agriculture.

III.A.2. Shipbuilding and the Coastal Trade The quantity and wide variety of trees found on Cape Ann supplied the timber, lumber, and cordwood necessary for buildings and ships, fuel, and trade. The exact date and location of Gloucester's first sawmill are unknown, but one is presumed to have been built soon after incorporation of the town on one of the streams that traverse the interior of the Cape--possibly on Wine Brook, leading to the Mill River (Copeland and Rogers: 21) or on a stream running from Cape Pond (Babson: 202).

The first known authorization for a saw mill occurred in 1652, although the earliest reference to an existing operation, located at the Mill River in Riverdale, does not occur until 1677 (Babson: 202). Additional saw mills were authorized in 1682 at Little River (West Gloucester) and between Freshwater Cove and Kettle Cove (Magnolia).

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As the town's first marketable product, wood for fuel and construction was shipped to Salem and Boston--a trade often referred to as wood-coasting. Commercial timber was a leading industry until around the term of the 18th century, when demand exceeded local capabilities, and Gloucester's supply was virtually depleted.

The importance of the local fishery, coupled with the initially abundant supply of timber and the early presence of a sawmill, encouraged shipbuilding in Gloucester and other coastal communities. The industry was greatly encouraged by the English Navigation Act of 1651, which eliminated stiff competition from Dutch vessels.

Gloucester's shipbuilding industry is said to have begun by 1642, at which time the eminent shipwright William Stevens had been induced to come to Gloucester by three separate grants of land totalling over 500 acres. The first attribution of a vessel to Stevens (of unknown type and description) appears in 1643 (Babson: 188). His next documented ship--relatively large at 68 feet long at the keel, with two decks, forecastle, quarter deck, mainmast, and cabin--was built in 1661, but it is assumed that he built several other vessels in the interim.

By 1660, Morison claims that shipbuilding was leading industry (Morison: 14). Local historian John Babson believed, however, that no evidence supports its dominance for any continued length of time past William Stevens career, "nor does it appear that any vessel larger than a shallop or a sloop was owned in the place before the eighteenth century" (Babson: 249). Despite Stevens' presence, then, lack of a market appears to have limited Gloucester's shipbuilding in this period to small, in-shore vessels.

III.B. Technology

Little is known about either the vessels or the fishing techniques of this period. The fisheries were carried out by ketches (small 2-masted vessels, usually 20-30 tons and 35-50 feet long), small sloops (single-masted vessels) and shallops (2-masted, decked boats of between 30 and 40 tons by the end of the 17th century).

These relatively small boats were able to operate out of Gloucester's many small coves, from Gloucester Harbor up the Annisquam River to Lanesville and Folly Cove. The fisheries of this period usually fairly close to shore, along the northern New England shoreline and in the Gulf of Maine.

III.C. Infrastructure

III.C.1. Bridges, Canals, and Causeways The major public works and commercial convenience of this early period was the Blynman Canal, which was cut through the isthmus between the Outer Harbor and the head of the Annisquam River. This cut was authorized in 1643, and the first canal

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was built by 1644. The original construction consisted of two walls of small rocks, sloping towards each other at the bottom, wide enough for small vessels such as shallops to pass. A swing bridge operated overhead. The canal and river route conveniently short-cut the circuitous and sometimes dangerous ocean passage around Cape Ann.

The canal was named for Rev. Richard Blynman, Gloucester's first minister, who was granted the right to cut the channel between the harbor and the Annisquam River, build the bridge over it, and collect tolls.

III.D. Social Patterns

The Dorchester Company's colony included fourteen fishermen the first year and 32 the second (1623 and 1624), while the Plymouth Colony brought an unknown number. Most of those who remained after fishing was abandoned in 1625 left the following year with Roger Conant. Moreover, civil war in England beginning in 1641 drastically reduced emigration to New England. Small numbers of squatters and permanent settlers continued to arrive, nonetheless--most notably a sizeable group at Annisquam in 1631. By 1642 the area's population of approximately 20 to 30 families was large enough to merit incorporation as a town, and by the end of this period, Gloucester had a population of about 400.

The first groups of settlers originated in Wales and the west of England; the former group was led by Reverend Richard Blynman, who gathered Gloucester's first church in 1642. Interactions of the English and Welsh groups were said to be fractious, and many who came early to Gloucester did not stay. Of the first 82 settlers between 1642 and 1650, only 28 became permanent residents.

Considerable social and population instability characterized Gloucester's early history. Population finally began to stabilize in the 1660s, with new arrivals who were mainly farmers from nearby towns. Conflicts with native Americans throughout New England near the end of the century disrupted the fishing industry, resulting in the emigration of many maritime workers.

During this era, the community maintained a relatively egalitarian economic and social structure. Until the very end of the period, individuals rights to common land were granted and/or regulated by the town. The first division of common land in 1688 was an important step toward eliminating public constraints on private enterprise--a trend that became more pronounced in the 18th century.

III.E. Development Patterns

Settlement of Gloucester began in small and widely separated enclaves around the Annisquam River, Ipswich Bay, and Gloucester Harbor. Of the first permanent residents before 1651, about thirty are reported living near Gloucester Harbor (19 at Harbor Cove, five at Vincent's Cove, three at Duncan's

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Point, two somewhat inland), and another forty or so occupied the area between the Annisquam and Mill rivers. Shortly thereafter,

Settlers are found near Little Good Harbor, at Walker's Creek (West Gloucester), at Little River (West Gloucester), at Fresh-water Cove, and at Annisquam. . . inhabitants gathered around the coves on the north side of the Cape; and finally, about the end of the century, the head of the Cape itself received a few permanent occupants; Kettle Cove (Magnolia) had become the abode of one family or more; and no considerable district of the town now remained unoccupied to attract the attention of new-comers. (Babson: 183-184)

Several areas of development stand out in this period. The present-day Stage Fort Park, on the western shore of the Outer Harbor near the Annisquam River, was the site of the first fishing stations. As noted above, a house is said to have been constructed for the Plymouth Colony, and fishing stages and saltworks were constructed. A traveller passing this area in 1626 reported evidence of "buildings and plantation-work." (Hurd: 1302) The area remained a small fishing settlement.

The center of the community was established at Trynall Cove, which was centrally located between settlements at Gloucester Harbor (Harbor Village) and Annisquam on the east side of the Annisquam River (It is now the site of Grant Circle on Route 128). Meetinghouse (or Town) Green, as this area was called, was also relatively sheltered from the weather, and featured a larger amount of level land suitable for farming than most other parts of the Cape. Two or possibly three meetinghouses were apparently built here between circa 1633 and 1664, along with the first burying ground (on Centennial Avenue).

Annisquam, then known as Planter's Neck, was first settled in 1631, when Abraham Robinson brought a group of permanent settlers and established a fishing stage. Edward Harraden is known to have built a house here by 1657, and was soon followed by others.

The village of Annisquam had the advantage of particularly good water transportation, including convenient distances by water to most of the other settlement areas on Cape Ann. Most importantly, its harbor (Lobster Cove) provided good anchorage for the relatively small 17th century sailing craft and was well sheltered from the weather. Annisquam's slowly growing population in this period was primarily engaged in farming, wood-coasting, and small-scale fishing.

Up at the northern tip of Cape Ann, John Gallope is reported to have built a timber wharf at Folly Cove "long before 1700." (Erkkila: 2).

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Documentation of structures from the period of early settlement is infrequent and sketchy. Although few houses are accurately dated to this era, this group probably includes the core structures of the Whittemore House between the Green and the Harbor Village (179 Washington Street, ca. 1700; MHC #309); the Norwood-Hyatt House on the eastern side of the Annisquam River, near Annisquam (1664 702 Washington Street, 1664; MHC #753); the Edward Harraden House in Annisquam (12-14 Leonard Street, ca. 1656; MHC #714); and the Riggs House, on the point of land between the Mill River and Goose Cove (13 Vine Street, 1661; MHC #762). (See also First Period Buildings of Eastern Massachusetts, Thematic Resource Area, NR 1990.)

The dominant house types of this period were five bay, 2-1/2 story saltboxes with center chimneys; 1-1/2 story forms, frequently with gambrel roofs; and 2-1/2 story houses with only three or four bays. Rising from low fieldstone foundations, these timber-frame dwellings were generally sheathed with clapboards or shingles.

Institutional buildings form the only other documented building type during the early period of settlement, and are known solely by schematic descriptions of the early meetinghouses on the Green. Maritime structures from this period included fishing stages, shipbuilding facilities, and sawmills; their appearance and specific locations are unknown.

III.G. Archaeological Resources

Predicted archaeological resources revolve around the initial settlement of Gloucester as a fishing station by the Dorchester and Plymouth Companies in the 1620s. Remains of fish flakes, drying platforms, and early domestic structures could all survive both along intact original shorelines and areas that have been subsequently filled over the years. Many of these structures would have been simple post-in-ground, or earthfast, structures (Carson et al. 1987 [1981]). Cummings (1979: 18-21) notes that the earliest settlers of Massachusetts Bay made use of caves, wigwams, or tents in their transition from the ships that had brought them to the houses that they constructed. Other parallels include Harrington's work at the Isle of Shoals (Harrington et al. 1993) and Faulkner's (1985) studies of Basque fishing stations on the Maine coast.

The ephemeral nature of these sites, combined with intensive historic development of the waterfront, has probably rendered their archaeological visibility relatively low. Efforts to locate the remains of the original Planter's Settlement in Salem (hood et al. 1991) encountered scattered sheet refuse from the mid-seventeenth century, but no structural remains. Stage Fort Park, where the Plymouth Company established its fishing station, could contain significant remains of the early European presence in Gloucester. Settlement within what is now the districts would have been relatively dispersed, limited to occasional dwellings along the shore line. It is possible that archaeological

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resources associated with this period lie along this shore under great quantities of nineteenth-century fill.

Although the original cut of the Blynman Canal was made in the early 1640s, the canal's archaeological potential is unknown. The seventeenth-century channel was lined with rocks, but subsequent filling, re-digging and widening of the canal may have impacted any resources associated with the original cut. It is possible that other canal features survive, including timber remnants of early locks or towpaths.

IV. Conversion to a Maritime Economy: 1690-1790

During its second phase of growth, Gloucester changed from a small, physically and economically isolated community to a substantial seaport--large, prosperous, and with newly complex economic and social structures. This transformation was spurred by a lack of agricultural viability and by two decades of military crisis (Indian wars in Maine and a war between England and France) that began in 1689. War-time demand for ships, building material, and fuel propelled the growth of Gloucester's incipient maritime industries. With greater commercial activity, population shifted south from the agriculturally-oriented Meetinghouse Green to the deeper water and larger facilities at the Harbor Village. The village of Annisquam also gained prominence.

IV.A. Economic Base

During this period, Gloucester experienced a considerable expansion of trade in fish, timber, masts, and ships, both domestically and internationally. The Treaty of Utrecht (1713) that ended the first Anglo-French War gave Britain superiority in the North Atlantic, and provided Gloucester with greater access to both fishing grounds and trading partners.

In the early decades of this period, Gloucester traders maintained close economic ties with Boston, whose merchants often acted as middlemen for the markets in the Caribbean and southern Europe. After the 1730s, however, Gloucester maintained an unusual degree of economic independence. The labor force in this period included transient workers--about 25% of Gloucester's fishermen and sailors in the mid-18th century.

As larger-scale investment became necessary, sophisticated local credit structures developed to provide access to capital. The period closed, however, with the economic stagnation and hardship of the Revolutionary War, during which hostile British patrols destroyed vessels and disrupted trade along the coastline.

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IV.A.1. Maritime Trade and Fisheries Gloucester's domestic wood-coasting trade continued to thrive due to the smaller size of most port towns and the limited number of inland suppliers. Gloucester's timber industry was encouraged early in this period by the town's second and third divisions of land (1708 and 1719), which opened up new acreage for private entrepreneurs. The shipping of timber to Boston and Salem occupied more than 50 sloops in 1706, and more than 500 cords of wood were shipped to Boston during one three-week period in 1711 alone.

Gloucester's fisheries and international trade were particularly stimulated by the peace treaty of 1713. The intensive expansion of the fisheries in this period is attributed to four major factors: (1) the utilization of additional, off-shore fishing grounds, which required improvements in fishing vessels; (2) rising demand for fish; (3) governmental loans; and (4) the growth of a larger and more skilled labor force. These advances occurred largely from 1720-40 and 1760-75, during periods of peace.

Britain's domination of the seas gave New England safer access to more fishing grounds, thereby reducing the costs and risks of the fishing industry; more vessels began to operate over a larger area. By 1716, Gloucester fishermen were operating as far away as Cape Sable on Nova Scotia. By the 1720s, several vessels are said to have regularly visited the Grand Banks (an area of 36,000 square miles southeast of Newfoundland), increasing to 70 vessels by 1741. By the beginning of the Revolutionary War, a total of 80 schooners and a large number of Chebacco boats (a larger version of the 2-masted shallop, not more than 30 feet long) were employed in Gloucester's fisheries; this number was reduced to approximately 44 after the war, in 1789 (Babson: 569).

Until the mid-19th century, when salting was the dominant method of preserving fish, cod was the mainstay of the fishing industry because "it salts particularly well." (Walford: 154)

Greater trade with the West Indies, Spain, and Portugal was another direct benefit of the Treaty of Utrecht, which suppressed privateering and piracy in the Caribbean and along the Iberian trade routes. Significant population growth in those countries during the 18th century led to a rising demand for fish, which Gloucester was well-positioned to supply.

Prior to the American Revolution, the British Acts of Trade specifically restricted the colonial merchant trade to the West Indies, Europe, and the Mediterranean. Gloucester fish was shipped to Europe in return for salt, fruit, and wine; and to the West Indies for sugar, molasses, rum, and coffee. The West Indies was an especially valuable market because salt fish was a staple food for the large slave population employed on the sugar plantations there, and because virtually all of the area's supplies were imported.

In 1717, only three Gloucester vessels are known to have cleared the Salem-Marblehead customs house; two going to the West Indies, and one bound for Europe. By the 1750s, ten times as many

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Gloucester trading vessels were cleared annually. An office for customs inspection was established in Gloucester in 1776.

A domestic trade with the southern American colonies was begun in Gloucester as early as 1732. In the winter season, when the fisheries were dormant, voyages were made to Virginia, Maryland, and North Carolina; salt, rum, sugar, and molasses were exchanged for southern corn, beans, bacon, and live hogs.

Privateering was not an uncommon occupation of Gloucester mariners during the Revolutionary War. This offensive action, directed mainly against British merchantmen, aimed to interrupt commerce and communications, destroy ships, and commandeer supplies. It also had the economic and social benefits of keeping Gloucester men employed, and improved their maritime skills through its demands for high speed and expert seamanship.

IV.A.2. Shipbuilding The development of both the fisheries and maritime trade during this period restimulated the local shipbuilding industry. After a hiatus of several decades, the first documentation in this period of shipbuilding in Gloucester was a ship constructed for Boston merchants in 1698, of unknown description.

Soon afterward, Thomas and Nathaniel Sanders helped to initiate a larger-scale shipbuilding industry in Gloucester, beginning in 1702 with two sloops, which were followed in 1704 by a couple of large brigantines. First mentioned in 1713, shipwright Samuel Pearce lived on the Eastern Point peninsula, "to which he was probably attracted by the demand at that locality for persons of his craft" (Babson: 267). Capt. Andrew Robinson was also building vessels in East Gloucester by 1713. (For both Pearce and Robinson, see East Gloucester Square District form).

Eight brigs, one ship, and more than thirty sloops (of approximately 50 tons) were built of local timber in the early 18th century. This flurry of activity, carried on in boatyards along the Annisquam River and Gloucester Harbor, appears to constitute the greatest period of boat-building in Gloucester itself; most of its later vessels were built in the shipyards of Essex, the neighboring town to the west.

Naturally, blacksmiths, coopers, ropemakers, and sailmakers are also said to have thrived during this period, although little is known of their specific activities or facilities.

IV.B. Technology

IV.B.1. Vessel Types In addition to the smaller sloops and shallops which continued to be employed in coasting and fishing, increasingly larger vessels began to appear in greater numbers. At the beginning of the period, most of the few larger examples were built for out-of-town merchants, however. Eventually, the larger brigs, 100-ton brigantines, and fast-sailing ships (or gallies) were

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employed in the Banks fishing, the timber industry, and the West Indies and European trade.

Local tradition (aided by the lack of definitive evidence elsewhere) attributes the launching of the world's first schooner (an unnamed vessel) to Gloucester's Capt. Andrew Robinson in 1713, just south of East Gloucester Square (see East Gloucester Square District form). The two-masted schooner is distinguished by its rigging--the distinctive arrangement of masts and sails--rather than its hull design. The sails could be raised and lowered with less effort, and the vessel could be sailed closer to the wind, with greater speed and maneuverability.

Schooners soon dominated the off-shore fisheries of New England; by the 1770s they were typically about 60 feet long and mainly square-sterned. These and other deep-keeled vessels sailed primarily out of the deeper water in Gloucester Harbor; the sloops and shallops operated out of Gloucester's many small coves.

IV.B.2. Fishing Techniques The large fishing banks in proximity to Gloucester are part of the continental shelf, an area of relatively shallow water which supports vast populations of ground fish, particularly cod and halibut. Fishing schooners were typically out on the banks for two or three months, handlining over the rail of the vessel with baited hooks worked individually by crew members.

IV.C. Navigational Aids and Safety

The growing importance of Gloucester's fisheries and trade in Gloucester required the protection of two new facilities that were built during this period at Gloucester Harbor and the mouth of the Annisquam River. At Davis Neck (between the Annisquam peninsula and Bay View), a watchhouse was constructed in 1705 to warn against French, Indian, and pirate attacks. The periodic French-English conflicts of the mid 18th century also prompted strategic defenses at Fort Point, at the entrance to Gloucester Harbor.

IV.D. Infrastructure

IV.D.1. Transportation At the beginning of this period, the connection between the eastern and western parts of Gloucester was greatly improved by the establishment of two ferry services across the Annisquam River. The first, begun in 1694, ran between Meetinghouse Green at Trynall Cove and Rust (then Biskie) Island. From there, a causeway led to the West Gloucester mainland. Carrying passengers as well as horses, this service operated for about a century. The second ferry began operating early in the 18th century, with landings at Babson's Point (at the end of Leonard Street in Annisquam Village) and on Wingersheek Beach in West Gloucester (see potential Annisquam District form).

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IV.D.2. Bridges, Canals, and Causeways The Blynman Canal filled with sand in 1704, but was ordered cleared by the colonial legislature, suggesting its importance to coastwise traffic. When it filled again in 1723, however, it remained closed for the next hundred years.

