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History stories of Lynn for the slow learners of grades four, five, and six.

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A Thesis

HISTORY STORIES OF LYNN
FOR THE SLOW LEARNERS
OF
GRADES FOUR, FIVE, AND SIX

Submitted by

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CHAPTER I

INTRODUCTION
INTRODUCTION

The purpose of this study is to develop a series of stories about Lynn that will give the slow-learning children of grades four, five, and six a better understanding and knowledge of the part Lynn has played in the growth of America. Now an important industrial city of almost 100,000 people, it is difficult for a child to imagine this as once a wilderness peopled only by Indians; a land of forests in which wild animals roamed. It is fascinating to watch anything grow. The development of a city from a tiny settlement of twenty people to one of the largest in the state is a picture on a smaller scale of the development of Massachusetts and of the whole United States. Men with initiative and courage settled in Lynn. They have left their names as well as the results of their efforts on many of the streets, buildings, schools, and industries of the city. The early settlers were poor but thrifty. They established comfortable homes and prosperous farms. The Indian inhabitants fell back before the white man's civilization, but their influence is also felt in the names which are reminders of their once strong presence.

In 1957 Marjorie Louise Needham suggested in her thesis

1Needham, Marjorie L., "Teaching Pupils of the Elementary Schools in the City of Lynn, Mass., about Their Community through the Use of a Film Strip, Colored Slides and a Tape Recording" (Unpublished Ed.M. Thesis, B. U. School of Ed., 1957)
the need for a series of history stories about this historical and beautiful city. These stories have been written with that thought in mind and with the hope that they will bring a greater appreciation of their city to the school children of Lynn. Many hours of research were spent studying old manuscripts, records and histories of the days before Lynn became a city. Since very little historical material had been published in the past one hundred years, it was necessary to search through many old newspapers. The special anniversary editions of the Lynn Daily Evening Item were especially helpful. Visits to local historical points of interest were made to gather information for this study.

Since these stories cover events in Lynn from the arrival of the first white men up to the present time, it is hoped that they will form an up-to-date history which may be used to help the children of Lynn know their community and its history, past and present.
CHAPTER II

EARLY BACKGROUND TO 1629
Looking at the very thriving and industrial city which we see around us today, it is hard to think of a wilderness where no white man had ever come. Many hundreds of years ago the Vikings were great travelers. They were the first visitors to our shores. As early as 986, under Eric the Red, they made a journey to Greenland. On one voyage, driven out to sea because of a great storm, they discovered a new country. After this, many other trips to this new place were made. In the year 1000 Leif, the son of Eric, sailed along the coast of this country to what is now Rhode Island. Here he made a settlement which he called Vineland. Two years later Thorwald, his brother, went there and stayed for two years. When he left there, he sailed past Cape Cod and up the coast. Here the voyagers saw a high piece of land covered with woods. This is probably Nahant. They landed there and were attacked by Indians whom they called Skrellings. Thorwald was wounded and died. He was buried at a place he called Krossanes, the Cape of the Cross. This is thought to be Nahant.

It was not until 1602 that a man called Bartholomew Bosnold landed at a place he called Savage Rock. The description of this place again sounds like Nahant. The Indians he met were friendly and he visited with them for a while. The next year Martin Pring came over with two ships, the Speedwell
and the Discoverer. This was a voyage to look for medicinal plants. The famous John Smith who established the colony of Virginia also surveyed the coast. He saw land on the west side of the bay and called it the Fullerton Islands. This is thought to be the same land visited by the Vikings and the Englishmen. Having visited a place so closely connected to Lynn and at one time considered a part of it, they must have come to the shores and lands on which this city now stands.
WHERE INDIANS ONCE LIVED

The land now occupied by houses, buildings, churches, schools, and many industries was once the home of seven different Indian tribes. These were the Taratines, Chur-churs, Pawtuckets, Massachusettts, Wampanoags, Pequots, and Narragansetts. The number of these Indians was cut down by the many fights they had with each other, as well as by a great deal of sickness.

Nanapashemet was a great chief who lived at Lynn. In one of the many battles he was killed by the Taratines. His son, Montowampate, was Sagamore of Lynn. The white people called him James. He died in 1673 at the age of 120 years. Yowata was a daughter of Nanapashemet. She was called Abigail by the settlers. It was in 1686, on September 4, that the deed of Lynn was signed by David Kunkshamooshaw and his wife, Abigail. They received sixteen pounds sterling silver.
INDIAN CUSTOMS

The Indian tribes who lived here hundreds of years ago had interesting customs and habits of dress. Their clothing was made of the skin of deer or seal. They wore a robe of bear or wolf skin, ornamented with figures of different colors. Around the head they wore a band with plumes of feathers. For money they used cockle shells strung together like beads. This was called white money. Another kind of money was a clam shell bored with a sharp stone. This was called black money and was worth more than the other. These were also made into jewelry and belts of wampum. Their weapons were bows, arrows and tomahawks. The bows were made of walnut with sinews of deer or moose. The arrows were made of elder with quills of eagles. They used a long sharp stone for the head. The tomahawks were also of stone with handles of walnut. Their favorite places to live were at High Rock and Sagamore Hill. One of their burial grounds was near the eastern end of Mt. Vernon Street. They lived in houses called wigwams which were cone shaped and made of poles covered with bark or mats.

They had two kinds of boats called canoes. One was carved from a pine log and was between 20 and 60 feet long. The other was of birch and was very light. For food they grew corn, beans, pumpkins, squashes and melons. They cleared their fields by burning trees in the autumn. For a hoe they
used a large clam shell. Some of the food which is eaten today, like hominy, succatash, baked pumpkins and boiled or roast ears of corn, we have from the Indians. For meat they hunted the wild animals in the woods: foxes, bears, wolves, deer, moose, beaver, raccoon, rabbits, woodchucks and squirrels. They were very fond of playing games and would meet on Lynn Beach. One tribe would challenge the other and prizes of beaver skins and wampum would go to the winners.
CHAPTER III

THE COLONIAL PERIOD

(1629-1849)
LYNN 1629

In 1629 Lynn was quite different from the city that we know today. Most of Lynn was a dense forest except for a few sections that the Indians had cleared to plant their corn. Its only inhabitants were some Indians whose number had been greatly reduced because of the many wars and diseases that had spread throughout the tribes. The Indians lived in the hilly sections. At that time Lynn consisted of the land which is now called Swampscott, Saugus, Lynnfield, Reading, and Nahant. The Indians gave these sections the Indian name "Saugust" which means "great" or "extended." Certainly Saugust did extend for miles in all directions.
THE FIRST WHITE PEOPLE

In June of that same year (1629) the first white people came to Saugust. Five men and their families from the Salem Colony received permission from Governor Endicott to leave Salem and to start a new settlement in Saugust. Upon their arrival they climbed High Rock to get the lay of the land. This famous rock is near the middle of the highlands. It is 170 feet high. From there they had a good view of their new land. They chose their land and quickly set to work to build homes. The first homes of the white people in Saugust were log cabins.

These five men were Edmund Ingalls, Francis Ingalls, William Wood, John Wood, and William Dixey. Edmund and Francis were brothers who had come from England to Salem and then to Saugust. Edmund, a farmer, settled near a small pond. Francis, a tanner by trade, in later years built the first tannery in New England. John and William Wood were father and son. They became farmers in the section where Essex and Chestnut Streets are today. Dixey stayed in Saugust a short time but later moved to the Nahant section and kept cattle. These five men and their families were kindly received and helped by the Indians.
MORE FAMILIES ARRIVE

During the next year more families came from England to Saugust. They sailed on the ship with John Winthrop, the first governor of Massachusetts. Among the second group of settlers were George Burrill, Allen Breed, Edward Holyoke, and Thomas Newhall. Because most of them were farmers, they began clearing the land right away to grow food for the winter. Also, the settlers brought cattle from England. They found that, because of the large number of wolves around, they had to have shepherds to protect their cattle. There was little trouble from the Indians in Saugust, yet they had always to be on guard because other colonies had been attacked by other Indian tribes. During that year Tommy Newhall was born. He was the first white child to be born in Saugust.
In the next few years this new colony grew rapidly. Many more settlers arrived from England. They swapped guns and beads for Indian land. More homes and farms were built. Also, schools were built for the boys. The girls received their education at home. Several corn mills were built near the ponds and lakes.

Soon a church was built near Shepard and Summer Streets. This was a large log cabin set in a hollow for protection. Besides a church, it also served as a general meeting place for the settlers. Here the first form of government was established. Saugust was still under the rule of the King of England, yet the settlers could elect some of their leaders. In 1637 the first important act occurred when the General Court voted to change the name of their colony from Saugust to Liñ. Liñ was named after one of their leading citizens, Samuel Whiting, who had come from King's Lynn, England. Liñ was written with a line over the "n" which meant a double "n". Several varieties of spelling followed: Lyn, Lynne, and Lynn. Finally they settled for Lynn.

During these ten years Governor Winthrop paid a visit to Lynn. He found a prosperous and contented colony. The settlers had built many new cottages and were living in
harmony with the Indians. In addition, the forests were cleared. The soil which had been well cultivated was producing many varieties of crops. The governor was very proud of his new colony.
THE FIRST IRON WORKS

In 1642 the first Iron Works was built. This was one of the first important industries in the colony. There was a great need in Lynn for tools and iron ware to improve conditions. One day some men were digging in the soil when they discovered a mineral called iron which they had once seen in their old homeland of England. A large meeting was held to decide what should be done. Would the King of England give them permission to build an Iron Works in Lynn? Men were sent to England and finally received permission to go ahead. The Iron Works was built in the section of Lynn called Saugus today. However, the iron ore did come from England. It was in the Saugus Iron Works that Joseph Jenks became the first man to work in brass and iron in America. He made the dies for the sixpence and threepence, British coins.

Today the Iron Works can be seen in the town of Saugus which was once part of Lynn. The first iron kettle that was made at the Iron Works may be seen today at the Lynn Public Library.
FIRST SCHOOLS

From the very beginning of the colony of Lynn there were schools. The settlers were determined that their children would be educated in the best method possible. The first schools which were held in homes were called Dame Schools. The Dame or teacher was called upon to teach the children for a very small amount of money. Sometimes the boys and girls had to walk miles to school. However, a few months each year were all the time that could be given to educate the children because the settlers were so busy with other work that had to be done to build the colony. Sometimes the mothers taught their children at home. This was done while they were doing their housework. Girls learned to sew, weave, spin, and cook, while the boys were taught reading and arithmetic.

Later in 1647 the General Court ordered the town of Lynn to build a school for reading and writing. A schoolmaster was hired. This was the beginning of public education in Lynn.
THE QUAKER INVASION

Since many of Lynn's colonists had left England to seek freedom of worship, the people had so far managed both city and religious matters quite well in their own way. Yet the arrival of a new religion, Quakerism, aroused the people of Lynn in 1652. The General Court passed a law to ban Quakers from Lynn. When the Quakers arrived from England, their books were burned. Also, they were beaten and put in jail. Later they were put on ships and returned to England. Many Quakers returned to Lynn. As the number of Quakers rapidly increased during the next few years, the persecution finally ended. They were gradually given the chance of becoming citizens. This was the Quaker invasion of Lynn.
The Deed to Lynn

In 1686 one of the most important meetings between the settlers and the Indians took place. That was the year that the settlers bought Lynn from the Indians. For only $75 the Indians sold seven towns. Those towns, which at that time were all part of Lynn, included Reading, Lynnfield, Wakefield, Nahant, Saugus, Swampscott, and Lynn.

