

MHC Reconnaissance Survey Town Report

BOSTON

Report Date: 1981

Associated Regional Report: Boston Area

Reconnaissance Survey Town Reports, produced for MHC's Statewide Reconnaissance Survey between 1979 and 1987, introduce the historical development of each of the Commonwealth's municipalities. Each report begins with an historic overview, a description of topography, and political boundaries. For the purposes of the survey, the historic period has been subdivided into seven periods: Contact (1500–1620), Plantation (1620–1675), Colonial (1675–1775), Federal (1775–1830), Early Industrial (1830–1870), Late Industrial (1870–1915), and Early Modern (1915–1940/55). Each report concludes with survey observations that evaluate the town's existing historic properties inventory and highlight significant historic buildings, settlement patterns, and present threats to these resources. A bibliography lists key secondary resources.

Town reports are designed for use together with a series of town maps that demarcate settlement patterns, transportation corridors and industrial sites for each historic period. These maps are in the form of color-coded, polyester overlays to the USGS topographic base map for each town on file and available for consultation at MHC. For further information on the organization and preparation of town reports, readers should contact MHC.

Users should keep in mind that these reports are now two decades or more old. The information they contain, including assessments of existing knowledge, planning recommendations, understanding of local development, and bibliographic references all date to the time they were written. In some cases, information on certain topics was not completed. No attempt has been made to update this information.

Electronic text was not available for digital capture, and as a result most of the reports have been scanned as PDF files. While all have been processed with optical character recognition, there will inevitably be some character recognition errors.

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MHC RECONNAISSANCE SURVEY REPORT

Date: January 1981

Community: Boston Proper

I. TOPOGRAPHY

The original Shawmut Peninsula, almost completely surrounded by water and mudflats, contained approximately 487 acres. It was joined to Roxbury by a narrow neck of an additional 296 acres. On the north, the peninsula was bounded by the Charles River; on the south by Roxbury Bay; by Charles River mudflats on the west; and Massachusetts Bay on the east. The peninsula's varied topography, now greatly altered, included Fort Hill, a great broad hill on the south side which was leveled in the 1870s, and Copp's Hill (Windmill, or Snow Hill) on the north side of about the same size. On the northwest, a high ridge, the Trimountain, extended through the center of the peninsula with three peaks -- Mt. Vernon, Beacon, and Pemberton. Of these, only Beacon survives, though reduced 1807-32 from its original 138 feet to 80 feet in elevation.

The town's ready access to the sea and the source of its early maritime commerce was provided by numerous coves -- Town (Great), North (Mill Pond), West, and South; and the filling in of these bodies of water during the 19th century extended Boston's land area by nearly 150 percent, so that by 1912 Boston Proper had an area of 1,904 acres.

Although the peninsula had several springs, there were no streams of any consequence. However, a small canal (Mill Creek, now Blackstone Street) was created in the 1640s to drain the Mill Pond.

II. POLITICAL BOUNDARIES:

Preformal settlement on Shawmut peninsula by Blackstone (1625) as "Trimountain" with establishment of Massachusetts Bay Company as Boston in 1630. Original boundary with Cambridge and Charlestown remains as Charles River, although channel division follows early 20th century relocation of tide dam. Boundary between Boston and Roxbury originally followed channel of Roxbury Creek as Roxbury Neck through Back Bay with former division at Kendall-Hammond Streets. Later annexation of Back Bay (1825) created boundary with Brookline at Muddy River, redefined around Kenmore Square at St. Marys Street in 1874. Boundary between Boston and Dorchester originally followed Fort Point Channel until annexation of South Boston (1804) and later adjustment with Dorchester annexation (1869). Boston incorporated as a city in 1822.

III. HISTORICAL OVERVIEW

Important historic urban cultural and financial center of world significance at focus of Boston metropolitan region. Located at head of Charles and Mystic Rivers originally as the Shawmut (Mishawumut) peninsula within Massachusetts Bay as important native tidal fishing area of the Boston Basin. Pre-historic fish wiers documented across Back Bay for Archaic Period with suspected Contact sites within former Mill Pond area of Causeway Street, around extensive wharfage fill of Dock Square, Atlantic Avenue, original shoreline of South End along Washington Street. Early English settlement before 1630 on Beacon Hill with formal town plan along State Street and extensive filling of waterfront around Dock Square by mid-17th century, including original First Period burying grounds on Tremont Street and Copps Hill with elaborate period stones, and surviving open space of Boston Common with later Victorian landscaping. Axis of Colonial development along Washington Street with affluent residential neighborhood around Summer Street and artisan district along Hanover Street in North End, including intact organic street plan of First Period origin. Earliest surviving buildings from Late First Period associated with Revolution, including several early brick Georgian examples, around State Street focus and authentic wood frame house at North Square with potential 18th century remnants in North End area. Rapid increase of urban density during Federal Period with shift of status district from Old South End to Beacon Hill around State House including early 19th century town house district at Louisburg Square and fringe survivals at Bowdoin Square and Chinatown and Beacon Hill backslope. Important development of civic architecture during Early Industrial period with innovative use of local granite, including nationally significant examples around original waterfront at Quincy Market, Atlantic Avenue wharves and Charles Street with jail and hospital. Few period commercial structures remain in central district with exception of Bromfield-Milk Streets and New York brownstone example near State Street and Dock Square area, which survived 1872 business district fire. Much of peripheral residential areas rebuilt during mid-19th century as brick rows with scattered remnants in modest Greek Revival style throughout North End, former West End, Chinatown and Bay Village. Extensive expansion of residential development along Washington Street neck in South End during Early Victorian period with nearly complete survival of urban fabric along Shawmut-Tremont axis, especially around London style residential squares at Massachusetts Avenue and Union Park in local Boston bowfront plan. Primary residential development shifted to Back Bay during late Industrial Period with systematic filling of fringe tide marsh along Beacon-Hemenway Streets. Extraordinary preservation of original district along axis of Commonwealth Avenue in Parisian boulevard manner with authentically maintained Victorian Public Garden complete with period paddle boats and bridge. Town houses

of Back Bay display remarkable level of craftwork and wide range of Late Picturesque and Early Revival designs by nationally noted architects, including focus of civic landmark buildings around Copley Square. Central district activity develops along early subway lines with original stations along Tremont Street and Washington Street elevated to South End. Retail, theatre, wholesale and financial districts remain nearly intact from early 20th century with well detailed brick and stone elevator plan buildings, many with original features including period signs and lobbies extending from State Street to South Station area. North End, West End and Beacon Hill backslope rebuilt during Late Industrial period with multistoried brick tenements, many with original stained glass and immigrant builder's names. Similar residential adjustment around South End fringe with examples of London and Philadelphia style philanthropic housing along Harrison Avenue. Waterfront periphery developed with massive brick warehouses and power stations along Atlantic Avenue extending to Fort Point Channel in South End with original brick loft buildings. Gradual economic stagnation during mid-20th century with little change in urban density. Primary residential and institutional expansion continues around Fenway area from Back Bay with location of art museums, concert halls and hospitals along Huntington Avenue in formal Classic Revival style. Commercial and apartment hotel district developed around Kenmore Square including original baseball park and early Chicago-style department store on Boylston Street. Recreational axis extended from Fenway along Charles River embankment with unique Modern music stand and Classic Revival municipal structures. Business district expansion limited to large civic and cooperate buildings during Early Modern period with several well-preserved examples around Post Office Square of notable Art Deco design, and some commercial blocks in Back Bay and Bay Village. At present revitalization of central waterfront area has restored all early historic structures around State Street-Dock Square, but is threatening development of surviving commercial office blocks of post-fire period along Broad Street and remaining residential fabric of North End and West End, especially around North Station. Urban renewal has cleared nearly all of original West End and Scollay Square and Pemberton Square area as Government Center. Historic districts on Beacon Hill and Bay Back appear to have stabilized architectural fabric, but pressure is evident along Massachusetts Avenue to South End around Prudential Center and in vicinity of Park Square and Bay Village from Tufts University and Federal complex expansion.

IV. CONTACT PERIOD

A. Transportation Routes:

Isolated Shawmut peninsula with connecting trail reported on Washington Street over tidal neck from mainland branching around Beacon Hill with conjectured routes to North End as surviving fragments of Marshall-Snow Hill Streets across Dock Square neck and possibly as portions of North Street along tidal shore. Routes to West End appear as portions of former Sudbury and Green Streets from Bowdoin Square-Court Street with reported connecting trail over tidemarsch as Causeway Street to North End (Shurtleff, 1870, p. 109). Route to Fort Hill apparently survives as Summer-High Streets around original tidemarsch. It is also conjectured that a trail to the Beacon Hill spring (Frog Pond area) followed across Boston Common from Washington Street axis.

B. Settlement Patterns:

No documented period sites; however, possible period site in vicinity of Washington Street between Haymarket and Dock Square. Several shellmiddens reported which may have period components northeast of Frog Pond on Common, along Summer Street and adjacent to Old South Meeting House on Milk Street. Other sites probably around edge of old Mill Pond, on lee side of Trimountain Hills towards Back Bay and along edge of Fort Point Channel.

C. Subsistence Pattern:

A major access point to the estuary resources of the Charles River and harbor, especially shellfish, fish and waterfowl. Also a likely location for period native-European trading.

D. Observations:

An area of dense and probably seasonal native occupation focused on food gathering and trade with Europeans. Period inhabitants were probably primarily Massachusetts related people, but due to centrality of location (as with Charlestown and the Harbor Islands) were probably used by other native groups as well. While intense urban development has probably destroyed many of the period sites, the massive filling along the original shoreline may have preserved some period remnants.

V. FIRST SETTLEMENT PERIOD

A. Transportation Routes:

Native trails improved as local highways with primary route across Boston neck to Roxbury as Washington Street from Dock Square. Town streets inserted within existing trails during 1630s include State Street as civic center, Hanover Street across canalized Mill Creek (Blackstone Street), School-Beacon Streets from town spring (Springlane), Cambridge Street around backslope of Beacon Hill and Boylston Street to Back Bay along Common edge.

In addition, a complex of streets developed around Dock Square filling, surviving in the Blackstone Block area. Other streets of the period include Milk, Essex, Cross and West Streets from Washington Street axis. Ferries to Charlestown and Winnisimet (Chelsea) established by 1631 from foot of Copps Hill.

B. Population:

Earliest settler, Rev. William Blackstone (Blaxton), 1625, at Barton's Point, who built there a house and orchard (now vicinity of Spruce and Beacon Streets). Arrival of Massachusetts Bay Company in 1630 established town of Boston with perhaps 1500 people. Four years later freemen said to number 350. Population of 4,000 speculated by 1760, perhaps including 1,000 families and a similar number of houses.

C. Settlement Patterns:

Preformal English occupation of Shawmut peninsula with William Blackstone house site on south slope of Beacon Hill (apparently Beacon and Spruce Streets) by 1625. Formal town settlement in 1630 with Massachusetts Bay Company along Washington Street axis around harbor cove with civic focus at State street, wharf area at Dock Square and original fringe cemetery location intact at School-Beacon Streets (KingsChapel burying ground). Hill sites early occupied with protective and economic activities including fortifications on Fort Hill (1632), windmill on Copps Hill (1632) and beaconlight on Beacon Hill (1634). Tidemill apparently established by 1636 at Town cove with canal to Mill Cove (Haymarket Square) by 1643. Early field divisions of 1630s include Mylne Field (North End) along Hanover Street, Fort Field (Old South End) along Summer Street and New Field (West End) along Cambridge Street with long lot pattern preserved in street network on Beacon Hill backslope. Boston Common established from Blackstone lands between Beacon Hill and Washington Street as public pasture area by 1634. Secondary growth of mid-17th century expanded settlement to North End with meeting house at North Square (1650) and burying ground at Copps Hill (1660) with suburban estates in Old South End along Summer Street with Granary Burying Ground (1660) at edge of Common. Fringe activities located along Washington Street neck (Dover Street) with town gates and gallows.

D. Economic Base:

From the very start, by virtue of Governor's residence, monthly courts and superior harbor, Boston became center of economic life to Colony and region -- "the chief place for shipping and merchandize," William Wood noted in 1634.

Most significant economic event of period, the cessation of emigration from England in 1641 as a result of Civil War there. Commerce from agriculture ceased as flow of immigrants ceased; corn would buy nothing, and foreign commodities were scarce.

Boston's -- and the Commonwealth's -- maritime commerce dates from this event. Trade begun with West Indies as a result with imports of sugar and molasses in exchange for lumber, produce, and European goods. Distilleries initiated in this period, as well as shipbuilding and allied industries. First ropewalk begun 1641 by John Harrison. By the 1680s, of the 131 ships which cleared Boston in a six-month period, 84 were bound for West Indian ports, 11 for Spanish ports, and 7 for England.

In 1643 North Cove granted for a corn mill with cove conversion of cove to Mill Pond. Dam constructed in vicinity of present Causeway Street, with outlet from pond (Mill Creek, now Blackstone Street) spanned by drawbridges at North and Hanover Streets. Tide operated grist and sawmills and later, chocolate mill. First windmill in colony moved from Cambridge to Copp's Hill about this time.

VI. COLONIAL PERIOD

A. Transportation Routes:

Street network of mid-17th century expanded along axis of Washington-Hanover-Cambridge Streets. Improvements by early 18th century include Salem Street to North End, Tremont Street along Common and Pearl Street to Fort Hill. Long Wharf extended from State Street (1710) to remains of Barricado constructed during late 17th century (Now Atlantic Avenue).

B. Population:

During this period, Boston's population peaked in 1743 at 16,382 -- making it at that time the most populated city in the English colonies. Thereafter, population dropped. By 1760, with population of 15,631, Boston ranked third, behind New York and Philadelphia. Morison attributes loss to frequent epidemics, high taxes, and high cost of fuel (p. 22). Another consideration appears to be loss of jobs, shipbuilding, and trade due to Molasses Act (1733) and runaway inflation (1740s). By 1765 Boston had a total population of 15,520 including 811 blacks, and 37 natives. There were 1,676 houses and 2,069 families.

C. Settlement Patterns:

Continued expansion around original town center with civic focus at State Street and commercial core around Dock Square. North End developed as dense urban district along Hanover-North-Salem Streets by early 18th century with affluent suburban district in Old South End along Summer-Washington Streets. Fashionable promenade established along Common Mall at Tremont Street (1730) with fringe activities on Beacon Hill backslope (Mount Whoredom) and West End by mid-18th century. Wharf areas extended around waterfront from North End to Fort Hill with major shipyards along

Battery March and North Street. Series of urban fires (1676, 1679, 1683, 1690, 1691, 1702, 1711, 1759 and 1760) destroyed much of central district and North End, although specific areas are not documented.

D. Economic Base:

By the early 18th century, Boston had become "the principal mart of trade in North America." The 1710s saw completion of both Long Wharf, extending State Street 2,000 feet into deep water, and Boston Light. Peace of Utrecht (1713) and the admission of Boston ships to French West Indies (1717) led to greatly increased trade. Rum became principal manufacture of province and a large number of distilleries were in operation in Boston. Many were located on wharves south of Essex Street. Some merchants unloaded molasses directly at their distilleries, manufactured rum, and re-exported the product without it ever leaving the waterfront.