IV.D.3. Wharves, Piers, and Seawalls The earliest and for a long time only docking facilities in Gloucester Harbor were located in the deep water of Harbor Cove (see Central Gloucester District Boundary Extension form), requiring virtually all vessels using Gloucester Harbor to tie up at the wharves and piers here. At the close of this period, one long wharf (David Pearce's, later Central Wharf) is said to have dominated the shoreline of Harbor Cove where it abutted Front, now Main, Street, which then skirted the shoreline. Most likely Sea (now Hancock) Street led to this wharf (Matchak: B-5; see Central Gloucester District Boundary Extension form).

With two unconfirmed exceptions, no improvements to Gloucester's secondary coves and harbors are known during this period. On the outer end of Wheeler's Point, a Captain Gee is said to have owned a wharf for the operation of his fishing and shipping business at the time of the Revolutionary War. Across the Mill River, Capt. Riggs built a wharf, flake yard, and warehouse (Copeland and Rogers: 187-188).

IV.E. Social Trends

Population growth in this period was rapid, rising from about 400 at the beginning of the period to more than 5300 at its end. New settlers were more homogeneous and stable, compared to those in the 17th century, and many were from other maritime communities (such as Salem, Beverly, and Marblehead), where men had been pressed into military service and subsequently became more geographically mobile.

During the Indian Wars of the late 17th and early 18th centuries, Gloucester's relative safety from attack made it attractive for new families. Concurrently, the traditional alternatives for moving out of town--especially Maine--became less popular. New employment opportunities created by the growth of the commercial and maritime industries in Gloucester improved the quality of life for most residents.

Most of the town's occupants during this period were English in origin and Congregational in faith. One of the notable religious exceptions was a significant Quaker community that began to grow around 1700, but had largely disappeared by 1740. Universalism, which was to become a significant movement in Gloucester, was established in this country by Rev. John Murray (1741-1815), who first visited in Gloucester in 1774. The first Universalist society in America was organized in 1779, with a small meetinghouse built at the corner of Spring and Water streets (southeast of the present intersection of Main and Elm streets) the following year. Among the otherwise largely homogeneous ethnic groups, slaves constituted as much as 2.9% of the total population (1765).

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From the original congregation at Meetinghouse Green, a total of five parishes (church districts) were established in Gloucester in this era, reflecting the pattern of small, discrete settlements along the many coves and harbors around the Cape. The new religious units included the Second Parish (West Gloucester) in 1716; the Third Parish (Annisquam) in 1728; a new First Parish (Harbor Village) and redesignated Fourth Parish (Meetinghouse Green) in 1742; and the Fifth Parish (Sandy Bay, now the Town of Rockport) in 1754.

The investment of capital needed to finance the expanded fisheries and maritime trade led to a new concentration of wealth, with corresponding social and occupational differentiation. In comparison to the period of early settlement, wealth became more unevenly distributed in this period, and a more diverse array of craftsmen evolved. Nonetheless, a remarkable sense of social stability accompanied the rapid population growth of the 18th century.

The first public school on Cape Ann began operation in the meetinghouse on the Green in 1698, and three new school buildings were constructed in this period. None are known to survive.

Taverns and inns served the local population (hosting selectmen's meetings for many years, for example) as well as itinerant merchants and fishermen. These establishments became especially popular at the Meetinghouse Green and Harbor Village--most notably on Middle and Front streets, with one at the Cut "noted for an annual convivial assemblage of the negroes of the town." (Babson: 459)

IV.F. Development Patterns

After 1690, new commercial development intensified the economic diversity of Gloucester's physically distinct settlements. As the maritime industries superseded agriculture in this period, Harbor Cove and Annisquam became the preeminent village centers.

The Meetinghouse Green area, relying heavily on its agricultural associations, gradually receded in activity and importance. At the same time, early hamlets at Magnolia, Freshwater Cove, Wheeler's Point, Lanesville, and Folly Cove appear to have successfully combined both fishing and farming, although on a small scale. These secondary nodes were limited commercially by their lack of deep-water facilities for the ever larger vessels used in the maritime industries.

IV.F.1. Harbor Village (See Central Gloucester Historic District and Central Gloucester Historic District Boundary Increase.) Gloucester Harbor's "safe anchorage and shelter for a large fleet" (Webber: 6) led to the intense development of Harbor Village (now downtown Gloucester) during the 18th century. The shift in wealth, population, and influence is symbolized by the designation of Harbor Village as the First Parish in 1743, at which time Meetinghouse Green was relegated to Fourth rank. Although a new meetinghouse was erected on the Green in 1752, it held regular services only

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until 1782, and was demolished in 1840 (Copeland and Rogers: 26).

Front (now Main) Street was laid out downtown in 1698, and Middle Street in 1737. The success of shipbuilding, fishing, and trading in this neighborhood led to a relatively heavy concentration of building activity between 1750 and 1775, focusing on Front, Middle, and Back (now Prospect) streets.

The early commercial and industrial prosperity of Harbor Village was also reflected in a new meetinghouse, taverns, a barbershop, stores, and a number of fine homes. (See Central Gloucester Historic District, NR 1982.)

Gloucester's colonial-period sailing vessels typically operated out of Harbor Cove, which was contained at least two wharves and was supplemented by various maritime-related shops. Fish flakes occupied the area between the Cut and Front (Main) Street, and fish flakes, wharves, and stores were also built near Vincent's Cove.

In 1743, during one of the periodic French-English conflicts, Fort Point became the site of a battery of eight cannons and a breastwork, authorized by the colonial legislature to protect ships from enemy warships and from pirates. Earthworks were located here in the Revolutionary War. (The fort was ceded to the U.S. Government in 1794, reactivated in the War of 1812, and outfitted with two batteries of guns during the Civil War.) No remains are documented.

IV.F.2. Annisquam and Head of the Cove (See potential Annisquam District form.) The growing settlement of Annisquam rose from a population of 3 or 4 families in the 1680s to about 40 families by 1726, meriting a ferry between Annisquam and the western shore of the river early in the early 18th century.

Annisquam's merchants and master mariners were their most prosperous and influential in this period. By 1775, Annisquam competed with the Harbor Village in size (80 to 100 dwellings to the Harbor Village's 100) and in economic importance. During the Revolutionary War, Annisquam's harbor had the advantage of being less exposed to danger from the British warships that frequently raided coastal communities throughout the region.

Most of the growth of this period took place at the southern point of the Annisquam peninsula, although a smaller settlement clustered around the meeting house at the head of Lobster Cove (Head of the Cove). Among Annisquam's earliest houses, the Andrew and Edward Harraden houses on Leonard Street were also used as taverns. The first wharf and warehouse in Annisquam are thought to have been built about halfway up the western shore of Lobster Cove (Copeland and Rogers: 171).

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IV.F.3. East Gloucester (See East Gloucester Square Historic District form.) A village on the east side of Gloucester Harbor emerged very slowly during this period. East Main Street was laid out to East Gloucester Square in 1704, and Mt. Pleasant Avenue (along the ridge of the peninsula) and Highland Street (connecting the parallel routes of East Main and Mt. Pleasant) were among the earliest roads.

By 1728, about fifteen families were scattered throughout the whole peninsula, engaged in farming and some in-shore fishing. Although Andrew Robinson's schooner is said to have been launched from an East Gloucester wharf, little is known of maritime activity on the eastern shore of the harbor during the 18th century.

IV.F.4. Back of the Cape (See potential Lanesville District form.) At the northern, Ipswich Bay shore of Gloucester, Hodgkins, Plum, Lane, and Folly coves were exposed to the open sea and suitable only for hauling up small shore-fishing boats. Pockets of development were concentrated around the small, shallow harbors at Lanesville and, to a lesser extent, Folly Cove.

The area initially known as Flatstone Cove took on the name of John Lane, a successful farmer and fisherman who arrived here in 1700. The settlement at Lanesville claimed five families at the beginning of the 18th century, and grew to 15 by 1750. Fishing and dairy farming were the leading activities of this period.

Details of early development in this area are otherwise slim. A history of Lanesville (Erkkila: 15) describes pinkeys being built here by John Roberts, who settled here by 1700, in his pasture; in addition, whaling trips were reportedly being made out of Plum Cove by Joseph York, in conjunction with Abraham Robinson, who in 1710 had a grant of land to "try whales's oyle on." For the most part, however, Lane's Cove exhibited very limited commercial activity throughout the 18th century.

IV.G. Architectural Characteristics

This was a period of major construction, as the population expanded, the economy diversified, and society became more complex. Early residential building of this era carried over First Period house types, including 1-1/2 and 2-1/2 story, center chimney plans with 3, 4, or 5 (more common) bays. (See First Period Buildings of Eastern Massachusetts, Thematic Resource Area, NR 1990.)

The Georgian style emerged by 1725 and typically comprised a center chimney, 2-1/2 story house, with both gable and gambrel roofs popular. Three-bay half houses, most with gable roofs, are common, and a 1-1/2 story house form (popularized in the early 20th century White Pine series as a "Cape Ann cottage") is notable for its frequent use of gambrel roofs. Wood was the universal building material.

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Representative detailing in Gloucester's Georgian style includes small molded cornices over windows and at the tops of walls and ornamental door frames, usually with pilasters and entablature, sometimes with a triangular pediment, and occasionally with crosseted architrave or glazed transom.

No industrial structures (or descriptions thereof) are known to survive from this period. Among the many such structures and facilities which must have existed at this time, wharves, stores, and fish flakes (wood drying racks) belonging to the Sargent family lined the waterfront between Duncan's Point and Vincent's Cove at this time; at the end of the Revolutionary War, fish flakes are reported all along the water side of Western Avenue (Stacy Boulevard), and a goldsmith shop and four or five small buildings used primarily for mechanics were reported at the head of Central Wharf on Harbor Cove (Babson: 459, 461, 463).

The single known commercial survival from this period, located in Annisquam, is a 1-1/2 story gable-front store with a single center entry; it is said to date to 1775. (MHC, Reconnaissance Survey: 16)

As many as 13 taverns and inns existed at the Meetinghouse Green and Harbor Village areas before the Revolutionary War (Babson: 317-318 and 459). These establishments did not generate a distinct building type in this period, however, as they all appear to have been located in the homes of their proprietors.

A substantial number of civic and institutional buildings were constructed in this period, including a meetinghouse for the First Parish (1697), the Second/West Parish meetinghouse (1716), Third/North Parish meetinghouse (1728); a meetinghouse at Harbor Village, the new First Parish (1738, replaced in 1752); and a small Universalist meetinghouse (1780; replaced by the present structure on Middle Street in 1806, the original meetinghouse was moved to the farm of Col. William Pearce, where it was used as a barn at least into the 1860s (Babson: 439)). Schoolhouses were built in Harbor Village in 1708, 1742, and 1758; the workhouse built in 1719 to support the poor was enlarged in 1732, but discontinued by 1748. None of these structures are known to be extant.

IV.H. Archaeological Resources

Among the most visible resources associated with the maritime development of Gloucester are timber and stone wharves along the original shoreline of the Inner Harbor, especially in Harbor Cove and along the west side of the harbor. The variation in these resources is expected to be significant, as wharves built for different purposes may have been constructed out of a variety of materials. These early wharves were buried in the process of "wharfing out"; as areas close to the shore became sited up, wharves were extended farther out, creating a gradual series of new shorelines.

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Although the majority of wharves studied in the United States have been excavated in New England (C.F. Harrington 1981, 1983), the number is still relatively small. Sites with wharves excavated in greater Boston include Long Wharf (Bower et al. 1984), the Bostonian Hotel site (Bradley et al. 1983), 75 State Street (Roberts 1989) and the Charlestown Naval Yard (Pendery et al. 1982). On the North Shore, an excavation focused on the Beverley bank of the North River revealed a complex series of wharves dating from the 1750s to the 1890s; an earlier effort along the Central Waterfront in Newburyport produced documentation of Greenleaf and Gunnison Wharves (Faulkner et al. 1978). Recent excavations at Derby Wharf in Salem revealed the bulkhead and tieback system of an earlier wharf concealed within the limits of the existing structure (Garman et al. 1993).

Domestic sites that have survived from this time period have an especially high potential for information about international trade and commerce. Privy pits, wells and other trash dumps may provide clues to trade patterns that are not indicated or that contradict those documented in historic records. In a study of Newport, Rhode Island during the decade prior to the American Revolution, Schmidt and Mrozowski (1988) found significant evidence for smuggling in response to British trade impositions.

Shipyards and repair areas, located along remnants of early shoreline, are also a possibility, but they are expected to be ephemeral resources that have low visibility in the archaeological record.

V. Recovery and Expansion: 1790-1840

Gloucester's establishment as one of ten federal customs districts in Massachusetts (1789) indicates the maritime prominence accorded to the town early in this transitional period. Fisheries and trade recovered slowly from the hardships endured during the Revolutionary War, only to suffer again during the War of 1812.

The period's most important economic trends followed this interruption, and included the catching of mackerel and halibut on a large scale, new use of the rich fishing grounds at George's Bank, and a highly profitable concentration of the foreign trade on Surinam. Physical development became similarly diversified and sophisticated, although still on a relatively modest scale.

V.A. Economic Base

With the physical and economic barriers of the Revolutionary War lifted, fishing, shipbuilding, and trading reincarnated their earlier successes in somewhat different forms. Only Jefferson's Embargo Act and the War of 1812, cumulatively lasting from 1807-1814, interrupted this experimental phase of new growth. Among Gloucester's new markets were the burgeoning population of American cities along the east coast, westward expansion, and the growing slave population in the south after the invention of the cotton gin in 1790.

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Central Wharf (on Harbor Cove, about halfway between Hancock and Duncan streets) was the focus of David Pearce's sparkling collection of businesses, and exemplifies the renewal of Gloucester's maritime economy in this period. Typical of contemporary entrepreneurs, Pearce was a vessel owner and merchant in the trade with Europe, India, and the West Indies, and made an attempt at whaling. He operated a distillery on Central Wharf for converting molasses to rum; an oil works for refining whale and fish oil; and warehouses for shipping sugar, molasses, cocoa, coffee, and other merchandise to Boston (Copeland and Rogers: 58-59).

Toward the end of this period (1835), Gloucester was home port for 274 vessels, with a total of 16,037 tons (James R. Newhall, Essex Memorial). This number included one ship, eight brigs, 226 schooners, 18 sloops, and 21 other vessels between 5 and 20 tons. The ship and brigs were most likely for international trade, and the number also included a few whalers; hundreds of boats under five tons probably crowded the docks as well.

V.A.1. Maritime Trade Gloucester's foreign commerce had its greatest success during this era, although it did not rival the lucrative China trade of nearby Salem. Major trading partners included Canada's Maritime Provinces, source of fishing bait and lumber; the West Indies (especially Surinam, or Dutch Guiana, a colony on the northeast coast of South America), where fish, beef, pork, ham, lard, and flour were exchanged for sugar, molasses, rum, coffee, cocoa, and European-made goods; and Europe, which welcomed Gloucester's fish in return for salt, fruit, wine, and American manufactures.

In 1790, more than 40 vessels, including ships, brigs, schooners, and sloops, were involved in foreign commerce. Daniel Rogers, David Pearce, and later George Rogers headed the principal firms in the Surinam trade, Gloucester's specialty. A brief experiment in trade with India was pursued by an association of the Sargents, Parsons, and Pearces in 1800. The venture failed after the sinking of its first vessel, the 100-ton Winthrop and Mary, which made two successful trips to Calcutta before disappearing on a trip home from Sumatra in the East Indies. Franklin Square downtown, home to several sea captains, was originally known as India Square (see Central Gloucester Historic District, NR 1982).

The French Revolution, followed by the Napoleonic Wars at the turn of the 18th century, brought Gloucester free trade with the Baltic region, Germany, and Russia. In 1802, for example, four Gloucester vessels sailed through the port of Elsinore in Denmark as part of the international trading of West Indian and Mediterranean products for iron, hemp, flax, cordage, and sailcloth from Copenhagen and St. Petersburg.

V.A.2. Fishing After the Revolutionary War, Gloucester's fisheries were encouraged by federal bounties for cod (beginning in 1789), a wider range of fishing grounds in the Bay of Chaleur and Labrador (secured in the Treaty of Paris, which ended the Revolutionary War), and by the resumption of foreign trade. Until the War of 1812, coastal or inshore fishing from Massachusetts northward to

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Labrador dominated the Gloucester industry.

The treaty of 1818 between America and Great Britain changed this pattern completely. Free access to the Canadian coast within three miles of shore was closed, and fishing was redirected to the off-shore banks. This event marked the beginning of periodic hostilities between Canadian and American fishermen, reflected in a constantly changing series of regulations and treaties, that continues to this day.

By 1820, a majority of Gloucester's work force was employed in fishing (MHC, Reconnaissance Survey: 15). The Banks fisheries, however, suffered from declining profits in the early 19th century, a result of relatively small landings of fish for the effort required. The impoverished fishermen temporarily turned to inshore fishing, which required less capital and smaller boats that the fishermen could build themselves--typically Chebacco boats.

In an attempt to reverse this trend, the Gloucester Fishing Company was founded in 1819 with capital of \$50,000. Intended to revitalize the fisheries, the organization built six schooners--four for the Grand Banks fishery and two for fishing off the American coast--before failing in 1822 (Babson: 570).

In addition to the traditional cod, two new fish--mackerel and halibut--also began to be harvested on a large scale. Mackerel were caught in Massachusetts Bay as early as 1630, but did not develop a significant market until about 1800 (Copeland and Rogers: 111). These migratory surface fish appeared in "remarkable abundance" (Babson: 572) almost up to the shoreline around 1820. Adapting to this phenomenon, Gloucester's mackerel fishery had its first impressive year in 1825.

Georges Bank fishing began in the 1820s, as fears of the dangerously strong tides there were overcome by a shortage of cod for the Boston market that inspired new ventures. Gloucester's first Georges Bank halibut trip was made in 1830 by John Fletcher Wonson of East Gloucester (see East Gloucester Square District form).

A part of Gloucester's catch was sold fresh, but technological limitations in preservation and transportation at the time caused most fish still to be salted and dried.

The relatively high price of whale products early in the 19th century produced a brief experiment with whaling in Gloucester. The enterprising and wealthy merchant David Pearce outfitted one or more vessels on whaling voyages (Babson: 568), but unsuccessful results discouraged repetition until two new companies were formed for the same purpose in 1828. Their equally unprofitable returns caused a permanent abandonment of the business.

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During this period, the larger offshore fishing vessels were increasingly owned by merchant-ship owners. Typically, they operated general stores (furnishing all supplies for their voyages), acted as wholesale distributors, and took 50% of the catch. In contrast, the smaller (Chebacco) boats employed in the inshore fishing for cod, haddock, and pollack were usually built and owned by the fishermen themselves.

V.A.3. Shipbuilding Like the fisheries, the shipbuilding industry was markedly revived by the resumption of foreign trade and domestic population growth after the Revolutionary War. Annisquam (see potential Annisquam District form), Gloucester Harbor (see Central Gloucester District Boundary Increase form), and the neighboring town of Essex comprised the major centers of this industry. Fishing vessels as well as brigs, ships, and schooners for the foreign trade were built.