There was a great celebration. All the settlers and Indian leaders gathered to sign the deed. The people were very happy and excited. After almost fifty years, Lynn would really belong to them. The deed to the land was written on paper. It was signed by the selectmen, Ralph King, John Burrill, Robert Potter, Samuel Johnson, and Oliver Purchis. Also, the Indians signed the deed. Because they did not know how to write, their signatures were crude drawings. The marks of two Indians, David and Abigail Kunkshamooshaw, were drawings of a bow and arrow. Ponham signed with a large "X". However, one Indian, James Quonopohit, signed his name in full to show that he had been to the white man's school.

Certainly this deed was a very important purchase. For only $75 the settlers got the title to lands which are now valued in excess of a quarter of a billion dollars. The deed to Lynn can be found in the Salem archives. Since it was filed on May 31, 1687, the title to Lynn has never been questioned.
SHOEMAKING

Since the beginning of Lynn, shoemaking has been an important industry. The first shoemakers traveled from house to house, making shoes for each family. The shoes were made for comfort and use but not for style. In fact, the shoemakers had only one style for the men and one for the women.

However, it was not until 1750 that shoemaking became an important industry in Lynn. When John Dagyr arrived from England, he had the idea that good shoes could be made here as well as in England. Dagyr himself was a very skillful workman who made excellent shoes. He brought several pairs of shoes from England and France. Those shoes he took apart and studied to see how they were made.

Later on John Dagyr opened a small shoe school to help the other shoemakers. All the shoe workers came to him to learn to make good shoes with some style to them. Dagyr taught them all that he had learned.

Soon many little shoe shops were started. Those same men built their shops in small rooms or even in attics. The shops had long benches, crude tools, leather, glue, and a tub of water which was used to soften the leather. In the winter the windows and doors had to be left open because the smell of the leather and glue was so strong.
Shoes in the colonial days were very different. Both shoes in a pair were exactly alike because there were no rights or lefts. Also, shoes were made only in two widths. Those were called slim and full widths. The settlers were very glad to get shoes even if they were crudely made. This was the beginning of an industry which would one day make Lynn famous.
THE BOSTON TEA PARTY

In 1773 Lynn, like the surrounding colonies, was still governed by England. Everything that the settlers bought from England was heavily taxed. The people did not have much money and couldn't afford to pay such high taxes, especially for the things that they needed for daily use.

Because of the new tax on tea, the people became very excited and decided to take matters into their own hands. First, a meeting was held to decide what to do. Everyone agreed to help their friends in Boston to stop the tea tax. Like Boston, the landing and selling of tea was stopped. Also, it was decided to destroy all the tea in Lynn. One storekeeper who had a large quantity of tea on hand wanted to keep it. The next day a group of women went to his store, demanded the tea, and destroyed all of it.

In addition to destroying the tea in Lynn, many men went to Boston to join the Boston Tea Party. Dressed as Indians, the people boarded the English ships and threw 350 chests of tea into the Boston Harbor. As a result of this act, the English government ordered the port of Boston to be closed. This did not discourage the settlers because to them it was one step forward to independence.
THE REVOLUTIONARY WAR

The period of the Revolutionary War was a very difficult time for the people of Lynn as well as the other colonies. The fight for independence from England was just beginning. The citizens of Lynn took part in most of the battles. A group of Lynn minute men assisted in the battle at Lexington. Four were killed and several more were wounded.

In Lynn many steps were taken to protect the people in case of attack by the British Army. Guards were stationed at Sagamore Hill, on Shepard Street, and at the crossing of the Saugus River. No one was allowed to pass in or out of town without permission. The women and children were to be taken into the woods if the British troops arrived. Guns were carried at all times. The men even attended church with a prayer book in one hand and a gun in the other. Day and night the people were on the alert.

In the battle of Bunker Hill the minute men of Lynn took part. Also, in the many battles that followed, Lynn sent her companies of men to fight for freedom.

Certainly Lynn's part in the Revolution may have been small, but every bit of help was a step forward to freedom and independence for the settlers who came to America. By a treaty signed at Paris on September 3, 1783, England agreed...
to American Independence. The United States of America, freed from British rule, would now operate under its own government.
LYNN'S FIRST RAILROAD

In 1838 the first railroad pushed its way north and east—first to Salem and then onward to Portland. The railroad men had plans for a huge railroad throughout the country. They wanted to build at this time a railroad between Lynn and Boston. When the railroad men arrived in Lynn, they called all the businessmen together to see if Lynn really needed a railroad. First, they wanted to know how many passengers they might expect. They learned that there might be 38 per day. One man said that was too large a number because he thought that never in the world would they have so many passengers in one day. After much discussion it was decided to build the new railroad.

When the railroad was finished, everyone went to the station to greet the first trainful of passengers from Boston. The first station in Lynn was a one-story building about 40 feet long with a bell on the roof. When the train arrived, the bell was rung. All the people were very excited and happy to see the train arrive. The cars in the train were about 15 feet long and seated about 22 people.

The railroad brought a great deal of business to Lynn and provided a convenient method of shipping shoes and other products to the Boston markets and stores. The railroad was
certainly a big step forward in the growth of Lynn and of all the United States.
CHAPTER IV

THE CENTENNIAL PERIOD

(1850-1950)
LYNN IN 1850

There have been many improvements in Lynn since that day in 1629 when the first settlers arrived. Its population has increased from the first five men and their families to 14,000 people. Some of the people who lived in Lynn in 1850 were descendants of the earliest settlers; yet many were foreigners who had come from other countries to settle in a free land. Lynn was no longer under British rule, but was now a city in a free and independent country, the United States of America.

The view from High Rock now showed Lynn as a very wide and thickly settled village which spread from east to west. There were not too many showy houses, but the majority of houses were small, wooden houses that were mostly painted white. During that year Alonzo Lewis wrote the City Directory in which he gave the houses their first street numbers. If anyone moved, he moved house and all to its new location. Also, the house number would have to be changed. Because of the large number of people and since Lynn had become a great vacation resort, there was a big housing shortage during the summer months. Many people, including the poet, John Greenleaf Whittier, liked to spend the summer at Lynn Beach.

There were three banks in Lynn. The first bank was the Lynn Mechanics Bank which is now the Essex Trust Company. The second bank was the Laighton Bank which closed during the next
year. The Lynn Institution for Savings was the third bank.

In Lynn there were 810 shops and stores. They were open from five in the morning to eleven at night. The people could shop at the bakery, grocery, clothing store, hardware store, and the dry goods store any time from early morning to late at night.

For years the Common had been the center of activity. This was the center of the town. The first post office in Lynn was built nearby. Also, the new Lynn Hotel opened at one end of the Common. Even the new road called the Turnpike which is now Western Avenue was near the Common.
LYNN BECOMES A CITY

Lynn became a city on April 19, 1850. This was an important day for the proud citizens of Lynn. Just a few days before the State Legislature at Boston had voted to let Lynn have the city form of government for which the people had worked so hard. After some disagreement, the people voted to adopt the charter by a majority vote. Now Lynn was a city.

Right away they began to organize their city government. Their first job was to elect the first mayor. There were two groups who presented candidates. One was called the Citizens' Ticket whose candidate was Thomas Bowler. He was well known to the voters because he had been the Town Clerk and also the Treasurer. The other group was known as the People's Ticket. George Hood, a successful shoe merchant, was their choice.

After a series of meetings and speeches, the election was held on May 3, 1850. When the votes were counted, George Hood received 1,123 votes and Thomas Bowler had 1,082. By only 41 votes George Hood became Lynn's first mayor.
THE FIRST YEARS AS A CITY

Under the guidance of Mayor Hood many changes took place. Because of his business experience and knowledge of public affairs, he devoted himself to improving conditions in the city. The working hours were very long. Some people worked from early morning until late at night. They had little leisure time in which to enjoy themselves. At a meeting Mayor Hood stressed the need for a ten-hour working day. This was voted on and accepted by the voters. Many people spend their extra time reading and attending meetings.

In addition, Mayor Hood spent much time in helping to educate the children. Many schools were built—one on Tower Hill, one on Center Street, and one at Woodend. A high school was built on High Street. It was called the Lynn High School. In 1852 the first class was graduated from there.

During the first two years as a city, Swampscott grew large enough to become a separate town. Also, Nahant voted to become a town of its own. Now Lynn was a city of its own. It no longer consisted of Swampscott, Nahant, Lynnfield, Reading, and Saugus as it did in 1629. These places were now separate towns.

Lynn was a leading summer resort because of its beautiful lakes and beach. Mayor Hood got the people to take the first step to preserve the beach. A row of red cedars were
planted along the ridge to keep the sand from washing away.

Mayor Hood was a good mayor whose main interest was to help the people. He was elected to serve as Mayor of Lynn for a second term.
A STREET LIGHTING CENTER

Lynn has always been known as a lighting center. At one time it was called "The Best Lighted City in the World." Kerosene lamps were the first lights used in the streets. These were placed inside lanterns with glass on all four sides. The lanterns were on top of twelve-foot poles. Every night the lamplighter would go around and light each lamp. He also had the job of keeping them clean and in good working order. In January, 1853, Lynn was lighted by gas for the first time. It came from the Lynn Gas Light Company. As more and more streets were lighted by gas, the lamplighters became fewer and fewer and soon were seen no more.

It was on December 9, 1912, that Lynn was lighted by electric lamps for the first time. The merchants paid for them. The poles and globes were designed in France just for this event. Lynn's claim to the "Best Lighted" title was based on the fact that lights were made to fit the needs of each street. On North and South Common Streets the lights did not rest at the top of the pole. They were made to extend out over the street so that both it and the Common would be lighted. Today that type of planning is still used. Lynn has one of the most modern systems of street lighting in use anywhere.
THE GREAT FIRE

On November 26, 1889, there was the largest fire in the history of Lynn. It started in a four-story shoe factory when the draft from an open door caused an oil burner to explode. Instead of calling the fire department right away, the workers tried to put it out themselves. Soon the whole factory was on fire. It spread to the other building very fast. Because of the heavy shifting winds, the fire department was almost helpless as the fire spread quickly through all the wooden buildings. Even the water supply was not enough for such a fire.

Buildings on 31 acres in the downtown section of Lynn were burned. There were 334 buildings destroyed. Also, two hundred families were homeless. In addition, several thousand people were out of work. Even though its building was destroyed, the Lynn Item Newspaper managed to get its newspaper printed in another office so that it was on the newspaper stands that night to let the people know all about the fire. Another amazing fact that not one person was killed in the $5,000,000 fire.

Because of this fire, Lynn became a better city in many ways. Right away all the people began to work together to rebuild the burned area. New and more attractive buildings were constructed. So that there wouldn't be such a big loss
again, stores and industries were spread out over the city.

The people also saw the need for a better and better water supply and for more modern fire-fighting equipment. Lynn was not discouraged by the fire, but continued to grow rapidly.
THE LYNN FIRE DEPARTMENT

How different the Lynn Fire Department is today than it was in 1850. Then it was very small and had little equipment with which to work. Yet, it had a much larger area to cover. When a fire was spotted, the alarm was given by ringing the church bells. Right away a group of young men took out the fire wagon and pulled it to the fire. Because the wagon held only a small amount of water, the people had to fill buckets with water from nearby streams. Then they formed a bucket line in which the water pails were handed from one to another until they reached the first person who threw the water on the fire. Many buildings and houses were burned because of the shortage of water. In 1864 the city bought two steamer fire engines. These ran on their own power through the use of steam. No longer were the hand engines used. However, Lynn still had the same water problem in 1889, the year in which it had its $5,000,000 fire. As that fire spread quickly through the wooden buildings, the fire department was soon almost useless.