Shipbuilding to supply this expanding trade was carried on at numerous dockyards -- said to number 27 at one point, with other related industries. Barton's Point in 1722 had Lee's shipyard, a copper works, three ropewalks, and a windmill. By 1730, said to be 14 extensive ropewalks in operation.

Stimulated by Scotch-Irish linen weaving in Londonderry, NH, similar attempts at linen manufacture attempted in Boston with short-lived linen "craze" in 1730s and construction of brick building for weavers on Long Acre Street. As early as 1670s appears to have been a chocolate mill (cocoa from West Indies) at north mill site on Mill Pond; if waterpowered, may significantly predate Milton chocolate activities nearly a century later.

The "South End" during this period, west of Congress Street, was an area of fields, gardens, and large houses, while the area north and west of Tremont Street, including the Common was largely open pasture.

About the middle of the century, some event -- whether the "frequent epidemics, high taxes, and high cost of fuel" of Morison, or, which seems more likely, gross inflation spurred by increasing amounts of paper currency -- caused a fall-off in trade. Product of distilleries had already peaked in the 1730s after passage of Molasses Act of 1733. Eight distilleries shown on 1830s map. By 1740s Boston shipbuilding in decline and workmen left for country towns. Parliamentary recompense, £ 183,649, in 1751 used to redeem inflated paper, an act which, although it cured inflation, left Colonial economy "exhausted" (Weeden, 678).

With the passage of successive revenue taxes in 1760s and 70s together with tightening of customs controls on smuggling, foreign trade, both legal and illegal, further limited. Colonial Period brought to an end by the political and military expression of mercantile revolt to these measures. Virtually all trade and commerce halted with closure of port of Boston 1775-76.

E. Architecture:

Residential: Paradoxically, of the half dozen or so surviving Colonial residences in Boston, most are late First Period structures dating from just after the 1711 Fire; these include several brick houses important for their surviving Georgian detailing. Only a very few late 17th century buildings survive with only one framed house extant (Paul Revere, c. 1680). Buildings no longer standing: Many early houses survived to be recorded in the 19th century, but the earliest of these date only to the 1680s. A few imposing mansions of the late 1670s and 1680s established Renaissance-derived architecture in medieval Boston. Other well-detailed Georgian houses of the 18th century reflected provincial English architecture and formed the highstyle regional precedent.

Institutional:

A handful of Georgian brick institutional buildings, primarily significant for their historical association with the Revolutionary War, survive in the Central Business District and North End. Of these, the most important, architecturally, are Christ Church (William Price, 1723), which introduced the axial cruciform Anglican church plan in New England, and the Old State House (1712), in the stepped gable facade of which can be noted the strong Dutch influence on contemporary English popular architecture. The most significant highstyle Georgian building is King's Chapel (Peter Harrison, 1749) while the Old South Meeting house, typical of several meeting houses built, is the only modest example to survive.

Commercial:

The only commercial building to survive from the Colonial Period (and only portions of this are original to the period) is Fanueil Hall (John Smibert, 1740-42), combining market space in the (originally open) arcaded first floor with offices and meeting space on the floors above. In plan and function, Fanueil Hall derives from the medieval town market; as built, it was in style as carefully classical as 18th century Boston

could muster. The only other commercial building recorded is the brick Triangular warehouse of c. 1680; other commercial buildings are presumed to have been small scale and semi-domestic in character.

VII. FEDERAL PERIOD

A. Transportation Routes:

Rapid improvement of connections from Boston peninsula during late 18th century across the surrounding tidal rivers with causeway bridges to Charlestown (1786) and Cambridgeport (1793) and continued expansion through early 19th century with bridges to South Boston at Dover Street (1805), East Cambridge at Charles River Dam (1809), Brookline across Back Bay mill dam at Hemenway - Beacon Street (1821) and additional bridges to Charlestown at Warren Avenue (1828) and to South Boston at Dorchester Avenue (1828). Land filling created new streets along waterfront as Harrison Avenue and Charles Street. Local transit service by suburban stage from central Boston hotels across toll bridges established during 1790s with hourly omnibus operation by 1820s to South Boston, Roxbury, Cambridge and Charlestown.

B. Population:

In the 35 years between 1775 and 1810, Boston's population doubled, growing from 16,000 to 32,896. By 1830, 20 years later, this figure had doubled again, reaching 61,392. Although most of the growth took place in the last twenty years with an average rate of nearly 1400 persons per year, the five years 1820-25 witnessed an unusual increase to 2520 persons per year.

C. Settlement Patterns:

Stagnation of population during Revolutionary period with British evacuation. Gradual recovery during the late 18th century with opening of Charlestown, Cambridge and South Boston bridges. Affluent district remains in Old South End around Summer-Federal Streets (Church Green) with development of Tontine Crescent (1793) as residential square and secondary focus at Bowdoin Square. However, shift in suburban development to Beacon Hill by early 19th century with civic relocation of State House (1798) and subdivision of Beacon Street lots as private estates with final development of Louisburg Square (1826) as residential focus. Infilling of waterfront area for expansion of wholesale commercial district with Broad-India Streets (1803) and Quincy Market (1824) areas. Similar expansion into tidemarsh with Mill Cove district along Canal-Causeway Street (1808) and Fort Point Channel area along Harrison Avenue (1805). Fringe activities located around waterfront periphery of Back Bay with rope walks along Charles Street, Beacon Street mill dam and Mass. General Hospital (1818) North End fully developed as artisan district with focus along Hanover and Salem Streets.

Modest residential expansion directed along Washington Street neck with subdivision of Warren-Pleasant Streets (Bay Village) and creation of Franklin and Blackstone Squares (1801) as focus of New South End development. Complex growth of central business area with focus of financial district along State Street and division of retail district between professional services along Tremont Row (Government Center) to Bowdoin Square and fashionable shopping district expanding along upper Washington Street into affluent area of Old South End with early hotels on Congress and Tremont Streets.

D. Economic Base:

With the release of Boston and departure of British troops in 1776, the town quickly regained much of its mercantile economy. A year later economic strength was said to be "greater than when the war began" (Weeden, p. 779). West Indian trade was resumed (albeit with interruptions), and the high cost of imported goods encouraged privateering. With the establishment of peace in 1783 British goods flooded the market, and in an unparalleled display of "vulgar" wealth, port towns purchased all that could be had, sending large quantities of specie abroad. By 1785 credit was exhausted, depression set in, and virtually any manufacturing which had been going on was at a standstill. To lend stability to credit, the Massachusetts Bank, led by William Phillips, was chartered in 1783, but the stock, capitalized at \$300,000 was undersubscribed, a further indication of scarce capital.

As early as 1780 the Commonwealth had determined to actively support manufactures, commerce, and agriculture, and much of the revival in manufactures during the late 1780s can be traced to government support. One of the earliest factories, the Boston Glass House (William Phillips, Robert Hewes & Co.) established 1787, was granted exclusive right to manufacture glass for 15 years, though not until 1793 did the company begin producing an adequate product. In 1788 the Legislature declared bounties on hemp, sail cloth, duck, and twine. In response, large factories were begun that year for the manufacture of both sail cloth and twine. Although the twine factory closed with the expiration of the twine bounty, the production of sail cloth "went far beyond any other industrial enterprise at the time in organization and excellence of product" (Weeden, 851). Partially in response to the hemp bounty, 14 rope walks were in operation in 1794 around Fort Hill and the West End. (A major event in 1794 was the burning of 7 rope walks near Fort Hill. Considered a nuisance in the heart of town, five were relocated by a grant of land at the foot of the Common -- now the Public Garden).

But other factories were begun in this period, apparently without government support. One of the most impressive (like the sail cloth factory, attracting a visit by G. Washington) was a card factory operated by Giles Richard, who, picking up

a business begun before the war, with Oliver Evans improvements, built one of the most extensive card factories in the state. By 1794 there were five other card establishments in Boston. (One of Richards' employees was Amos Whittemore, who perfecting card-making machinery, later moved out to Arlington). Paper hanging, previously imported from Britain and France, were produced in sufficient quantity to supply Massachusetts and other states.

Although the sugar plantations of the British West Indies remained legally closed until 1828, in effect much of the West Indian trade had been restored by 1787. Before the Napoleonic wars and a Congressional excise, there were 32 distilleries and 7 sugar refineries operating in Boston, though by 1794 this number had been cut back to 18 operating distilleries and 5 refineries. As before the war, many of these distilleries were located on wharves where molasses was unloaded.

In the meantime, with commerce with Britain restricted by state tariff and the country at the bottom of a depression, American tea ships began returning from Canton and the East Indies. The success of the new trade in American ships was immediate. By 1790 the establishment of the fur trade in the Pacific Northwest provided Boston (and Salem) merchants with a ready item of exchange in Canton. Shipbuilding, already benefiting from the demand for East Indiamen, was further stimulated by tonnage duties imposed by the first U.S. tariff (1789) on British ships. By 1794, though Boston now had no more than 4-5 dockyards, mostly for repairs (including Hart's in the North End, which built both the Constitution and the Boston in the '90s), there were 80 wharves, mostly on the east side of town.

As printed imported cottons were taxed under the new excise, a new business in calico printing developed. Beaver hats made in Boston were preferred to those of England. Hard and soft soap, tallow candles (by a new process), and spermaceti candles (4 factories) were manufactured. Chocolate had been made in Boston for many years, but Mr. Welch's new inventions greatly expedited the process at his North End mill.

The Charles River Bridge, built to Charlestown, Boston's closest industrial neighbor 1785-86, was said at the time to be "the greatest (work) that had ever been projected in America." Built 42 feet wide on 72 oak piers by Sewall and Cox, the structure was 1,503 feet in length. Seven years later it was surpassed by the West Boston Bridge, over twice the length, connecting the hitherto undeveloped West End with the marshlands of East Cambridge. Another civic work, begun in 1795, introduced limited amounts of Jamaica Pond water 4 miles into Boston via a wood-log aqueduct over Roxbury Neck.

By the late 1790s, Boston's economic expansion was making itself felt apparent physically. The purchase by the Mount Vernon Proprietors of the pasture land west of the State House site was the largest land transaction yet in Boston. In 1799 Mount Vernon, westernmost peak of the Trimountain, was shorn of 60 feet to make building lots. With the establishment of the Mill Pond Corporation five years later, other developers began to fill in the former North Cove with the crest of Beacon Hill. At the same time other developers began to look increasingly toward new territory for Boston's expansion. Dorchester Neck was an early candidate whose annexation in 1805 was tied to the construction of the South Boston Bridge in the same year.

Jefferson's Embargo in 1807-09 was felt most heavily by the mercantile community. But to some extent this must have been offset by new internal routes which had developed -- new turnpikes and the new 27-mile Middlesex Canal (1804). Despite hindrances to foreign trade during the War of 1812, the period 1810-15 was one of great commercial prosperity. Money less available for foreign ventures turned to infant industries. Carriages, imported from abroad until after the Revolution, were first manufactured in Boston beginning about 1813. Uriah Cotting, whose Broad Street Association (1805) had already begun extensive waterfront development, began Boston's most ambitious manufacturing project in 1814 with the establishment of the Boston & Roxbury Mill Dam Corporation -- a company which planned a huge manufacturing complex based on large tidal dams in the Back Bay.

With rising exports of beef to the West Indies and other ports both before and after the Revolution, Roxbury developed slaughterhouses and tanneries which by the early Federal Period were supplying increasing numbers of Boston boot and shoemakers. By 1810 the annual product of this trade was worth \$131,225 -- fourth (after rum, rope and metals) in the list of leading Boston industries. Fifth largest industry was cabinet making, and the logical outgrowth of this was the manufacturing of pianos (began by 1806), perhaps the single most important industry to develop in this period. Babcock, Bent, and Osborne were active in the first two decades of the century, primarily on what is now Washington Street between Essex and Bedford Streets. Babcock's 1825 patent on a cast-iron frame for square pianos was a crucial advance, and subsequent decades saw rapid development in the industry. Jonas Chickering arrived in 1817 to work with Osborne but his important patents were 'nt until the '30s and '40s.

After 1815, by contrast with the period preceeding, the resurgence of cheap foreign goods crippled home industry, but foreign trade experienced a new surge of life. One of the most visible aspects was the construction of Central Wharf, another project of Cotting's Broad Street Corporation. The construction

in 1817 of the longest block of warehouses in the country, housing many prominent merchants, was said to be "an undertaking unparalleled in commercial history," (quoted in Whitehill, 86).

Although Cotting's grand scheme for a manufacturing complex in the Back Bay did not materialize, the completion of the mill dam in 1821 under Laommi Baldwin did lead to the development here in the '20s of much of Boston's "heavy" industry -- paralleling a similar development in adjacent Roxbury. In addition to City Mills (flour) and several rope walks, the Boston Iron Company located here on Gravelley Point about 1821, while Holmes Hinckley began constructing stationary steam engines about 1826 on Camden Street, an operation that would lead in later decades to the Boston Locomotive Works.

During the 1820s, the Boston waterfront, already the scene of numerous provision merchants, meat packers, sail makers and ship chandlers, was also developing as the location of numerous boot and shoe, hide and leather merchants connected with the growing southern trade in shoes. At the same time, the immediate success of Quincy Market (1825-26) led to wide speculation in the adjacent new lands created by filling. Sailors' outfitting establishments (predecessors to the ready-made clothing trade) located in North End. Boston Gas Light, after initial trials with oil gas 1822-23, built first substantial coal-gas plant by 1828 near coal wharves on Hull Street. Nine years later the company had two gasometers on that property and one on Washington Street.

E. Architecture:

Residential: Highstyle Federal brick townhouses, two and three stories tall with elliptical porticos, pilasters and balustrades, the most ambitious of them freestanding and Bulfinch-designed, were built along the crest of Beacon Hill and on Cambridge Street. Other imposing brick rowhouses were constructed around the Common. Substantial but less pretentious middle-class housing, three story, brick sidehall Federal rowhouses with side and fanlit entrances, filled in the lower slopes of Beacon Hill and the South End along Washington Street while modest sidehall brick rowhouses, three stories tall, were built in the working class neighborhoods of the North End, the north slope of Beacon Hill and the West End. Much of the most impressive architecture of the Federal Period emerged as a result of the first wave of real estate speculation (Mount Vernon Proprietors, Tontine Crescent) and through the efforts of Bulfinch; but, in general, residential architecture of the period was structurally and stylistically conservative.