V.A.4. Supplies Increasing maritime activity was accompanied by a growing demand for nets, rope, fishing lines, anchors, and other equipment. Representative of the evolution of these supply industries, Gloucester had two ropewalks in 1791, and a third was established in 1803. A ropewalk extant on Western Avenue by 1817 ran 625 feet long above the seawall of the time, with an adjacent shed for tarring the finished product. Small blacksmith shops apparently produced the ironwork necessary for sailing vessels. Alewife from the Mill River was harvested as bait for the offshore fishing vessels.

V.A.5. Related Industries Fish by-products--including livers, skin, and bones--were utilized in the local manufacture of fish oil, soap, candles, and glue during this period, although little is known of their operation or location. Merchant William Pearce is known to have operated a whale spermaceti works on Porter Street, near Harbor Cove, in the 1830s.

V.B. Technology

V.B.1. Vessel Types The loss of vessels during the Revolutionary War and the renewed importance of the coastal trade immediately thereafter created a demand for small craft. The fast and seaworthy Chebacco boat (a larger version of the 2-masted shallop, up to 30 feet long) was the typical Cape Ann fishing vessel between 1785 and 1815 for the inshore fisheries and on voyages to the West Indies and Gulf of St. Lawrence. The Chebacco boat featured improvements in the hull and rigging that made it easier to handle, including a double-ended, pointed stern.

In 1792, 133 Chebacco boats, averaging 11 tons, were owned on Cape Ann; by 1804, their number had increased to 200, with double the tonnage. Due to their relatively small size, they operated chiefly from the coves on the outside of the Cape.

After the War of 1812, the Chebacco boat was gradually replaced by the schooner-rigged pinky, which was popular until the end of this period, especially in the mackerel fishery. The pinky was a larger

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and refined version of the Chebacco boat, with a bowsprit and jib; its rigging was easier to handle than the Chebacco boats.

After about 1820, a renewed attention to foreign trade and offshore fishing emphasized cargo capacity over speed. Larger, slower schooners, brigs, and ships were produced as a result: 154 such vessels of more than 20 tons were counted in 1828 (Babson: 571). By 1830, Gloucester was reported to own more than 100 fishing craft along, most of which were pinkies averaging 40 tons (Pringle: 106).

V.B.2. Fishing Techniques In codfishing, the traditional method of hand-lining with baited hooks and leads from the vessel's deck prevailed through the Civil War. "Jigging" for mackerel caught on ca. 1812-16, using weighted and baited hooks which were trailed off poles over the rails on each side of the vessel, and were agitated or "jigged" by the fishermen. The bait mill, said to have been invented around 1820 by Gloucester's Gorham Burnham (Copeland and Rogers: 113), ground up bait into a mash, which was then broadcast on the surface of the water to attract the mackerel. Mackerel were dressed and salted on board, allowing for more extended trips from Virginia to the Gulf of St. Lawrence to follow the schools in their annual migration.

V.C. Navigational Aids and Safety

V.C.1. Lighthouses The first lighthouse facility located within Gloucester's present boundaries was built at Wigwam Point in Annisquam in 1801, and featured an octagonal tower, keeper's house, and oil house. Another lighthouse tower was built on Ten Pound Island in 1821 (Garland, Gloucester Guide: 89). On Eastern Point, an unlit stone monument was built in 1829, supplemented by a whale-oil lamp and keeper's cottage ca. 1832. Samuel and Lydia Wonson, parents of Capt. John Fletcher Wonson, were the first lighthouse keepers at Eastern Point. (For all three lighthouses, see Lighthouses of Massachusetts, Thematic Resource, NR 1987-88.)

V.D. Infrastructure

V.D.1. Transportation New, Federal-period systems of regular communication began as early as 1788, with twice-weekly stage runs between Gloucester and Boston--one of only four run into Boston at the time. Daily service became available in 1805, and within a number of years a second daily stage allowed a round trip to Boston to be made in a single day. A stage coach line between Annisquam and Gloucester Harbor was instituted in the 1830s, soon after the Goose Cove causeway was built (see below).

V.D.2. Bridges, Canals, and Causeways The Blynman Canal, which had closed in 1723, was reopened in 1822 with a drawbridge. The reconstruction was undertaken by the Gloucester Canal Corporation, which was funded largely by individuals and the federal government. Only small vessels could pass through the narrow and shallow passageway, however, resulting in a lack of patronage. A

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new fixed bridge was reportedly built around 1830, and operated for about another ten years before the facility was again abandoned and replaced by a solid roadway (Babson: 10; and Copeland and Rogers: 178).

Two major causeways were constructed in this period, making both travel and development more convenient. The causeway to Rocky Neck, built around 1830, encouraged development of that strategically-located neighborhood, which had previously served mainly as sheep's pasture (see potential Rocky Neck District form). A causeway was built over Goose Cove in 1833-34, and considerably reduced overland travel time between the Harbor Village and Annisquam and the other northern villages. This causeway also functioned as a dam for a tidal mill, runs by the Hodgkins family, that ground corn and sawed wood (Hodgkins Mill, 672 Washington Street, 1834; MHC #757).

V.D.3. Wharves, Piers, and Seawalls Harbor Cove contained virtually all the wharves of this period in Gloucester Harbor, with Pearce Wharf known as the busiest. While an 1813 map shows several piers in this location, an 1816 map shows only one--perhaps indicating a single, sturdier replacement for older and less well-built structures. A long period of filling was first documented in maps from 1830 and 1831, which both show the once concave Harbor Cove beginning to straighten parallel to Front (Main) Street, with wharves and piers along both Commercial and Duncan streets, and lining the Head of the Harbor and Vincent's Cove (Matchak: B-4 through B-6). Another pair of 1830s maps shows limited wharf development occurring at East Gloucester Square (see East Gloucester Square District form).

A major seawall protecting the harbor at Lanesville was begun in 1828 with the formation of the Lane's Cove Pier Co., largely for the benefit of the nascent granite industry (see potential Lanesville District form and Granite Industry Context). Granite wharves at Annisquam date to 1825 (Hilbert and Woodford: 8).

V.E. Social Trends

Gloucester's economic expansion in this period was accompanied by a population increase of more than a third between 1790 and 1840 (from approximately 4617 to 6350 residents, excluding Sandy Bay in both years). By 1830, Gloucester was the second largest town in the region, behind Salem.

Although newcomers to Gloucester continued to be traditional Yankee stock, a new diversity of religious societies began to take hold from the predominant Congregationalists. Significant religious upstarts of the period included Methodists (beginning in 1806), Baptists (beginning in 1808), Universalists (who converted the Fourth Parish in Harbor Village in 1811 and the Second Parish in West Gloucester in 1829), and Unitarians (ca. 1837).

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Many new civic and cultural institutions also made their appearance in this period, a mark of the growing sophistication of the town. Most of these were located in the Harbor Village (see Central Gloucester Historic District, NR 1982).

By 1804, 11 school districts were established, complemented by a Social Library (1796) and Lyceum (1830). A Federal-period custom house (1789; one of the original 10 customs districts in Massachusetts) and post office (1792) were established, followed by the town's first bank, the Gloucester Bank, in 1796. Until the construction of a permanent building in 1854-55, the post office and Custom House followed the postmaster and customs collector around in private buildings.

The uneven distribution of wealth which accompanied the more complex economy was addressed by both public and private charities. A public almshouse, established in 1796, and the Gloucester Female Charitable Association, organized in 1834, arose to serve the poor, most of whom were fishermen's families. Cape Ann fishermen of this period were described "as a class miserably poor, and generally in debt to some storekeeper at Gloucester Harbor" (Morison: 143).

In the early 19th century, hotel buildings were first erected specifically to accommodate transient seafarers. The most notable was the brick-built Atlantic House (2-10 Main Street, 1810; NR 1976).

The formation of culturally distinct villages culminated in this period with the breaking off of the Fifth Parish, Sandy Bay. Isolated on the northeast portion of Cape Ann, this settlement was incorporated as the Town of Rockport in 1840.

V.F. Development Patterns

The slow economic recovery that followed the Revolutionary War produced a more complex and prosperous society, but few large-scale physical changes in Gloucester. With the exceptions of Harbor Village and Annisquam, small-scale farming and fishing activities persisted in most of the town's secondary centers--including Folly Cove, Lanesville (probably the most active of this group), Riverdale, Stage Fort, Freshwater Cove, and Magnolia.

V.F.1. Harbor Village (See Central Gloucester Historic District Boundary Increase form.) Harbor Village experienced the town's greatest development between 1800 and 1830. A tight-knit core of waterfront-related activities and impressive civic, commercial, and residential structures quickly coalesced here, with Middle Street containing the most important residential and civic buildings, and Front (Main) Street the primary commercial and industrial development, linked by alleys to the waterfront. A new segregation of uses (maritime industrial, commercial, residential, and civic) within the village marked the end of this period.

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The greatest area of development here was bounded by Washington, Prospect, and Pleasant streets (see Central Gloucester Historic District, NR 1982). A fire in 1830 destroyed the main commercial area on Front Street from Washington to Porter, although it was quickly rebuilt with more substantial rowbuildings of brick and granite construction. (See Front Street Block, NR 1974.)

By the early 19th century, the Harbor Village represented

a thriving and prosperous town... boasting a bank with a vault carved out of solid rock, a schoolhouse with cupola, and a two-story "artillery house" or armory, with four field pieces and a bell procured from Denmark. "They excell in their parties, their clubs, and also in their military parades," wrote Dr. Bentley, after being entertained by the Gloucester people in 1799. (Morison: 142)

Harbor Cove was gradually filled in to accommodate commercial activity, although the inlet was still considerably larger than it is today. In 1800, Harbor Cove contained the town's principal wharves, dominated by the Pearce business headquarters and the wharves of two or three other large commercial firms. Fort Point and the waterfront between Duncan's Point and Head of the Harbor were the scene of several smaller piers. A path along the water parallel to Front/Main Street is shown for the first time in 1830, connecting a series of docks (Matchak: B-5); this thoroughfare eventually became part of present-day Rogers Street.

V.F.2. Annisquam and Head of the Cove (See potential Annisquam District form.) Early in this period, the village of Annisquam took shape with shops, a new church, and fashionable houses, particularly on Leonard and Arlington streets, and active shipyards along Lobster Cove. During the shipbuilding boom of 1829-32, 75 variously sized vessels docked in Annisquam, with George Norwood & Son and Gustavus Griffin being two of the largest fleet owners.

Annisquam's economy profited from both fishing and foreign trade, its vessels trading with the southern U.S., West Indies, and Europe. During the 1830s, the number of residences in the village is said to have doubled (Copeland and Rogers: 161), served by a Baptist church (now the Village Hall, Leonard Street, 1828; MHC #699) and a rebuilt Third Parish (Annisquam Village) Church (820 Washington Street, 1831; MHC #402). The first schoolhouse in Annisquam was built in 1798 near Leonard Street, replaced in 1834 by a larger building. Blacksmith shops, a doctor's office, school, post office, entertainment hall, and local band were also found in the area at this time.

Financial reverses and geographic constraints ended Annisquam's maritime prosperity around 1840. Area merchants suffered unusually severe losses from business loans during the Panic of 1837. Of even greater consequence, Annisquam's relatively shallow harbor precluded use by the new, larger vessels which were coming to dominate the maritime industry.

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V.F.3. East Gloucester (See East Gloucester Square Historic District form.) A small burst in this area began late in the 18th century, focusing on East Gloucester Square, at East Main and Highland streets. Farming and fishing remained about equally important until the first halibut trip to Georges Bank was made by an East Gloucester resident, in 1830. Afterwards, the shift toward commercial development of the fisheries was pronounced. Significant maritime and related residential development is not documented, however, until the 1840s.

V.F.4. Back of the Cape Lanesville fishermen continued in their successful pursuit of smaller-scale inshore fisheries (see potential Lanesville District form). A Lanesville shipyard is described as owned in 1808 by Michael Walen, who built pinkies and small schooners here; 30 vessels, boats and schooners of between 11 and 32 tons, are reported in Lane's Cove from 1808-16 (Erkkila: 15, 21). In 1830, a new Congregational church was organized in Lanesville. The importance of the inshore fisheries here was gradually overwhelmed by the granite industry, which began to develop in the 1820s (see Granite Industry Context).

V.G. Architectural Characteristics

V.G.1. Residential Although no single house form dominated this period, a 5-bay type of either 1/1-2 or 2-1/2 stories with center chimney and gable roof appears most commonly; hip roofs are popular in high style examples. Multi-chimney house forms gradually increased in popularity, although they are typically found in large and ambitious homes. Of these, a number of 3-story high-style examples with hip roofs survive. Smaller homes were characteristically single pile or L-plan, with a variety of chimney locations. Clapboard-covered wood frame construction dominated residential development in the Federal period.

Local stylistic features include very low roof pitches; tall, slender doorways with half-height sidelights and occasionally fanlights. Annisquam and the Harbor Village (see district forms) contain Gloucester's best collections of architecture from this period.

V.G.2. Commercial Specialized buildings for commercial use first began to appear during this time, with a number of interesting survivals. Among this group are the Lane Store in Annisquam, consisting of a 7-bay, 1-1/2 story gabled roof building (Rogers Lane, 1815-20; MHC #693); the Atlantic House hotel (2-10 Main Street, ca. 1810; NR 1976), a four story brick building with end wall chimney; and 2-1/2 story, masonry commercial blocks which replaced free-standing frame structures in the West End of Main Street after the 1830 fire (see Front Street Block, NR 1974).

V.G.3. Industrial The growth of maritime activity required additional fish houses and other maritime-related structures, including shipyards, storehouses, sail lofts, forges, and a number of ropewalks, most notably downtown, on Pavilion Beach and inland at John Beach's ropewalk between Middle and Prospect streets, which stood ca. 1800-50 (Garland, Gloucester Guide: 115). Little

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documentation of the architectural form of these early industrial structures exists, nor are any known to survive.

V.G.4. Civic/Institutional Both economic prosperity and complex social structures are represented in a number of new buildings of this type. New church buildings were constructed downtown for the Universalists (Independent Christian Church, 50 Middle Street, designed by Col. Jacob Smith, 1805-06; Central Gloucester Historic District, NR 1982), the Unitarians (Temple Ahavath Achim, 82-84 Middle Street, 1828; Central Gloucester Historic District, NR 1982), Baptists (1830; not extant), Methodists (1828 and 1838, not extant). The outlying villages witnessed construction for the Third Parish (Annisquam Village Church, 820 Washington Street, 1831; MHC #402) and the Baptist Church (Leonard Street, 1828; MHC #699) in Annisquam; the Congregationalists in Lanesville (Lanesville Congregational Church, 1218 Washington Street, 1828; MHC #409), Methodists in Riverdale (Riverdale Methodist Church, 436 Washington Street, 1834-38; MHC #1009), and Congregationalists in West Gloucester (West Congregational Church, Essex Ave, 1834; MHC #1061).

Civic buildings of the period included a number of engine houses (one in Annisquam is known to survive: Fire Station #8, Leonard St, 1831; MHC #700); the remarkably well-preserved Town Grammar School (7 Beacon Street, 1795; MHC #207), a wood frame building of 2 stories with a hip roof; and the Leonard Street School in Annisquam (Leonard Street, 1837; MHC #781). The town also had a two-story "artillery house," or armory, location and appearance unknown (Morison: 142).

V.H. Archaeological Resources

Characterized by a significant increase in worldwide commerce, this period is one in which earlier shorelines and their associated structures may have been sealed by extensive landfilling operations along Harbor Cove. These structures include wharves, seawalls, piers, warehouses, sheds and ropewalks associated with early maritime commerce in Gloucester. Central Wharf, once the focus of David Pearce's mercantile empire, has a significant archaeological potential. In addition to the wharf itself, which lies buried under fill near the center of the proposed Central Gloucester Historic District expansion, remains of Pearce's maritime support structures may survive on the wharf itself. Archaeological refuse from domestic structures may offer further evidence of Gloucester's participation in international trade. Modifications to landscapes in the districts, including the creation of fill terraces and retaining walls, may have served symbolic as well as functional purposes considered in the context of elite seafaring families and fisherman. The masking or marking of ethnicity among the latter group could be visible in the archaeological record of the latter group, particularly as East Gloucester, Lanesville and Annisquam began to develop as separate fishing villages. Spatial analyses of these villages, which broke off from the main community, would be important for understanding the overall settlement pattern of Cape Ann.

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The "Triple Hurricanes" of 1839 "took a heavy toll on the maritime communities of the northeast" (Fish 1989: 36). Among the hardest hit locales was Gloucester Harbor, which saw eighteen corpses wash up on its shores on the morning of 16 December 1839. Although no complete list of all the vessels lost during the Triple Hurricanes survives, it is possible that undredged harbor areas could contain remnants of a wide range of wrecks from this catastrophe.

VI. Fish Town: 1840-1915

The late 19th and early 20th centuries were a colorful era of intense social, economic, and physical diversification, prompted by such dramatic technological advances as the introduction of rail service, refrigeration, mass production in fishing methods, and new schooner designs. The prosperity and prominence attained in this one period have in many ways come to symbolize Gloucester: as one maritime historian observed, Gloucester "was by far the greatest fishing town in America." (Morison: 312). Gloucester Harbor was the major focus of activity in this period.

VI.A. Economic Base

Gloucester's foreign trade peaked and virtually disappeared during this period. The loss was more than compensated by commercial fishing, with a myriad of directly- and indirectly-related businesses, mostly along the waterfront.

VI.A.1. Maritime Trade At the peak of the Surinam trade in the 1850s, Gloucester merchants were making profits 5 to 10 times their initial investment. In 1857, 10 barks and 10 brigs imported cargoes of coffee, cocoa, and other goods worth \$400,000. Beginning around 1860, however, Gloucester's foreign trade with Surinam and the Maritime Provinces collapsed.

Weakening of the Surinam trade began in 1838 with the abolition of slavery in that Dutch colony. More conclusively, by 1860, the largest commercial shipping firms (including those of David Pearce and George H. Rogers) had moved to the larger port of Boston. The shift to Boston was influenced by changes in trade laws and taxation policies, as well as Boston's larger facilities. Regulation also affected commercial trade with the Maritimes, which waned due to increasing disputes and more restrictive trading treaties between the U.S. and Canada.

During this period, Gloucester's only significant growth in foreign trade occurred in the importation of salt from Sicily and Spain--which was cheaper than domestic production. At its peak, Gloucester was the world's largest producer of salt fish, and by 1912, was the country's third largest importer of salt (MHC, Reconnaissance Survey: 23). The East Gloucester wharves of William Parsons 2d & Co. alone unloaded more than 32,000 tons of salt 1907 (see East Gloucester Square District form).

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Wood-coasting continued on a reduced scale, as supplies depended on increasingly remote sources, such as Nova Scotia (beginning around 1840). Foreign vessels, nearly all of which were engaged in wood-coasting between Canada and Boston, numbered 142 in 1859. After restrictions on trade with the Maritimes were lifted by the Reciprocity Treaty of 1854, these vessels returned home with "provisions and other articles from the well-supplied stores" of Gloucester (Babson: 568). The wood coasters and salt barks were said to be among the last of the sailing vessels in Gloucester (Garland, Gloucester Guide: 81).