After Lynn rebuilt its downtown area and began to grow again as a city, the fire department gradually improved. More fire stations were built in different parts of Lynn. After Lynn's water resources were studied and some of Lynn's lakes were made into a reservoir, the water was piped into the city.
Hydrants were placed in many sections. Also, Lynn bought motorized hook and ladder engines.

Today Lynn has not one fire station, but several which are located in all parts of the city. With a large supply of water and modern fire equipment, fires are put out quickly and many lives are saved. The people who lived in 1850 or 1889 would be proud of the fire department that Lynn now has. It is one of the best in Massachusetts.
Lynn Reservoir
THE LYNN POLICE DEPARTMENT

In 1877 the Lynn Police Department was very different from what it is today. The force consisted of 21 policemen, one detective, and 13 men who worked on the night force. To run the department it cost less than $50,000. The only means of transportation was a patrol wagon that was drawn by horses. The policemen had to patrol Lynn on foot.

Since the beginning of Lynn many changes have taken place in this department. Today Lynn has a big police force. Its headquarters are located on Sutton Street. Working for this department are a chief, a deputy chief, six captains, ten lieutenants, nine sergeants, one hundred fifty patrolmen, two policewomen, and thirty reserve police officers. It now costs almost $700,000 to run the department. Its modern equipment has twelve cruisers, several motorcycles, three ambulances, a jeep, and several trucks. In addition, it has a modern communication system which is a great aid in many ways. The two-way radio has its transmitting station on High Rock Tower. The radio keeps in contact with all the patrol cars. Lynn’s police department has grown from a small force to a large department and its men have worked hard to make Lynn a safe place in which to live.
THE LYNN LIBRARY

The main library which was built in 1900 is on North Common Street. It is a beautiful building with four large pillars in the front. At night the floodlights make it one of the city's most picturesque buildings. Many people like to spend a few hours in the quiet reading rooms. There they can read many interesting books and any of the complete file of Lynn newspapers. For the people who are studying at high school or college, the Reference Room has most of the material that they will need. The library has many librarians who help anyone who might need it.

Besides the main library, Lynn has three other smaller libraries. One is the Shute Branch Library on Parrott Street. This library is named after Mrs. Elizabeth Shute who gave $100,000 as a memorial to her late husband, William Shute. Another library is the Wyoma Branch that is on Broadway. In West Lynn is the Houghton Branch.

The library serves children as well as grown-ups. Separate rooms are set aside for boys and girls. Hundreds of interesting books have been placed on the shelves so that the children may select the books that are of most interest to them. Special programs such as story hours and library council are enjoyed by the boys and girls. Children are always welcome to come to the Boys' and Girls' Room at the library.
For the children who live far from the library, Lynn has a large bookmobile. Every two weeks it visits the schools. How glad the children are to see the bookmobile drive into the yard. Library books are such fun to read.
CENTENNIAL LYNN - CHRONOLOGY

1850  City form of government adopted
      Population: 14,257
      Ten million pairs of shoes made in Lynn
      Steam power first used in Lynn (Morocco business)

1852  First class graduated from Lynn High School
      Swampscott a separate town

1853  Nahant a separate town
      Illuminating gas first used in Lynn

1858  First telegraphic service

1860  First horse cars on Thanksgiving Day
      Market Street lighted by gas

1862  Free public library opened

1864  First steam engines owned by the city
      Town House burned

1865  Cornerstone of City Hall laid November 28

1866  Mary Baker Eddy discovered Christian Science

1867  Dedication of City Hall

1869  Boston-Salem Turnpike made a public highway

1870  Population: 28,233
      Beginning of municipal water system

1873  Pumping station at Walnut Street
      Soldier Monument in City Hall Square erected

1875  Lynn Hospital opened
      "Narrow Gauge" Railroad started July 28

1876  Lynn City Item began publication

1877  Daily City Item began publication

1879  Celebration of 250th anniversary
      Telephone used for business

1882  First paved street in Lynn
1882  First electric lights
1887  First electric car - Highland Circuit
1889  Great Fire in Lynn
1890  Streets lighted by electricity
1892  General Electric Company formed
1901  Union Hospital opened
1904  High Rock Tower erected
1912  Telegram-News began
1928  Lynn Stadium opened
1935  First bus service in Lynn
1935  General Edwards' bridge built
1941  First blackout lighting demonstration
1949  Memorial City Hall dedicated
1950  Lynn Centennial celebration

1Lynn Historical Society and Lynn Public Library, Lynn, One Hundred Years a City, Lynn, Jackson and Phillips, Inc., 1950, pp. 58-59
CHAPTER V

PEOPLE WHO HELPED BUILD LYNN'S TRADITIONS
MOLL PITCHER

Although many people thought that Moll Pitcher was a witch, she really was not. Perhaps, today, people would call her a fortune teller. Moll was born in Lynn in 1738. Her father, John Dimond, was a sea captain who sailed a small ship out of Marblehead.

When Moll grew up, she married Robert Pitcher, a Lynn shoemaker. They lived in a little cottage on the north side of Essex Street just opposite Pearl Street. The Pitchers had four children—one son and three daughters. However, her husband did not hold his job very long at any one place. Therefore the burden of supporting her family was placed upon Moll Pitcher.

Finally, Moll decided what she must do. Since her ancestors were long thought of as soothsayers (people who tell fortunes), she would try to help people, too. Rich and poor alike went to her cottage for advice. As Moll talked to her visitors, she learned much about their history and desires. She either gave them advice or predicted future happenings. A great many of her visitors were sailors which made her fame as a fortune teller spread far and wide.

For fifty years Moll was a very successful fortune teller. On April 9, 1813 at the age of 75, Moll Pitcher died and was buried in the Old Burial Ground that is still located at
Market Square.
ALONZO LEWIS

Lynn's great historian was born on Boston Street on August 28, 1794. He went to the town school and the Lynn Academy. When he was eighteen years old he taught school in Chester, New Hampshire, and later in Lynnfield. In Lynn he was in charge of the grammar school in Ward Four. He did not believe in corporal punishment except in necessary cases. This was unusual for his time. He taught in one room that was small, unpainted and with very little air. His pupils numbered about 100, from the ages of eight to sixteen. Eight or ten pupils would be crowded together on a bench. He taught everything from beginning reading to higher learning. After twelve years of teaching he left it. In 1823 a book of poems was published, and six years later his first copy of the History of Lynn. He was the first editor of the Record newspaper, but lasted only six months. His poetry and stories brought attention to our beautiful scenery and shores.

Mr. Lewis was interested in anything that would improve the city that he loved. Under his leadership a lighthouse was put on Egg Rock. He was at one time a surveyor and architect. The city seal was drawn up by him. He was also interested in the anti-slavery movement and worked with William Lloyd Garrison.

His first wife was Frances Maria Swan. Six children
were born of this marriage. When she died he married Annie Hanson. There were two children born to them. During the latter part of his life he lived in Sagamore Cottage which he had partly built himself. There near the ocean he loved so well, he died on January 21, 1861, at the age of 67.
On the fourth day of May in 1850, George Hood became the first mayor of Lynn. Also, this was the beginning of the city form of government. The citizens celebrated with a procession through the brightly lighted streets to the Town Hall on South Common Street.

Mayor Hood was born in Lynn on November 10, 1806. Like most children of that time, George Hood received little school instruction and soon went to work in a shoe factory. An adventurous lad, he set out to seek his fortune in Missouri. Within a short time he had established his own shoe business. In 1835 he returned to Lynn with the desire to open his own shoe and leather store. Mr. Hood built a house on Essex Street, just below High Rock. His house, which has tall colonial pillars in the front, can be seen in Lynn today.

In 1850, after the townspeople had voted for a City Charter, George Hood was elected as mayor. In his toast to the new city, Mayor Hood said:

"To the city of Lynn!

May its course be as glorious as the history of the Town has been venerable, honest, and true."1

1Lynn Historical Society, Lynn, One Hundred Years A City, Lynn, Jackson & Phillips, Inc., 1950, p. 18.
For two years with good common sense and leadership, he guided the new city in many ways. He changed the long working day so that the people would only have to work ten hours. Also, a much needed high school was built. Mayor Hood devoted much time to help educate the less fortunate children of Lynn. During his term the first step to preserve the beach was made. A row of red cedars was planted along the ridge.

At the fall of Fort Sumter, President Lincoln called for more troops. Under the guidance of the mayor, Lynn answered its country's call. Two companies of men left Lynn to aid their country. During this time Lynn experienced the departure of troops (3,274), many victories were achieved, and there were several other events of those first memorial days as a new city.
JAMES NEWHALL

James Newhall was one of Lynn's outstanding citizens. On Christmas Day in 1809, he was born in a house on Boston Street. His father was Benjamin Newhall and his mother was related to the Burrill family of Lynn. Thomas Newhall, the first white person to be born in Lynn was the great grandfather of James Newhall.

During his early life, James traveled much of the time. After his mother had died, James, then 11 years old, packed all his worldly possessions in a bundle and went out to seek his fortune. In 1824 he went to work in a newspaper office to learn printing. Soon he began to direct work and read proofs. Later he went to New York where he became the fastest type setter at his newspaper office.

When James Newhall was 22 years old, he returned to Lynn. He wrote stories for several weekly newspapers. It was then that he met a lawyer with whom he became good friends. Then he became very interested in law work and decided to become a lawyer. At law school he studied very hard. In 1847 he did become a lawyer. Because he was such a good lawyer, he was made Special Justice in the Lynn Court. On August 24, 1866, he was appointed Judge of the Lynn Police Court.

As a hobby, James Newhall liked to study history. He collected all kinds of material about Lynn and its surrounding
towns. In 1836 he wrote *Essex Memorial*. Also, he later wrote a history of Lynn called *Lin, or The Jewels of the Third Plantation*. When Alonzo Lewis who was writing a book called *The History of Lynn* died suddenly, James Newhall decided to finish the book for Lewis. Certainly James Newhall was proud of Lynn and wanted to preserve its history for the future years.
LYDIA E. PINKHAM

Lydia Estes Pinkham was born in Lynn on February 9, 1819. She was to become one of the best-known American women in the world. Her parents were William and Rebecca Estes. There were twelve children in the Estes family and Lydia was the tenth. She went to the local grammar school and was lucky to have Alonzo Lewis for a teacher. Because of his example, she decided to become a teacher herself. At the age of 24, she met Isaac Pinkham. Three children were born in Lynn: Charles, Daniel and William. A daughter, Aroline, was born in Bedford, Massachusetts, where they had been living on a farm. After they had returned to Lynn, Mrs. Pinkham became known for her help to sick neighbors. She knew a great deal about herbs and began making medicines from them. These she gave away to women of the neighborhood who had need of them. Everyone who used them seemed to be helped. After the panic of 1873 things were very hard for the Pinkhams. It was decided to sell all the medicine that Mrs. Pinkham had been giving away. It would be called "Lydia E. Pinkham's Vegetable Compound." After many years of hard work it became the successful business that it is today. When she died on May 17, 1883, her name was already well known throughout the country. Today there is a modern research laboratory which uses all of the latest scientific methods. The business which began in a
kitchen in Lynn, Massachusetts, is still operating under the name of one of the city's famous citizens.
EUGENE B. FRASER - "MR. BASEBALL"

Eugene B. Fraser was born in Lynn on February 19, 1869. He went to the Ingalls School and after graduation worked as a clerk in a grocery store. Later, he became a messenger at the First National Bank. This is now the Essex Trust Company. He did not stay a clerk long but soon became a bookkeeper and then a teller. He held this position for 16 years. In 1901 he became the treasurer and clerk for the Lynn Gas and Electric Company. He served for 35 years. Always interested in politics, he was a member of the Republican city committee. Trusted by both sides, he helped to settle many shoe strikes and labor trouble. He was elected to the Governor's Executive Council in 1918. For 14 years he served the people of his city and state.