Institutional:

The number and type of institutional buildings constructed during the period increased sharply with Boston's burgeoning urbanity (e.g., Massachusetts General Hospital, Suffolk County Courthouse, Holy Cross Cathedral). The impact of a growing group

of "architects" and architect/engineers began to be evident in a rise in the stylistic pretention of a number of the larger institutional projects and in advances in structural and design expertise. A dramatic shift occurs from the predominant red brick of the Federal to the Quincy granite of the Greek Revival, well established by the 1820s. The pace of institutional construction seems to have peaked in the early 19th century with a second burst in the 1820s. Among the most significant buildings constructed are the State House, Suffolk County Courthouse, Massachusetts General Hospital, Holy Cross Cathedral (all Charles Bulfinch; 1795, 1808, 1818, 1800), Old West Church and Charles Street Meetinghouse (Asher Benjamin; 1806, 1807), Park Street Church (Peter Banner, 1809), St. Paul's (Alexander Parris, 1820).

Commercial: Several outstanding commercial buildings were built in the period, the most important being the Exchange Coffee House (1808), a remarkably sophisticated Federal style building rising an equally remarkable seven stories, and the granite Greek Revival Quincy Market (Alexander Parris, 1824-6), prototypical instance of municipal urban development exploiting a significant new building material. As in institutional architecture of the period building type specialization increases with one major new American type (Tremont House, Isaiah Rogers, 1828) to Boston's credit. Trabeated granite construction is, however, the most distinctive and significant technological advance of the period: Boston's architect/engineers created an important regional architectural form through post and lintel construction, one which was widely exploited in the Early Industrial Period.

Industrial:

The most significant industrial construction occurred on the waterfront with several monumental Federal wharf complexes built, including India Wharf (Charles Bulfinch, 1805).

VIII. EARLY INDUSTRIAL

A. Transportation Routes:

Continued improvement of regional connections with railroad routes across tide flats to Boston peninsula during mid-19th century, including Boston & Providence and Boston & Worcester over Back Bay (1835) with depots at Park Square and Kneeland Street and Boston & Lowell, Boston & Maine and Fitchburg over Charles River (1835-45) with depots at Haymarket Square and Causeway Street. Railroads from South Boston over Fort Point Channel to Kneeland Street depots include Old Colony (1845) and New York Central (1855). Local transit service converted from horse omnibus to street railway during 1850s with early routes from suburban towns along Washington and Tremont Streets to Roxbury, Cambridge Street to Cambridge, Dorchester Avenue to South Boston and Dorchester and North Street to Charlestown across Warren Avenue and Washington Street bridges. Internal

horse railroads operated from Tremont Row business district (Government Center) on Hanover and North Streets to North End, Boylston Street to Park Square depot and Broad Street to Kneeland Street depots with complex of lines around Causeway Street depots from East Cambridge. In addition early steam ferry service established to Chelsea and East Boston during 1830s from Boston waterfront. Street improvements of the period extended routes across Back Bay with axis along Commonwealth Avenue and Boylston Street (1857) and Harrison and Shawmut Avenues in South End. Atlantic Avenue opened over Barricado sea wall between North End and Fort Hill (1870).

B. Population:

Period witnessed rise and decline of the city's first and largest immigration wave and saw Boston's greatest era of growth -- rising from just over 60,000 in 1830 to 141,083 in 1865. Although the growth rate never went below 1400 people a year in that time, the years between 1835 and 1855 were the peak years, when the rate did not fall below 2600 per year. In the five years, 1845-50, Boston Proper had an average annual rate of growth of 2,940 persons -- largely refugees from the Irish potato famine of 1846. By 1850, over half the population of the city was foreign born. Forty percent of the population were of Irish descent. The Irish concentrated in the North End and area of Fort Hill, with some expansion into the West End. By 1860 there was already a small Italian settlement in the North End, chiefly of Genoese. By 1865, 70 percent of the foreign-born residents were Irish, 12 percent Canadian, 5-6 percent from each of England and Germany. In the last five years of the period, 1865-70, as the older population shifted to surrounding communities, Boston lost over 2300 persons.

C. Settlement Patterns:

Rapid increase of urban density with continued expansion of central area during mid-19th century. Opening of railroad depots around waterfront fringe creates new focus of activity at Haymarket Square, Kneeland Street and Park Square with related hotel districts. Civic focus develops along Beacon-School Street axis from City Hall to State House, while financial district remained on State Street. Fashionable retail area expanded from Tremont Row (Government Center) along Washington Street with parallel development on Tremont Street to Boylston Street with civic structures such as Public Library (1858), while status neighborhood around Church Green (Old South End) eventually abandoned to commercial and wholesale development. Affluent residential growth continued on Beacon Hill along Mt. Vernon and Chestnut Streets with row house development 1840s. In similar manner New South End developed around residential squares along Shawmut-Washington Streets at Franklin, Union and Chester Parks by 1850s. Development of Back Bay as status residential district reorients primary direction of growth from Washington Street to Boylston Street around Public Garden (1860). Gradual filling of tide flats proceeds along axis of Commonwealth Avenue with original fringe activities

surviving around the tide mill at Gravelly Point (Hemenway Street). Remaining residential areas are transformed as immigrant tenement districts during 1850s with conversion of housing stock in North End, West End and Fort Hill to high density multiple family use. Fringe districts expanded around waterfront periphery with City Jail at Charles Street (1850) and City Hospital at Albany Street (1864), while railroads serve as barriers between South End, Back Bay and central district.

D. Economic Base:

Perhaps in no other period did Boston witness such major changes in commerce, industry, and social makeup. The period saw the pre-eminence of the city as the nation's chief port of trade in the 1840s and early '50s at the same time as New York was siphoning off growing amounts of both domestic and foreign commerce. The shift of capital from shipping to manufacturing and the associated rapid growth of the factory system was accompanied by major alterations both in distribution systems (Boston's first three railroads all opened in the summer of 1835) and in the very means by which business was conducted. The new immigrant population provided a huge supply of cheap labor. At the same time, the swelling population kept many of the new heavy industries out of Boston Proper, concentrating them instead in Roxbury, South Boston, Cambridge, and Charlestown. Two of the most significant industries of the period -- the manufacture of ready-made clothing and of pianos -- owe their prominence to advances made in this period, though the manufacture of confectionary and furniture were also significant.

1830-40

The single largest manufacturing industry throughout the period and much of the succeeding period was the production of ready-made clothing, which grew out of the old sailors' outfitting establishments in the North End. The business was practically begun by John Simmons 1830-35, who successfully established the reputation for quality in a product hitherto consigned to sailors and backwoodsmen. The trade was rapidly taken up by others. By 1837 there were 97 establishments employing nearly 3,000 people. After the introduction of the sewing machine, the business employed 20,634 people in 1865, with an annual product worth over \$15 million.

The development of Boston as a wool center dates to this decade, with the gradual replacement of auction markets by wool brokers. Although the first wool warehouse was constructed in 1821, much of the transition between the commission business and auction methods took place in the 1830s with the establishment of offices by the earliest wool dealers. By 1851 there were 21 firms; by 1881, 48 firms; and by the 1890s, Boston had become, as it was to remain, the nation's leading wool market with major warehouse complexes in Boston Proper and South Boston.

The 1830s also saw the divorce of wholesale and retail operations in the large and growing dry goods trade. Wholesale commission houses constructed extensive granite warehouses in the '30s and '40s in what became the Dry Goods Quarter between Pearl and Summer Streets. The retail dry goods trade remained on Hanover Street near the center of population for several years, and not until the end of the period did the shift to Washington Street take place.

During the '30s and '40s trade with the West Indies was at its height, with Boston the nation's leading importer of sugar, molasses and coffee. The engine which generated this trade was the lumber product of New England, upon which the West Indies depended, much of which was brought down from Maine and New Hampshire via the Middlesex Canal and coastwise shipping. Although Boston ships and capital remained dominant, Boston's tea trade gradually shifted to New York in the 1830s, preceding the shift there of the dry goods houses twenty years later. Despite this loss, however, Boston retained more than half of all U.S. trade with the East Indies and 3/4 of all trade with Russia.

Boston at this time was also the headquarters of the meat packing industry, supplying large quantities of beef and pork to southern and mid-Atlantic states. In the late '30s Boston firms began sending agents to the midwest to purchase and pack beef from Ohio, Indiana, and Illinois, thus initiating the shift of the industry to that region in the succeeding period.

At least as early as the 1790s, there had been an active trade in boots and shoes to southern ports. During the 1820s and '30s the boot and shoe industry began to take shape in Boston as increasing numbers of shoe shops from outside began to send their products to agents in the city. As in the wool trade, a major change in market practice came about in 1830 as wholesale dealers (jobbers) were replaced by agents of the manufacturers themselves. Boston became at once the great emporium of the trade. Hard upon its heels came the great hide importing houses bringing in large quantities of hides from South America and California. Initially the shoe houses occupied stores between Quincy Market and Blackstone Street, though after 1849 they began moving into Pearl, Summer, and High Streets, eventually crowding out the dry goods trade.

A limited amount of heavy industry near the mill dams with a paint and dye factor, and rope and chain plants. In 1834, a Mr. Bouton built the first locomotive in New England at the Mill Dam Foundry. The Yankee, built for the Boston & Worcester Railroad, was copied from an English locomotive imported by the Boston & Lowell Railroad.

1840-50

In the same way that lumber and cod gave Boston an advantage in West Indian trade beginning in the 1830s, the cotton trade gave Boston an advantage in southern markets in the 1840s. Southern ports took increasing quantities of pork and beef, boots and shoes, furniture and wooden ware, almost all of which came through Boston. In addition, bulk products, ice and granite, from Charlestown and Boston wharves made saleable ballast for southern vessels which might otherwise have chosen other ports. This decade saw the climax of both coastwise and foreign commerce. By this time over 30 firms were importing molasses, sugar, coffee, and dyewoods from the West Indies. Wharf property was the most productive real estate in Boston. Massive granite warehouses were constructed along the waterfront in this "Golden Age of Boston mercantilism."

In 1837 Jonas Chickering had patented the single-casting iron frame (key to pianos remaining in tune), an invention which stimulated the rising popularity of the instrument in the 1830s and '40s. Other patents, by Chickering and others, in the late '30s and '40s for damping strings, overstringing, and other innovations gave tremendous boosts to the pianoforte industry. By 1855, then relocating in the "new" South End near the lumber wharves, 20 firms produced nearly \$1 million annually in pianos.

In the late 1840s Boston constructed her first major water supply system, like New York's a decade earlier -- and from whom Boston borrowed her chief engineer -- a gravity system from Lake Cochituate in Wayland to a Brookline receiving reservoir to a distributing reservoir on Beacon Hill. (Curiously, like New York's distributing reservoir, whose site was built upon by the New York Public Library, the Beacon Hill reservoir in the same decade became the site of the Massachusetts State Library.)

1850-60

Swan song of Boston shipping provided by Clipper ship era, only the most visible of the many results of the discovery of gold in California. Provisioning of California settlers became huge business requiring speed for which clippers uniquely suited as cargo vessels. Period coincided with decline of East Indies trade as increasing amounts of Boston shipping diverted to New York. By early 1850s dry goods houses had followed tea import business to New York City. Coastwise shipping also began to drop precipitously as goods were increasingly shipped by rail. This in turn led to a decline in the value of wharf property, marked by the absorption of dock rights and privileges for warehousing purposes -- led by the much protested sale of City Wharf by the city in 1852. In the face of declining commerce, the Boston Board of Trade was formed to formulate commercial policies for Boston.

By 1849 coal, lumber, and stone yards were already established along the shore of South Bay, and these continued to follow the waterline as it receded. Brick and lumber yards in the region of Dover Street, which had furnished employment to large numbers of workmen in the sparsely populated district, went out of business about that time, replaced by steam woodworking shops with ready access to nearby coal and lumber wharves. In the 1850s and '60s piano factories were given great impetus by the supply of cheap immigrant labor also located in the new-made land of the South End. By the 1860s, piano manufacture had become the largest category of manufacturing in the South End. Sizeable numbers of German and Swedish craftsmen trained new unskilled laborers in woodworking. At least as early as 1832 there had been six confectionary makers in Boston, but the invention of the lozenge cutter in the 1850s by Chase provided an important stimulus, and by 1865 there were 23 firms producing an annual product worth \$465,728.

Decade brought to an end by the financial Panic of 1857-58.

1860-70

Relatively few new industries established in this period, though the manufacture of clothing, as before noted, witnessed a three-fold increase 1855-65, probably due as much to Civil War contracts as to the introduction of the sewing machine. Shipping of the Port of Boston was further curtailed with the filling of land around the docks and construction of Atlantic Avenue, "then and forever (ending) the traditional glory of the old wharves of Boston" (Col. Forbes, quoted in Bunting, p. 48). With expansion of wholesale warehouses into the Fort Hill district, the hill was cut down and many of the Irish immigrants there moved to South Boston.

The post Civil War years 1865-70 did little to improve Boston's commercial position. High inflation and the removal of Cunard's weekly packet to New York left business community listless.

E. Architecture:

Residential: Two important innovations in residential design took place in the Early Industrial period. These are the introduction of the mansard roof in Boston, generally credited to Jean Lemoulnier's design of the Deacon House (1846-48) and the introduction of the French flat (single floor occupancy in a multi-storied building) at the Hotel Pelham (1857). Little highstyle residential construction took place before the end of the period when the eastern portions of the Back Bay began to fill in with ambitious three, four and five story brick townhouses with brownstone trim in Renaissance derived motifs. The majority of the period's residential construction occurred on the fringes

of Beacon Hill and in the newly-filled South End. While certain squares in the South End developed with elegant and well-detailed three and four story brick bowfront houses, much of the South End's housing is somewhat more modest. Conservatively-styled Greek Revival houses were being built into the 1850s along with more up-to-date Italianate examples. Eclecticism is rare in domestic architecture although a few Gothic Revival examples are shown.

Institutional: Boston in the mid-19th century possessed a number of institutional buildings in eclectic styles, few of which survive today to indicate that the city did in fact respond to contemporary taste and fashions. In ecclesiastical architecture, Gothic designs predominated, G. W. Brimmer's stout-towered Trinity Church (1828, burned 1872) being the earliest example of the heavy granite type popular in Boston; several other examples were constructed before 1850 (Bowdoin Street Congregational, 1831, Willard; Grace Church, 1836, W., T., and J. Washburn; 1st Masonic Temple, c. 1845, Rogers). The Greek Revival continued to be employed (Customs House, 1837, A. B. Young) until the 1840s. The first highstyle Italianate structure in Boston (Boston Atheneum, 1849, E. C. Cabot) closely follows the introduction of the style to this country (Philadelphia, 1845) while Boston can claim the earliest highstyle Second Empire building in the U. S. (City Hall, 1865, Bryant and Gilman); the Sub-Treasury and Post Office (1869, A.B. Mullet) was also a notable example of this style. W. G. Preston's Rogers Building (1866, demolished 1939) and Museum of Natural History (1863) presage the Beaux Arts classicism of the turn of the century while Arthur Gilman's Arlington Street Church (1860) can be viewed as either the last of the Georgian Gibbs-derived churches or an early Colonial Revival example.

Commercial: Most of the commercial buildings of the period were consumed in the Fire of 1872; however at least a few buildings outside the Fire area survive including one four-story brownstone-faced Italianate block on Devonshire Street and a few blocks on cross streets between Washington and Tremont Streets. Trabeated granite construction continued to be exploited for its costly and monumental character although substantial brick buildings such as the Sears Crescent (1848) were also built along with a number of buildings with cast iron facades, only a half dozen of which survive.