VI.A.2. Fishing The almost total domination of the fishing industry in this period was made possible by the adoption of ice refrigeration on ships and the arrival of the railroad from Boston. These two factors significantly expanded Gloucester's markets and produced greater profits for its catch. Good fortune also resulted from the designation of dried fish as a staple of the Union army during the Civil War.

Gloucester vessel owners (unlike those on Cape Cod, for instance where a substantial maritime economy virtually disappeared after 1860) had access to large supplies of capital from foreign trade. This economic advantage allowed Gloucester to purchase new and improved vessels and to adopt the new fishing techniques needed to maintain and improve its position. By the end of the 19th century, Gloucester led the cod, mackerel, and halibut fisheries. Hake, haddock, and herring were significant but relatively minor catches.

The Canadian Reciprocity Treaty of 1854 restored Gloucester's access to the inshore Bay fisheries. By the end of the Civil War, the local fleet included 341 cod and mackerel schooners, with more tonnage than Salem and an annual catch valued at close to \$3 million (Morison: 312).

Halibut fishing, which had a slow start in the 1830s, experienced "unprecedented growth" (Oaks: 20) at the beginning of this period. More than 3 million pounds of halibut were landed in Gloucester in 1847, with increased demand attracting Gloucester's vessels to Greenland beginning in 1869, and Iceland starting in 1873. Depletion of the supply of halibut on the banks decreased landings after 1879, however, "with considerable variations from year to year." (Copeland and Rogers: 108).

The fickle mackerel were scarce in Massachusetts waters between 1831 and 40, and enterprising fishermen thereafter travelled to the St. Lawrence Bay to find the supply necessary to meet rapidly growing demand. Mackerel fishing was also pursued off the southern coast of the U.S. (as far south as the Carolinas), with varying success.

Statistics vividly illustrate the rapid expansion of the fishing industry in this period. Between 1798 and 1830, the tonnage of shipping owned in the Gloucester customs district increased by only 14%. From 1830 to 1840, however (the beginning of significant mackerel and halibut fishing), tonnage grew

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by 45%; followed by a 32% increase from 1840 to 1850, and a phenomenal 80% rise between 1850 and 1860 (Morison: 378).

Correspondingly, the number of Cape Ann vessels engaged in the cod and mackerel fisheries grew by 57% (from 221 to 347) between 1837 and 1855, while the employees more than doubled. Between 1855 and 1865, the fleet grew by only 9% (from 347 to 378), although employment rose by 55% (Morison: 375). The total value of the catch grew from about \$500,000 in 1837 to \$1.4 million in 1859, and around \$3 million in 1865 (MHC, Reconnaissance Survey: 18; Babson: 599). By 1870, 52 fishing firms employed 409 vessels (Oaks: 21).

By 1865, at least 92% of Gloucester's work force was employed in fishing-related jobs, with 4% in manufacturing, many of which were involved with outfitting the vessels or processing fish by-products (MHC, Reconnaissance Survey: 19). After a 50% drop in employment during the depression of the 1870s, the fisheries revived in the 1880s and 1890s. In 1885, one writer observed that more than 600 vessels of all kinds were employed in fishing year-round (Webber: 10).

In the last three decades of this period (1885-1915), both the landings and value of fish rose by about 30%. 1895 was the peak year, with approximately 80-90% of the labor force directly or indirectly employed in the fishing industry, including more than 5500 fishermen (about 20% of the total population of 28,211). Thousands more worked in shipbuilding, as laborers on the wharves (lumpers), in transporting fish, and in fish processing (MHC, Reconnaissance Survey: 23).

By the end of the period, in 1915, 154 fishing vessels of over 20 tons were registered in Gloucester, with another 111 vessels between 5 and 10 tons. The number of fishermen in Gloucester was estimated at about 5200, with the total number of workers in Gloucester's fish industry believed to be about 10,000 at sea and on land (Interests and Industries: 12).

Virtually all of the major fisheries were located around Gloucester Harbor at this time; among these were Gorton-Pew (established in 1876, it eventually came to occupy virtually all of the Head of the Harbor as a conglomerate of four major firms), Atlantic Halibut Company (one of the largest fresh fish businesses in New England, handling 3-5 million pounds of halibut annually; located at Duncan's Point), Parmenter, Rice & Co. (handling cod from its wharf on Duncan's Point), and Cunningham & Thompson (by 1892, one of the leading producers of boneless cod and mackerel in New England, operating from Fort Point). (See Central Gloucester District Boundary Increase form).

In East Gloucester, the leading firms of this period included John F. Wonson & Co. (operating 20 schooners over the course of its 50 year history), Samuel Wonson & Sons, William H. Wonson & Son, William Parsons 2d & Co., William Parkhurst, E. Sayward & Co., and Reed & Gamage. (See East Gloucester Square District form.)

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In-shore day fishing, also encouraged by the new markets introduced by ice and the railroad, was especially prevalent at the coves on Ipswich Bay along the northern side of the Cape. Initially, a single man in a small open boat known as a wherry rowed himself five to six miles out into Ipswich bay; by the mid 19th century, the wherry was towed out and back by larger fishing boats and schooners. Approximately 300 men were profitably engaged in this business in 1860 (Babson: 575-576).

Fish were the primary but not the only product of the sea. At the turn of the century, clams, which had previously been used primarily for fish bait, found a large new market as a "recreational food" (Copeland and Rogers: 192). In demand by the tourist trade (see Summer Resorts Context), clams were popular in chowder, steamed, and fried.

Lobstering is documented in Gloucester by 1830, when the only known lobster vendor was the Parsons family, operating out of Joppa, behind Brier Neck and Little Good Harbor. Like clams, the once-lowly lobster also became a favorite of the summer people. By 1889, the Parsons family alone was setting more than 400 traps each season, with most of the spring and fall catch being shipped live to Boston. (Copeland and Rogers: 77)

VI.A.3. Fish Processing Fish processing plants, often built right on the wharves, employed a significant number of the labor force, both men and women. An important advances in fish processing in this period was the introduction of refrigeration in the late 1840s: ice cut from local ponds was used both aboard ship and in the transportation of fish from Gloucester to Boston by rail, thus widely extending the market for fresh fish and producing greater profits. Fresh cod, for example, eventually outweighed salt cod in this period by more than 2 to 1, and outvalued it by about 5 to 1 (MHC, Reconnaissance Survey: 23). Georges Bank was the principal source for Gloucester and Boston's fresh fish markets.

Salt cod nonetheless continued to be important throughout this period. In 1870, 30 fish-curing businesses were documented, producing salt cod valued at close to \$3.5 million. By 1905, such businesses employed about 900 people, with a total product value of \$4.25 million.

The salt-cod process generally involved unloading the vessels on the wharves, where the fish was beheaded, split, washed, and placed in barrels for salting. The fillets were then laid outdoors on wooden frames called flakes to cure, the amount of both salting and curing depending on how far the fish would be shipped to market. Salted fish would then go indoors for skinning, deboning and trimming, and cutting into lengths for packaging. The fish was then packed under pressure in boxes and drums, between 100 and 450 pounds in weight, and shipped to long-distance domestic and foreign markets (Hawes: 196-199).

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Halibut was usually iced and sent by rail or steamer to such markets as Boston, Lowell, New York, and Philadelphia. A smaller but significant industry in smoked halibut also arose in Gloucester by the 1870s, centered around the Head of the Harbor (known as Smoky Point). William H. Wonson & Son was the largest firm in this business, and the oldest firm in Gloucester's fishing trade (Pringle: 336), with 20 smokehouses handling between 800,000 and 1.5 million pounds of halibut a year.

Mackerel, because it spoils quickly, was usually dressed, soaked in sea water, and salted in barrels on board ship; on shore, it was repacked in barrels of around 200 pounds. The Frank E. Davis Fish Co., established in the 1880s, made a specialty of salt mackerel, and by the early 20th century had expanded its line into an unusual mail-order business for mackerel, cod, and other seafood (see Central Gloucester District Boundary Increase form).

Finally, cold storage in landside warehouses was developed in this period, with two large facilities (Gloucester Cold Storage & Warehouse Company, est. 1889, and Cape Ann Cold Storage Co., est. 1914) operating by 1915. William H. Jordan, "one of the most progressive men in the business," was said to be the first to build a cold storage plant for fresh fish, "working a revolution in the methods of preservation" (Pringle: 335).

VI.A.4. Shipbuilding Shipbuilding was the foremost manufactory in support of the fishing industry. Although the last shipyard in Annisquam closed in 1851 (Hilbert and Gifford: 10), shipbuilding continued along the Annisquam River and especially in Gloucester Harbor. In 1855, near the beginning of this period, 7 vessels over 600 tons and 102 smaller boats were constructed in Gloucester (MHC, Reconnaissance Survey: 19). By 1895, 22 boat and shipbuilding companies in Gloucester employed 80 men and produced vessels valued at over \$175,000 (MHC, Reconnaissance Survey: 24).

Prominent boatbuilders of this period included Higgins & Gifford, at the Head of the Harbor, which was established in 1871 and claimed to have built more than 3000 vessels between that year and 1885 (Industries and Wealth: 116); George Wheeler's boatyard on Wheeler's Point, begun in the 1870s; and the Montgomery boat yard, begun by Nicholas Montgomery ca. 1905, near Ferry Street in Riverdale. Higgins & Gifford were known for their mackerel seineboats, skiffs, dories, and small pleasure boats; by 1889 they employed 50 skilled workmen in their large, 3-1/2 story factory (not extant). Wheeler and Montgomery specialized in pleasure boats and a few small fishing craft.

Except for relatively small work and pleasure craft, shipbuilding in Gloucester effectively ended with World War 1. The great majority of Gloucester's fishing vessels from the mid 19th to early 20th centuries was built in nearby Essex, which launched the last of Gloucester's fishing schooners in the 1930s.

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The dories required for trawl-fishing were built by the thousands--mostly at Lowell's Boat Shop in Amesbury (to the north), some in Gloucester, and some were bought in Nova Scotian while on fishing trips.

VI.A.5. Supplies To keep pace with the expansion of the fisheries, production of related supplies--such as barrels, rope, sails, blocks, fog horns, and pump--grew rapidly. Demand also increased for box and barrel making (for packaging and shipping fish), paint production (for protection of vessel hulls), and oiled clothing (for protection of the fishermen), and many manufacturers sprang up around Gloucester.

In 1855, 55 men working in sail lofts produced 1270 sails valued at nearly \$100,000; 700 seines (a net for mackerel fishing) and 500 masts and spars were made; and 23 blacksmith shops produced iron work worth more than \$50,000 (MHC, Reconnaissance Survey: 19). Eight to 10 sailmakers were listed in City directories through the end of the 19th century, along with a similar number of manufacturers of oiled clothing (rising from only 2 in 1873); most of them were located on the top floor of waterfront buildings at Gloucester Harbor.

Two box manufacturers (and one manufacturer of fish cans) were in business in the late 19th century; in 1905, six box and barrel makers produced more than \$225,000 worth of goods for packaging and shipping fish (MHC, Reconnaissance Survey: 24). Among the most important of these firms was Merchant Box & Cooperage Co. (est. 1877), located inland in downtown Gloucester. By 1915, this firm boasted a four-story box factory, a cooperage, 4 to 5 acres of lumber yards, and around 130 employees at its Willow and Cleveland Street plan (not extant).

Four of Gloucester's leading supply industries of this period were marine paints, ironworks, nets and rigging, and ice. Established in 1863, the Tarr & Wonson Paint Factory on Rocky Neck (see potential Rocky Neck District form) produced a copper paint that was internationally renowned for protecting boat hulls from marine growths.

Cape Ann Anchor Works, organized in 1867, produced anchors and other iron fittings for sailing vessels from foundries on Vincent's Cove, at Fort Square, and finally at a large facility the end of Whittemore Street, on the Annisquam River (see Central Gloucester District Boundary Increase form). With the dominance of this company, the number of independent blacksmiths shops was dramatically reduced (MHC, Reconnaissance Survey: 19).

The advent of dory-trawling and purse-seining after the Civil War required an extensive supply of nets, rope, twine, and associated paraphernalia. One of the largest producers was the Gloucester Net & Twine Co. (est. 1884), located inland on Maplewood Avenue, which manufactured a wide variety of fishing lines, ropes, cordage, purse seines, and gill nets (see individual form).

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Finally, an enormous amount of ice was needed to supply Gloucester's fresh fish business. By the 1850s, the Georges Bankers began to carry ice on board and chill the fish as soon as it was caught, which enabled the newly valuable haddock and halibut, and even mackerel, to be shipped fresh.

According to the City directories, the number of Gloucester's ice dealers grew from three in 1873 to eight by 1899. Francis Homans' Fernwood Lake Ice Company in West Gloucester built its ice house in 1876; 236 by 210 feet large, it was the biggest in Massachusetts, with a capacity of 34,000 tons (not extant). To make his ice, Homans dredged a swamp, dammed a stream, and thereby created Fernwood Lake (Garland, Gloucester Guide: 13).

Two other large firms, both located off Eastern Avenue, were the Gloucester Ice Company and the Webster Ice Co., the latter of which built the first ice houses in Gloucester, ca. 1848-58. By 1915, Cape Pond Ice Co. had taken over most of its competitors and dominated the industry (see Central Gloucester District Boundary Increase).

As noted above in Maritime Trade, the provision of salt was a major business, bringing into Gloucester the largest sailing vessels seen here, as well as barges and steamships, before World War 1. The two principal importers, Fred Bradley and William Parsons 2d & Co., had warehouses in East Gloucester (see East Gloucester square District form).

Supplying clams for fish bait was one of the minor but essential fishing-related industries of this period. Commercial clam digging thrived along the flats of the Annisquam River from the mid-19th century, carried on mainly by men and boys in the off-seasons of winter and spring. After the clams were packed and salted in barrels, dealers would buy the harvest for sale to fishing vessels.

Clam bait was used for handlining, but was not produced in sufficient quantities for trawling. The gap was increasingly filled by fresh and frozen herring (some from Annisquam but mainly from Newfoundland), and occasionally squid.

VI.A.6. Related Industries Fish by-products formed a thriving industry in Gloucester during the late 19th and early 20th centuries, represented in the manufacture of glue, fish oil, soap, and candles. Production of a strong liquid glue from fish skins became commercially feasible only in the late 19th century. The most notable of these manufacturers in Gloucester was the Russia Cement Co. (Essex Avenue, 1875; MHC #1049), located in an isolated complex on the Little River, a tributary on the western side of the Annisquam River. Other prominent local firms included Gloucester Isinglass & Glue Co., established on Eastern Avenue between 1873 and 1885, and Tarr's Isinglass Co. (by 1899) on Fort Square (see Central Gloucester District Boundary Increase form).

Fish oils, used primarily in vitamins, were produced by A. W. Dodd & Co., on Duncan's Point, Joseph W. Norwood on Norwood Court in East Gloucester, and George J. Tarr & Co. on Fort Point

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(see Central Gloucester District Boundary Increase form), among others. Between five and eight fish oil plants operated in the late 19th century (City directories); in 1905, six companies produced fish oil worth more than \$300,000 (MHC, Reconnaissance Survey: 24).

A generous supply of hotels, boarding houses, saloons, bordellos, pool parlors, and vaudeville theaters provided rooms, meals, and entertainment for the transient workforce. Most of these establishments were located on the commercial waterfront downtown, in contrast to the seaside hotels built for the summer resorts (see Summer Resort Context). The Atlantic House, Union House, Belmont Hotel, Central House, Hamilton House, and Webster House were among the best known of the late 19th century hotels. In addition, as many as 36 saloons served the waterfront workforce as well (see Central Gloucester District Boundary Increase form).

About 70-75% of Gloucester's fishermen were unmarried, and only about 25% owned their own homes (Oaks: 26). Thousands of these transient workers came from the Maritime Provinces (notably Nova Scotia and Newfoundland); many eventually settled in Gloucester permanently.

VI.A.7. Sporting In the late 19th century, economic gain was not the only motivation for taking to the sea; patriotism, individual pride, and a dramatic sense of challenge inspired some of Gloucester's most memorable sailing exploits. To commemorate the United States' first one hundred years, Gloucester's Alfred Johnson made the first recorded solo crossing of the North Atlantic (Gloucester to Wales) in 1876 in the dory Centennial, which is now preserved at the Cape Ann Historical Association.

Howard Blackburn, a native of Nova Scotia, is locally renowned for his remarkable survival of a winter storm at sea in 1883, while fishing east of Newfoundland. Despite losing all his fingers to frostbite from this incident, Blackburn went on to open a saloon in Gloucester (Blackburn Building, 289 Main Street, 1900; MHC #312), and twice sailed single-handedly from Gloucester to Europe (1899 in the sloop Great Western; 1901 in the sloop Great Republic); both of these vessels are also located at the Cape Ann Historical Association today.

The intermittent series of races between U.S. and Canadian fishing schooners held between 1886 and 1938 attracted international attention. One description of these competitions calls them

A high mark in the sporting history of American sail... For the excitement of intense rivalry between crews, skippers, and vessels; for the color of contests matching champions when the schooner, in beauty and speed, was at its highest development, the races between these working fishermen have not been equalled. They commanded international attention on a scale given the struggles for the America's Cup. (Garland, in Babson: xxxii)

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The first two races were held off Boston Harbor in 1886 and 1888, with Gloucester entered only in the second. The third race, and the first won by a Gloucester vessel, was held in Gloucester in 1892, during a fierce storm, to help celebrate the City's 250th anniversary; it was won by the Harry L. Belden under Capt. Maurice Whalen.

The competition resumed again in 1901, off Gloucester's Eastern Point, and was won by a Boston schooner. The fifth and last of the races in this period was held in 1907, off Boston Light, with a Gloucester schooner (the Frances P. Mesquita under Capt. Joseph Mesquita) winning the second class.

The industrialization of America created new leisure time for many in the late 19th century. The sport of yachting was one manifestation of this trend, and yachting clubs in Gloucester began to appear after the Civil War. These clubs--in part a spin-off of the area's maritime traditions--took advantage of the smaller harbors and coves which the larger commercial vessels were abandoning.

The Cape Ann Yacht Club was sponsoring regattas in 1882; the Squam Dory Club on Babson's Point (1896) became the Annisquam Yacht Club (1899, with a new clubhouse built the same year); and the East Gloucester Yacht Club (organized in 1896 at the Head of the Harbor) was reborn as the Gloucester Yacht Club in 1902 (clubhouse at Rocky Neck, also 1902). The East Gloucester club's original headquarters on Smoky Point, perhaps extant, recycled an existing fisheries building--either one of the smokehouses of Shute and Merchant, dealers in salt water fish (Thomas: n.p.), or an old fish house on the Wonson Wharf (Garland, Eastern Point: 349).