He was best known for sponsoring professional baseball. Interested in the Lynn team, he was first a director and later a president of the club. Later, he supported the Fraser All-Stars, a semi-professional team. When the Red Sox brought a farm club to Lynn, it was largely due to his interest. Because of his great interest in baseball, he became known as "Mr. Baseball." When a fine stadium was built, it was called Fraser Field in his honor. He will be remembered for the work he did for the city which he loved, in business, in politics and in sports.
FRED MANNING

One of Lynn's leading mayors was Fred Manning. Born in Lynn on October 17, 1875, he was the son of Michael and Margaret Manning. As a boy he attended Cobbet Elementary School. In 1893 he was graduated from the old English High School.

Like many young men of his time, he went to work in a leather factory. Because of his alertness, he quickly won a foremanship. Through his efforts, the working conditions were much better and the wages were increased.

Being an ambitious man, Fred Manning attended Suffolk Law School at night. When he was graduated in 1918, he was admitted to the bar. As a lawyer he became a leading citizen of Lynn.

In 1929, Fred Manning was nominated for mayor. Fred Manning was elected as the 38th mayor of Lynn. These were the bad depression years. His job was not an easy one. Through the building of sidewalks, streets, public buildings, and a new harbor, Manning kept many men employed who otherwise would have been jobless. Manning was re-elected and held office for ten years which was the longest period any mayor had that job. During those years Lynn grew as a city. New schools, the Harrington, Highland, Connery, and Lynn English High School, were built. A beautiful harbor was made, $60,000 worth of fire-equipment was bought, and the old brick sidewalks were
However, the most important achievement to Fred Manning was the building of the Manning Bowl, the leading sport center of Lynn. Because he was a great lover of sports, he worked for years to find his dream come true. This stadium seats 18,000 people. Not only is it used by sports fans, but also, by music lovers, and church groups.

The North Shore Music Festival is held there annually. The Manning Bowl is a lasting tribute to a man who worked so hard for his city.
William P. Connery, the son of a former mayor, was one of Lynn's most famous citizens. He was the Congressional Representative of the seventh Massachusetts district. Because of his great devotion to his native city he was known as "Connery of Lynn." He was born on August 24, 1888, the oldest son of William P. and Mary Haven Connery. He went to Lynn schools, Montreal College and Holy Cross College. He was always interested in the theatre and left college in his second year to go on the stage. Together with his wife, Marie, he played in many vaudeville houses. When she left the stage he went on alone. The Federal Theatre in Salem was under his direction for a time. In 1916 he ran for Congress but was not elected. One year later he served with the Army in France. He rose from private to sergeant because of his good record. He put on many shows for the soldiers and became widely known because of this. After the war he was a foreman at the General Electric in East Boston. He supported Harland A. McPhetres for mayor and became his secretary. He again ran for Congress and this time won. In all he won three elections always by larger numbers. In the fourth election he had not one running against him and won by 25 thousand votes. He spent much of his time on work for veterans. The chairman of the committee on labor, he worked very hard for their
cause. When he died very suddenly it was a great loss, not only to his family, but to the community which he had served so well.
SHIPPING IN LYNN HARBOR

Lynn is located on the Atlantic Ocean close to many famous ports. It has never been built up to their level so the people have always turned to farming and manufacturing. Lynn harbor was created by an Act of God in the early history of the city. Sometime between 1614 and 1629 a great storm created the sand spit leading to Nahant. Lynn harbor was born in this way.

In the early days there was a commerce and fishing industry. Hezekiah Chase and Nehemiah Berry bought three ships to be used in whaling. They sailed in June, 1831. There was a large wharf on the Saugus River. Two large warehouses were built. The first whale ship to arrive at the wharf was the "Atlas." It was not possible for large ships to use the channel because they would get stuck on the sand bar. When a bridge was built over the river for the Eastern railroad, it brought the business to an end.

Shipbuilding was carried on on a small scale. There was a shipyard in West Lynn near the corner of Mill Street and Cooper Street. There were buildings for workers in wood and iron and the lumber storage nearby. The keel for a brig was laid and a ship was built. It was called "Chase" for Mr. Chase. The next ship was the "Berry" for the other partner in the business. The last try at building was in 1837 because
of the many new houses and schools which were being built. Very little has been done to improve Lynn harbor for many years, and this city has never become a great and famous port.
TANNING IN LYNN

One of the first settlers in Lynn was Francis Ingalls, a tanner. He, with his brother and three other men, came from Salem to Lynn in June, 1629. He built a tannery on Humphrey's Brook on Burrill Street. This was the first tannery in New England. In 1650, George Keysar went into the tanning business on Boston Street. Here he manufactured sole leather, Morocco leather and shoes. His factory was in a good place because there was a stream of water in back of it which flowed from the ponds to the sea. When the Keysar family gave up the tannery, Samuel Mulliken took over. One kind thing which he did was to help keep some people of Lynn warm. Many of the poor would fill baskets with the leftover tan. This had been exposed to the winds and sun to dry it. Because coal was not used at that time, the tan made good fuel and helped keep many houses warm.

Another type of tanning was that of Morocco leather. It was first brought to Lynn by Ebenezer Breed. The first factory of its kind was built by William Rose on the south side of the Common. The early leather shops were dingy. Two or three workmen were employed. The fences in the neighborhood always had drying skins on them. These skins came from goats from far-off lands. Sumach was used in the tanning. This also came from far away since the kind found locally was
not as good. In 1859 it was a very important industry. This was because of its nearness to Boston and the shoe trade. Many other factories for tanning were built on Boston Street. Some of these have since been destroyed by fire. Tanneries are still found in Lynn and many people make their living by working at this trade.
LYNN, THE SHOE CITY

Lynn has been known as "The Shoe City" for over one hundred years. As early as 1635, Phillip Kertland and Edmond Bridges were making shoes. By the year 1850 shoemaking was the chief industry. Almost everyone in the city had some part in the process. The upper parts of the shoes were bound by the women at home. These were then sent back to the manufactory which were large buildings where the different parts of the shoes were cut out. Bundles of shoes and uppers were then given to men who made them into shoes in shops or in their homes or in their gardens. There were usually about six or eight workmen in these little shops. As they worked together, they would talk on many subjects. The Apprentice system was used at this time. Young boys would do the work of starting the fires, running errands and anything else that the master wished.

Lynn became noted for its fine workmanship, especially in making women's shoes. Up to this time, the grindstone was the only piece of machinery used. Changes were brought about by the appearance of the sole cutter, the sewing machine and a machine for making lasts. Shoemakers began to work on one part of making shoes with many other men. Now there were long waiting periods until there was a demand for shoes which were stored in warehouses. Groups began to get together and Unions
were formed. The Great Fire in 1889 destroyed many of the buildings. They were replaced by the brick buildings which we see today. The Vamp Building was the largest shoe building in the world. It was eight stories high and took in four streets. Although it is no longer as important an industry as it once was, this is the way many people in Lynn still earn their living. To many people who hear the name Lynn, it will always be thought of as "The Shoe City."
PAPER BOX INDUSTRY

An industry which grew out of the shoemaking trade was that of making shoe boxes. In the beginning the shoes were packed in barrels, sent to Boston, and then repacked in large boxes. About the year 1840 Mr. Abner Jones began to make paper shoe boxes. It was not done in a large way and not many were put out at a time. George Cushman set up a small box business eleven years later. The shoes were double packed, first in paper boxes and then in wooden cases. The Hoague-Sprague Corporation was begun. At one time it was the largest paper box maker in the world. It is still one of Lynn's important industries.
THE GENERAL ELECTRIC COMPANY

The General Electric Company not only is Lynn's first industry, but is the firm which employs the most people in Massachusetts. In 1879 Professor Elihu Thomson began a small machine shop in Philadelphia. He invented a dynamo which would run eight arc lamps in a series. A year later the American Electric Company of New Britain was formed to manufacture the dynamos on a larger scale. In 1882 three Lynn businessmen--Silas Barton, Charles Coffin and Henry Fevear--brought a small arc light plant to Lynn. They changed the name to the Thomson-Houston Electric Company and moved it to the site of what is now the West Lynn Works. About ten years later this firm joined with the Edison General Electric of Schenectady to form the General Electric Company. Mr. Coffin was elected first president. Professor Thomson was in charge of research. In 1893 the first building went up at what is now the huge River Works plant. Many famous names are joined with the expansion of the General Electric Company. One of these scientists was Professor Thomson. Another was Charles Van de Poele, who invented the electric trolley car. Dr. Charles Steinmetz came to Lynn with the General Electric and worked on the problems of alternating current in electricity. These men and those who came after them made possible the street light, the electric trolley, the resistance furnace
transformers, meters, the airplane turbo-supercharger and the first American jet engine for airplanes. In 1902 on-the-job training for skilled workmen was begun, and the first class in the Apprentice School was formed. Twenty years later the company was making home electrical equipment. Today it is one of the largest makers of refrigerators, washing machines, vacuum cleaners and other appliances in the country. In the beginning there were 184 persons employed by this firm in Lynn. During the 75 years that have passed since that time, this number has increased to almost eighteen thousand. Lynn's leading industry has played a large part in the growth of Lynn and will continue to play a large part in its development.
The Champion Lamp Works

One of Lynn's leading firms, the Champion Lamp Works employs about 600 people. The street lamps of Lynn are made by this company. Other cities like New York, Philadelphia, San Francisco and many others also use Champion made lamps. The company was founded in 1900 by two brothers, Jasper and F. W. Marsh. The work was mainly the rebuilding of carbon lamps. At this time there were many small companies doing this work and the process was very expensive. In 1908 the founders expanded and began to make new lamps. The "diamond" trademark has since become well known throughout the country. In the early 1920's the company began to make radio tubes. More room was needed so they moved to their present building on the Lynnway. During World War II many Champion lamps were used in submarines and aircraft carriers. The firm has contracted business with the United States Government for many years. Because they are a division of the Consolidated Electric Lamp Company, their products have become known throughout the world.
LYNN BRAND NAMES

Some of the best known brand name articles that are used in the United States were made in Lynn. These have printed on them the label, "Made in Lynn." First the General Electric brand on its street lights has made Lynn known as "the lighting capital of the world."

Even in potato chips Lynn can claim a first. Boyd's Company was the first firm in the country to call its product "potato chips." Other foods are Marshmallow Fluff and Sweeco which are both made by the Durkee-Mower Company. Also, in the food line are Holiday Brand Meats and Citrus Fruit Juices. For baked goods there are the large Cushman Baking Company and the Donald Duck bread made by Friends Company in Lynn.