Industrial: Of the two most representative type of industrial buildings constructed during the period, railroad stations and wharves, no examples of the former and only a few of the latter survive. Most of the stations were Italianate although the Fitchburg (1848) was a Gothic design based closely on that of Grace Church (1836). The great maritime prosperity of the period necessitated the construction of many wharves of which Lewis (Bond, 1838) and Commercial (I. Rogers, 1834) Wharves are the most important survivors; the Mercantile Building (G. J. F. Bryant, 1857) and portions of other maritime-related buildings are also extant. Perhaps the most significant industrial structure of the period was the Beacon Hill Reservoir (1849), a massive Romanesque design thought to have influenced the work of H. H. Richardson.

VI. LATE INDUSTRIAL

A. Transportation Routes:

Continued improvements of local routes across Back Bay during the late 19th century with Massachusetts Avenue bridge to Cambridge (1889) and extension to Dorchester as crosstown link. Horse railroad routes likewise extended to Back Bay on Boylston-Marlborough Streets and Shawmut Avenue to South End during 1870s. Conversion of street railways to electric operation in 1890s with early trolley subway around Common (1897) with surviving entrance buildings at Tremont and Boylston Streets (NHL) and original subway station at Boylston Street. Elevated railroads constructed around central Boston on Atlantic Avenue (demolished) and along Washington Street to Roxbury with original South End Stations at Dover and Northampton Streets (1901). Subways constructed through central district (1908) with junction at Washington-Summer Streets including original wooden escalators at South Station and Summer Streets. Harbor trolley subway from Bowdoin Square to East Boston (1904) with original station intact at Court Street. Elevated trolley route to East Cambridge with original concrete viaduct (1910) across Charles River Dam. Local trolley routes of the period through Back Bay during early 20th century include lines on Boylston, Charles, Dartmouth and Berkley Streets, with boulevard route on Huntington Avenue to Brookline. Connecting bridges reconstructed to Cambridge, Charlestown and South Boston with original spans at Longfellow Bridge (1898) and drawbridges at Congress Street and Broadway over Fort Point Channel.

B. Population:

Growth 1870-1915 from 138,781 to 196,300 - an increase of 41 percent in 45 years, an average rate of approximately 1300 new arrivals each year. However, actual growth rate fluctuated considerably, with periods of marked growth (over 1000 people a year, 1875-80, 1885-90, 1895-1910) alternating with periods of stagnation or decline (1880-85, '90-95). Boston Proper's most spectacular increase came between 1905 and 1910 when the 12 percent rise amounted to an increase of over 4100 people a year.

Immigration figures were not available for Boston Proper alone, but the period was noted for the growth of the Italian and Jewish communities and the shift of the Irish to other parts of Boston. In the North End, the Irish population peaked in 1880. By that year there were still only 1,277 Italians in all of Boston. In the succeeding years, however, famine in southern Italy associated with its unification, together with the threat of pogroms in Poland and Russia brought increasing numbers of southern and eastern European immigrants to Boston. By 1895 Italians made up 27 percent of the North End population, Irish, 23 percent, and eastern European Jews, 21 percent. By 1910 both the Irish and Jewish populations had largely moved out of the North End to other sections of the city.

C. Settlement Pattern:

Extensive urban fire (1872) destroyed commercial and wholesale district around former status neighborhood of Church Green (Summer-Congress Streets). Financial district remained along State Street axis with growth to Post Office Square, while retail district expands along Washington Street anchored by subway focus during early 20th century with adjacent theatre district along Tremont to Kneeland Street. Civic center remained along School-Beacon Streets axis with expansion into Pemberton Square around Tremont Row (Government Center) by late 19th century. Railroad terminals continued to remain around Causeway Street/Haymarket Square, Kneeland Street and Park Square depots with related hotels. Waterfront declined as primary wharfage district for Boston, although important warehouse facilities, power stations and ferry slips were maintained along Atlantic Avenue. Rapid immigration during late 19th century transforms North End, West End, Beacon Hill backslope into high density tenement districts with axis along Hanover and Cambridge Streets. A similar effect is evident around Fort Hill and Bay Village areas, but expansion of business district to commercial use prompted housing conversion of fringe South End along Harrison and Columbus Avenue. Construction of elevated along Washington Street by early 20th century resulted in loss of status residential district around Franklin Square. Primary affluent area remained on Beacon Hill, but rapid development of Back Bay during late 19th century prompts relocation of high income district along Commonwealth Avenue with fashionable shops along Newbury Street. New civic focus developed around Copley Square with Public library (1888) and Art Museum (1876) during late 19th century with continued expansion of area around Fenway district with Symphony Hall (1900) Opera House and Art Museum (1909) along Huntington Avenue by early 20th century. Commercial expansion of Back Bay extended along Boylston Street to Massachusetts Avenue with new focus at Kenmore Square, including Fenway baseball stadium (1914). Adjacent area developed as modest apartment district around Fenway with parallel expansion of hospitals at Longwood Avenue on Brookline-Roxbury border.

D. Economic Base:

With the annexation of new territory by the city, isolation of the industry and commerce particular to Boston Proper becomes increasingly difficult. By the late 19th century, Boston was the financial, industrial, and trade center of New England. The city was the center of the national wool market and shoe and leather industry, and it was the second largest U. S. port in volume of business. The period is generally characterized, however, by the shift of both industry and maritime trade to other parts of Boston, particularly as new rail connections and filled land made Charlestown and East and South Boston attractive ports. Manufacturing firms also moved out to nearby cities, particularly to Cambridge and Somerville (and in one instance as far as Wakefield).

1870-80

Despite the deterioration of business conditions during the immediate post-war years, by 1870 the city had regained much of her former commercial activity. Rail rates suddenly were made competitive with water routes terminating in New York; foreign commerce blossomed again, and was further facilitated by construction in 1872 of the Union Freight Railway, linking the tracks of the major railroad terminals with the principal wharves. In the fall of 1872 two events combined to seriously undermine the city's prosperity. On November 9-10 Boston's Great Fire burned out a 65-acre portion of the business district, all the more destructive for describing almost exactly the boundaries of the territory upon which was concentrated the wholesale trade in hides, leather and shoes, in dry goods, in wool, in ready-made clothing, in hardware, and in part in earthenware. As a result, the value of property destroyed (\$75 million) was out of all proportion to the extent of the land burnt over. But Boston had become -- as it was to remain -- the principal trading city for the mills of New England. "Boston's dry goods district was the most active in the northeastern United States, and the wealth and stability of these businesses accounts in part for the rapid recovery of the city after the fire" (BLC, p. 5). Within a year much of the area had been rebuilt. Of longer consequences were the results of the Panic of 1872 commencing in September of that year. For five years trade and commerce remained depressed.

1880-90

By the early 1880s business activity had returned to an unparalleled extent with the completion of rail connections, grain elevators, the Fitchburg's new truck line through the recently-completed Hoosac Tunnel making possible immense increases in foreign exports of grain, cattle, provisions, and "domestics." Like Elias Howe's sewing machine in an earlier decade, John Reece's buttonhole machine provided an added stimulus to the clothing industry; Paine's Furniture Co., the largest and most prominent of the great furniture companies, erected their mammoth store and factory between Canal and Friend Streets; and Chadwick Lead built toward the end of the decade their factory in the hardware district that since the Great Fire had located in the Fort Hill area. Shoe manufacture, hitherto carried out only to a limited extent, grew increasingly in the '70s and '80s. By 1891 there were said to be 10 factories producing \$3 million worth of shoes annually. In the '80s and '90s both the shoe and leather trade and the dry goods business began expanding southward into new brick warehouses in what is today the leather district (between Atlantic Avenue and Lincoln Street) and the Textile District (in the area of Essex and Kingston Street).

With the gradual curtailment of the practice of retailers coming to Boston every six months to shop for goods beginning in the 1880s, warehouse space became less important.

1890-1900

By this decade, the furniture trade of Boston Proper was in decline as firms moved to other parts of Boston and surrounding cities. Probably the same was true of the big printing houses and candy factories. South End piano factories continued to increase; both Emerson and Everett built large brick factories in the South End. The manufacture of pianos and organs peaked about 1910 though already firms had begun moving out of Boston Proper. The earliest Italian egg macaroni had been introduced in 1881. By 1890 the Boston Macaroni Company and several others were in operation.

1900-1915

For most of the Late Industrial period, freight rates by rail and ship had been adjusted to take into account the location of various port cities. After about 1905 these rail differentials were removed, presenting a pronounced handicap to Boston's export trade. In 1908 Boston slipped from third to fourth place in value of exports. At the same time wholesale houses began to retire from business as manufacturers increasingly sold products directly to retailers. The result was a slow but steady decrease in the amount of warehouse space required in Boston.

The amount of identifiable manufacturing within Boston seems to have been relatively small. A scan of atlases suggests that two areas in particular retained some industry. The most heavily industrialized area remained the blocks east of Harrison Avenue, dominated by Boston Elevated's Central Station (the predecessor West End Street Railway had taken over the old Hinkley Locomotive Works), surrounded by numerous organ and piano factories, machine and woodworking shops. In the North End, the blocks immediately south of Causeway Street retained brass and iron works, chair and casket factories, while along Commercial Street were located not only Boston Gas Light's pioneer manufacturing plant, but numerous warehouses and at least one confectionary factory. Several large factories also remained near the Boston & Providence's Gravelly Point yards in the vicinity of Camden and Northampton Streets.

E. Architecture:

Residential:

Although little new development occurred, established neighborhoods filled in or were extensively re-built. The Back Bay continued to define Boston's high style urban domestic architecture with high quality, architect-designed four and five-story townhouses in a full range of historical styles. Toward the end of the period, residential hotels and apartment blocks began to be built around Copley Square, along Massachusetts Avenue and at Charlesgate, indicating a shift from single family to multiple occupancy in Back Bay buildings. Residential construction in the South End was all but complete at the beginning of the period, with the exception of stretches of Columbus Avenue which were built-up in the early '70s with New York style rowhouses. Later in the period, the North and West Ends and the north slope of Beacon Hill began to experience a wave of reconstruction in four, five and six-story brick tenements necessitated by a growing immigrant population and based in part on an increasing awareness of the threat of aging housing to public health and social well-being. By the beginning of the Early Modern period in the North End, for example, only a fraction of the early 19th century wooden housing stock remained. The great majority of the buildings were utilitarian brick structures with inexpensive cast metal or concrete trim in diluted Colonial Revival designs. In a number of cases, additional floors were constructed atop existing early 19th century brick blocks. More significant, historically and architecturally, are a few remaining examples of philanthropic housing still standing in the South End along upper Harrison Avenue; along with a few two-story sidehall brick rowhouses at least one block of multi-story brick tenements, remarkable for its similarity to London's Peabody Trust housing of the 1880s, was constructed, c. 1885. At the end of the period, the areas east and west of the Fenway were built up with modestly-detailed four and five story, buff and yellow brick blocks of flats in Georgian and Colonial Revival designs, a decided contrast to the red brick and brownstone of the 19th century.

Institutional:

Most of Boston's landmarks buildings date from the Late Industrial period. These include Trinity Church (H. H. Richardson, 1872-77) and the Boston Public Library (McKim, Mead, and White, 1888-95), certainly the two best known and illustrative of the shift in the late 19th century from picturesque eclecticism to Beaux Arts classicism. In ecclesiastical architecture, Gothic and Romanesque designs, consistently well-detailed, architect-designed structures, many in the favored local Roxbury puddingstone, predominated. The establishment of the city architect's office in 18 makes for a high degree of stylistic consistency, if not

always of design quality, in the municipal buildings of the period; many notable Victorian Gothic, Romanesque, Renaissance and Beaux Arts schools, fire stations and police stations survive along with the Suffolk County Courthouse (G. Clough, 1888). Major cultural institutions also constructed important structures during the period with a few High Victorian Gothic examples (Museum of Fine Arts, Sturgis and Brigham, 1876) and many neo-classical buildings (Symphony Hall, McKim Mead and White, 1892-1900; First Church of Christ, Scientist, Brigham and Beman, 1904-06; Museum of Fine Arts, Guy Lowell, 1909; State House additions, R. C. Sturgis, 1914-17).

Commercial:

After the Fire of 1872, the commercial district was quickly rebuilt with substantial five and six-story mansard-roofed blocks in Second Empire and Neo-Grec designs; many of these still stand. The commercial architecture of the 1870s and '80s reveals a comparatively bold acceptance of the eclectic styles then popular and an incipient willingness to test the current height limits of building construction: buildings such as the Equitable (A. Gilman, 1873-75) and the New England Mutual (N. J. Bradlee, 1873) indicate that Boston was still a center of architectural innovation in the 1870s. By the turn of the century, it had conceded that status, although tall buildings were constructed early on (Ames Building, Shepley, Rutan and Coolidge, 1887-89), the steel frame was not employed until comparatively late (Carter/Winthrop Building, C. H. Blackall, 1893). Stylistically as well as technologically, Boston had retreated to conservatism (albeit as part of a national trend in that direction by 1900 so that restrained Beaux Arts and neo-classical structures restricted to no more than 125 feet in height) predominated. In addition to office buildings, a few important department stores (R. H. White's, Peabody and Stearns, 1877 and Jordan Marsh, S. J. F. Thayer, 1880, both demolished; also Filene's, Daniel Burnham and Co., 1912; R. H. Stearns, Parker, Thomas and Rice, 1908), several monumental railroad stations (Boston and Lowell, E. A. P. Newcomb, 1871; Boston and Providence, Peabody and Stearns, 187; South Station, Shepley, Rutan and Coolidge, 1898) and a few theatres (Wilbur, C. H. Blackall, 1914; Saxon/Majestic, J. G. Howard, 1903) were among the many commercial buildings constructed in the period.

Industrial:

Most of the period's industrial construction consists of large-scale brick warehouses of five to eight stories in height; these are concentrated along Harrison Avenue and east of South Station. Many are buildings of considerable pretention, especially those located adjacent to the central business district, but most are utilitarian in design. A number of highstyle, well-detailed power stations in neo-classical and Beaux Arts designs were also built.

X. EARLY MODERN

A. Transportation Routes:

Continued extension of subway system with trolley tunnels through Back Bay to Kenmore Square along Boylston Street (1914-1932) and to Fenway along Huntington Avenue (1941). Embankment autohighway constructed along Charles River fill during 1930s as Storrow Drive (rebuilt 1955) with underpass at Massachusetts and Commonwealth Avenues (1937). Vehicular tunnel to East Boston (Summer Tunnel) opened 1935 with original Art Deco entrance portals at Cross Street. North End rail depots consolidated as North Station (1928) from Haymarket Square with similar arrangement at Back Bay station from Park Square.