Although yachting on Cape Ann was a sport primarily of summer visitors, it originated among local residents, many of them working men. The industry and its facilities will be described in more detail under the Summer Resorts Context.

VI.B. Technology

Beginning in the 1840s, a number of factors--including the growth of urban markets for fresh fish, transportation and processing improvements, and the popularity of poaching in desirable fishing areas off Canada, which were then closed off to Americans--combined to create a demand for faster schooners with the capacity for icing their catch. Correspondingly, "Gloucester initiated and reaped the benefit of ... modern improvements" (Morison: 311-312) in both vessel design and fishing methods.

VI.B.1. Vessel Types The summer mackerel fishery, typically operating within 50 miles of shore, first stimulated the demand for swifter schooners, particularly a V-form "sharpshooter" model that was developed in Essex in 1847. By 1860, demand for greater shoal-draft and a large keel replaced this design with a new clipper model. The clipper schooner carried a large sail area and was very fast, dominating the trade for the next 25 years.

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The rapid adoption of the clipper fishing schooners had two unfortunate consequences: first, it contributed to overcrowded fishing banks that were prone to vessel collisions in bad weather; secondly, these shallow, shoal-bodied schooners capsized very easily during storms. The loss of life and vessels which resulted was tremendous: in the 1870s, for example, 123 vessels and 898 men were lost--including more than 150 men in a single storm in 1879.

Finally, in the 1880s, a systematic effort to develop safer and better schooner was begun under Gloucester's Capt. Joseph W. Collins of the U.S. Fisheries Commission. The new models were longer, deeper, and had a lower ballast than the clipper schooner; they proved to be fast, safe, handsome, and more manageable, and quickly became popular.

Also around the 1880s, a single-sparred, clipper-bow fishing craft ranging from about 35-50 feet long was developed in Gloucester. It carried a small crew and was employed generally on the inshore fishing grounds using the hook and line technique. Popularly known as a Gloucester sloop boat, Howard Blackburn's Great Republic (see Sporting section above) is the last surviving example of this type.

By World War I, windpower was almost completely replaced, or at least augmented, by engine operation (Copeland and Rogers: 92-93). Auxiliary engines were used on Gloucester schooners beginning in 1900, and within five years were universally installed on new vessels. The fleet's first large fishing vessel equipped with an auxiliary engine was the clipper Helen Miller Gould, built at Vincent's Cove in 1900 with a gasoline engine to supplement its sail power. The Thomas S. Gorton, built in Essex in 1905, was the last Gloucester schooner built without an engine.

Steamers, used in Gloucester as early as 1885 for the in-shore fisheries, had improved enough in speed and cost by 1914 to compete with the sailing schooners in the off-shore fisheries. The first large steamer built for a Gloucester fishing firm was the Alice M. Jacobs, launched in Essex in 1902. At 220 tons and 141 feet long, it carried sails for stability, not for power. Steel began to be used for the construction of steam trawlers after 1900.

VI.B.2. Marine Railways The constant need for vessel repairs and overhauls on the fishing fleet required major new marine railways and other support facilities; two of Gloucester's three known railways from this period are still in business. The first documentation of a railway is the Gloucester Marine Railway (9 Harbor Loop, 1849; MHC # n.a.), which was built by Elias and Parker Burnham on Duncan's Point and still operates. (See Central Gloucester District Boundary Increase form.)

The Rocky Neck Marine Railway Co., on the northeast tip of that peninsula (Rocky Neck Avenue, 1859; MHC # n.a.), was established in 1859, and used its original steam engine for hauling up boats until about 1970 (see potential Rocky Neck District form). Parkhurst's railway occupied a site near Burnham's on Duncan's Point for about a hundred years before a U.S. Coast Guard station was built

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there in 1973. (See Central Gloucester District Boundary Increase form.)

VI.B.3. Fishing Techniques After the Civil War, dory trawling for cod and other ground fish (e.g., halibut and haddock) and purse-seining for mackerel and other deep-water fish brought about a rapid revolution in commercial fishing techniques that propelled Gloucester to the forefront of the North American fisheries. Handlining for halibut over the rail of the schooner continued to be used on Georges Bank, however, because the strong currents there precluded the use of long-line trawls. Gill-netting, a technique imported from the Great Lakes, began on a commercial though less popular basis around 1910.

By the 1870s, cod was popularly caught by trawling, a process in which 16-foot long, two-man dories set out from a mother ship with tubs of as many as 1200 baited lines anchored to the ocean bottom. The lines were hauled in with the use of a pulley and unloaded on the schooner, where the fish was dressed and salted. Fog, storms, and steamer collisions made dory fishing very dangerous.

After 1866, Gloucester's mackerel fishery moved away from the Canadian shoreline to the American coast. Mackerel was caught principally by jigging until about 1865, superseded by the revolutionary introduction of purse seining in 1855--the modern seine boat was developed by Isaac Higgins of Gloucester.

The purse seine was a large net with cork floats that floated on the surface and with lead weights and iron rings at the bottom, through which a purse line was run. One end of the net was left in a dory while the seine boat was rowed as quickly as possible around a school of fish and back to the dory, where the ends of the purse line were quickly pulled in to close the bottom of the net. Virtually all of a ship's crew of 15-25 men were involved in this procedure.

The shore fishermen continued to hand-line from dories and other small craft, occasionally line-trawling and gill-netting. The latter technique--used for bottom-feeding fish such as haddock, redfish, cod, flounder, and pollack--involved long nets that were vertically weighted and buoyed and anchored at either end; fish swimming into the net became enmeshed behind the gills.

Otter trawling, introduced from Great Britain, involved dragging a conical-shaped net across the ocean floor, initially by a fishing vessel under sail. The technique became commercially effective in the groundfishery with the introduction of engine power, and was first tried by the Gloucester and Boston fishermen around 1900. The combination of marine engines and otter trawling inevitably made fishing faster, easier, more productive, and less labor intensive, reducing crew size by a half to two-thirds (to as few as eight to 10 men--Oaks: 62), revolutionizing vessel design toward the modern dragger, and thereby transforming the entire fishing industry.

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Concerns over the depletion of fish stocks led Gloucester to promote its resources from a relatively early date. In 1878, the U.S. Fisheries Commission opened in Gloucester one of its first summer laboratories, under Professor Spencer Baird. That same year, Professor Alpheus Hyatt of Boston bought a summer home near the Goose Cove causeway, where he established the Annisquam Seaside Laboratory, which evolved into the eminent Woods Hole Marine Biological Laboratory on Cape Cod (Garland, Gloucester Guide: 40). On Ten Pound Island, the U.S. Fish and Wildlife Service opened a hatchery that operated from 1896 to around 1950.

VI.C. Navigational Aids and Safety

VI.C.1. Dredging Wharfing out, silting up, and the water depths required by larger vessels led to increasing pressures during the late 19th century to deepen Gloucester Harbor. The first dredging occurred in 1887, undertaken by and paid for by the federal government through the Army Corps of Engineers.

VI.C.2. Lighthouses and Life-saving Stations The tremendous growth of the fishing fleet, and of commerce in Gloucester Harbor, advanced many safety measures during the late 19th and early 20th centuries. The Eastern Point lighthouse (see Lighthouses of Massachusetts, Thematic Resource, NR 1987) was improved with the replacement of its tower (1848 and 1890), addition of a lightkeeper's dwelling (1879), Dog Bar Breakwater (1905), and assistant keeper's house (1908). The largest intact station in Massachusetts, Eastern Point was home to artist Winslow Homer in 1880 (see Artists Context).

Construction of a breakwater across Gloucester Harbor, at the southern tip of Eastern Point, was proposed as early as 1866, begun in 1894, and completed by the Army Corps of Engineers in 1905 (Garland, Gloucester Guide: 93). The 2250 foot long, granite block structure extends halfway across the harbor, providing protection from the dangerous Dog Bar Reef below and creating safer anchorage in the Outer Harbor in bad weather.

Ten Pound Island in Gloucester Harbor was the site of a brick lighthouse built in 1881, and was the home of painter Winslow Homer for a summer (see Artists Context). Annisquam's lighthouse facility at Wigwam Point had its tower replaced and keeper's dwelling substantially altered (ca. 1897; see Lighthouses of Massachusetts, Thematic Resource, NR 1987).

Because shipwrecks were common both on the coast and in Gloucester harbor, lifesaving stations dotted Gloucester's extensive coastline. Maintained by the Massachusetts Humane Society, outposts with boathouses and other support facilities were located at Lanessville, Davis Neck (established between 1872 and 1884), Annisquam Light (by 1870), Stage Fort, Magnolia, Rocky Neck, and Eastern Point.

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Davis Neck, off the northern end of the Annisquam peninsula, contains the only known survivor of these stations (Davis Neck Lifesaving Station, Davis Neck Road, ca. 1872-84; MHC # n.a.). Around 1896 it had a crew of about eight men, who lived at the station ten months of each year and manned patrols along the shoreline near the mouth of the Annisquam River. Dories for lifesaving operations were kept in a small boat house. (Erkkila: 28-29) After the station was discontinued in the early 20th century, the building which had housed the lifesaving crew became a summer cottage (Copeland and Rogers: 190).

VI.D. Infrastructure

VI.D.1. Transportation The extension of the railroad line in 1847 from Boston to Gloucester, catalyzed Gloucester's pre-eminence in the late 19th century. Railroad connections permitted the quick shipment of fresh fish to inland areas, thereby allowing Gloucester to compete with Boston in the fresh fish market.

Steamboats had begun seasonal operation between Gloucester and Boston in 1840, and by the 1880s, the Boston & Gloucester Steamboat Company (est. 1870) was running two steamers to Boston year-round (among them, the City of Gloucester and the Cape Ann) carrying freight and passengers as frequently as twice a day (see Central Gloucester District Boundary Increase form).

Within Gloucester, Capt. John Wonson began a passenger ferry service in 1849 between Duncan's Point and East Gloucester, stopping at Rocky Neck (see East Gloucester Square District). Horsecar lines linked the Harbor and outlying villages beginning in 1886, followed in the 1890s by electric trolleys around the Cape, with connections to Essex, Salem, and Boston. Improved transportation encourage the growth of Gloucester's western and northern villages, especially for recreational uses (see Summer Resorts Context).

VI.D.2. Wharves, Piers, and Seawalls During the late 19th and early 20th centuries, most of Gloucester's waterfront development occurred at Gloucester Harbor. The accelerated expansion of the fisheries from the 1840s onward soon lined the shores of Harbor and Vincent's coves with wharves, with the inevitable filling in of the tidelands behind them to accommodate land facilities and the gradual increase of silting in the anchorage beyond. Wharves spread more sparsely clockwise around the Inner Harbor to East Gloucester (see Central Gloucester District Boundary Increase form and East Gloucester Square District form).

From the early 1850s, Harbor Cove and Vincent's Cove are shown lined with docks (1852 municipal map and 1855 U.S. Coastal Survey). The 1855 Coastal Survey also indicates the gradual siltation of Gloucester Harbor, as the depths of the Inner Harbor and the area between Five Pound Island and the harbor shore were substantially less than in the 1831 Mason map.

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Between the 1830s and 1880s, extensive filling and wharf expansion continued around the Inner Harbor. By the 1850s, Harbor Cove had undergone significant filling, involving the development of newly filled land between Main and Rogers streets, and of tidal flats along Vincent's Cove and Commercial Street.

The construction of Rogers Street along the waterfront after a devastating fire in 1864 may have required a seawall to support the new shoreline along the street. At this time, wharves and piers presumably with deep-water slips abutted Rogers Street directly.

On the 1865 Boschke map, the entire Inner Harbor is shown lined with docks, wharves, or piers. Between 1865 and 1880, the most significant filling occurred along Commercial Street, Vincent's Cove, and the East Gloucester shoreline.

On the north of the Cape, Lane's Cove Pier Company in 1843 improved the harbor at Lanesville with the completion of a new seawall, which was intended principally for the benefit of the granite industry, and only secondarily for the fishing industry in that northern village (see Granite Industry Context and potential Lanesville District form).

VI.D.3. Bridges, Canals, and Causeways Two major structures built in this period greatly improved communication with villages on the shore of Ipswich Bay. The first drawbridge over Lobster Cove (1847) was completed by the Point Bridge Company, avoiding a significantly longer land route around the head of Lobster Cove to Annisquam from the south. This bridge was replaced and improved in 1861 by a long span, wood pile bridge with a 22 foot draw section (NR 1983). The last large vessel passed through this bridge in 1896, due to the silting up of Lobster Cove, and the lack of commercial traffic to justify dredging.

Frequent changes at the Blynman Canal downtown involved both new bridges and filling. The year after the Eastern Railroad constructed a fixed bridge over the Annisquam River, north of the canal, for its new Gloucester branch in 1847, the Blynman Canal was filled with a solid roadway. It was restored for barge traffic in the 1860s, when granite quarries were briefly operated on Wolf Hill, the Cut was reopened and bulkheaded, and another bridge built.

A cable-stayed wooden drawbridge was built across the canal in 1880, and was replaced with the present bascule bridge when the canal was widened, 1905-07. Extant although frequently overhauled, this electrically-powered drawbridge has a Scherzer rolling lift bascule operation with an underdeck counterweight. It is thought to be the Mass. Highway Department's oldest surviving example of its type.

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VI.E. Social Trends

VI.E.1. Population Changes The growth of the fisheries, along with heavy losses at sea and the transient nature of the industry, demanded a large labor force, which was achieved through the immigration of new ethnic groups. The population of Gloucester made huge gains in the late 19th century, more than doubling in size from 1840 to 1870 (from 6350 residents to 15,389, respectively). Between 1870 and 1915, population grew by 59%, peaking in 1895 at 28,211.

Foreign immigration, primarily from the Canadian Maritimes, Azores, and Ireland, accounted a large portion of this increase. In 1855, the citizenry was 13% foreign-born, largely Irish and Canadians (the latter of which often moved back and forth), with smaller numbers of English and Portuguese immigrants. By the end of the 19th century, this figure was up to 40% foreign-born, predominantly Canadians, Portuguese, and Finns. Italians, other Scandinavians, and English immigrants also arrived in significant numbers.

Fishermen from the Canadian Maritime Provinces and Newfoundland first arrived in significant numbers in the 1840s. Although early on they often migrated back and forth, by 1890 almost half of the city's population originated in the Maritimes.

The Portuguese community, almost entirely from the Azores, began in 1850 with 23 fishermen and grew to a diverse population of more than 300 by 1880. These immigrants concentrated in a distinct neighborhood downtown on what is still known as Portuguese Hill, served by Our Lady of Good Voyage Church (136-144 Prospect Street, original building 1893, existing structure 1914; NR 1990). The traditional Festival of the Crowning, which commemorates a Portuguese fishing crew's rescue from a shipwreck, was established in 1902 and continues annually.

A community of Sicilian immigrants was established on Fort Point around 1895. Their fishermen began working inshore with dories and small sloops, hauling their vessels up on Pavilion Beach.

The tremendous population growth was accompanied by an equally dramatic growth in religious societies throughout the city, ranging from traditional Protestant groups to Swedenborgian, Christian Scientist, Jewish, and a nondenominational church in Magnolia for summer visitors (see Summer Resorts Context).

VI.E.2. Community/Cultural Context Substantial economic growth from the fisheries and foreign trade throughout this period was reflected in several important civic developments. Following shortly after the separation of Rockport, a monumental Town Hall, 8 Washington Street (1844-45; Central Gloucester Historic District, NR 1982), was erected near the then-center of commercial and civic activity at Harbor Cove.

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In 1864, a second major downtown fire destroyed Front Street northwards of the 1830 fire, from Porter up to Pleasant streets. In the rebuilding, the civic and commercial core shifted from the Middle/Washington streets intersection somewhat inland to the Dale Avenue and Pleasant Street area. A new and much larger town hall was erected here in 1867; although the building burned in 1869, it was rebuilt to a similar design in 1870-71 (City Hall, 9 Dale Avenue; NR 1973). In 1873, Gloucester was incorporated as a city.

A number of commercial, social, charitable, and cultural associations sprang up to serve Gloucester's increasingly complex and ambitious, but not uniformly prosperous, society. Seven banks served Gloucester in the late 19th century, with economic development complemented by the Gloucester Board of Trade (1866). This period also witnessed the organization of the Sawyer Free Library (1854), the YMCA (1873), and the Cape Ann Scientific, Literary, and Historical Association (1875; precursor to the present Cape Ann Historical Association), along with two Odd Fellows groups (1845 and 1865), three Masonic lodges, and the Master Mariners Association (1888; a captains' club).

Public assistance for the poor was concentrated on the city's 13- acre complex near the Annisquam River, off Centennial Avenue, which featured an almshouse (Huntress Home, Emerson Avenue, 1872-84; MHC #220), poor farm, and "pest house" by the end of the 19th century.

Private charitable aid was given by the Gloucester Relief Association (1877), and Salvation Army Business Men's Association (1892). Destitute fishermen and their families were assisted were the Gloucester Fishermen's and Seamen's Widows' and Orphans' Aid Society (1862), the Tenement Association for Widows and Orphans (1871; providing housing for fishing families), and the Gloucester Fishermen's Institute (1891; providing religious and moral encouragement, affordable room and board, and a library). Temperance organizations abounded in Gloucester in the late 19th century, as seen in city directories of the period.

The first memorial service to honor fishermen lost at sea was held at City Hall in 1874. The ritual of scattering flowers in the water was added by the Fishermen's Institute in 1891 at a service on Duncan's Point, and moved to Blynman Bridge by 1909; it continues at an adjacent site during St. Peter's Fiesta, which is sponsored by the Italian community.

VI.F. Development Patterns

VI.F.1. Harbor Village (See Central Gloucester Historic District and Central Gloucester Historic District Boundary Increase forms.) Harbor Village continued to be the major maritime-oriented community within Gloucester, as well as the center of commercial and civic activity. Virtually all of its major streets were laid out by 1872, although development did not completely fill in until the early 20th century.

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Dense development characterized the waterfront of Gloucester Harbor, with small shipyards and manufactories, warehouses, fish and flake houses, and commercial activities along Front and Spring streets, which were extended and renamed Main Street at this time. Rogers Street was created on newly filled land and quickly developed with fisheries and other maritime-related industries. The 1850 and 1865 maps show some flats and docking areas along Rogers Street, while Vincent's Cove and most of the Head of the Harbor were entirely flats. Deep anchorage was still provided at Harbor Cove.

Affluent residents concentrated in the vicinity of the new Town/City Hall on Dale Avenue, along Prospect Street and several of its cross-streets, and on Hovey and Summer streets, overlooking the harbor. New working class housing for Gloucester's growing immigrant populations was built along Mt. Vernon and Friend streets (Portuguese Hill), Gould Court, and Fort Square (both of which were occupied first by the Irish and later by Sicilians). Lower-income immigrants also took over a number of formerly prominent areas of Georgian and Federal period development, such as on Pine Street.