Lynn also manufactures clothing. The name of this factory is the Lynbrook Frocks. It is located at Broad Street and manufactures women's clothes. Next door to this factory is the home of Champion Lamps which ships products all over the world. Another important factory is the Hoague-Sprague which is known for its shoe boxes. In addition, there are still many shoe factories such as Benson Shoe Company, Dori Shoe Company, and Schwartz and Benjamin, Inc.

A product which bears the name of the city itself is the Lynn Oil Burner. Another company that is well known is the Hume Pipe Company which was one of the first lined pipe
concerns in the nation.

From such little items as potato chips to the powerful aircraft engines made at the General Electric to power the air fleets which guard America's skies have made Lynn's name well known.
CHAPTER VII

TRANSPORTATION AND COMMUNICATION
TRAIN TRAVEL IN LYNN

Lynn has had train transportation since 1882. The first train was on the Eastern Railroad line. A depot was built in 1848. It had two floors and an arched roof. Two years later ice cream was sold on the first floor. Under the stairway there was a peanut and doughnut stand. The upper floor was first a bicycle rink and then a recruiting office. In the years between 1860 and 1870, there was an argument between two groups of people over the site of the depot. One wanted it on Market Street, the other in Central Square. The result was two depots. A few years later both of them were destroyed. Finally, one was built in Central Square in 1895. Some time before this the Boston and Maine had leased the Eastern railroad. The biggest job was the raising of the tracks in Central Square. In 1913 the first passenger train passed over the tracks. Crowds of people gathered to watch this important event.
THE NARROW GAUGE

One of the most interesting forms of transportation in the city of Lynn was that provided by the Narrow Gauge Railroad. It was in operation from 1875 to 1940. The real name was: The Boston, Revere Beach, and Lynn. It was a steam railroad which ran from East Boston to Lynn. A group of men got together and bought a right of way. Since part of the ride was over water, they not only built the railroad but also a ferry slip. The next step was to get locomotives, passenger cars and ferry boats. When all was ready, they opened on July 28, 1875. The engines had picturesque names: the Orion, the Pegasus and the Jupiter. The fare was 20 cents and a round trip was 35 cents, seven rides for a dollar. By the year 1913 there were 23 locomotives, 100 passenger cars and 4 ferry boats. The Lynn depot was the old Revere House which had been a hotel. By 1928 the railroad was electrified under the direction of the General Electric Company. The last day of operation was on January 29, 1940. By June of that year it had been sold and the station torn down. Another of Lynn's landmarks had passed from sight.
TROLLEY CARS

For the citizens of Lynn, November 19, 1889, was a very exciting day. It was the day that the first trolley car began its journey throughout Lynn. This event brought the first electric transportation system to this city. The trolley was designed by Charles J. Van de Poele, the father of the electric trolley. He worked for the Thompson-Houston Company in Lynn. This company was the beginning of the General Electric Company.

That day the weather for the trip was ideal. It was a beautiful fall day. From Hollingsworth Street all the way up to the Highlands the people were gathered. While the people cheered, the trolley made its way up the steep hills of the Highlands. This first run was very successful.

However, difficulty arose on the day of the first big snow storm. As usual, the trolley began its trip. Suddenly it got stuck in the snow and the workmen had trouble keeping the trolley wire on the car. Repairs were made and the trolley continued on its way.

During the following years many improvements were made. Certainly the trolley was a very convenient means of providing transportation in Lynn. It served the people right up to the year 1937.
On June 5, 1937, after 48 years of service, the citizens gathered once more to see the last run of the trolley car. Three trolleys left Central Square for their last trips to Saugus Center, Cliftondale, and Swampscott. Two of them returned to West Lynn, thus ending their last journey. However, the trolley that went to Cliftondale was wrecked by souvenir hunters who took everything that could be removed. This was the end of the once famous trolley which ended its service to make way for a more modern means of transportation, the Eastern Mass. Bus Company.
LYNN BUSES

In 1935 Lynn already was planning the next step in advancing transportation for the city. This was the beginning of the Eastern Massachusetts Street Railroad Company in Lynn. The use of buses would provide a more convenient way of travel.

A large garage was built to house the buses. It was built on Western Avenue right near the trolley car barn. This new garage which was built of brick, steel and concrete was very modern and completely equipped for the new motor coaches. It was as nearly fireproof as possible. Near the side entrance it had a large "turning yard" for the buses. The bus company bought twenty buses of the latest and largest types. These orange and black buses could be seen easily as they were driven along the streets.

Finally, on July 11, 1935, the buses were ready to go into service. Mayor Fred Manning, Maurice E. McCormick, the manager of the bus company, and the city officials gathered at the new Eastern Massachusetts Street Railroad Garage to take part in the ceremonies that would begin the first trip of a bus in Lynn.

During the next two years more buses were added. The trolleys were gradually going out of business and the buses were taking their place. Then, in 1937, there were no more
trolleys. The orange and black buses now provided the transportation in Lynn. The people could travel on the buses from Lynn to other cities, such as Peabody, Salem, and Boston.

The slogan of the Eastern Massachusetts Street Railroad Company is "Safety First and Always." This company is still serving the people of Lynn today.
THE DAILY EVENING ITEM

This newspaper was started in 1877 by Horace Nutter Hastings. It sold for a penny a copy. The newspaper consisted of a very small crew who skillfully managed to put out the newspaper each day. In the crew were one editor, one reporter, one "ad" man, one pressman, and two compositors. The paper was fed to the printing machine by hand.

A strike in the shoe industry gave the Item its first big news break. Since everyone wanted to get information about the strike, it created a demand for many extra papers. The strike which lasted for quite a while made the people depend on the Item for news.

Throughout the years, the Item never missed an edition. Not even the $5,000,000 fire that destroyed Lynn's business district on November 26, 1889, prevented the Item from publishing its paper. The Item reported all the news about the fire which started with a tiny flame in a factory and became a roaring monster that burned 334 buildings.

During the fire every effort was made to save the type and other equipment at the newspaper office. Everything that could be saved was taken to a building near the dock. It was at the dock that the fire ended, but not before it had destroyed all the Item's equipment.
All the Item workers got together and printed the day's edition in the office of one of the weekly newspapers. Through the courage and good will of the readers, the Item was rebuilt. Today, the Item which is located at 38 Exchange Street still serves the people of Lynn.
One of Lynn's two leading newspapers is the Telegram-News. It received its name from the joining of two papers. In the year 1912 Mr. Frederick Enwright founded the Lynn Telegram. The paper was published every day. There was also a Sunday paper, the only one in Lynn. On weekdays it cost one cent and on Sunday, two cents. The Lynn Daily Evening News was started by Mr. Robin Damon in the year 1897. Mr. Enwright bought this newspaper in 1918 and joined it with his own. Today the Telegram-News brings the happenings of the world to the People of Lynn through the office of the United Press News Service.
LYNN'S RADIO STATION

Lynn is proud to have a very modern radio station. Its call letters are WLYN. It broadcasts on both AM and FM frequencies. All of the local and national news comes to Lynn over this station. Broadcasts of music are also enjoyed by the people of Lynn and surrounding cities which are served by this radio station.
CHAPTER VIII

POINTS OF INTEREST
THE SEVEN SECTIONS OF LYNN

In the past Lynn was divided into seven parts. The first of these is in what we now call East Lynn. It was called Woodend for Mr. William Wood who made his home on Essex Street. There were not many houses here and much of the land was used for farming. Many of the people who lived here were shoemakers. Today there are many houses, shops, stores and churches in this part.

Another name, which is not heard very much today, is Gravesend. This was named for Mr. Samuel Graves. His home was on Western Avenue opposite Cross Street. Some of the land which he owned was later called Memorial Park. English High School now stands on part of it. Later the name of this part of Lynn was changed to Glenmere.

West Lynn was once called Breed's End. This was named for the Breed family who were early settlers in this city. Today they are remembered in the names of Breed Square and Breed Junior High School.

Dye House Village was the name given to the section now called Wyoma. This was because of the three dye houses which were built here. Two beautiful ponds are found here, Flax Pond and Sluice Pond. Many years ago people traveled over the old Boston trail on the way to Boston. Part of this road is now Broadway.
The Tower Hill section was settled by George Burrill and his family. Three of his grandsons served with the government of the state for many years. The Burrill School is named in their honor.

The Highlands is the part that goes from Essex Street to Western Avenue and from Chestnut Street to Washington Street. It was once called Rock's Pasture. This was one of the Indians' favorite places. Because of the high hills it was a long time before any houses were built. Today it is very heavily settled. High Rock Tower is near the middle of this section. A beautiful view of the Atlantic Ocean can be seen from the top.

The last of the seven parts of Lynn is Pine Hill. This is one of the highest parts of the city. The name was given to this section because it was covered with many pine trees when the first families settled there. Today it is one of the city's prettiest home sections. Lover's Leap which is a high cliff on the eastern side of Pine Hill, is a landmark which can be seen in this section.
LYNN'S CITY HALLS AND MEETING HOUSES

The first meetings of the people of Lynn were held in the Old Tunnel Meeting House. It was built in 1662. It had a tunnel-shaped roof which is where it got its name. This building was used until 1806. The Town Hall was built in 1814. It stood on South Common Street at the head of what is now Blossom Street. At the time it was the largest building in the town. It was one hundred feet in length and sixty feet in width. The lower floor had a long hall or passage with doors at either end. The rooms on the right were armories for military units. On the left was a room which was used for many purposes. There was a Selectmen's Room which was also the office of the Town Clerk and the Collector of Taxes. There was a hall on the second floor. At one end was a platform with a railing around it. Here is where the voting took place. It was destroyed by fire in 1864 after also serving as a City Hall. In November of the next year the Cornerstone for the new City Hall was laid. The site was at the eastern end of the Common where the present building now stands. It was built just after the Civil War and stood for 83 years. The men who designed the Boston City Hall were the designers of the Lynn City Hall. The lines of both buildings were alike in many ways. It was torn down early in 1948 to make way for a new building.
At the end of World War II many people wanted to have a memorial to the men who had died in the war. The new Memorial City Hall and Auditorium was built for this purpose. The cornerstone was laid on September 15, 1948. It was dedicated on September 7, 1949. This beautiful building is made of limestone and marble, and should last for one hundred years. There are three floors of offices which are used by the many departments of the city. The beautiful Memorial Auditorium is in the center of the building. It has a fully equipped stage and seats 2070 people. At the entrance of the City Hall there are two marble panels. One of these is the "American Creed." The other is the preamble to UNESCO. As a reminder of why it was built, these words have been placed in gold letters a foot high over the main entrance.

"This Building is Dedicated to Those Who Served in All Wars of Our Country."
THE AMERICAN CREED

"I believe in the United States of America as a government of the people; a perfect union, one and inseparable; established upon those principles of freedom, equality, and humanity for which American patriots sacrificed their lives and fortunes. I therefore believe it is my duty to my country to love it, to support its Constitution, to obey its laws, to respect its flag, and to defend it against all enemies."