B. Population:

Although the city as a whole did not reach its peak population until 1935, 1915 saw the highest population in Boston Proper -- 196,300 -- with extreme crowding conditions experienced in some areas. (It was said that in 1920 only Calcutta could boast of more people per square mile than the North End). Between 1915 and 1945 Boston Proper experienced a loss of 34 percent, reaching 128,389 in the latter year. The only exception to this loss was a slight and relatively insignificant gain in the five years 1930-35. The area's population represented as a proportion of the whole city declined steadily from 26 percent in 1915 to 16.7 percent in 1945.

No figures were available for the ethnic makeup of Boston Proper, though with the cessation of major immigration in the '20s, most areas retained the ethnic makeup already established. By 1920 the North End was 90 percent Italian, the South Cove area had been attracting large numbers of Chinese since the 1880s, and the South End had established a national reputation as a lodging house district for a wide variety of ethnic groups including Irish, Jewish, Syrian, Greek, Italian, Chinese, Portuguese West Indian, and Black communities.

C. Settlement Patterns:

General stagnation of development during mid-20th century with stabilization of business area around grid of transit lines. Financial district remained along State-Congress with focus at Post Office Square. Retail shopping continued at Washington-Summer Streets junction with adjacent extension of theatre district along Tremont to Kneeland Streets. Specialty wholesale manufacturing remained along Federal-Congress Streets to South Station. Government district developed around State House complex on Beacon Hill with expansion around Pemberton Sq. Tremont Row (Government Center) declines as retail center,

transformed as fringe district of Scollay Square, extending to Bowdoin Square with development of auto commercial strip along Cambridge Street. Reformation of Causeway Street-Haymarket Square rail terminal as North Station (1928) with wholesale district along Canal Street. North End remained as dense residential tenement district with axis along Hanover-Salem Streets and fringe activities along Atlantic Avenue. Central produce market continued at Haymarket-Quincy Market around Dock Square with decline of wharfage facilities and conversion to artists lofts. Primary status residential area remained on Beacon Hill with extension of affluent row house district into Back Bay along Commonwealth Avenue with civic focus around Copley Square and commercial axis along Boylston-Newbury Streets. Charles River embankment developed as recreational park by mid-20th century with bohemian-artist district along Charles Street and tenement rows remaining in West End. Fenway area continued as important institutional focus with axis along Huntington Avenue, extending to hospital complex at Longwood Avenue and commercial district at Kenmore Square. South End remained as declining residential district with fringe development along Harrison Ave-Fort Point Channel. Tenement area extends to Broadway and Essex Streets with immigrant district at Chinatown, while Bay Village developed as cinema-theatre wholesale district with extension to Park Square bus depot and hotel focus.

D. Economic Base:

Although retail district had remained relatively fixed since 1860s, 1920s witnessed new expansion of retail business at Park Square with demolition of Boston & Providence station and replacement by Paine Furniture followed in the 1920s by the Hotel Statler (1927). Construction of Sears Roebuck headquarters on upper Brookline Avenue achieved much the same effect in vicinity of Fenway Park. No identifiable new industrial activity, and with declining popularity of pianos in the face of newer sources of entertainment (Victrolas, automobiles, and movie houses, etc.) most of the piano factories closed, or, like Hallet & Davis, relocated.

E. Architecture:

Residential: Almost no residential construction took place after 1915. A very few highstyle Georgian and Federal Revival townhouses along Bay State Road (the farthest extension of the Back Bay) were built in the late 'teens and 1920s'; elsewhere, limited construction of conservatively-styled modest Colonial Revival apartment blocks may have occurred in the Fenway area.

Institutional:

Institutional development was confined primarily to the Kenmore Square and Fenway areas and was limited to the construction of various educational facilities (Boston University, R.A. Cram, 1939), and hospitals.

Commercial:

More commercial buildings than any other building type were built in this period; of these, the theatres are probably the most important group, architecturally, while the number of hotels surviving is the greatest. Several very fine Beaux Arts designs (Keith/Savoy, T. Lamb, 1928; Metropolitan, Blackall, Clapp and Whittemore, 1925) and at least one Modernæ example (Paramount, A. Bowditch, 1932) survive. Most of the hotels are restrained Beaux Arts, Modernæ or Colonial Revival buildings concentrated in Kenmore Copley and Park Squares. Very few office buildings were constructed but of these, most are well-detailed examples of the Modernæ, a style rare in Boston; these include the United Shoe Machinery building (Parker, Thomas and Rice, 1929) and the Boston Post Office (Cram and Ferguson, 1929-31). Terracotta was extensively employed, particularly in the retail districts, to impart a lavish character to otherwise utilitarian structures.

XI. SURVEY OBSERVATIONS

Industrial:

National Register quality buildings include Chickering Piano Factory, Reece Buttonhole Machine Factory, Paine Furniture Co. building (Friend Street). In addition, further attention should be given to the street railway power generating stations on Harrison Avenue and at Lincoln Wharf; to Edison's Atlantic Avenue generating station; and to other surviving piano factories (Emerson at Harrison Avenue and Waltham Street; Everett at 495 Albany Street, etc.).

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MHC RECONNAISSANCE SURVEY REPORT

Date: 1980

Community: Brighton

I. TOPOGRAPHY

Brighton occupies approximately 4.3 square miles along the south bank of the Charles River, which forms parts of its northern and eastern boundary with Watertown and Cambridge. North Brighton and Allston, separated from the rest of the town by the main line of the Boston & Albany Railroad and by the Mass. Turnpike, is a low floodplain wrapped by the river. To the south the land gradually rises until it reaches Chestnut Hill Reservoir at the southernmost corner of the town and 127 feet elevation. Other than the Charles River, Brighton has no major streams which might have supplied water power.

II. POLITICAL BOUNDARIES

Originally part of Cambridge grant with 1635 town line surviving as Brookline boundary between New Towne (Cambridge) and Muddy River (Boston). Division with Newton established 1691 with later adjustments around Newton Corner (Washington Street). Created as separate South Side or Little Cambridge parish by 1734 and established as independent town of Brighton in 1807 with Cambridge-Watertown boundary along Charles River. Brighton annexed to Boston 1874 with connection over Smet Brook (Brookline) along Commonwealth Avenue, thus included from Middlesex County to Suffolk (Boston).

III. HISTORIC OVERVIEW

Industrial suburban community of western Boston located on Charles River highlands to river plain with lowtide native ford-way reported at Larz Anderson Bridge (North Harvard Street) and apparent village site at Oak Square (Nonantum Street). Early settlement of area from Cambridge during mid-17th century with Praying Indian activities in adjacent Newton and Great Bridge at Charles River ford. Formation of separate South Cambridge parish by mid-18th century with meeting house and burying ground at Brighton Center (Market-Washington Streets) and a few altered Colonial estate houses in peripheral locations. Important logistical advantage during Revolution with Charles River fortification at Cottage Farm (BU Bridge) and establishment of regional cattle market at Brighton Center. Stockyards continued through Federal Period with shift to Cambridge and Boston turnpikes in North Brighton with some surviving period buildings, including original Taft Hotel (Western Avenue). Expansion of fringe activities with Western Railroad through North Brighton-Allston section during Industrial Period with several late 19th century structures of note, including suburban depot, cordage factory, electric station, and early three-decker prototypes along Massachusetts Turnpike corridor.

Brighton Center retained civic and commercial functions through early 20th century with surviving district of suburban Victorian homes along Sparhawk Street and urban business blocks along Washington Street including Late Classical courthouse. Location of Boston water system at Chestnut Hill Reservoir with authentic Picturesque plan and landmark pumping stations of national significance. Dramatic development of Allston-Aberdeen area as high density apartment district with trolley line along Commonwealth Avenue and Cleveland Circle with remarkable survival of original carhouse at Reservoir MBTA station. Formation of important Catholic institutional belt around Brighton Center by mid-20th century with extensive complexes of Neo-Gothic structures, including Boston College and St. Elizabeth's Hospital. Continued expansion of Boston development along Commonwealth Avenue during Modern Period with early auto showrooms near Boston University and Art Deco apartments around Cleveland Circle area. Remainder of Brighton developed as two-family and three-decker district around Oak Square with some period Bungalow houses and well-preserved municipal buildings, including notable school house fire station and library. North Brighton remained fringe industrial district with abattoir and railyards along Charles River until recently, with Birmingham Parkway and Coca-Cola plant as period survivals. North Brighton-Franklin Street area remained isolated as well-preserved suburban neighborhood including Greek Revival and Queen Anne houses. Cambridge bridgehead developed as Harvard University complex with landmark early concrete stadium, Shingle Style boat house and Colonial Revival Business School campus. Present development is evident along Massachusetts Turnpike corridor, and Charles River parkways, institutional expansion into residential areas around Boston College and St. Elizabeth's Hospital. Commonwealth Avenue apartment district suffering from neglect and real estate instability with similar problem evident around Oak Square with obvious arson and immigrant tenements.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Corridor of routes from Charles River ford sites at Cambridge and Watertown to Muddy River with trails assumed as Harvard-Cambridge-North Harvard Streets and Washington Street from Oak Square. Cross link between Watertown and Cambridge fords appears to be Faneuil-Market-Western Avenue to North Harvard Street. Trail connections to Oak Square from Newton highlands documented as Nonantum Street ("Indian Lane" 1830 map), with presumed routes to Watertown ford as Washington Street and to Jamaica Pond along axis of Lake Street around Chandler's Pond.

B. Settlement Pattern:

One probable period site known as "Nonantum" probably located in the vicinity of Gallagher Park. Other period sites likely along the Charles River and on adjacent terraces and hills.

C. Subsistence Pattern:

Access to seasonal fish runs in the Charles and to other estuary resources. Good agricultural land along Charles.

D. Observations:

Area along Charles probably had a large though seasonal population. Apparently part of the northern extent of the Massachusetts core area. Proximity to coast makes the presence of contact materials probable.

V. FIRST SETTLEMENT PERIOD (1620-1675)

A. Transportation Routes:

Native trails improved as connecting highways between Brookline and Tremont (Washington Street) and Brookline and Cambridge ferry (Harvard-Cambridge-North Harvard Streets) by mid-17th century, with Great Bridge over Charles River (1660). Alternate road between Cambridge and Watertown from Oak Square (Washington-Faneuil-Market-Western Avenue-North Harvard Street) with suspected ford to Oldham site (Perkins) in Watertown at Arsenal Street bridge.

B. Population:

First settled 1635 from Cambridge, of which it remained a part until 1807. By 1688, 28 families in what is now Brighton.

C. Settlement Pattern:

Outlying agricultural district of Cambridge during mid-17th century with important ford-bridge crossing of Charles River at North Harvard Street. Native Praying Village reported at Oak Square during 1650's with adjacent site at Nonantum (Newton).

D. Economic Base:

Primarily farming. First ferry established 1635 across Charles, followed by Great Bridge, built 1662. River crossing made Brighton integral part of "highway to Boston."

VI. COLONIAL PERIOD

A. Transportation Routes:

Highways remained in place from 17th century. Location of meeting house at Brighton Center prompts radial roads as Market Street-Chestnut Hill Avenue to Cambridge and Brookline by mid-18th

century. Other local highways of the period appear as portions of Lake Street and Commonwealth Avenue around Chestnut Hill Reservoir area.

B. Population:

Growth from 28 families in 1688 to 60 families (400 people) in 1780.

C. Settlement Pattern:

Continued development of agricultural economy through mid-18th century with formation of estate farms on Faneuil Hill and Harvard Street (Union Square). Town center established at Washington and Chestnut Hill-Market Streets with meeting house (1741) and burying ground (1764). Revolutionary War prompts development of cattle market at Brighton Center and construction of important fortifications at Cottage Farm (BU Bridge) by 1775.

D. Economic Base:

Primarily farming. At least one small slaughterhouse operated by Jonathan Winship. T.H. McVey described Brighton's beginning as a cattle market: "When Washington was at Dorchester Heights, he needed supplies of beef for his troops. In Brighton he contacted Jonathan Winship who ran a small slaughterhouse. Winship sent out a call to many local and outside cattle dealers to bring meat to Brighton. The arrangement worked so well that many of the cattle dealers themselves afterward set up slaughtering places and so the business grew."

E. Architecture:

Residential: Perhaps a half dozen 18th-century structures survive in Brighton. These include several twin chimney houses at Union Square and a gambrel-roofed central chimney cottage at Oak Square. No highstyle structures remain, although at least one important Boston family, the Faneuils, had a country estate in Brighton.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Rapid improvement of access to Boston with Charles River bridges and turnpikes from Cambridge as Cambridge Street to Brighton Center (1811) and Western Avenue to Watertown (1824). Back Bay mill dam opens connections to Boston and Watertown as Beacon Street-Commonwealth Avenue (1821).

B. Population:

At incorporation of town, 1807, population stood at 608, up from 400 in 1780. Virtually no growth in this period, as population had only reached 972 by 1830.

C. Settlement Pattern:

Opening of Cambridge, Watertown and Back Bay bridges by early 19th century stimulated development of Brighton Center as suburban supply district with cattle market and nursery gardens along Market Street with taverns and hotels along Western Avenue, Beacon and Cambridge Streets and workers' district on Allston and Foster Streets.

D. Economic Base:

Probably several small slaughterhouses, though not noted in the McLane Report of 1832. Winship's Horticultural Garden, established 1822 at site of later abattoir, said to be "the earliest attempt in this section of the country at raising young ornamental and useful plants for sale in the style of European nurseries," (Hayward, Gazetteer).

E. Architecture

Residential: Several twin rear wall chimney and twin interior chimney vernacular Federal houses stand on Franklin and North Harvard Streets along with one central chimney vernacular house dating ca. 1810 on Charlesview Street, an apparent tenant farmhouse from the Faneuil Estate. Several more twin rear wall Federal houses stand on Chestnut Street with a single hip-roofed end chimney example with later extensions on Washington Street. A group of late Federal cottages on Brayton Rd.(?)-Tremont Street was apparently moved there from some other location. No longer standing is an important local example of the Regency Greek Revival, a house built in 1821 on Faneuil Street.

VIII. EARLY INDUSTRIAL (1830-1870)

A. Transportation Routes:

Turnpikes and highways remained from the early 19th century. Railroad corridor for Boston area routes through Brighton with Boston & Worcester (1835) across Charles River meadows and depot at Harvard Avenue (Allston). Early horse railway lines (1858) from Cambridge to Brighton Center and Newton along Cambridge-Washington-Tremont Streets through Oak Square, portions intact as Watertown MBTA Green Line (abandoned). Cottage Farm Bridge (1850) opened to Cambridge from Brookline (now BU Bridge-Route 2).

B. Population:

Between about 1840 and 1865, population rose fairly steadily at a rate of about 95-100 people per year, reaching 3854 in the latter year. About 26% of the 1865 population were foreign born, 4/5ths of whom were Irish.