VI.F.2. Annisquam and Head of the Cove (See potential Annisquam District form.) At the time of the Civil War, Annisquam Village still retained remnants of its maritime history and sported a lively variety of uses (see district form). An 1856 atlas shows about a dozen commercial wharves and two shipyards in Lobster Cove. The village also included a substantial number of residences, an engine house, post office, variety store, cooper shop (producing mackerel barrels), fish market, grocery store, schoolhouse, blacksmith shops, stables, lumber shed, and hay scales.

With the decline in shipbuilding and foreign trade, however, and easier means of travel to the commercial center at Gloucester Harbor, Annisquam gradually became less self-sufficient. Regular stagecoach trips downtown were introduced in this period, making Annisquam more convenient as a purely residential community, and a focus for summer visitors for the rest of the 19th century (see Summer Resorts Context).

VI.F.3. East Gloucester (See East Gloucester Square Historic District form.) The village at East Gloucester experienced its most intense development in this period, with wharves and relatively small-scale fisheries along the waterfront, a small commercial area at the intersection of East Main, Highland, and Plum streets, and considerable residential development along these same routes. Mostly smaller to medium-size houses predominated, with several impressive mansions punctuating the heights of Mt. Pleasant Avenue.

By 1860, a population of about one thousand occupied about 130 homes, mostly along East Main Street and at East Gloucester Square. 70% of the work force at this time was employed as fishermen, and about 10% were described as either fish dealer or fishery owner. By 1872, development began moving up the hillside onto Haskell, Hammond, Chapel, Highland, and Plum Streets, and occasionally on Mt. Pleasant Avenue as well. The horsecars and street railway which were introduced in the 1880s

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and 1890s, respectively, accelerated development in East Gloucester at the end of this period.

Salt importation was a specialty of this village, and its active fisheries (Samuel Wonson & Sons, John F. Wonson & Co., Reed & Gamage, and Booth Fisheries, among others) were secondary only to those of the Harbor Village in importance.

Captain Wonson began rowing passengers across the harbor to Duncan's Point in 1849, a service which evolved into "various small steam ferries and the Douglasses' sailboat" (Garland, Gloucester Guide: 82), and finally the very small but well-remembered steamer, Little Giant.

VI.F.4. Rocky Neck (See potential Rocky Neck District form.) Originally used for pasture land, Rocky Neck's developed slowly in this period (see Summer Resorts and Artists Contexts). Ownership apparently was concentrated in the hands of a few for many years--in 1839, a sizable "two-thirds of Rocky Neck so called with all the priveleges and appurtances therunto belonging" was sold by Samuel Giles, Samuel Wonson, Jr. (partners in the Giles & Wonson fishery), and Samuel Wonson's son John F. Wonson to three other family members (Deed, CAHA Vertical File: "Wonson Family).

The 1859 census listed 22 houses and 143 residents, virtually all of whom were fisherman. Most of the houses and all of the streets of that time clustered at the southwest point of the peninsula.

Area business, mostly fisheries, clustered on the northeast point. Among the leading firms on Rocky Neck in this period were Dodd & Tarr's fishery, which owned most of the northern end of the Neck, including a store, warehouses, and wharf; the Rocky Neck Marine Railway Co. (est. 1859) on the northeast point of the Neck; and Tarr & Wonson's Paint Factory (est. 1863), which outgrew its original facilities near the railways and built a major complex on the opposite, southwest point of the peninsula (Horton Street, ca. 1872-74; MHC #196).

The transportation network linking Rocky Neck with the rest of Gloucester was instrumental in serving and encouraging its development. The East Gloucester ferry (est. 1849) stopped on demand at Tarr's wharf, and overland connections were made by horsecars and streetcars in the 1880s and 1890s, respectively. By 1872, all of the major streets except for Horton were laid out, although only four were then named. By 1884, residential and industrial development was almost complete.

Rocky Neck is characterized by many relatively small and unpretentious homes of the working class, but a few larger and more elegant homes were built for middle to upper class businessmen and professionals working within the neighborhood. Most notable of these is the Wonson family compound at Clarendon and Wonson streets, which overlooks the paint factory. The Wonsons also built a church (Christian Science Chapel, 6 Wonson Street, 1877; MHC #199) and a school (11 Wonson Street, ca. 1872-84; MHC # n.a.) (both extant) for neighborhood residents.

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Summer visitors began to arrive in 1896 with the opening of the Rockaway House hotel, and much of the area's subsequent development was in the form of small summer cottages and the recycling of old wharf buildings for art studios, galleries, and shops. (See Summer Resorts and Artists Communities Contexts.)

VI.F.5. Back of the Cape Fishing on a relatively modest scale--compared to Gloucester Harbor--continued to prosper in the northern villages during the late 19th and early 20th centuries. Fishing for cod and mackerel continued, with a dozen fish houses and a fish market at Lane's Cove in the late 19th century; a whaling vessel is described as being outfitted here as late as 1860 (Erkkila: 15). Concurrent with its building of the new seawall, the Lane's Cove Pier Company in 1844 agreed to maintain a road to the east of the existing fish houses, leaving the buildings and their flake rights undisturbed.

By the 1860 directory, a significant number of Lanesville residents were still engaged in such maritime-related occupations as fisherman, fish dealer, trader, "sloopman," and coaster. Around the same time, a wide variety of merchandise--from food and drink to building materials, grindstones, and sail duck--was being unloaded at Lane's Cove, demonstrating its importance as a commercial center (see potential Lanesville District form).

Lanesville's maritime-related industries included the packaging of boneless fish; rendering of cod liver oil for use in medicines; extraction of hake air bladders for use in gluemaking; and the rendering of pogy oil for use in leather tanning (mostly by the nearby city of Peabody) and in paint manufacturing (Erkkila: 18-19).

While Lanesville's maritime industry was notable during this period, it was not the dominant economic force. The intense and distinctive development of the village during this period (commercial, institutional, and residential) was primarily due to the growth of the granite quarries nearby, and is discussed in the Granite Industry Context of this nomination.

VI.G. Architectural Characteristics

VI.G.1. Residential Speculative development began and flourished in this period, beginning with the construction of small-scale Greek Revival and Italianate style cottages. Traditional forms and plans persisted, including 1-1/2 and 2-1/2 story, five bay, center entry form with modern stylistic ornament added.

The most common and significant house type in the period was the gable front building with three bays and a side entry, 1-1/2 or 2-1/2 stories in height. Ells were frequently added to increase living space. In multi-family housing (especially common on Portuguese Hill), three bay, side entry forms of 2-1/2 stories are prominent.

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Notable stylistic features of this period include multiple, steep facade gables (a regionally-distinct form) influenced by the Gothic Revival style and, in lesser numbers, small windows under the front eaves. Unusual, acorn-shaped dentils were popular in Greek Revival cottages in East Gloucester.

Particularly good examples of the Greek Revival style are clustered on Gould Court (see Central Gloucester Historic District; NR 1982) and Elm Street downtown, around East Gloucester Square (see East Gloucester District form), and in Annisquam (see potential Annisquam District form).

The Gothic Revival style, popular in Gloucester's domestic architecture from 1840-1880, typically features the use of individual motifs, such as steeply pointed cross gables, carved acorn dentils, occasional pointed windows, and heavy cap moldings. Very few high-style examples of Gothic Revival style houses exist in the city.

The Italianate style is one of the most common architectural fashions in Gloucester, popular from 1865-1895. Some local houses feature high-style towers, cupolas, and rusticated facades, but most are much less elaborate. Notable groupings of Italianate style residences are found on Warner, Mt. Vernon, Granite, and Summer streets downtown, and on Mt. Pleasant Avenue in East Gloucester (see East Gloucester Square District form).

Later in the period, the traditional gable-front, 1-1/2 story house with three bays and a side entry was still common, now with Queen Anne styling. Significant Queen Anne developments are found at the top of Beacon Hill downtown and in summer homes built in outlying areas (see Summer Resorts Context).

Also at the end of this period, mansard roofs became popular on both 2 and 3 story houses, usually with center entries. Some of Gloucester's most prominent and elaborate Mansard houses are found along Prospect and Marchant Streets downtown.

The Colonial Revival style began to appear in Gloucester in the 1890s and continued into the 1930s. Very simple vernacular buildings in this style feature restrained detail, symmetrical design, and frequent full-length porches. Many of the best examples of this style are found on summer homes, and are discussed in the Summer Resorts Context of this nomination.

VI.G.2. Commercial Several frame commercial structures survive from mid century, typically 1-1/2 or 2-1/2 stories high, with a gable front and center entry. This form remained common in the outlying areas throughout the period. After the 1864 fire, however, new commercial buildings downtown were typically larger, 2 to 3 stories high, and built of brick. (See Central Gloucester Historic District; NR 1982.)

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VI.G.3. Industrial The number of fish houses and other related maritime structures continued to grow, especially on Gloucester Harbor. Approximately 50 fishing companies were located at the harbor alone around 1850, and shipyards were established around the town as well. Few examples of fisheries construction in this period are known to survive today. Among the best preserved of these are the office, store, and wharf of John F. Wonson & Co. (233-237 East Main Street (ca. 1850-60; see East Gloucester Square District form), once complemented by a sail loft, and fishhouses; the Parmenter, Rice & Co. (Harbor Loop, ca. 1870; MHC # n.a.), a complex of wood frame buildings and wharves; and notable fishing-related structures in Lanesville, Rocky Neck and Annisquam (see potential district forms). A scattering of less intact, gable-roofed, wood-frame structures may remain along Gloucester Harbor, in the northern villages (1107 Washington Street, ca. 1850; MHC #565), and perhaps on Shore Road in Magnolia (ca. 1840-50; MHC #1142).

Among related industries, Cape Ann Anchor Works built its first machine shop (1 story, wood frame with gable roof) on Whittemore Street ca. 1865. Convenient to both the railroad and the Annisquam River for distribution, this facility was enlarged with a new machine shop, boiler house, forge shop, and steam chimney, abandoned remnants of which remain today. Tarr & Wonson built a new paint factory complex (ca. 1872-74) on Rocky Neck (see potential district form), and Gloucester Net & Twine Co. built its line factory, ropewalk, and boiler house (ca. 1884-1899; see individual form). An earlier net and twine factory, built on the site of a saw mill on the Annisquam River in West Gloucester, burned ca. 1873.

Significant industrial development occurred at Fort Point, which was home to several glue and fish oil companies (including a Russia Cement Co. plant before 1899), the Tarr Isinglass, Cod Oil and Fish Packing Co., Cape Pond Ice Co., and a number of fish packing, storing, and processing plants. (See Central Gloucester District Boundary Increase.)

In West Gloucester, a notable icehouse complex was built Fernwood Lake in West Gloucester; only the ornate granite posts at its Western Avenue entrance remain. The Russia Cement Co. complex on the Little River (Essex Avenue, 1876; MHC #1049) was continually expanded during this period.

VI.G.4. Civic/Institutional Many new church buildings were constructed in this period, although the rate slowed from the earlier part of the century. The most prominent examples include a Baptist meetinghouse on Middle and Pleasant streets (1851; demolished), St. John's Episcopal Church on Middle Street (1864; see Central Gloucester Historic District; NR 1982), a Baptist Church (1877) and Universalist meetinghouse (1886) in East Gloucester (see East Gloucester Square District form), St. Anne's Catholic Church complex at Pleasant and Prospect streets (1876-1913; MHC #s 276 and 1300-1303), Sacred Heart Catholic Church in Lanesville (1033 Washington Street, 1876; MHC #609), and Our Lady of Good Voyage Church (136-144 Prospect Street, 1892, rebuilt 1914-15; NR 1990).

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The most architecturally impressive civic buildings of this period were the temple-front Town Hall at Washington and Middle streets (1844-45); its substantial successor by Bryant and Rogers (City Hall, 1867, replaced 1871; NR 1973); and the U.S. Custom House and Post Office, a Renaissance Revival structure on the corner of Main and Pleasant streets, designed by Ammi Young (demolished). (See Central Gloucester Historic District, NR 1982, and Central Gloucester District Boundary Increase form.)

Other important public buildings included the brick almshouse on Emerson Avenue (Huntress Home, 1872; MHC #220), the Prospect Street Armory (early 20th century; MHC # n.a.), Addison Gilbert Hospital (298 Washington Street, 1897; MHC #799), and a number of wood frame firehouses and schoolhouses constructed throughout the town. Surviving examples of the latter include the East Gloucester Engine House (see East Gloucester Square District); the Rogers School (24 Elm Street, ca. 1850-60; MHC # n.a.); G.A.R. Hall, originally the Forbes School (47 Washington Street, ca. 1850-60; MHC #47); and the Bray School in West Gloucester (Concord Street, ca. 1851, MHC #1068).

Later in the period, more substantial brick schoolhouses were built downtown, including the new high school on Dale Avenue (Central Grammar School, Tristram Griffin and Ezra Phillips, architects, 1887-89; see Central Gloucester Historic District, NR 1982); the Eastern Avenue School (1907, Ezra Phillips, architect); and the Hovey School on Summer Street (ca. 1910); all extant.

VI.H. Archaeological Resources

In addition to the maritime archaeological resources for the previous period, commercial and support structures from the Fish Town period are expected throughout the harbor area. Since this was the period when the area east of Main Street was filled, creating Rogers Street, earlier resources might have been sealed under these deposits.

Trash deposits in back lots of taverns and hotels along Main Street could yield information about the lives of itinerant fishermen during this time period. In East Gloucester, remains associated with houses and cottages of fishing families may provide insight into the relative economic status and ethnicity of the community as it continued to expand.

Two other above-ground archaeological resources could contribute to interpretations of life in a commercial fishing town: cemeteries and granite quarries. Cemeteries, including Beechbrook (circa 1903), can provide a wealth of genealogical, anthropological and historical data concerning the less well-documented residents of Gloucester. In some cases, inscriptions on epitaphs is the sole source of demographic information, particularly for immigrants.

The quarries, of which several examples survive today, can address questions of small-scale industrial operation in the maritime town. In addition to providing information about industrial process, granite

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quarries have a link to the built environment of the wharves and warehouses. Further site-specific research might reveal links between specific quarries and mercantile builders. As one of the commodities shipped from Gloucester in the nineteenth and early twentieth century coasting trade, granite forms an important aspect of any maritime context of Gloucester.

Finally, some wharves from this time period that are today cleared of commercial structures may contain foundations or other evidence of fish processing sheds, ropewalks, warehouses and other support structures.

VII. Economic Peak and Decline: 1915-present

Gloucester's greatest era of wind-powered, wooden fishing vessels and a dynamic waterfront began to fade in the early 20th century, impacted by new technologies, the unmanaged (and once unimaginable) depletion of the fishing stock, and national economic trends. These blows to maritime development have been partially offset, however, by intermittent revivals of fishing, by inventive adaptations in fish processing, and by the rousing series of races between American and Canadian fishing schooners in the 1920s and 30s.

Construction related to the maritime economy has been much reduced in this era. Rather, deterioration, abandonment, and loss to urban renewal downtown have been prevalent. Gloucester Harbor has nonetheless remained a solid core of the modern fishing industry, while recreational boaters and day fishermen are scattered around the Cape.

VII.A. Economic Base

Gloucester's supremacy in the North American fisheries ended in this period with the changeover to engine-powered vessels and with the development of substantial new facilities in the larger port of Boston. The fresh fish market was at least partially replaced by new processed fish industries, and commercial fishing has continued to be the pre-eminent industry, despite periodic slumps. Although the numbers of men working on the fishing boats has steadily declined in this century, manufacturing jobs in fish processing have managed to offset some of this loss.

During the Prohibition years (1920-33), Gloucester had a reputation for a brisk business in rum-running. Cape Ann's many sheltered beaches, harbors, coves, and marshes made ideal landing places for the attempted entry of small, fast boats to bring illegal alcohol in from supply schooners waiting on "Rum Row" just beyond the three-mile limit.

VII.A.1. Fishing The period began auspiciously, with the Gloucester Board of Trade recording Gloucester's biggest day of fishing on 20 August 1917, when receipts for more than 5 million pounds of fish were shown (Master Mariners' Association, 1925). Subsequent years were marked, however,

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by gradually smaller landings and a declining work force. Foreign imports, initially from Canada, lowered the value of these landings and thus Gloucester's earnings; demand for salt fish, which had sustained Gloucester's fisheries for three hundred years, dropped precipitously.

Finally, the center of New England's fresh fish industry moved to Boston when power boats made it much easier to enter Boston Harbor (prevailing winds made navigation difficult for sailing vessels), compounded by the construction of major fish pier in Boston.

Early in the 20th century, processed mackerel and other newly developed canned fish products injected welcome energy into the maritime economy, but Gloucester's fishing industry was generally devastated by the Great Depression. Diminishing catches of (and markets for) cod, halibut, and mackerel were replaced only in part by whiting and redfish.

By the 1930s, however, a highly successful marketing campaign for redfish, popularized as ocean perch in the midwest, gave new life to the local fishing industry. Landings of this species by local fishermen rose from 50,000 pounds in 1939 to more than 100 million pounds by 1941, 130 million pounds by 1946, and over 177 million pounds in 1951 (comprising almost 70% of all fish landed in Gloucester).

With the strength of the redfish fishery, the approximately 150 fishing vessels in Gloucester in 1933 were augmented by another 100 draggers by the end of World War II. Leading firms in the redfish trade included Gorton-Pew, Cape Ann Fisheries, Davis Brothers Fisheries, General Seafoods, and Progressive Fish Company (see Central Gloucester District Boundary Increase form). World War II also benefited the local economy by increasing demand for fish products.

By 1952, Gloucester's largest business was Gorton-Pew Fisheries, with 750 employees. Other leading businesses highlighted in a national magazine article were largely fisheries-related: were Frank E. Davis Fish Co., Cape Ann Fisheries, Inc., Davis Bros. Fisheries Co., Linen Thread Co., Cape Ann Anchor & Force Co., LePage's, Empire Fish, Dehydrating Process Co., Gloucester By-Products Co., Merchant Box Co., and Cooney Sail Co. Processing plants lined almost the entire inner harbor, with 25 companies occupying 22 wharves.

When the slow-growing redfish was in its turn overfished in the 1950s, Gloucester focused on whiting and subsequently haddock; frozen fish continued to be imported in greater quantities. In the latter half of this century, the local fisheries have been challenged by foreign factory ships, unreliable price structures, and government regulations intended to restore the disappearing fishing stocks.

In the mid-20th century, a major facility for the storage and shipping of live lobsters was operated out of Hodgkins Cove in Bay View by Consolidated Lobster Co.

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VII.A.2. Fish Processing Early in this period, salted and fresh fish processing disappeared as Gloucester mainstays, with the schooner Columbia making Gloucester's last saltfishing trip under sail in 1927. First, new methods of filleting fresh fish were developed around 1920 in Boston, which quickly became the region's leading fresh fish port. Gloucester's smaller fresh fish industry is concentrated today around Fort Point and the State Fish Pier.