UNESCO PREAMBLE

"Since wars began in the minds of men, it is in the minds of men that the defences of peace must be constructed. The great and terrible war which now has ended was a war made possible by the denial of the democratic principles of the dignity, equality, and mutual respect of men. The wide diffusion of culture, and the education of humanity for justice and liberty and peace are indispensible to the dignity of man. Peace must be founded upon the intellectual and moral solidarity of mankind."
events which have played a part in the history of the city, state or country.
LYNN STREET NAMES

Lynn's streets and roads have been named in many different ways. Some were named for patriotic events or heroes, Federal, Liberty, Union, Congress, Empire, and President. The battles of Lexington, Saratoga and Concord are remembered as well as the names of famous men: Revere, Hamilton, Franklin, Sheridan and La Fayette. Most of the presidents of the United States have streets named for them. Bulfinch Street was named for an architect, Audubon for the bird painter and Whittier for the poet. Everyone knows where Salem, Boston, Lynnfield, Danvers and Essex Streets go. The trees which have given their names to streets are Chestnut, Cherry, Maple, Willow, Myrtle, Olive, Vine, Walnut and Elm. The early settlers have been remembered: Whiting, Newhall, Breed, Collins and many others. Indian names have been used for streets. Ontario, Sachem, Sagamore and Winnepurkit are some of these. In all of these ways Lynn remembers and honors people and events which have played a part in the history of the city, state or country.
THE LYNN COMMON

The land which we call the Common has been in use since before the Revolutionary War. It is probably about the same size now as it was then. It has been a very busy place. The Old Tunnel Meeting House was in the center of it. At one time many banks, shops and stores were on both sides of it. Homes have been built near there since the early days of Lynn. Although there had always been trees on and around this land, it was not until almost 1800 that any were planted. The kinds chosen were the elm and the poplar. About twenty years later a Mr. William Wood offered to give the trees to be planted if someone would do the work. A group of men gave their time to this project. The sidewalks nearby were fixed and the grounds were very much improved. Through the years more trees were added so that today we see a level green crossed with paved walks, shaded by fine trees and surrounded by an iron fence. Many beautiful flowers have been planted in the lower end of the Common. A soldier's monument was placed here and dedicated on September 17, 1873.

The western end of the Common is a fine place to go on summer nights. There is an electrical fountain and a bandstand in this section. Colored lights are played on the falling water of the fountain and make it look like a rainbow. Concerts of fine music may be enjoyed at the bandstand. In
the winter, part of the ground is flooded, and children enjoy ice skating. Many benches invite one to sit and rest a while in this beautiful place. For hundreds of years the people of Lynn have enjoyed their Common and will do so for many more years.
THE SOLDIER'S MONUMENT

Located at the end of the Lynn Common is the Soldier's Monument. Since 1629 Lynn's brave sons have taken part in many battles and wars. Some of those were the French and Indian Wars, the Revolution, and the Civil War. The citizens of Lynn decided to build this memorial in honor of all the men from Lynn who fought so bravely for their country.

On September 17, 1873, the Soldier's Monument was placed in City Hall Square. It was designed by John A. Jackson who was born in Bath, Maine, but later moved to Florence, Italy. The monument was made in Munich, in Bavaria. It cost about $30,000. Every Memorial Day wreaths are placed beneath the monument in honor of all the citizens of Lynn who fought and died for their country.

As one passes the Soldier's Monument, he can read these words:

Lynn
To the Memory of
Her Sons
Slain in Defence of the Nation

Lynn will never forget her brave people.

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1Newhall, James R., Proceedings in Lynn, Massachusetts, Lynn, The Lynn Record Office, 1880, pp. 190-191
which is now used for the Lynn Shoe School. It soon became necessary for the city to have another high school. In 1887 English High School was started. The first school was called Lynn Classical High. In 1924 junior high schools were begun. Today Lynn has another high school—Vocational.

There are four junior high schools and elementary schools. Many of these have been named for the early settlers: Burrill, Ingalls, Breed, Pickering. Some have been named for later citizens of the city: Harrington, Connery, Shoemaker. There are many other schools in Lynn: parochial schools,
THE SCHOOLS OF LYNN

The first school in Lynn was started in 1696. It was held in a house belonging to Mr. Nathan Newhall. A school-master was hired and the children went off to school. It was not until the year 1728 that a school house was built. This was on what is now Franklin Street. The building could be moved and was placed on different streets at different times. It was finally placed on the Common where it stayed for many years until it was sold in 1794. Many other schools were built until, in the year 1850 when Lynn became a city, there were 34 public schools. One of these was a high school which was started in the year 1849. The children met in the basement of the grammar school which was on the site of the Cobbet School. Later it moved to the building on Liberty Street which is now used for the Lynn Shoe School. It soon became necessary for the city to have another high school. In 1887 English High School was started. The first school was called Lynn Classical High. In 1924 junior high schools were begun. Today Lynn has another high school—Vocational.

There are four junior high schools and elementary schools. Many of these have been named for the early settlers: Burrill, Ingalls, Breed, Pickering. Some have been named for later citizens of the city: Harrington, Connery, Shoemaker. There are many other schools in Lynn: parochial schools,
nursery schools, and the first shoemaking school. Burdett College aids those who want to enter the business world. With all these helps, the children of Lynn have the finest education that can be had, near at hand, ready to help them.
THE CHURCHES OF LYNN

Since the year 1632 there have been houses of worship in Lynn. The first of these was the Old Tunnel Meeting House. It was first built on the corner of Shepard and Summer Streets. Later it was moved to the Common where it stayed until 1827. The Society of Friends had their first meeting house on the old Salem road in about the year 1658. Many years later a new house was built on Silsbee Street which is still used at the present time.

There are many other churches in Lynn. One which is known to many throughout the world is the Christian Science religion. It was founded in 1866 by Mary Baker Eddy. The first Catholic church in Lynn was built in 1861. This was St. Mary's Church. Before this, services were held in a schoolhouse.

Lynn's churches today represent many different denominations. There are 11 Methodist churches, 9 Roman Catholic, 8 Baptist, 6 Jewish, 3 Episcopal, 3 Congregational, 2 Greek Orthodox, 2 Advent Christian, and 2 Pentecostal churches. These are only a part of the 62 churches which form Lynn's religious background.
In addition, a walk or ride along the Lynn Boulevard is very pleasant. This is one of the most beautiful drives in the state. Even in stormy weather, it is fun to watch the water dash against the wall. That wall is called a breakwater. It was built to keep the water from flooding the nearby land.
LYNN BEACH AND BOULEVARD

Certainly Lynn is very lucky to have three miles of beautiful beach land. It extends from Swampscott to Nahant. This fine gray sand is a favorite summer spot for swimming and sun-bathing. Also, children like to have treasure hunts to see who can find the most shells, starfish, jellyfish, or sand dollars. Another game is to build castles in the sand. This Beach is used by people from near and far.

To make the day at the beach more enjoyable, Lynn has provided many other attractions. All along the beach are many open-air fireplaces for family picnics. These are made of stone and brick and each one has a long concrete table and two benches. At one end of the beach is a playground for the children. Across the street is a large bath house. There the people can take a shower and change their clothes. For the safety of everyone, lifeguards are stationed at several spots on the beach.

In addition, a walk or ride along the Lynn Boulevard is very pleasant. This is one of the most beautiful drives in the state. Even in stormy weather, it is fun to watch the water dash against the wall. That wall is called a breakwater. It was built to keep the water from flooding the nearby land.
It was at Lynn Beach that Longfellow wrote "The Golden Legend," "Bells of Lynn," and part of "Hiawatha." This beach has been used and enjoyed by the citizens of Lynn for many years.
Lynn Beach
Red Rock
EGG ROCK

Have you ever wondered, as you looked out over the water, why people point out at a small rock and say, "There's Egg Rock"? This island can be seen from almost every point from Winthrop to Marblehead. From 1855 to 1922 there was a lighthouse on this island, whose red beam of light flashed out over the ocean to warn approaching ships.

Many thrilling events have taken place there. Once a huge Newfoundland Saint Bernard lived with a lighthouse keeper. His name was Milo. One of his favorite games was to get the wild birds that his owner had shot down. Once the keeper shot at a bird and had wounded it. The bird flew a quarter of a mile before it fell into the ocean. When Milo went after it, the bird flew up again. Even though it was growing dark, Milo continued swimming after the bird. The next day the keeper thought surely Milo had been drowned because he had not returned to the island.

Unable to find the island that night, the clever dog swam to Nahant, rested overnight, and the next afternoon swam back to Egg Rock. How glad the keeper was to see his old friend.

During his stay at Egg Rock, Milo became a hero several times. Many children who had fallen from capsized boats or had swum out too far from Lynn Beach were rescued by Milo.
Because of his many heroic deeds, Milo's fame spread all over the country. Many artists went to Egg Rock to paint his picture. One of these pictures called, "Saved," became famous all over America and can be seen in several museums today.

For 67 years the Egg Rock light flashed out warnings to approaching ships and therefore prevented many accidents. In 1919 the residents of Lynn were saddened by the fact that the lighthouse was to be taken down and an automatic light was to be installed. A short time later newer navigation equipment on ships made it no longer necessary to have even the automatic light. Therefore, it was removed and Egg Rock was in complete darkness, as it is now at night.

If we visited the island today, we would find it inhabited by a great number of seagulls. Egg Rock, oval in shape, received its name because so many seagulls laid their eggs on this island. The approach to the island is very dangerous, except in calm weather. On a sunny day the color and shape of the island are very picturesque. Few people remember the lighthouse that was once there. However, this small island did play an important part in the growth of navigation.
One of Lynn's historical landmarks is Buchanan Bridge which is located on Western Avenue. This bridge which spans Collins Pond was once known as Floating Bridge. Its history goes back to the year 1803. At that time some engineers were building the Boston-Salem Turnpike. When they reached Collins Pond, a great problem arose. How could they build a bridge across a pond that was said to have no bottom?

After weeks of investigation, someone suggested designing the bridge like a huge raft. Trenches were dug in the shores of the pond. Next the wooden bridge was moored at both ends. Actually, the bridge itself was floating on the water. That is how it got its first name, Floating Bridge. From all over the country people came to Lynn to see the first pontoon bridge in America.

For many years children and grown-ups alike enjoyed crossing the bridge in wagons. As they crossed, the bridge swayed up and down with the weight of the wagons. The children thought that it was such great fun.

In some way the bridge was not too successful. Frequently planks had to be added to keep the floor of the bridge from wearing out. Also, the fire engines which were run by steam had trouble crossing the bridge because its heavy load caused the bridge to sink a few feet. This made the water
came up over the steamer and put the steam out. Thus, the steamer was detained until the men could get the steam up again. Many Lynn homes were burned to the ground before the fire steamers arrived.

A humorous story that is often told happened on the day the circus came to town. Most of the equipment was easily transported across the bridge. However, the circus people had trouble getting the animals across. After carefully testing the bridge with each foot, the elephants refused to go across because the sagging of the bridge made them afraid. Finally the owners had to take the animals over a longer route which caused hours of delay.

In 1917 it was discovered that Collins Pond did have a bottom. A new bridge was built. Because it was very strong, it no longer swayed with heavy loads. This bridge was called Buchanan Bridge, named in honor of Matthew L. Buchanan who was the first Lynn boy to be killed in World War I.