C. Settlement Pattern:

Continued development of suburban fringe activities with Boston & Worcester Railroad along Charles River meadows. Suburban depots established at Allston (Cambridge St.-Harvard Avenue) and North Brighton at Market Street with parallel growth along Cambridge-Watertown horsecar route through Union Square, Brighton Center and Oak Square by mid-19th century. Local suburban district emerged around Brighton Center along Sparhawk Street with axis to Cambridge Street and modest subdivisions around Allston depot (Linden-Ashford Streets). Cattle market shifted to rail yards at North Brighton, while Brighton Center retained civic and commercial activity for area. Chestnut Hill Reservoir created (1848) as Picturesque design from lowland bog.

D. Economic Base:

The period was the heyday of the independent slaughterhouses, largely stimulated by the opening of the Boston & Worcester Railroad which brought in livestock in large numbers. (Prior to the railroad's arrival, most beef had to be put up in barrels and salted). By 1847 John Hayward could write in his Gazetteer that Brighton was then "the largest cattle market in New England... Near the spacious Cattle Fair Hotel [Washington & Market Streets] and connected therewith are extensive barns, stables, and sheds for the sheltering of stock and more than one hundred pleasant and convenient yards for the sale of cattle, sheep, and swine, many of which are paved, and all furnished with excellent water." In 1865 there were 34 slaughterhouses, most located in the northeast part of town, and the value of beef, pork, and mutton stood at \$3.9 million. But despite Hayward's glowing description, by the 1860s the industry had become an offensive menace to the public health. One of the first acts of the State Board of Health established in 1869 was the preparation of a report on slaughtering for the Boston market, specifically targeted at abuses and unsanitary conditions at Brighton. The resulting legislation (Ch. 365, 1870) gave the Board of Health powers to authorize or reject all applications for slaughtering in the Boston area and established a private corporation -- the Butchers' Slaughtering and Melting Association in Brighton -- to construct a modern abattoir.

Other industries in Brighton in this period, fueled by extensive lumber and coal yards served by river sloop traffic, included varnish manufacture, and, by 1865, five cordage works. There were also extensive factories for rendering, and the Boston & Albany Railroad constructed extensive car shops parallel to Braintree Street.

E. Architecture:

Residential: Perhaps a dozen porticoed Greek Revival houses, both sidehall and center entrance examples, still stand in Brighton along with a number of more modest sidehall cottages and houses. Comparatively few well-developed Italianate houses were built, although many houses combining elements of the Greek Revival and Italianate were constructed and at least a few suburban villas and towered Italianate examples are known. Fully developed Italianate houses do not appear until the end of the period when they are most often found with mansard roofs in the Second Empire style. A few early three-story, flat-roofed bracketed tenement blocks at North Brighton may date from the end of the period.

Institutional:

At least three schools and a poor house are recorded for the period; no buildings are known to survive.

Commercial:

Several important Greek Revival structures survive in Brighton, the most significant of these being the Taft Hotel, a three-story porticoed Greek Revival row on Western Avenue, believed to be the only hotel remaining from the days of Brighton's cattle-related economy. Also standing is at least one substantial Greek Revival commercial block at Washington and Market Streets.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Steam and horse railroads remained from mid-19th century with extension of electric trolley lines through Brighton during late 19th century. Local routes from Brookline, Watertown and Cambridge operated on Beacon, Harvard, Market and Western Avenue, with primary trolley route from Boston along Commonwealth Avenue by 1895, still operated as MBTA Boston College line with loop at Lake Street and connections to Reservoir carhouse on Chestnut Hill Avenue. Grand Junction rail link across Charles River to Cambridge from Allston freight yards opened by 1870.

B. Population:

Initial 15 years, 1870-85, growth averaged 237 per year (with ellipsis 1875-80), probably based on expanding industrial base. Accelerated growth 1885-1915 averaged 758 per year with peak 5-year period 1910-15 at 1641 per year due to expansion of streetcar network. Beginning about 1900 Eastern European Jews and Lithuanians settled in North Brighton area attracted by work in abattoir.

C. Settlement Patterns:

Rapid expansion of suburban development with opening of electric trolley lines by early 20th century. Cambridge-Watertown corridor along Western Avenue and Cambridge Street developed as fringe industrial district along mainline railroad with regional freight yards at Allston along Charles River. Speculative apartment construction followed extension of Commonwealth Avenue streetcar route to Chestnut Hill Reservoir with development of area between Harvard and Washington Streets as high density residential district. Suburban areas remained of limited extent around Brighton Center with axis along Sparhawk Street. Commercial and civic focus expanded at Brighton Center along Washington-Cambridge Streets to Oak and Union Squares with secondary activity along Harvard St-Harvard Ave. to Allston depot and Western Avenue to North Brighton cattle yards. Athletic facilities established along Charles River with Harvard Stadium (1902) and race track on Soldiers Field Road.

D. Economic Base:

Period begun with construction of abattoir in North Brighton, close to river. Modeled on abattoirs in France and England, the facility opened in 1873, a few days after the act providing for Brighton's annexation was signed. By this time, despite growing trade, much of the business was shared with Fitchburg Railroad markets in Watertown and North Cambridge.

Most of Brighton's industry located either on the plain north of the tracks -- rope walks, varnish and glue works and the Brookline Gas Co. -- or along the tracks themselves, on either side of the railroad car shops. Here associated machine shops, car wheel and box factories were erected, and in 1889 the first powerhouse of the West End Street Railway's electrified system. In the 1890's, Sewall & Day moved their Standard Rope & Twine Co. from Roxbury to the Everett Street location. The wood-frame ropewalk ran between still-extant headhouses on Lincoln Street and Western Avenue.

Several nurseries were established in the highlands -- along Tremont Street and, at 163 Kendrick, William Elliott's extensive Nonantum Nursery. Metropolitan Water Works constructed monumental high-service pumping station at Chestnut Hill Reservoir, 1887; low service, 1900.

E. Architecture:

Residential: The bulk of Brighton's residential construction occurred during this period with many two-family houses and three-deckers and comparatively few single-family houses constructed. A few highstyle Queen Anne, Shingle Style and Colonial Revival houses were built along Commonwealth Avenue and above Oak Square, with most single family houses being somewhat more modest, but well-detailed examples of the same styles. At least a few Mission Revival single family houses

were constructed along with a few Craftsman-derived structures. More ambitious houses use brick, stucco and stone detailing. By contrast, most multiple family houses are of wooden construction. Many Queen Anne and Colonial Revival two-families and three-deckers were built south of Oak Square, along Washington Street and at North Brighton. In addition to these more modest multiple-family dwellings, a number of substantial brick apartment blocks were constructed toward the end of the period, especially south of Commonwealth Avenue and around Cleveland Circle: most of these are detailed with stock concrete trim in Beaux Arts and Georgian Revival designs.

Institutional:

During this period Brighton became the site for a number of large institutions, primarily affiliated with the Catholic Church. Most of these early 20th century buff brick structures in Beaux Arts and Baroque-derived designs. Other major institutional uses include the Chestnut Hill Reservoir with some of Boston's most impressive highstyle municipal structures (High Service Station, Richardsonian Romanesque, Arthur Vinal, 1889; Low Service Station, Beaux Arts Classical, Shepley, Rutan and Coolidge, 1905; assorted smaller Beaux Arts structures, ca. 1890-1915) and portions of the campus of Harvard University (Harvard Stadium, Neo-classical, McKim, Mead and White, 1902). Also, Commonwealth Armory (1909, J.E. McLaughlin). In addition to these major institutional buildings, a number of municipal buildings were completed (Police Station, E.M. Wheelwright, 1891; Engine #51, Maginnis and Walsh, 1912; Taft High School, E.M. Wheelwright, 1894) along with several churches (St. Gabriel's, T.E. Sheehan, 1909; Oak Square Methodist, 1911; First Unitarian, Cabot, Everett, and Mead, 1894). These are Beaux Arts Classical Renaissance Revival or Gothic Revival in style, although a Mission-related variant of the Craftsman style is well represented in Brighton's period institutional buildings.

Commercial:

Commercial centers developed at Union Square and at Washington and Market Streets with three and four story brick buildings in High Victorian Gothic, Renaissance and Romanesque Revival and Queen Anne styles. The most pretentious of these date from the late 19th century and include the Warren Building (1879), Nagle Building (1892) and the Imperial Building (1899). Also constructed in the period was the Richardsonian Allston Depot (Shepley, Rutan and Coolidge, 1887).

Industrial:

The most significant surviving industrial structure is the Stick Style/Queen Anne car barn of the West End Street Railway (ca. 1889). Other buildings at North Brighton include some frame structures and a number of well-detailed brick buildings, both complexes being utilitarian in design.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

Streetcar routes remained in operation through mid-20th century, with original routes still in place on Commonwealth Avenue and Beacon-Cambridge-Washington-Tremont Streets, including surviving trolley loop at Oak Square. Metropolitan District Commission auto roads along Charles River opened during 1930s along Soldiers Field Road with original route intact as Birmingham Parkway including period landscaping and lighting.

B. Population:

Brighton was the last ward of the city to experience suburban growth. By 1935 (the last date for which population figures were located), Brighton was growing at the rate of over 2120 people a year. In that year the population stood at 66,995. Brighton at this time was experiencing a new wave of immigrants as the second generation of Eastern European Jews left the poorer communities of Roxbury and North and West ends for the more prosperous community of Brighton. Much of the Cleveland Circle area was settled at this time, while Italians, attracted by nearby quarries and the silk mill, settled closer to the railroad.

C. Settlement Pattern:

Development of residential districts continued along major trolley lines through mid-20th century. Apartment construction extended along Commonwealth Avenue to Lake Street around Chestnut Hill Reservoir and as three-decker building along Watertown carline on Cambridge-Washington-Tremont Streets from Brighton Center. Modest two-family districts were developed along Faneuil, Lake and Foster Streets to Newton line. Catholic institutional belt emerged around Brighton Center from Chestnut Hill to Union Square (Boston College-St. Elizabeth's Hospital) by 1930's with important regional facilities. Commercial strip activity extended along Charles River auto roads and Western Avenue between Cambridge and Watertown. Fringe district continued along mainline railroad through North Brighton and Allston with regional facilities for freight yards, cattle slaughter and steel fabrication. Brighton Center remained as primary commercial and civic focus with secondary activity along Harvard St.-Ave. and Washington Street to Oak Square. Expansion of Harvard University facilities along North Harvard Street with Business School (1924).

D. Economic Base:

Most of the cordage works by this period had gone out of business. The largest of them, Sewall and Day, was converted to a silk mill by the New England Spun Silk Co. and became a

major employer of Italian labor. About 1910-15 Carnegie Steel constructed its New England Steel warehouse opposite the B&A car shops, followed within a decade by the iron and steel warehouse of the Harvey Co. on the opposite side of the tracks.

For the two decades beginning in 1910, Commonwealth and Brighton Avenues witnessed the construction of numerous auto showrooms and service stations, often elaborately designed. One of the earliest was the 1910 Packard showroom built by Alvan T. Fuller (later governor) at the corner of Commonwealth and Brighton Avenues. Behind it in the '20's were built factories and warehouses for storage batteries and plate glass. North Beacon Street at the same time developed a group of truck showrooms and service stations as Mack, General Motors, and International Harvester all built outlets between 61 and 103 North Beacon.

E. Architecture:

Residential: The bulk of residential construction in this period consisted of stuccoed and frame Craftsman two-family houses although at least a few well-developed bungalows, including one to designs of Los Angeles architect, were constructed. In addition, brick apartment blocks continued to be built in numbers. Most of these are Georgian or Mission Revival in style with a very few mildly-stated Moderne designs.

Institutional:

Several Catholic institutions and churches were constructed including the Cenacle Convent (Tudor Revival, Maginnis and Walsh, 1922). Also constructed were a Moderne Library Branch (Kilham, Hopkins and Greeley, 1931) and Brighton High School (Tudor Revival, O'Connell and Shaw, 1929). The campus of the Harvard Business School (Georgian Revival, McKim, Mead & White, 1924) was put up during the period.

Commercial:

Commercial structures of the period include a number of well-detailed Moderne and Revival auto showrooms on Commonwealth Avenue, most of these with surviving high quality interior detailing. Several Moderne gas stations survive on Western Avenue while a number of one-story concrete and brick corner-store blocks were constructed at neighborhood centers and on Commonwealth and Harvard Avenues; at least one block on Harvard Avenue retains Mission Revival detailing. Also standing is the Mission Revival entrance to Boston Braves stadium (1915), now part of the Boston University campus.

XI. SURVEY OBSERVATIONS

Although the Brighton survey is as yet incomplete, its work has already included the Sewall & Day cordage works, the Chestnut Hill Reservoir pumping stations, the Allston depot, and Harvard Stadium, all of which deserve NR nominations. Buildings which deserve further study include the early wood-frame machine shop at 81 Braintree Street (1870's), the West End Street Railway's Allston Powerhouse (43 Braintree), Angier Chemical Co. laboratory (244 Brighton Avenue), and the Packard Motor Car showroom (1910-1929, 1079 Commonwealth Avenue).

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MHC RECONNAISSANCE SURVEY REPORT

Date: December 1980

Community: Charlestown

I. TOPOGRAPHY

Charlestown is an oblong peninsula located in Boston Harbor at the confluence of the Mystic and Charles rivers. The original land area, amounting to approximately 424 acres, was dominated by two drumlins -- Bunker and Breeds Hills, and to the southwest, Town (aka Windmill or West) Hill. Of the three, Bunker Hill, at 113 feet elevation, is the highest. Charlestown was joined to the mainland by a narrow "neck" of land, which, with access to the Middlesex Canal, the millpond, wharves, and a bridge to Malden early became a key location of industrial development. The Navy Yard chose the other prime location, where the combining currents of the Charles and Mystic Rivers made a natural deep-water port. As Charlestown's port and rail facilities increased during the late 19th century, an additional 400 acres of filled land were added, by 1910 virtually doubling the city's land area. But for its harbor access, Charlestown has no streams or other bodies of water, and much of her 18th and early 19th-century brick-making was on land subsequently included in Somerville.