A second major development in fish processing originated in Gloucester. In 1931, Clarence Birdseye of Gloucester and Harden F. Taylor of the Bureau of Commercial Fisheries invented a quick-freezing process that revolutionized food processing (see Central Gloucester District Boundary Increase form). Because the quick-freezing technology could be employed anywhere, it also hastened the demise of the Gloucester fishing fleet by eliminating another of the city's advantage in marketing fresh fish. Fish sticks and other processed foods were increasingly made from large blocks of frozen fish brought in from Canada, Greenland, and Iceland.

Frozen fish has become the mainstay of Gloucester's economy, based largely on imported groundfish. In 1973, for example, Gloucester could produce up to 360 tons of ice a day, and had cold storage capacity of close to 100 million pounds--about half of New England's total (McPherson: 12-13).

As early as the 1920s, Gloucester was producing and actively marketing a broad range of canned and ready-made fish products, including fish cakes, fish salad preparations, and fish chowder. The Gorton Co. and Frank E. Davis & Co. (see Central Gloucester District Boundary Increase form) were leading firms in these product lines.

By 1952, the fish processing industry employed about 60% of Gloucester's manufacturing workers (almost 1700 people). Landings and employment in the fisheries declined in the 1960s, but rose again in the early 1970s; by 1972, direct employment in the fishing industry totalled nearly 2,800 people, or about 21% of the total work force. By 1973, fish processing was the city's largest source of employment, with fishing itself the third largest industry.

VII.A.3. Shipbuilding World War I marked the end of Gloucester's commercial shipbuilding industry, and Essex produced the last of Gloucester's wood fishing schooners in the 1930s. The schooner Adventure (NR 1989)--designed by Thomas F. McManus of Boston, and built in Essex for Capt. Jeff Thomas in 1926--was the last American dory trawler when she ceased fishing under Captain Leo Hynes in 1953. The Gertrude L. Thebaud was the last fishing schooner built for the Gloucester fleet, in 1930.

A number of boatyards, such as Montgomery's (near Ferry Street and the old Meetinghouse Green), Wheeler Harvey (on Wheeler's Point), and Higgins & Gifford at the Head of the Harbor, continued to distinguish themselves with well-designed small racing craft for the summer visitors (see Summer Resorts Context).

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VII.A.4. Sporting The series of fishing schooner races that had begun in 1886 resumed between 1920 and 1938 with seven hotly contested races between Gloucester and Nova Scotia. Gloucester's entries against Lunenburg's champion Bluenose included the renowned schooners Esperanto (sailed by Capt. Marty Welch), Columbia, and the Gertrude L. Thebaud (the latter two managed by Capt. Ben Pine). Although all the entries were working fishing vessels, most of the contestants after Esperanto, including Bluenose, were designed and built specifically for these competitions.

Pleasure craft have provided substantial activity on Gloucester's wharves, railways, and shipyards in this period. Among the large vessels that have continued to sail from Gloucester is the schooner Electa Johnson, under Captain Irving Johnson, who with his wife and paying crews made multiple around-the-world voyages between the 1930s and 1950s.

VII.B. Technology

By 1925, nearly all the vessels in the Gloucester fleet were schooners built prior to 1917, powered largely by a combination of sail and auxiliary diesel engines. Most of the replacements for these vessels, however, were designed as draggers for power. Furthermore, technologies developed in the two world wars brought refinements to hull design and a gradual switch from wood to steel, along with the commercial application of such navigational and fish-finding aids as the automatic pilot, sonar, radar, the radio-telephone, loran, and satellite-tracking.

Auxiliary gasoline engines, first installed in a Gloucester schooner in 1900, were replaced locally with diesel engines in 1928, in the dory trawlers Edith C. Rose and Herbert Parker. Within a decade, new vessels were exclusively engine-powered, and sailing schooners still in use were refitted with new engines.

VII.C. Navigational Aids, Safety, and Infrastructure

The most significant improvement in ocean safety during this period was the Coast Guard's first operational air station for seaplanes in the country, operated on Ten Pound Island from 1925 to 1934. In 1973, the Coast Guard built an integrated new station on Duncan's Point and abandoned its long-standing facility behind Dolliver's Neck on the western shore of the Outer Harbor. Subsequently, national policy has caused all light stations on Cape Ann be automated and unmanned.

Landfilling in Gloucester Harbor culminated in the early 20th century--Five Pound Island virtually disappeared under the land fill for the State Fish Pier (see below), and Vincent's Cove, where filling began in the 19th century, virtually disappeared by 1940. Finally, the draw span of the Annisquam Bridge over Lobster Cove was removed in 1947, and the bridge was closed to vehicular traffic in 1961.

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The major infrastructure improvement of this era has been the State Fish Pier, which was developed (1936-38) by the Works Progress Administration, and funded jointly by the city, state, and federal governments. Built over filled land joining the Head of the Harbor with Five Pound Island, this complex provided improved stalls for unloading and processing fish, modern freezer space, and ice making and cold storage facilities. Many of its early structures were razed and replaced in a recent modernization of the berthing facilities and buildings.

VII.D. Social Trends

After an early decline in population (6% decrease from 1915-20, to a total of 22,947), Gloucester experienced a modest 6% rate of growth through World War II. Since then, population has stabilized at around 28,000. Correspondingly, the percentage of foreign-born dropped by half in the first part of this period. While Canadians (especially Nova Scotians), Portuguese, Swedes, and Finns dominated the immigrant population early in this century, by mid-century Canadians and Italians were the most populous ethnic group.

Gloucester's Italian population grew significantly in the 1920s and 30s, along with the Italian fishing fleet. Shortly after 1930, Italian fishermen formed the Producers Fish Co., which built a processing plant at Fort Point (see Central Gloucester District Boundary Increase form). By 1935, the company was one of the leading fish businesses on the East Coast, operating 30-40 boats. By 1939, about 500-600 men worked on 60 vessels in the Italian fishing fleet (Oaks: 68-69).

The Italians established a distinctive community support system, including the St. Peter's Club (chartered 1938) and St. Peter's Fiesta (also begun in the 1930s), which annually honors the Catholics' patron saint of fishing.

VII.E. Development Patterns

As growth slowed, residential, industrial, and commercial development were all very limited. The downtown area had reached its maximum density at the turn of the century, although the commercial core continued to extend east on Main Street (to Winchester Street) and westward up Washington Street. New growth tended to be either suburban, as in West Gloucester, or related to summer resort development (see Summer Resort Context) in the northern villages.

VII.F. Architectural Characteristics

Residential construction in the early 20th century (exclusive of the summer resort areas) included modestly sized homes, often in bungalow or pyramidal four square designs. Depression, war, and post-war housing in Gloucester have generally not been inventoried. The most notable commercial building of the period is the Gloucester Cooperative Bank (Middle Street, 1927; MHC #378), designed

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by local architect Timothy W. Halloran and built of brick and granite.

Gloucester's industrial development included additions to the Russia Cement Co. complex in West Gloucester, most notably a 2-story frame building and a 4-story concrete pier and spandrel structure. Along the water, several fish processing plants and cold storage facilities were built during this period; most are poured concrete or corrugated metal. The most prominent of these is the O'Donnell-Usen Fisheries plant at Fort Point (Commercial Street, 1925; MHC #19).

The most notable construction of this period was institutional construction downtown, including the replacement of the 1850s custom house and post office at Main and Pleasant streets with an Art Deco style Woolworth's Building in the 1930s; a new U.S. Post Office (15 Dale Avenue, 1932; see Central District Historic District, 1982); a new Federal Building (14 Elm Street, 1928; MHC #415); and the Central Fire Station (School Street, 1925; MHC #413). Other new construction included the new Gloucester High School (between Centennial Avenue and the Annisquam River, 1939; MHC # n.a.), and the Moderne-style Magnolia Fire Station (Fuller Street, 1931; MHC #1137).

One of the largest and most significant civic design improvements of this era was the creation of Stacy Boulevard in the 1920s. Located on the Outer Harbor between the Tavern Hotel on the east and Stage Fort Park on the west, the Boulevard encompasses several early industrial sites. The project involved the demolition or moving of houses along the water's edge, the creation of a linear park along a new granite sea wall, and the laying out of a broad new roadway divided by a tree-lined median. Crowning this scenic boulevard is the Fisherman's Memorial statue (1925; MHC #901), an icon that commemorates the hundreds of vessels and thousands of men that Gloucester has lost at sea.

VII.F.1. Economic Peak and Decline (1915-1945) Since little maritime-related construction occurred during this time, few significant archaeological resources are expected from this time period.

Some existing industrial fish-processing plants may contain remains of earlier, related structures within their present configurations. This particular form of industrial archaeology is not likely to yield new information about fish processing in Gloucester. It is important to note, however, that facilities constructed during this period may have sealed earlier deposits under parking lots or open space within the plants. These should be considered areas of potential archaeological interest for earlier maritime periods, if not for the twentieth-century context.

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MassachusettsSection number F Page 1 **F. ASSOCIATED PROPERTY TYPES****I. Resources Associated with the Maritime Industry Context****I.A. General Description**

Gloucester is a coastal community whose extensive land area encompasses most of the Cape Ann peninsula on Massachusetts's North Shore. The city's extensive Atlantic coastline encompasses numerous harbors, bays, and coves of varying size and depth. Water frontage is substantially increased by the Annisquam River and associated tidal marshes, which divide the community into eastern and western halves. These topographical advantages were improved over time to foster a thriving maritime-based economy from the time of Gloucester's earliest settlement in the 1620s to the present. The resources that represent the city's maritime heritage, and make up this property type, are linked primarily by their associative rather than physical characteristics.

Maritime Resources in Gloucester are a varied property type, encompassing a wide range of construction dates, materials, and functions. The several distinctive subtypes range from granite wharves and seawalls, to industrial buildings designed for fish processing, to the homes of sea captains and fishermen, to watercraft and navigational aids. The variety within the property type reflects the primary role of maritime industries in the community over time. It also illustrates the evolution of new technologies, the introduction of new industries, and the impact of the arrival new immigrant groups as described in the Maritime Industry Context statement.

Maritime resources generally share several common physical characteristics. Most are sited in close proximity to Gloucester's extensive waterfront, and are intimately linked to their maritime setting. Most exhibit a conservative approach to design, with utility rather than aesthetics as the overriding factor. Most also employ locally available materials, with wood predominating and granite trailing as a distant second. Only a few exhibit fine materials, outstanding designs, or innovative technologies.

Maritime Resources tend to occur in groups, clustered around the many coves, and are often found in combination with other property types that represent major themes in the city's history. Those other themes, which are developed as historic contexts for the purposes of National Register nomination, include the granite industry, summer resorts, and artists' communities. In the mid- to late 19th century, granite was shipped from the harbors and coves, and was also used to improve those facilities with durable wharves and seawalls. During the late 19th and 20th centuries, summer visitors and artists have been attracted by the picturesque and pleasurable qualities of the waterfront.

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I.B. General Significance

The historical significance and associations of the Maritime Resources property type are fully illuminated in the Maritime Industries context statement. Maritime Resources are significant on the local, state, and national level. Throughout its history, Gloucester has owed its existence primarily to maritime enterprises. Thus, Maritime Resources provide a tangible record of the city's evolving economy, social structure, institutions, and settlement patterns. They illustrate the transition from small-scale individual efforts to exploit maritime resources that were focused on many of the far-flung coves and inlets, to large-scale enterprises centered on the Inner Harbor. They also record the impact of arriving waves of immigrant groups.

Maritime enterprises have also played a key role in state history. Gloucester rose to prominence in the mid-18th century, when it began to rival major ports like Salem and Newburyport. By the mid-19th century, it had become the state's leading fishery, initiating and exploiting new techniques such as dory hand-lining, trawling, and purse seining. Gloucester residents also perfected the fishing schooner, and developed a wide range of support industries.

On the national level, the noted maritime historian Samuel Eliot Morison has stated that by the end of the Civil War, Gloucester

was by far the greatest fishing town in America, with a fleet of three hundred and forty-one cod and mackerel schooners, a tonnage greater than Salem's, and an annual catch worth almost three million dollars (Morison 1921/1979:312).

Gloucester retained its supremacy as a fishing port in the early years of the 20th century, embracing steam-powered vessels and the gill net. In the 1930s, schooners were replaced with draggers, and Clarence Birdseye revolutionized the fish-processing industry with innovative fresh-freezing techniques. Surviving Maritime Resources represent most of the important phases and events described in the Maritime Industries context statement.

I.C. General Registration Requirements

Maritime Resources are significant under Criterion A for their associations with Gloucester's primary industry. They are significant under Criterion C because they illustrate the evolving design and technology of structures and buildings developed to serve that industry, and as a group they record the city's settlement patterns. Some are significant under Criterion B for associations with notable persons who helped to develop the city's maritime industries. Some are potentially significant under Criterion D because they have potential to provide information about early maritime industries and techniques, and the lifeways they fostered.

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Integrity expectations for Maritime Resources vary according to subtype, but are generally low for the following reasons:

First of all, maritime resources tend to be particularly susceptible to physical deterioration caused by weathering. Exposed, by virtue of their function, to the effects of wind and water, they are subject to rust and rot, to erosion, to freeze/thaw cycles, to calamitous storm. Some kinds of resources, such as working vessels, were not designed and built to last forever; their life span was intended to run for decades, not centuries. Expediency was often a factor in building maritime facilities--not permanence. These realities make it more difficult to address the preservation of maritime resources, as heroic efforts.... (NTHP: 2).

Evolutionary change is an expected and integral aspect of most Maritime Resources. Some are directly related to the modification of advantageous topographical features. Alterations to the landscape that further the needs of maritime enterprises include filling of coves, wharfing out to extend the shore line, construction of seawalls and breakwaters, cutting of canals, dredging of harbors, and removal of hazardous underwater ledges. Many other Maritime Resources, especially industrial buildings, have been expanded and updated in direct response to changing technologies and products.

To be eligible for National Register listing within the Maritime Resources property type, properties must have clearly demonstrated direct or indirect historical associations with maritime industries.¹ They must also be good examples of one of the identified subtypes, and display sufficient integrity to clearly convey their maritime associations. Location in proximity to the waterfront, functional design, maritime setting, and associations with maritime industries are far more important than retention of original materials and design features.

I.D. Registration Requirements for Maritime Resource Subtypes

Maritime Resources encompass a wide variety of subtypes that reflect the economic, technological, social, and aesthetic aspects of marine enterprises.

I.D.1. Dwellings include both elite sea captain/merchant dwellings and the more modest homes of mariners and other workers. In general, the former have survived with fewer assaults to their original location, retain their original form, and continue to reflect their maritime associations. However,

¹An industrial building designed to accommodate a fish-processing industry is an example of a resource with direct maritime associations. A public or private institutional building constructed with the wealth generated by maritime industries, and/or to serve populations employed in those industries, is an example of a resource with indirect maritime associations.

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original materials have often been replaced with artificial siding and new window sash, mass has been increased with new additions, and setting has been eroded by demolition and new construction.

To be individually eligible under Criterion A or B, dwellings must possess outstanding associations with the events or personalities of maritime industries. Limited loss of integrity to design, materials, workmanship, and setting may be acceptable if it does not compromise the property's ability to convey those associations. To be eligible under Criterion C, dwellings must be exceptional and well-preserved examples of an architectural style or method of construction or noted architect's design, or contribute to the character of a historic district. To be eligible under Criterion D, they must have the potential to provide information about the locations, social impacts, processes, and variety of Gloucester's maritime history that is not available from other sources. Site disturbances that may have occurred must not have compromised the ability of the property to yield information.

I.D.2. Commercial Blocks are already listed in the National Register in large numbers as part of the existing Central Gloucester Historic District. Others are scattered throughout the city. In general, these maritime-related buildings remain in their original location, retain their original form, and continue to reflect their maritime associations. However, original materials have often been replaced with artificial siding and new window sash, mass has been increased with new additions, and setting has been eroded by demolition and new construction.

To be individually eligible under Criterion A or B, commercial blocks must possess outstanding associations with the events or personalities of maritime industries. Limited loss of integrity to design, materials, workmanship, and setting may be acceptable if it does not compromise the property's ability to convey those associations. To be eligible under Criterion C, properties of this subtype must be exceptional and well-preserved examples of an architectural style or method of construction or noted architect's design, or contribute to the character of a historic district. To be eligible under Criterion D, properties of this subtype must have the potential to provide information about the locations, social impacts, processes, and variety of Gloucester's maritime history that is not available from other sources. Site disturbances that may have occurred must not have compromised the ability of the property to yield information.

I.D.3. Industrial Buildings include fish processing facilities, cold storage warehouses, maritime-related industry buildings, shipyards, and marine railways. Some properties of this subtype, such as ropewalks and fish flake yards, have totally disappeared and have potential significance only under Criterion D. All production processes may be contained under one roof or dispersed among freestanding structures. As a group, these buildings have experienced constant evolution in response to new technologies and products. This means that earlier buildings are sometimes embedded within expanded complexes, or hidden behind modern sheathing materials. It is expected that integrity of design, materials, workmanship, and sometimes setting, will be low.

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To be individually eligible under Criterion A or B, industrial buildings must possess outstanding associations with maritime industries or personalities, and should be considered for listing even if integrity of design, materials, workmanship, and setting has been compromised. To be eligible under criterion C, properties of this subtype must be exceptional examples of an architectural style or method of construction, embody technological change, or contribute to the character of historic district. Especially in cases where significance is related to technology or historic district groupings, limited changes to materials and design may be acceptable. To be eligible under Criterion D, properties of this subtype must have the potential to provide information about the locations, social impacts, processes, and variety of Gloucester's maritime history that is not available from other sources. Site disturbances that may have occurred must not have compromised the ability of the property to yield information.

I.D.4. Institutional Buildings with direct associations to maritime industries, such as the 1798 Customs House, have generally been lost. Institutional buildings that remain, such as schools and churches, generally have indirect relationships that reflect the population growth, social change, and civic improvements engendered by the economic engine of maritime industries. In general, these buildings remain in their original location, retain their original form, and continue to reflect their maritime associations. Original materials may have been replaced by artificial siding or new window sash, mass may have been increased with additions, and setting may have been eroded by demolition or construction.

To be individually eligible under Criterion A or B, institutional buildings must possess direct or indirect associations with the events or personalities of maritime industries. Limited loss of integrity of design, materials, workmanship, and setting may be acceptable if it does not compromise the property's ability to convey those associations. To be eligible under Criterion C, properties of this subtype must be exceptional and well-preserved examples of an architectural style or method of construction, or contribute to the character of a historic district. To be eligible under Criterion D, properties of this subtype must have the potential to provide information about the locations, social impacts, processes, and variety of Gloucester's maritime history that is not available from other sources. Site disturbances that may have occurred must not have compromised the ability of the property to yield information.