Today this bridge is still considered unusual because it is one of the few submerged bridges. Its lower part goes below the water line. To look at it from a distance, the bridge appears to be a solid isthmus, stretching across the water. This bridge is used daily by many people traveling to and from Lynn. Each year the children enjoy the fishing derby that is held at Buchanan Bridge. Prizes are given for
the best catch. Even in the winter the people of Lynn enjoy ice skating on Collins Pond. Lynn is proud of Buchanan Bridge.
Buchanan Bridge
HIGH ROCK TOWER

Almost everyone who visits Lynn has seen this tower which rises to a height of 275 feet above sea level. Its red color catches the eye of the viewer, with its structure of Peabody granite. From the top of this tower, one can see fifty miles of surrounding country. The great and busy city of Lynn is spread out below. In the distance the beautiful coastline of the Atlantic Ocean with its beaches can be seen. This observation point was given to the city by John W. Hutchinson. It was dedicated on December 16, 1905. For many years before this it had been a popular meeting place. John's brother Jesse had built a stone cottage here and had many happy times with his friends. They were a family who liked to sing and were known as the "Singing Hutchinsons." They had a wooden building put up just for concerts. On many occasions the people of Lynn gathered here to celebrate. Every Fourth of July a bonfire was lighted. When Robert E. Lee surrendered in 1865, the old wooden observatory was sent up in flames. It was replaced with the landmark which is seen today.
View from High Rock
LYNN WOODS

This beautiful public park is in the northwestern part of the city. Much of the land was given to Lynn as a gift by the early settlers. Dungeon Rock is the most famous landmark in the woods. Many years ago pirates are said to have buried their treasure there. It is about 250 feet high. When the sun is high, the rocks at the entrance are said to show a "Sleeping Pirate."

Two high hills are found in the woods. One of these is Burrill Hill which rises 280 feet above sea level. The other is Mount Gilead which is 342 feet above sea level. From both of these heights fine views of the surrounding country and the ocean can be seen.

Another historic place is the Wolf Pits. These are found on that part of Walden Pond farthest away from the city. The early settlers dug these pits to capture the wolves that attacked their animals.

Many beautiful flowers are found in Lynn Woods. Because of the great number of trees, Lynn Woods is very beautiful in the autumn of the year. Picnics can be enjoyed there during the summer months. The most important wildlife found there is the squirrels of which there are many kinds.

A nature trail has been laid out. Signs along the way tell some of the interesting things to be found. The people
of Lynn have a public park that is interesting as well as beautiful. Here they may see plants, flowers, trees and birds. They may enjoy picnics, or just a walk to see the beauties of nature to be found there.
Lynn Woods Tower
THE STORY OF DUNGEON ROCK

Dungeon Rock is in a picturesque part of Lynn Woods. There is a ledge on one side of it and a road with trees on the other. If one were allowed to descend into the tunnel, one would follow a zig-zag course for about forty feet over rough steps.

The story which surrounds this famous Lynn landmark is an interesting one. It is said that about the year 1656 a strange ship was seen at the mouth of the Saugus River. It anchored there and four men got into a boat and rowed up the river. They went into a dense part of the woods. The early settlers who saw them were very curious. The next morning the ship had disappeared. One day a worker at the Iron Works found a slip of paper. On it were directions to bring shackles, handcuffs and other things to a certain place. When this was done, silver was left instead. Many months later the men returned, bringing with them a beautiful young woman. She did not live very long but died soon after they arrived. Three of the pirates were captured and returned to England where they paid the price for their crimes.

The one who escaped was named Thomas Veale. He made his home at the cave and later became a shoemaker. In the year 1658 an earthquake split off the face of Dungeon Rock and closed it. The pirate was buried there with the treasure.
taken with him so many years before. After this, many people hunted for it but did not find anything. In 1834 a group of them destroyed the cave by setting off a keg of gunpowder inside.

The most famous of the treasure hunters was Hiram Marble. He came from Charlton to Lynn saying that he was guided by spirits. This accounts for the zig-zag path into the cave because he had to go where and when the spirits told him. He carried on this work until he died. His son Edwin continued it. The blasting and digging went on for about 25 years. The home of the Marbles was near the rock. They charged the public a small price to see the now famous landmark. Later, the city government took over and it is now a curiosity which people may look at while they think of its strange history. The treasure, if there ever was one, has never been found.
LOVERS LEAP

Lovers Leap is a high cliff on the eastern side of Pine Hill. It is 133 feet above sea level. A fine view of the city is seen from the top. It has been known by other names. Because it was on the land of John Witt, it was called Witt's Rock. There is an old Indian legend which was told about this cliff. It was said that an Indian girl and her lover jumped from the cliff because her father would not let them marry each other. This story has given the name by which it is known today.
Central Square, Lynn
THE "CITY OF PARKS AND BEACHES"

Lynn has the ideal combination for recreation, woods and water. This places the city among the leaders of the nation in having many different activities. It has been called "The City of Parks and Beaches." In 1951, when a study of recreation areas and public parks in over two thousand cities was made, Lynn came out on top. There are 32 city-owned parks in Lynn covering 5500 acres. Some of these beauty spots are Lynn Woods, Happy Valley Golf Course, High Rock, Manning Bowl, Fraser Field, Memorial Park and Lynn Beach. For the children there are about 25 playgrounds and playspots.

The eighteen-hole Happy Valley Golf Course is laid out in a natural woodland setting. Many famous golfers have played on its beautiful grass. Lynn Woods is nearby. It has 2200 acres of woods through which roadways, bridle paths and hiking trails have been made. Lynn is lucky to have almost three miles of shore-front on the Atlantic Ocean. A fine view of the waterfront can be seen in a ride along Lynn Shore Drive. Another beauty spot is Lynn Common. Many colorful flowers are planted here each Spring. The people of Lynn can enjoy many restful hours on the benches which are placed along both sides.

Every summer a playground program keeps about 1500 children busy and happy at the 25 city playgrounds and playspots. Trained instructors are on hand to guide them.
Because of the large number of parks, Lynn has always had many sporting groups and leagues.

The Lynn Park Department is in charge of all these parks and playgrounds. It was an outgrowth of the "Trustees of the Public Forests" which was organized in 1882. Since that time they have taken care of Lynn's beauty spots and today the people are proud of their "City of Parks and Beaches."
Lynn Woods Playground
MANNING BOWL

Manning Bowl is located just off Western Avenue at Maple Street. It is a large concrete stadium that is oval in shape. Lynn is very proud of the Manning Bowl. It was built in 1937 and was named for Fred Manning whose one ambition was to get a stadium built for the schoolboys of Lynn. The stadium seats 18,000 people and every seat gives a good view of the playing field. Below the stadium are several rooms for the different teams, showrooms, and toilet facilities.

Even at night, games can be played. It has the latest lighting system which was bought from the General Electric Company. With the use of these lights the playing field is as bright as day. Besides ball games several huge track and field meets have been held there. Also, the Knights Templar have conducted their religious services on this beautiful green field at night. Also, every year many people of Lynn and the surrounding towns enjoy listening to the Item-sponsored Music Festival. Many other groups throughout the North Shore use the Manning Bowl for their events.

To be sure, Manning Bowl is one of Lynn's proudest possessions. Many people, who plan to have a stadium built in their cities, come to Lynn to see and study the stadium here. These people come from all over the country.
FRASER FIELD

The people of Lynn have always been interested in sports. Because of this, Lynn is well known as a sports center. In addition to the football field, the city is very proud of its baseball field. This very modern baseball diamond is on the southern side of Manning Bowl. The roof over the grandstand was designed in a special way so that no posts or supports would block the view of those watching the games. The grounds are laid out in near perfect measurements. A lighting system was put in so that night games and events can be enjoyed. The field was named in honor of Eugene B. Fraser who did much to help baseball in Lynn. The city is proud of its Fraser Field which can seat five thousand people. Many fans from all over New England have come to watch their teams play here in this baseball playground.
THE NORTH SHORE SPORTS CENTER

Located almost to the rear of the Manning Bowl is the North Shore Sports Center. This skating rink was built in 1949 for outdoor skating. Even when there wasn’t any ice on the ponds or lakes, both children and adults enjoyed skating on this new artificial ice.

A few years later a large building was built around the rink. Lynn now had indoor ice skating. The arena offered everything from Atlantic League hockey to private club skating for toddlers on Saturday morning. Hockey is offered on Tuesday, Thursday, and Saturday. Public skating is held all the other days. The Sports Center has seats for 3,000 people to watch the games.

At the Sports Center there are several clubs. One important club is the Children’s Skating Club that teaches children who are 12 years old and younger to skate well. Another club is the Senior Skating Club for adults. Figure skating is very popular in this club. Also, private tutoring is available in figure skating.

During the public skating the skaters glide along to the tunes of the organ music. Skating can be enjoyed even in the summer. How cool it is there on a hot summer night!

Other sports can be enjoyed at the Sports Center. The ice can be melted and the water drained away. The cement floor
can be used for basketball or even roller skating. A great many Lynn people can enjoy all kinds of sports there. Other sections of Massachusetts had heard talk of such a place, but Lynn was the first to build one.
CHAPTER X

LYNN IN POETRY AND LEGEND
Our fathers came over the wide rolling sea
To build them a home where their souls might be free.
They built them a home, and though tyranny came
To trample in darkness the new risen star,
Yet the spirit of liberty kindled a flame
That will burn till it ransoms the nations afar,
Then let freedom rejoice from the hills to the sea,
And the people repeat, "We are free! We are free!"

Rejoice! and let discord be banished away
From the lustre and love of this festival day!
Let the good and the brave in their praises unite,
And their orisons rise to the God of the soul.
That all chains may be broken of darkness and might,
And out spirits go forth as the waters that roll,
Till our children shall shout from the hills to the sea,
And great millions repeat, "We are free! We are free!"

Alonzo Lewis

1Lynn Public Schools, History Stories of Lynn, Lynn, Nichols Press, 1931, p. 210
HANNAH AT THE WINDOW, BINDING SHOES

Poor, lone Hannah,
Sitting at the window, binding shoes
Faded, wrinkled,
Sitting, stitching, in a mournful muse.
Bright-eyed beauty once was she
When the bloom was on the tree.
Spring and Winter
Hannah's at the window, binding shoes.

Not a neighbor
Passing, nod or answer will refuse
To her whisper,
"Is there from the fishers any news?"
O, her heart's adrift, with one
On an endless voyage gone!
Night and morning
Hannah's at the window, binding shoes.

Fair, young Hannah
Ben, the sun-burnt fisher, gaily woos,
Hale and clever,
For a willing heart and hand he sues.
Mid-day skies are all aglow,
And the waves are laughing so!
For her wedding
Hannah leaves the window and her shoes.

May is passing,
Mid the apple's boughs a pigeon coos,
Hannah shudders,
For the mild sou'wester mischief brews;
Round the rocks of Marblehead
Outward bound, a schooner sped.
Silent, lonesome,
Hannah's at the window, binding shoes.

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1Lynn Public Schools, History Stories of Lynn, Lynn, Nichols Press, 1931, pp. 215-216
'Tis November,
Now no tear her wasted cheek bedews.
From Newfoundland
Not a sail returning will she lose,
Whispering hoarsely, "Fisherman,
Have you heard of Ben?"
Old with watching,
Hannah's at the window, binding shoes.

Twenty winters
Bleach and tear the ragged shore she views.
Twenty seasons
Never one has brought her any news.
Still her dim eyes silently
Chase the white sails o'er the sea.
Hopeless, faithful,
Hannah's at the window, binding shoes.

Lucy Larcom
HIGH ROCK

Overlooking the town of Lynn,
So far above, that city's din
Mingles and blends with the heavy roar
Of breakers along the curving shore,
Scarred and furrowed and glazier-seamed,
Back in the ages so long ago
The boldest philosopher never dreamed
To count the centuries' ebb and flow,
Stands a rock, with its gray old face
Eastward ever turned to the place
Where first the rim of the sun is seen,
Whenever the morning sky is bright,
Cleaving the glistening, glancing sheen
Of the sea with a disc of insufferable light.
Down in the earth its roots strike deep,
Up to its breast the houses creep,
Climbing e'en to his rugged face,
Or nestling lovingly at his base.