II. POLITICAL BOUNDARIES

Originally settled by Thomas Walford (c.1625) and acquired as site of Massachusetts Bay Colony capital of Charlestown (also "Charleston") in 1629. Informal boundary established with Boston along Charles River (c.1630) and with Cambridge along Millers River (1632). Division of Mystic side to Malden (1726) along Mystic River with exception of Penny Ferry (now Alford St.-Malden Bridge leg). Separation of Somerville (1842) defines western boundaries around Sullivan Square. Incorporated as a city (1847) and later annexed as part of Boston (1873)

III. HISTORIC OVERVIEW

Historic urban center at primary focus of routeways west and north of inner Boston region. Located on original Mishawum peninsula between Mystic and Charles rivers with potential native sites under tidal landfill perimeter. Site of early English settlement before 1630 with Walford trading post. Original 17th century Charlestown street grid survives intact on Town Hill as early example of urban planning with site potential at summit park. Authentic First Period burying ground contains wide array of carving styles with several stones before 1675. Early ferry connections to Boston and waterfront potential developed important Colonial urban center with civic focus at City Square and shipping docks around Water St.

area. Site of Revolutionary Battle of Bunker Hill at crest of Breeds Hill with destruction of entire urban area by fire and bombardment with possible exception of tidemill village around Sullivan Square, although no apparent pre-fire buildings remain. Original town area rebuilt in late 18th century with stimulus of Boston bridge connections including several late gambrel houses, one of Mystic brick plan, and well-preserved examples of early Federal style mansions around Thompson Sq. Location of State Prison and U.S. Navy Yard in early 19th century established fringe activities around waterfront with original granite buildings and brick headquarters preserved in Shipyard Historic Park with period frigate Constitution. Increasing proximity to Boston expansion by bridge and public transit shifts scale of residential development during mid-19th century to brick urban row house with well-preserved status districts on Town Hill, and around Monument Square of Greek Revival and Italianate design including some with New York brownstone details. Bunker Hill Monument remains as early granite architecture and urban observatory. Further expansion of fringe development around perimeter of waterfront during Industrial period with railroad infill along Charles and Mystic Rivers and important regional focus at Sullivan Square including survival of period gasholder and workers' cottages. Continued residential development of remaining land on Bunker and Breeds Hills through late 19th century, primarily with wooden tenement rows of modest design and later brick examples of Boston plan. Town center remained a City Square through early 20th century rebuilt with Neoclassical municipal structures, while commercial axis developed with elevated railroad under Main St., including well-preserved Victorian Gothic bank and church around Thompson Sq. with other period churches around Breeds Hill. Industrial expansion maintained through mid-20th century along Mystic waterfront with landmark period factories and transit facilities at Sullivan Square and early public housing complex on Medford St. with period playground. At present, urban revitalization has restored much of historic period housing between Thompson and Monument Squares with expansion of activity along axis of High St. Industrial development continues along Mystic waterfront affecting stability of residential districts around Sullivan Square while urban renewal projects have cleared much of historic fabric along Millers River, threatening viability of historic sites at Phipps St. cemetery and Town Hill. Potential of expressway relocation at City Square and Navy Yard offers important archeological recovery of original waterfront zones.

IV. CONTACT PERIOD

A. Transportation Routes:

Mishawum peninsula connected to mainland from Charles River tidelands along trail which apparently follows axis of Main St. with possible branch to Mystic River from City

Square as Park-Common-Adams Sts. It would also seem likely that a trail was located on the Mystic side of Mishawum peninsula along the present course of Medford St., although no evidence is available. Cambridge St. and Broadway follow documented trail routes from isthmus (Sullivan Sq.) to interior.

B. Settlement Pattern:

A probable period site (19-SU-44) reported on the grounds of Bunker Hill Community College; largely destroyed in 1971. Other period sites probably existed but have been destroyed by the area's intense development.

C. Subsistence Pattern:

A major access point to the estuary resources of both the Charles and Mystic rivers, especially shellfish, fish and waterfowl. A prime location for native-European trade.

D. Observations:

Although originally an area of dense, and probably seasonal, native occupation, it is difficult to form any detailed impression due to the early date of colonial settlement and density of subsequent development. The identity of native occupants is unclear; location is on the border between Massachusetts core area in southern portion of Mass. Bay and Pawtucket related group based in the Mystic/Malden/Saugus Rivers drainage area.

V. FIRST SETTLEMENT PERIOD

A. Transportation Routes:

Native trail along Main St. improved as highway to Cambridge and Medford by mid-17th century. Charlestown street plan (1629) includes Harvard and Warren Sts. from Thompson Sq. around Town Hill. It is also likely that Bunker Hill St. was laid out as division highway across Breeds Hill planting lots during this period, although no evidence is available. Important earlier ferry routes established from Charlestown to Boston (1631) at City Square and from Charlestown Neck (Sullivan Sq.) to Malden (1640).

B. Population:

Earliest settlement c.1625 by blacksmith Thomas Walford. Arrival of Winthrop 1629 temporarily raises population over 1500, most of whom departed for Shawmut Peninsula. Population in 1633, 58 men, "most of whom had families" (Bartlett). Figures unavailable for remainder of period but may have reached 4-500 by 1680s.

C. Settlement Patterns:

Preformal English occupation at head of Mishawum peninsula with Thomas Walford house in vicinity of Training Field (Common St.) apparently by 1625. Formal settlement by Massachusetts Company in 1629 with Charles Town plan (Thomas Graves, surveyor) across Main St. from Walford site. Original street plan survives intact with unique semi-circular arrangement around Harvard St. hill crest. Civic center established at Town Square (City Sq.) at foot of Main St. with Great House while commercial focus develops around Town Dock cove (Henley-Wapping Sts.) with fortifications at crest of Harvard St. (Town Hill) and at Moultons Point (Navy Yard) during 1630s. Fringe land use defines Millers River tideflats with burying ground (Phipps St.) and tide mill (Mill St.) by mid-17th century.

D. Economic Base:

Great Ferry established to Boston, 1631, at later Charles River Bridge location; Penny Ferry to Malden, 1640, from neck. Streets and Hill Fort laid out by engineer Thomas Graves. Initial pursuits in farming and building; windmill built 1635 by Robert Hawkins on Town Hill; tide mill at neck by 1645. By 1640s extensive commerce begun including whale fishery and West India trade. First shipyard erected 1641 by Francis Willoughby. First drydock in the country built 1677-78 by James Russell on inducements of General Court (Bartlett).

VI. COLONIAL PERIOD

A. Transportation Routes:

Highways and ferries remain from 17th century with Main St. as primary road and Bunker Hill Ave. as secondary way. Local roads of the period include Mill St. to tidemill and Tufts St. to brickyards.

B. Population:

By 1765 Charlestown and Somerville had a combined population of 2048, of which probably 17-1800 resided on the Charlestown peninsula, including about 120 blacks. By 1775, the date of the British destruction of the city, the population had reached 2000, with 380-400 buildings, almost all of which were destroyed.

C. Settlement Pattern:

Civic and commercial center remained between meeting house (City Sq.) and ship cove (Wapping St.). Gradual expansion of settlement west along Main St. to mill village

on Neck (Sullivan Sq.) by mid-18th century with status area on Town Hill (Harvard St.) and similar growth to Moultons Point (Navy Yard) and brickyards (Tufts St.). Fortifications established on Breeds Hill during Battle of Bunker Hill in 1775 (now Monument site) and entire town destroyed by fire along Main St. axis from Town Hill with possible exception of Neck village (Sullivan Sq.). No accurate map of fire area is available from documentation.

D. Economic Base:

Manufactures included rum, loaf sugar, candles, leather and potash, while tailors, coopers, rope-makers, glaziers, tile-makers, anchor smiths and the like made Charlestown the principal industrial port of the colony in this period. Shops, warehouses and wharves encouraged extensive foreign trade, and furs, lumber, pipe staves and building frames were exported.

E. Architecture:

Residential: Of the houses standing before the 1775 burning of the town, none are known to survive, although at least one house (and probably some more at the western end of town) apparently did survive the fire: Hunnewell, writing in 1888, visited his family's ancestral home, describing it as a two-story central chimney house built before 1710. Portions of the town were burned in 1776 as a defensive strategy by the Americans, further reducing the likelihood of any early material surviving. Nonetheless, Hunnewell's statement about visiting a pre-1710 house suggests the possibility that some colonial structures may have stood through the 19th century and (though unrecognized) may yet exist.

VII. FEDERAL PERIOD

A. Transportation Routes:

Highways remain from 18th century with ferries replaced by connecting bridges to Boston (1786) across Charles River at Washington St. and to Malden (1787) across Mystic River at Broadway. Bridge connections stimulate further turnpike construction with Chelsea Bridge across Mystic (1802) and Prison Point Bridge across Millers River to East Cambridge (1810). Charlestown Neck (Sullivan Sq.) becomes terminus for Middlesex Canal (1805) with canal basin at Miller River tide dam (original route now lost through railroad fill, save for West St.). Local streets of the period include subdivisions along High St. and Washington St. from City Sq. Early omnibus service from Boston across Charles River Bridge (1826) with Warren Ave. Bridge (1828).

B. Population:

Charlestown's population figures are recorded with those of Somerville until 1842, though the latter's size remained only a small part of Charlestown's population, generally about one-tenth of the total. After destruction by the British, the town fairly rapidly returned to its original size. By 1785 the peninsula had 151 buildings and a population of 550; by 1790 its townspeople numbered over a thousand; and by 1814 there were 5,000 inhabitants and 670 buildings. By 1830 the combined Charlestown/Somerville figure stood at 8,783, of which probably about 8,000 lived on the peninsula.

C. Settlement Patterns:

Opening of Boston Bridge after Revolution spurs rebuilding of fire area from Town Hill to Thompson Sq. along Main St. during late 18th century, with division of house lots from Warren to High Sts. on Breeds Hill as status residential district. Location of Navy Yard (1800) and State Prison (1805) on tide flats accentuates fringe activities around edge of town center from Chelsea Bridge to Prison Point Bridge during early 19th century. Similar fringe development evident at Charlestown Neck with completion of Middlesex Canal (1805) and conversion of tide mill to canal basin at Miller River. Residential expansion continues around Breeds Hill along High St. with alms house and burying ground on Mystic backslope along Bunker Hill Ave. near brickyards.

D. Economic Base:

Town became center of expanding transportation network as Charles River Bridge (1786), Middlesex Canal (1803), Chelsea Bridge (1803), Warren Bridge (1828) and turnpikes combine to direct commerce and manufacturers to neck and waterfront. Charles River Bridge (1503 feet in length on 75 piers) called "the greatest enterprise which had been undertaken in the country" (Bartlett). Thirteen wharves noted in 1785 and deep-water ice-free port attracted U.S. Navy to construct Navy Yard beginning in 1800. Navy Yard in turn attracts other maritime-related industries. Three rope walks by 1805 and "trade and navigation greatly increased." At the neck extensive factories for manufacture of Morocco leather, candles, soap, molasses, and malt liquors. One of the earliest was the candle factory of Solomon Hovey, followed in 1821 by a brewery later operated by the Van Nostrand family. After 1804 the Washington St. waterfront developed. Jaques' wharf (from which quantities of hops were inspected and exported) joined by Barker shipyard and turpentine distillery. By end of period manufacture of rum led list of manufactured products (\$203,000 in 1832), followed by tanning (\$136,000) and the production of soap and candles (\$91,000). Shipbuilding, however, employed the largest number (100 men).

E. Architecture:

Residential: Charlestown retains the greatest concentration of frame Federal houses in the Boston vicinity. Rapidly rebuilt after the Revolution, Charlestown had some 280 new dwellings by 1785, thus making the Federal buildings there among the earliest examples of the style in the Boston area. Most of these are three-story, hip-roofed, brick end wall and twin rear wall chimney houses set short side onto the street. Most are simple vernacular examples although a few have quoins and decorative door surrounds. Also surviving are a few retardataire highstyle post-Colonial houses with monitor roofs and quoins as well as a very few gambrel-roofed center-chimney houses and at least one end-chimney, gambrel-roofed brick house. Hip-roofed brick double houses sharing twin rear wall chimneys and a few brick and frame double houses consisting of a center entrance house with a side-hall house attached were also built.

Institutional: Although at least four meetinghouses were constructed in the period, none survive. The most imposing of these was the First Congregational Church, built in 1783 and remodelled in 1804 by Charles Bulfinch, who enlarged the building and added an elaborate two-stage belfry and steeple. The first Town Hall (1818), a three-story, brick Federal structure, was built at City Square. Five schoolhouses, two brick and three frame, were also constructed as was an almshouse. In 1800, two important facilities were established in Charlestown: the State Prison and the Navy Yard. The State Prison, a granite building with a five-story hip-roofed central pavilion and four-story flanking wings, was completed in 1804-5; while the earliest buildings at the Navy Yard, of brick, date between 1803 and 1809 (Commandant's House); the granite drydock (Loammi Baldwin, Alexander Parris) was begun in 1827 and completed in 1834. Work on Charlestown's most famous structure, the 220' granite Bunker Hill Monument (Solomon Willard), was commenced in 1825. Only the Navy Yard buildings and Monument survive.

Commercial: At least two taverns were constructed in the period, both hip-roofed Federal structures: the frame Warren Tavern (1780) is believed to be one of the first structures built after the fire. The other tavern is the Salem Turnpike Inn, a brick end wall building on Winthrop Square. Also built was the Austin Block (c. 1822), a three-story, hip-roofed commercial structure built of stone from Brewster Island in Boston Harbor.

VIII. EARLY INDUSTRIAL PERIOD

A. Transportation Routes:

Charlestown peninsula becomes terminus for inland railroads with tidewater wharves. Original route of Charlestown Branch-Fitchburg (1837) to Navy Yard across Millers River with Boston and Main (1845) and Eastern-Grand Junction (1854) also over Millers River flats, infilling Middlesex Canal basin. Early street railroads operate from Boston to City Square along Main-Warren, Chelsea and Bunker Hill Sts. by 1860 with connections at Sullivan Sq. to Somerville and Malden. Medford St. laid out along Mystic River around Bunker Hill to Sullivan Sq.

B. Population:

Fluctuating population growth, with greatest rise 1850-55, though the city tripled in size between 1830 and 1870, reaching 28,323 in the latter year. In 1865, 22 percent of the population were foreign-born, of whom three-quarters were Irish.

C. Settlement Pattern:

Dramatic increase in urban density prompted by growth of Boston during mid-19th century. Status residential district extended from Thompson Sq. (Main St.) to Monument Sq. (Lexington St.) as urban row houses, while multiple-family tenement district expands on Bunker Hill Ave. from Navy Yard. Civic focus remained around City Sq. with commercial center shifted to Thompson Sq. along Main St. Fringe activities intensified around Mystic and Charles tideflats with railroad terminals, especially at Sullivan Sq. neck, while waterfront fire (1835) destroys original Town Dock area (Water St.) rebuilt as axis along Chelsea St.

D. Economic Base:

City's primary economic strength was as a port. From Charlestown Bridge to the Navy Yard wharfage was center of export ice trade as dozens of firms engaged in shipping cargoes of ice to South America, Europe, Australia, and the Orient. Made possible by completion of the Charlestown Branch Railroad in 1838. Acquisition of line and wharfage rights by Fitchburg Railroad sparked additional port construction.

Navy Yard in pre-Civil War decades one of the most complete and active naval complexes on the coast, including Dry Dock No. 1, designed and constructed under Loammi Baldwin 1827-33. Activities of Navy Yard encouraged adjacent machine shops. Hittinger, Cook & Co. one of the

most prominent, who in 1835 were the first to design and manufacture portable hoisting engines. Thomas Cunningham opened his steam boiler works in the 1850s in a shop adjacent.

In 1855 lumber and ice led the list of products handled, followed by manufacturers of Morocco leather (12 firms, primarily at the neck along Main St.); tailors and bakeries; two manufacturers of pickles and preserves; five furniture firms; five carriers and one tannery (down from 4 ten years before). In this period Charles Davidson invented the rubber bulb syringe, the starting point for the Davidson Rubber Company.

By 1865 two firms inaugurated in the '50s, lead and sugar factories, led the list of leading producers, followed closely by leather manufacturers, pickles and preserves, furniture and rum.