I.D.5. Wharves, Piers, and Seawalls include both timber and masonry examples. These structures represent human attempts to manipulate natural features such as coves and harbors to better serve specific needs of maritime industries. In the mid-19th century, growth of the local granite industry provided an unprecedented opportunity to improve and expand maritime facilities at the same time that new railroad (1846) connections provided rapid and dependable connections to an expanded market. Gloucester's waterfront, particularly the Inner Harbor, is ringed by seawalls and wharves constructed of massive granite blocks. These structures were backfilled to extend the waterline and provide a foundation for large fish processing facilities. They were fronted by wood-frame finger piers to

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provide extensive docking facilities. Most of these wharf structures remain, although some have been topped by concrete parapets, or fronted by metal sheet piling. Wooden piers remain as well, but their materials and configuration have generally changed over time.

It is unlikely that wharves, piers, and seawalls will be individually eligible for listing in the National Register. To be eligible under Criterion A or B, they must possess unusually strong associations with the events or personalities of maritime industries. To be eligible under Criterion D, they must have the potential to provide information about the locations, social impacts, processes, and variety of Gloucester's maritime history that is not available from other sources. Site disturbances that may have occurred, must not have compromised the ability of the property to yield information. In general, properties of this subtype will be eligible under Criterion C when they contribute to the character of a historic maritime district. They might also be eligible under this criterion as good examples of technology.

I.D.6. Bridges and Causeways were constructed over many small coves on the Annisquam River, and over the Blynman Canal to facilitate overland travel. As elements of the transportation network that connected far-flung maritime villages, these structures will generally possess indirect associations with maritime industries. In many cases, materials have been replaced and designs updated in response to new technologies and increased traffic.

To be individually eligible under Criterion A or B, bridges and causeways must possess direct or indirect associations with the events or personalities of maritime industries, and must have served as important links in the local road network. To be eligible under Criterion C, properties of this subtype must be well-preserved examples of bridge design or engineering, or contribute to the character of a historic district. Limited loss of integrity of materials, workmanship, and setting may be acceptable if the engineering design remains intact. In the case of wooden bridges, materials are expected to have been replaced over time. To be eligible under Criterion D, properties of this subtype must have the potential to provide information about the locations, social impacts, processes, and variety of Gloucester's maritime history that is not available from other sources. Site disturbances that may have occurred must not have compromised the ability of the property to yield information.

I.D.7. Parks, Landscapes, Statues, and Cemeteries are found throughout Gloucester. In general, these landscapes and objects will have indirect relationships to maritime industries as reflections of the population growth, social change, and civic improvements engendered by that economic engine. Integrity has been affected primarily by lack of maintenance and, in some cases, modern additions or alterations.

To be individually eligible under Criterion A or B, parks, landscapes, statues, and cemeteries must possess direct or indirect association with the events or personalities of maritime industries, and must reflect some important aspect of community development. To be eligible under Criterion C, properties

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of this subtype must be well-preserved examples of landscape design, display distinctive design features or artistic merit, be a masterwork by a noted designer, or contribute to the character of a historic district. Limited loss of integrity is acceptable if it does not compromise the property's ability to clearly convey its important associations. To be eligible under Criterion D, properties of this subtype must have the potential to provide information about the locations, social impacts, processes, and variety of Gloucester's maritime history that is not available from other sources. Site disturbances that may have occurred must not have compromised the ability of the property to yield information.

I.D.8. Archaeological Sites are not well known in Gloucester, but undoubtedly exist in relationship to maritime settlement and industries. In other coastal communities, the remains of wharves, fill sequences, buildings, street patterns, material culture deposits, etc., have helped to illuminate development patterns, technologies, trading partnerships, wealth distribution, and ethnicity from early settlement through the late nineteenth century. Such resources in Gloucester are likely to be located along the shore front areas facing the harbor and in association with inland properties with maritime connections. The range of potential archaeological resources directly or indirectly affiliated with maritime contexts includes: early fortifications; wharves, piers, and seawalls (see section I.D.5); shipworks, maritime support structures (e.g., ropewalks, ship railways, industrial complexes--see section I.D.3); commercial fishworks; fish flakes; salt works; commercial stores and artisan shops (see section I.D.2); impermanent architecture; saw mills; granite works; smuggled goods; distilleries; institutional buildings such as the 1798 Custom House, meetinghouses, and almshouses (see section I.D.4); taverns and inns; domestic sites and landscapes (see section I.D.1); tenements; bridges and canals; and underwater resources. Archaeological resources have the potential to play an especially important role in illuminating Gloucester's Maritime Industry Context due to the industry's ephemeral nature, as well as the constant process of change from long-term maritime prosperity, followed by decline and loss of fabric, to urban renewal. The possibility also exists for Native American burials and habitation sites to be present in proximity to historic period maritime resources.

The visibility of sites is expected to be low to moderate for the earlier periods and moderate to high for later periods. In general, the integrity of archaeological resources is expected to vary. Site disturbances that may have occurred must not have compromised the ability of the property to yield information. Urban renewal programs that resulted in the removal of numerous maritime-related buildings--particularly in the Central Gloucester waterfront area--may have left the buried foundations and their related features and cultural material deposits undisturbed. The greatest impact to archaeological resources through urban renewal has most likely occurred in areas of new construction.

Most archaeological resources will be individually eligible under Criterion D, having potential to provide information about the locations, social impacts, processes, and variety of Gloucester's maritime history that is not available from other sources. In addition, prehistoric sites that exhibit a clear connection to maritime resources will also be individually eligible within this context under Criterion D. To be individually eligible under Criterion A or B, archaeological resources must possess

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unusually strong associations with the events or personalities of Gloucester's maritime history. Examples of this subtype will be eligible under Criterion C when they contribute to the character and interpretation of a historic maritime district. Some may also be eligible under this criterion as good examples of technology.

I.D.9. Watercraft are a distinct subtype that encompasses both seaworthy and wrecked examples. "The Adventure" is a local example of a seaworthy ship that is already listed in the National Register. National Register Bulletin #20 states that watercraft significance depends on whether the vessel 1) is the sole, best, or a good representative of a specific vessel type; 2) is associated with a significant designer or builder; or 3) was involved in important maritime trade, naval, recreational, government, or commercial activities.

To be individually eligible under Criterion A or B, seaworthy watercraft must possess outstanding associations with the events or personalities of Gloucester's maritime industries, and must illustrate some aspect of their growth and development. Resources that are associated with endeavors that were pioneered in Gloucester are especially important. To be eligible under Criterion C, properties of this subtype must be well-preserved examples of nautical design and engineering, and must be an important, rare, or unusual example of their type. Integrity of location means that the vessel, as a moveable object, remains in an area with which it has historic associations; retention of overall maritime setting is important. Integrity of design means that the overall form and features achieved during the period of significance are maintained. It is expected that watercraft materials will be replaced over time; thus integrity of materials means that the materials have been replaced using original techniques.

Shipwrecks include intact vessels that have foundered, wrecked, or stranded, as well as scattered remnants of such vessels. Shipwrecks may be nominated as structures or sites in relation to any of the four criteria.

I.D.10. Aids to Navigation Lighthouses, the primary resource of this subtype, were evaluated and nominated to the National Register in 1987 as part of the Lighthouses of Massachusetts Thematic Group Nomination.

I.D.11. Districts with maritime associations exist along the entire Gloucester coast, as the far-flung coves and harbors acted as magnets for settlement. Most of these districts have evolved from the 17th century to the present, and include a mix of the subtypes discussed above. Additionally, they also are likely to include properties associated with other historic contexts including the granite industry, summer resorts, and artists' communities.

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All districts will be eligible under Criterion C as "distinguishable entities whose components may lack individual distinction." Districts may also be eligible under this criterion when a majority of their components are well-preserved examples of an architectural style or a method or period of construction. To be eligible under Criterion A or B, districts must possess strong associations with the events or personalities that shaped maritime industries; limited loss of integrity of design, materials, workmanship, and setting may be acceptable in these cases. To be eligible under Criterion D, districts must have the potential to provide information about the locations, social impacts, processes, and variety of Gloucester's maritime history that is not available from other sources. Site disturbances that may have occurred must not have compromised the ability of the property to yield information.

Boundaries should reflect the full extent of maritime-related development in the area. They should also take into account the effects of modern construction, alteration, and demolition, and exclude areas where those characteristics predominate. In many cases, the waterfront provides an obvious topographical boundary. The period of significance will be broad in districts where maritime industries have remained paramount, and narrow in districts where they have been superseded.

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Maritime Industry Context

Predicted Visibility of Archaeological Sites in Gloucester

Type of Site	Contact Period	1623-1690	1690-1790	1790-1840	1840-1915	1915-1945	Comments
Native American Burials	Low	Low					None documented, but may exist in isolated areas
Native American Villages or Settlements	Low	Low					None documented, but may exist in isolated areas
Fish Flakes (Dorchester Company and later efforts)		Low	Low	Low	Low		Ephemeral features; some noted in CACO survey in undisturbed areas. No excavated examples
Salt Works		Low	Low	Low			Good comparative material in recent book about salt industry on Cape Cod. No excavated examples
Impermanent Architecture		Low	Low				See Cummings; Hood et al. 1991 for comparisons with Pioneer's Village at Salem. Also see Faulkner and Harrington on Maine coast
Saw Mills		Low	Mod	Mod	Low		May retain elements, particularly along rivers. See Candee on the Piscataqua
Domestic Refuse (Trash pits, sheet refuse scatters)		Low	High	High	High	High	Themes of entrepot, Surinam trade
Smuggled Goods			High	High			Compare with Schmidt and Mrozowski (1988) on Newport

Maritime Industry Context

Predicted Visibility of Archaeological Sites in Gloucester

Type of Site	Contact Period	1623-1690	1690-1790	1790-1840	1840-1915	1915-1945	Comments
Maritime Support Structures (e.g., ropewalks)		Low	Low	Mod	High	High	Wharves may contain remains of sheds and warehouses
Navigational Aids			Low	Mod	Mod	Mod	Compare with Spectacle Island; if found, NR significance limited
Distilleries		Low	Low	Low			Ephemeral sites; probably not distinguishable from other support sites
Commercial fishworks, including industrial processing facilities			Low	Mod	Mod	High	Works associated with processing and freezing
Granite works			Low	Mod	Mod		Quarries may be compared with Rockport and Quincy; possible early example in E. Gloucester
Industrial sites				Mod	High	High	Railroads and fishworks especially visible
Tenements					Mod	High	Related deposits may inform on class and ethnicity; experience of immigrants
Military sites				Low	Low	Low	Some remnants of War of 1812 fortifications possible
Taverns/Inns			Mod	Mod	Mod	Low	Example of Pavilion site; other possibilities along Main and Rogers Streets

Maritime Industry Context

Predicted Visibility of Archaeological Sites in Gloucester

Type of Site	Contact Period	1623-1690	1690-1790	1790-1840	1840-1915	1915-1945	Comments
Commercial Artisans' Shops			Mod	Mod	Mod		Examples may reflect trade or commerce in exotic goods
Bridges and Canals							Blynman Canal early, but integrity unknown; 18th-century bridge abutments and piers may survive in some locations
Underwater resources			Low	Low	Low	Low	Wrecks known off coast; possibilities in harbor

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G. GEOGRAPHICAL DATA

The corporate limits of the City of Gloucester, Essex County, Massachusetts.

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MassachusettsSection number H Page 1 **H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS**

Four historic contexts were identified by the Massachusetts Historical Commission (MHC) to provide a framework for evaluation of Gloucester's cultural resources. Together, these contexts represent the city's most important historic themes and development patterns from the time of settlement to the present. They do not consider pre-history. The four historic contexts are:

- Development of the Maritime Industry in Gloucester, 1623-1946;
- Summer Resort Development in Gloucester;
- Development of the Granite Industry in Gloucester;
- Development of Artists' Communities in Gloucester.

The Maritime Industry Context is the most important of the four, and was thus developed first. Properties nominated at the time are significant primarily for their associations with Gloucester's maritime history. Additional properties with strong relations to one or more of the other three contexts will be nominated when those contexts have been developed.

Previous Identification and Evaluation Efforts

This Multiple Property National Register Nomination for the City of Gloucester Maritime Industry Context is based on several previous identification, evaluation, and designation efforts. The most important include the:

- *Community-wide Inventory and Evaluation of Historic Resources*, compiled primarily by Wendy Frontiero for the Gloucester Development Team in 1978, and by Eileen Woodford and Debra Hilbert in 1984-1985. Local volunteers supplemented these professional efforts. All employed standard MHC survey methodologies and inventory forms, and all made preliminary recommendations for National Register of Historic Places (NRHP) designation. Additional information on goals, methodologies, products, etc., is available in the completion reports (filed at the MHC) for the two professional efforts, each of which was funded jointly by the MHC and the City of Gloucester.
- *Preservation Plan for the City of Gloucester, Massachusetts*, produced by Leslie Donovan and Kim Withers Brengle for the MHC and the City of Gloucester. This document provided a comprehensive evaluation of the entire community-wide inventory, including refinement of the NRHP recommendations cited above. It recommended strategies to enhance historic resource protection. Additional information on goals, methodologies, products, etc., is available in the introduction to the plan (pp. 3-4) and in the completion report filed at the MHC.

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- *Historic Maritime Resources: Planning for Preservation*, produced in 1927 by Boston Affiliates for the National Trust for Historic Preservation, Office of Maritime Protection. This study highlighted the importance of a wide range of historic maritime resources that had generally been ignored in previous studies.

It included specialized methods of resource identification, evaluation, and protection, along with sample inventory forms.

- *Historic Resource and Protection Preliminary Assessment Report*, produced in 1991 by Goody, Clancy & Associates for the City of Gloucester. This report analyzed and recorded the conditions of city-owned historic properties, and made recommendations for treatment that would respect and maintain their significant historic character-defining elements.
- *Gloucester Fisheries Significance Study*, produced in 1993 by Dr. Warren C. Riess for the National Park Service. This study developed a national context for evaluation of Gloucester's maritime/fisheries heritage.
- *Portrait of the Gloucester Fisheries*, produced in 1993 by Katherine J. Hickey for the National Park Service. This effort supported the Gloucester Fisheries Significance Study by compiling historic images of Gloucester's fishing industry.
- *Historic Harbor Report: Beverly, Gloucester, Lynn*, produced in 1989 by Stephen Matchak for the Massachusetts Department of Coastal Zone Management. This report provided an in-depth analysis of waterfront evolution based primarily on topographic and cartographic sources.

Identification and Evaluation Efforts for the Maritime Industry Context of the Multiple Property Submission "Historic and Archaeological Resources of Gloucester, Massachusetts"

The National Register Documentation Forms for the Maritime Industry Context of the "Historic and Archaeological Resources of Gloucester, Massachusetts," Multiple Property Submission (MPS) were prepared by preservation consultants Candace Jenkins and Wendy Frontiero with funds provided by the National Park Service, the Massachusetts Historical Commission (MHC), and the City of Gloucester. The Public Archaeology Laboratory provided specialized archaeological services. Work was conducted between July 1993 and July 1995.

Nomination of the Gloucester MPS Maritime Industry Context began with desktop and field analysis of the extensive inventory data base produced through the previous efforts cited above. The two primary goals of this phase were to assess the need for additional survey and to evaluate the National Register eligibility of maritime-related historic resources throughout the city. Constraints of time and

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budget did not allow the nomination of all eligible resources. Thus, the consultants worked with the City, the MHC, and the NPS to prioritize properties for nomination. Eleven selection criteria were developed by the consultants, the MHC, the NPS, and the City of Gloucester.

- Threat;
- Level of historical significance;
- Level of architectural significance;
- Strength of relationship to maritime context;
- Rarity (local, state, national);
- Physical visibility;
- Public visibility/level of support/cultural symbolism;
- Help to achieve other planning objectives;
- Strong owner interest;
- Integrity;
- City-wide distribution.

The NRHP recommendations of the previous surveys and of the Preservation Plan provided the baseline for this project. Properties were added and deleted as a result of field analysis and limited research. Priorities were developed through application of the above criteria.

This effort confirmed the NTHP study observation that waterfront/maritime resources were under-represented in the 1978 and 1984-1985 surveys. Those that appeared to meet the priority selection criteria were recorded on standard MHC inventory forms to confirm their significance to the Maritime Industry Context of the MPS. The following properties were recorded:

- *Blymman Canal* of 1643-1910s, which connected the Inner Harbor to Annisquam Harbor. The Canal was dropped from further consideration due to integrity problems.
- *Gloucester Inner Harbor Area* (west side) and adjacent resources, which were the locus of the city's primary maritime activities. A portion of this area, including Fort Point and Harbor Loop, was determined to be NR eligible, and nominated as the Central Gloucester Historic District (Boundary Increase).
- *Parmenter Rice & Company*, a well-preserved 19th-century wharf/fisheries complex at Harbor Loop on the west side of Gloucester Inner Harbor. This property was included in the Central Gloucester Historic District (Boundary Increase).
- *Burnhams' Marine Railway*, a well-preserved 19th-century vessel-repair facility at Harbor Loop on the west side of Gloucester Inner Harbor. This property was included in the Central Gloucester Historic District (Boundary Increase).

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- *Gloucester Net & Twine Company*, a well-preserved late 19th-century factory associated with a maritime-related industry. This structure was individually nominated.

Intensive field analysis and research was undertaken to support nomination of the following priority districts and properties.

- Central Gloucester Historic District (Boundary Increase);
- East Gloucester Square Historic District;
- Babson-Alling House;
- Webster-Lane House;
- Gloucester Net & Twine Company.

The local, state, and national context for Gloucester's maritime heritage was developed by the consultants according to an outline that was approved by the MHC, the NPS, and the City of Gloucester in the early phases of the project. It examines Gloucester's maritime heritage by time period and consistent headings. The headings were designed to consider the key issues that influenced development of Gloucester's maritime heritage as related to the National Register Criteria for Evaluation. They include:

- Economic Base;
- Technological Change;
- Navigational Aids/Safety;
- Infrastructure;
- Demographic Patterns;
- Settlement/Development Patterns;
- Architectural Development;
- Archaeological Resources.

Eligible properties were visited and photographed to determine any changes that had occurred since the 1978 and 1984-1985 surveys and to record the more detailed building and landscape information required by the NRHP. Research was undertaken to gather more detailed historical information related to maritime history. Interim meetings of the consultants and MHC staff considered issues such as integrity, boundaries, period and level of significance, appropriate levels of information, and supporting documentation. Maritime property types were developed based primarily on function and integrity. They include:

- Dwellings;
- Commercial Blocks;
- Industrial Buildings;
- Institutional Buildings;

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- Wharves, Piers, and Seawalls;
- Bridges and Causeways;
- Parks, Landscapes, Statues, and Cemeteries;
- Archaeological Sites;
- Watercraft;
- Aids to Navigation;
- Districts.

Registration requirements were developed on the basis of specific knowledge about historic resource evolution and current integrity. Nomination forms, including district data sheets, boundary analysis, photographs, and maps that identify all buildings and important site/landscape features were prepared.

It is expected that additional properties will be added to this nomination in the future.

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I. MAJOR BIBLIOGRAPHICAL REFERENCES

See Part E (Statement of Historic Contexts) as well as individual nomination forms.

(end of Section I)