Stand on his forehead bare and brown,
Send your gaze o'er the roofs of the town,
Away to the line, so faint and dim,
Where the sky stoops down to the crystal rim
Of the broad Atlantic, whose billows toss
With awful fury, whenever across
His broad, bright surface, with howl and moan,
The tempest whirls, with black wing bowed
To the yielding waters which fly to the cloud,
Or hurry along, with thunderous shocks,
To break on the ragged and riven rocks.

When the tide comes in on a sunny day,
You can see the waves break back in spray
From the splintered spurs of Phillips' Head,
Or tripping along with dainty tread,
As of a million glancing feet,
Shake out the light in a quick retreat;
Or along the smooth curve of the beach
Snowy and curling, in long lines reach

Lynn Public Schools, History Stories of Lynn, Lynn,
Nichols Press, 1931, pp. 210-212
An islet, anchored and held to land
By a glistening, foam-fringed ribbon of sand.
That is Nahant, and that Hoary ledge
To the left is Egg Rock, like a blunted wedge
Cleaving the restless ocean's breast,
And bearing the light-house on its crest.

Elizabeth Merrill
LYNN, MASS., U. S. A.¹

The bells of Lynn, in famous verses sung,
    To joyful crowds their merriest notes are pealing;
Congratulation is on every tongue,
    The bells express the universal feeling;
For since the town was founded, now have run
Two centuries, and half another one.

A quarter of a thousand years! How short!
    How long a period in the world's duration!
How long when measur'd by the march of thought,
    How recent in the ages of creation.
Since England's shore forsook th' heroic band,
And freedom found in Massachusetts land!

Young Lynn rejoices in her natal day--
    Old Lynn rejoices in her namesake's glory;
Each rich and happy in her separate way,
    The young in promise, and the old in story.
Go on young giant, sanguine of futurity,
And thou, too, matron, comely in maturity.

For each a happy future is in store,
    If wisdom's counsels shall unite the nations
Firmer in friendship for our feuds of yore--
    Alone, unrivall'd, in our lofty stations
Old England new in brighter destinies,
New England old in hallow's memories.

John James Coulton
Lynn, Norfolk, England

¹Newhall, James R., Proceedings in Lynn, Massachusetts,
Lynn, Lynn Record Office, 1880, pp. 67-68
MOLL FITCHER

She stood upon a bare, tall crag
Which overlooked her aged cot--
A wasted, gray and meagre hag,
In features as her lot.
She had the crooked nose of a witch,
And a crooked back and chin,
And in her gait, she had a hitch,
And in her hand, she carried a switch
To aid her work of sin--
A twig of wizard hazel, which
Had grown beside a haunted ditch.

John Greenleaf Whittier

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1Lynn Public Schools, History Stories of Lynn, Lynn, Nichols Press, 1931, p. 212.
NAHANT

Nahant, thy beach is beautiful,
A dim line through the tossing waves.
Along whose verge the spectre gull
Her thin and snowy plumage laves.
What time the greenness lingers
Within thy sunned and sheltered nooks,
And the green vine with twining fingers,
Creeps up and down thy hanging rocks!
Around, the blue and level main,
Above, a sunshine rich as fell
Bright'ning of old with golden rain,
The isle Apollo loved so well.
But fairer shores and brighter waters,
Gazen on by purer, lovelier daughters,
Beneath the light of kindlier skies,
The wanderer to the furthest bound
Of peopled earth hath never found,
Than thine New England Paradise!

John Greenleaf Whittier

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1Lynn Public Schools, History Stories of Lynn, Lynn, Nichols Press, 1931, p. 214.
THE BELLS OF LYNN

O, curfew of the setting sun:
  O, Bells of Lynn!
O, requiem of the dying day!
  O, Bells of Lynn!

From the dark belfries of yon cloud cathedral wafted,
Your sounds aerial seem to float,
  O, Bells of Lynn!

Borne on the evening wind across the evening twilight,
O'er land and sea, they rise and fall,
  O, Bells of Lynn!

The fisherman in his boat far out beyond the headland
Listens and leisurely rows ashore,
  O, Bells of Lynn!

Over the shining sands the wandering cattle homeward
Follow each other at your call,
  O, Bells of Lynn!

The distant lighthouse hears, and with his flaming signal
Answers you, passing the watchword on,
  O, Bells of Lynn!

And down the darkening coast run the tumultuous surges,
And clap their hands, and shout to you,
  O, Bells of Lynn!

Till from the shuddering sea, with your wild incantations,
Ye summon up the spectral moon,
  O, Bells of Lynn!

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And startled at the sight, like the weird woman
of Endor,
Ye cry aloud and then are still,
  O, Bells of Lynn!

Henry W. Longfellow
THE BRIDAL OF PENNACOOK

John Greenleaf Whittier wrote a very beautiful poem about a young Indian couple who were married in Lynn in 1629. The following is one verse from that very long poem:¹

The Departure

"Sick and weary of her lonely life,  
Needless of peril, the still faithful wife  
Had left her mother's grave, her father's door,  
To seek the wigwam of her chief once more.  
Down the white rapids like a sear leaf whirled,  
On the sharp rocks and piled-up ices hurled,  
Empty and broken, circled the canoe  
In the vexed pool below--but where was Weetamoo?"

THE FIRST POEM ON LYNN

These are the first lines ever written about the woods in Lynn.

Trees both in hills and plains in plenty be,
The long-liv'd Oak and mournful cypress tree,
Skie-towering Pines and Chestnuts coated rough,
The lasting Cedar, with Walnut tough,
The rosin-dropping Firr for masts in use,
The boatman seeke for oares light neat-gown Sprewse,
The brittle Ash, the ever trembling Aspes,
The broad-spread Elme, whose concave harbors waspes,
The water-spongie Alder, good for naught,
Small Elderne by th' Indian Fletchers sought,
The Knottie Mapple, pallid Birth Hawthornes,
The hornbound tree that to be cloven scornes,
Which from the tender Vine oft takes its spouse
Who twines imbracing armes about his boughes.
Within this Indian Orchard fruits be some,
The ruddie Cherrie and the jettie Plumbe,
Snake-murthering Hazel, with sweet Saxaphrage,
Whose spurnes in beere allays hot fever's rage,
The dyer's Shumach, with more trees there be
That are both good and rare to see.

William Wood

Lynn Public Schools, History Stories of Lynn, Lynn, Nichols Press, 1931, pp. 207-208
THE LAST OF THE SAUGUS TRIBE

An Indian woman, with looks of woe,
Came out from the forest, sedate and slow.
The weight of years on her brow was spread,
And she seemed like a messenger from the dead.
She stood on a hill, whose treeless brow
Looked down on the ocean that rolled below.

Beside her the fields in their beauty glowed,
Whence the farmer was bearing the harvest load;
And she thought of the time when over the ground
She had seen the red deer of the forest bound;
When every leaf of the wood was stirred
By the unseared foot of the joyous bird.

Before her Nahant in its beauty lay,
And its shadow was stretched o'er the sunny bay
And the scene rose bright on her thoughtful mind
Of the years which time had left behind;
When one that she loved, from the shadowy cliff
Each morning went forth in his birchen skiff.

And then came the time when her children played
'Mid the beautiful flowers of the forest glade;
Or over the beach in their joyfulness run;
But all whom she loved or remembered were gone
And she stood in her age and sorrow alone!

Then she went to the shore, and with faltering hand
She dug in the samp and the shining sand;
And she chanted a lovely song, and smiled,
When the beautiful shells beside her were piled;
For she thought of the days when she drest the food
for her hunter, who came with his bow from the wood.

And then on the beach, where the storm-tide and blast
The fragments of wrecks in their fury had cast,

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1Lynn Public Schools, History Stories of Lynn, Lynn Nichols Press, 1931, p. 206
She sought the dry fuel, and kindled the blaze,
And feasted and sung as in happier days.
Then slowly and sadly she went from the shore
And her footsteps were seen in the forest no more!

Alonzo Lewis
THE BRIDE OF WINNEPURKIT

One of the most fascinating Lynn legends is the tale of the Bride of Winnepurkit. On the Sagamore Hill in Saugust lived Winnepurkit, a young chieftain of a large tribe. When he was ready to get married, he chose as his bride the beautiful Weetamoo, who was the daughter of Passaconaway, the chief of the tribes in New Hampshire.

Both tribes gathered in New Hampshire for the wedding. The huge ceremonies ended with a feast. According to the customs, Passaconaway selected a large number of his braves to accompany the newly married couple to the home of Winnepurkit.

During the first few months the bride was very happy in her new wigwam. However, she did wish to see her father again. Her husband agreed to a visit and chose a group of his most valiant warriors to take Weetamoo to visit her father. After a visit with her friends and family, she wanted to return to her husband. Her father sent word for her husband to send the escort for Weetamoo, but Winnepurkit said that her father should provide the escort back. However, the father did not agree because Weetamoo was now the squaw of the noble Winnepurkit and no longer a member of her father's tribe. So why should he provide the escort? Although Winnepurkit wanted his wife back, the argument continued for many weeks.
Saddened by all this quarrelling, Weetamoo took a canoe and fled down the river to try to reach her husband's tribe. Did she ever reach Lynn? No one really knows.

Many years later, this legend inspired John Greenleaf Whittier to write a very beautiful poem called, "The Bridal of Pennacook."¹

CHAPTER XI

CONCLUSION
SUMMARY

Through the study of the history of Lynn, the slow-learning children of grades four, five, and six will learn what part Lynn has played in the growth of America. It is the aim of this thesis to help them become better acquainted with the city in which they live. Since many of these children will not be able to further their education, they will have to get jobs and take their places in the community. Therefore, they should know as much as possible about Lynn so that they will take pride in their city and become good citizens. It is the hope of the authors that these history stories about Lynn will help to fill some of the needs of these slow-learning children. In addition, these stories will help the classroom teacher to have reading material that will be of interest to the children. These stories present real-life material about their community. Many places mentioned will be well-known to the children.

Since these stories have not been tried out in the classroom, they could be presented to the slow-learning children in grades four through six in all the schools in Lynn. Through a series of tests, it would be interesting to find out how much these children could learn about their city. Also, it would be very worthwhile to write a series of exercises to accompany the stories and present it in the form of
a workbook. In addition, similar stories about surrounding communities could be written and used in the Lynn schools. These history stories could be used in most of the grades in their study of Lynn. It is important to remember that people who are taught to have respect and pride in their community make good citizens.
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Maps of Lynn, Massachusetts
PROPOSED PATTERN OF MAJOR LAND USES

- Industry
- Central Business District
- Public Lands
- High Density Residential
- Low Density Residential
- Elementary Schools
- Local Shopping
- Fire Stations
- Playgrounds
- New Construction

MAP OF CITY OF LYNN
COUNTY OF ESSEX
MASSACHUSETTS
1957

SCALE OF FEET

FRANK E. GODD-CITY ENGINEER
MAP OF
CITY OF LYNN
COUNTY OF ESSEX
MASSACHUSETTS
1957
SCALE OF FEET
FRANK E. GOWDY-CITY ENGINEER

PROPOSED PATTERN OF MAJOR LAND USES
- INDUSTRY
- CENTRAL BUSINESS DISTRICT
- PUBLIC LANDS
- HIGH DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL

LOCATION OF ROUTE 1
EXISTING MAJOR THOROUGHFARES
MAJOR THOROUGHFARES TO BE WIDENED OR CONSTRUCTED