Charlestown's own waterworks, using water from the Mystic Lakes, were completed in the 1860s, less than a decade before annexation by the City of Boston.

E. Architecture:

Residential: Older neighborhoods around Town Hill achieved an urban appearance with many three-story brick sidehall row houses constructed while outlying areas remained more suburban in character with modest frame double houses being the most common house type. Freestanding Greek Revival single-family houses are less common although a few simple sidehall houses were built on Main Street and at least one highstyle temple front example is known (33 Cordis Street, 1864). Early row houses, such as those on Harvard Street, are simply detailed with cast iron balconies at the piano nobile, while later, in the 1850s, the row house form was updated with bowfront bays. Still later, heavy Italianate detailing, including carved brownstone drip moldings, rope-molded door surrounds, stuccoed facades and bracketted cornices, was added to the basic sidehall form. A very few center entrance, cupolaed suburban villas were built and even fewer survive. For vernacular housing, the simple frame double house with double interior end chimneys predominated although a few linked parapet end chimney double houses were built. Very modest twin rear wall chimney cottages were built in back alleys.

Institutional: Three churches of the period survive: St. John's Episcopal (Richard Bond, 1841), a heavy, granite-faced Gothic Revival design based on that of St. John the Evangelist, Bowdoin Street, Boston (Solomon Willard?, 1831); the Winthrop Church (1849), a brick Gothic Revival structure; and St. Francis de Sales (P.C. Keeley, 1862), a well-detailed granite Gothic Revival building with a prominent steeple. Among those churches built in the period which have been demolished were two architect-

designed structures: the First Congregational Church (1833), remodelled in 1853 by Alexander Esty, and Trinity Methodist (1867, S.J.F. Thayer). Also constructed were the Warren Schoolhouse (1840), a three-story brick Greek Revival building, and several buildings at the Navy Yard, including the Greek Revival Officers' Quarters and 1360 foot granite ropewalk (1834-36, Alexander Parris).

IX. LATE INDUSTRIAL PERIOD

A. Transportation Routes:

Steam and horse railroads in place from mid-19th century. Continued infilling of railroads along tideflats with Mystic Wharf Company spur (c.1875) along Mystic River from Sullivan Square. Streetcar routes converted to electricity (1890) with addition of elevated railroad from Boston to Sullivan Sq. over Main St. with stations at City and Thompson Sqs. (1901) (now demolished).

B. Population:

Population fluctuated even more radically in this period than in the former. Although substantial growth occurred in the periods 1870-75, '80-85, '90-95, and 1905-10, the intervening periods show markedly less growth and, in the periods 1900-05 and 1910-15, absolute population loss. Charlestown's peak population was reached in 1910 at 41,444. The elevated rapid transit line attracted large numbers of working-class people (by the turn of the century Charlestown was 90 percent Irish) as well as discouraging many of the older families from remaining.

C. Settlement Patterns:

Increasing shift to high urban density continues through late 19th century with row house and tenement development. Affluent neighborhood remains stable around Monument Sq. and High St., while Tompkins Sq. abandoned with elevated railroad in early 20th century. Multiple-family area greatly expanded along axis of Main and Bunker Hill Sts. to Sullivan Sq. with complete subdivision of remaining lots. Fringe activities completely encircle residential development of Bunker and Breeds Hills with complex of rail yards and warehouses on Mystic River and infilling of Millers River around State Prison. Similar expansion also evident at Navy Yard along Chelsea St. axis into Boston Harbor. Commercial and civic center extended along Main St. from City to Tompkins Sqs. with fringe development on Warren St.

D. Economic Base:

Long-delayed opening of the Hoosac Tunnel in 1875 connected the Fitchburg Railroad with the great western trunk roads. Previously just a local road, the Fitchburg

was transformed into the port's major freight carrier. The line developed the old ice wharves, and the principal exports of the Charles River waterfront became livestock, provisions, grain, and apples. In the meantime, the Mystic waterfront, originally developed by the Boston and Lowell, was transferred to the Boston & Maine in 1887. These yards became the center of Boston's export timber trade and were the receiving point for great quantities of domestic and Cape Breton coal used and distributed by the railroad (Bunting, p. 62).

Many of the established industries at the neck dissolved in this period. Some new industrial construction beyond Sullivan Square and toward Cambridge Street. Heavy industries by this time moving from Charles River waterfront. Osgood and Hart Foundry, Hall's Refrigerator Works, Barrett Dye Works, Puritan Brewery, and, by the 1890s, the Crosby Steam Gauge and Valve Co. all had moved into the area "without the neck." New construction also took place along Medford Street led by the Wemy Foundry, the Boston Bakery, the 1885 Howard Mfg. Co., and furniture factories.

In 1873, capitalized at \$500,000, the Charlestown Gas Co. was the largest manufacturer in the city. Thirteen years later its steam boilers were supplying power for making coal and water gas, and electric light simultaneously, as nowhere else in the state at that time (Hunnewell). Drawing on a large scale continued at the neck in Van Nostrand's Crystal Lake Brewery.

Several years later, Sullivan Square witnessed the construction of the Boston Elevated's Charlestown line in 1901 with yards and power facilities constructed 1901-07. Same years saw major expansion of Navy Yard, as yard more than doubled its area in buildings.

E. Architecture:

Residential: A few highstyle brick Victorian Gothic, Panel Brick and Richardsonian Romanesque three and four-story row houses were built around Monument Square, but the most commonly built house type was the three-story frame sidehall Italianate single-family row house. Numbers of these modest buildings filled in sidestreets off Bunker Hill and Main Streets. Later in the period, brick and frame tenements began to be constructed along with a few apartment blocks, primarily in the Queen Anne and Colonial Revival styles. Three deckers are rare.

Institutional: A number of important institutional buildings were built in the period including a new Beaux Arts classical municipal building (1914) replacing the Italianate city hall of 1870, the Harvard School (S.J.F.

Thayer, 1871), a brick High Victorian Gothic structure, the neoclassical Charlestown High School, and Fire Station 32 (c. 1880), a brick Victorian Gothic structure with an onion-domed campanile. Also built were two churches, St. Mary's (P.C. Keeley, 1887) and St. Catherine's (1887), the first a massive Victorian Gothic granite building and the second a brick Romanesque design. Both churches have accompanying schools and rectories, those for St. Mary's being similarly heavily-scaled stone Victorian Gothic designs while St. Catherine's school and rectory are brick Victorian Gothic and Queen Anne structures. A Stick Style chapel was added to St. John's (1873, Ware and Van Brunt).

Commercial: Although a number of commercial structures were built at City Square and along Main Street, the two most imposing of these are the elaborate High Victorian Gothic Charlestown Savings Bank (1875) in Thompson Square and the yellow brick Renaissance Revival Roughan Hall (1914) in City Square. One structure which does not survive is the mammoth Waverly House Hotel (c. 1875), a five-story brick Second Empire structure on the site of the Y.M.C.A.

Industrial: A few corbelled brick industrial buildings, four and five stories tall, as well as several more utilitarian warehouses, all dating from the late 19th-century, stand along Medford Street. Several well-preserved industrial structures, including the four-story Second Empire Whittemore Factory (c. 1870) and the Elevated Railway Power Station (1907), a brick Renaissance Revival structure, stand at Sullivan Square along with the less well-preserved but nonetheless significant round gasometer, one of only two surviving Boston examples.

X. EARLY MODERN PERIOD

A. Transportation Routes:

Railroad, elevated and trolley lines remain through mid-20th century (original segment of streetcar track survives on Chelsea Bridge ramp near Navy Yard). Local streets paved for autohighway improvements, although new routes constructed.

B. Population

But for the 5 years 1920-25, population declined throughout period, with some of the greatest losses in the war years 1915-20 (loss of 5,400) and 1925-30 period (6,300 loss). By 1935 population had reached 29,610 -- about what the city had contained at annexation 62 years earlier.

C. Settlement Pattern:

Static growth of area with little residential expansion. Mystic brickyards converted to public housing area (1940) on Breeds Hill backslope, while status district around Monument Sq. declines with conversion of row houses to tenements. Fringe activities continue to expand on Mystic and Millers River surrounding Charlestown peninsula with development of Navy Yard, Revere Sugar and rail terminal facilities with important complex around Sullivan Sq. junction. Commercial growth remains along Main and Bunker Hill Sts. with civic focus at City Sq.

D. Economic Base:

Major Boston & Maine terminals in operation along Rutherford Street (fruit, vegetables, and dairy products) and Medford/Terminal Streets (wool storage, U.S. Gypsum). Continuation of expansion of Roland Street with new H.P. Hood plant there (ice cream) and along Rutherford St. (milk depot). Revere Sugar refinery (1918-1919) followed nine years later by Schrafft's modern confectionery plant (1927).

E. Architecture:

Residential: With almost all available sites already developed, very few houses were constructed in the Early Modern period. What construction took place consists primarily of three and four-story brick apartment blocks on sites of demolished earlier structures.

Institutional: Several large Beaux Arts and Colonial Revival brick schools were built in the 1920s but little other institutional construction took place.

Commercial: A very few commercial structures were built, among them a neo-classical bank building at City Square as well as two or three simple concrete Moderne stores and a few one-story brick storefronts, along Bunker Hill and Main Streets.

Industrial: The two major industrial complexes completed in the period are the yellow brick, terra-cotta-trimmed Tudor Revival Schrafft's plant and the red brick Moderne Hood's Milk complex.

XI. SURVEY OBSERVATIONS

Charlestown's existing survey contains no representative industrial buildings.

The earliest extant -- from the 1870s or before -- include the truncated gasholder of the Charlestown Gas Co. (1850s?, head of Dorrance St.), the Davidson Rubber Co., a 4-story brick factory (1860s?, 14-16 Caldwell St.), and the small

brick and frame Osgood & Hart iron foundry (3 Sherman St.). Several buildings of the Hoosac Dock & Tunnel Co. remain including the 1875 Hoosac Stores No. 3 at 25 Water Street, as well as Hoosac Stores No. 1 & 2 at 115 Water St. The Wemy Brothers Foundry (511 Medford St.) was enlarged in 1926 by S.M. Howes, a stove part manufacturer.

The Charles Burbank varnish factory (Arlington & Alford Sts.) is an impressive 3-story mansard building probably built in 1875-85 period. Structures from the 1890s surviving include the Charlestown Sewage Pumping Station (1894, at Malden Bridge), possibly designed by city engineer Arthur Gray; the 3-story frame and brick milk can factory of Henry Wright & Son (50 Spice St.) and the adjacent brass foundry (Spice & Cambridge Sts.). The Puritan Brewery and Crosby Steam Gauge & Valve both built large works on Roland Street in the 1890s. The same period on Medford Street saw the construction of the U.S. Baking Company's Boston Bakery (465 Medford, enlarged in 1924), and the 3-story brick factory of the Whittemore, Woodbury Co. (c. 1898, 416 Medford), a manufacturer of shoe dressings.

Two of Charlestown's most spectacular buildings from the early 20th century are the Boston Elevated power station (1901; 1907) and Schrafft's 1927 confectionery factory at Main and Alford Streets. The steam turbine room of the latter plant is believed to contain its original equipment. H.P. Hood & Sons built extensive plants in this period both on Roland Street (1917) and on Rutherford Avenue (1929), while Medford Street saw the construction of Revere's modern sugar refinery in 1918-19. In the 1920s Wiggin Terminals built the large complex of brick warehouses on Medford and Terminal Streets.

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MHC RECONNAISSANCE SURVEY REPORT

Date: December, 1980

Community: Dorchester/Hyde Park

I. TOPOGRAPHY

Dorchester occupies approximately 9.7 square miles along Dorchester Bay and the lower Neponset River. Hyde Park in 1912 added an additional 4.4 square miles. The Neponset, which forms Dorchester's southern boundary and which supplied virtually all the town's water power, was navigable for sloops up to its lower falls (Lower Mills). The town has an extensive shoreline along Dorchester Bay, up from which the ground rises gradually until near Dorchester Center, as for much of the interior, elevation is about 100 feet or less. This relatively level plain is interrupted frequently by about 15 drumlins of somewhat higher elevation, of which Wellington Hill in Mattapan is one of the highest (about 180 feet).

Hyde Park is a valley town located on two parallel river valleys formed by Stony Brook and the Neponset River. The former rises just over the border in West Roxbury at Muddy Pond. After picking up the route of the 1834 Boston & Providence, the brook returns back into West Roxbury. The Neponset, as in Dorchester, supplied much of the town's waterpower, though it was augmented in 1639 by the excavation of Mother Brook, a power canal which introduced water from the Charles River about 3 miles distant, thus affording the "very singular circumstance" of a brook flowing out of one river into another (Harris, 163). This waterpower was responsible for building up Readville and East Dedham. Hyde Park is essentially made up of three topographical districts coinciding with their original political affiliations. Readville (originally "Dedham Low Plain") is a level, largely industrial area between the Neponset Meadows and Mother Brook; Fairmount, a prosperous residential section on the south side of the Neponset, formerly part of Milton, is dominated by the 250-foot high drumlin Brush Hill; while the area north of Mother Brook and the Neponset shares with West Roxbury the more rugged upland area of Clarendon Hills and the Stony Brook Reservation.

II. POLITICAL BOUNDARIES

Dorchester established as Massachusetts Bay Colony town (1630) with original Roxbury boundary established 1636-38 from Roxbury Brook (Brook Street) to Franklin Park (Old Road-Normandy Street) extended to Dedham line at Stony Brook (now obsured) and division with Milton at Neponset River (1662). Dorchester Neck annexed to Boston (1804) with additional annex to Andrew Square (1855).

Hyde Park formed as independent town (1868) from Dorchester, Dedham, and Milton at Readville. Remaining portion of Dorchester annexed to Boston (1870) with Hyde Park annexed (1912) with original boundaries intact. Dorchester originally within Suffolk County, included as part of Norfolk County (1794), and reincluded as Suffolk County with Boston annexation.

III. HISTORIC OVERVIEW

Extensive residential and industrial area of southern Boston metropolitan complex. Located between Boston Harbor and Neponset River with documented native sites along Dorchester Bay peninsulas at Savin Hill and Commercial Point. Mattapan district of Neponset valley reported as important native settlement area with focus at Lower Mills, including Contact Period English trading activity. Formal town settlement on Dorchester Bay by 1630 at Edward Everett Square with surviving mid-17th century burying ground at Uphams Corner, including elaborate period stones, two authentic First Period houses of English construction with suspected site on Savin Hill Avenue, and field division rangeways in Ashmont between Washington and Adams Streets. Primary economic focus developed along Neponset at Lower Mills and Mother Brook at Hyde Park. Economy remained agricultural through Colonial Period with shift of town center south to Meeting House Hill by late 17th century, and some 18th century houses at Neponset and Readville. Neponset River remained primary economic focus through early 19th century with surviving period mill villages at Hyde Park-Mattapan and Lower Mills linked to Boston by regional turnpike on Blue Hill and Dorchester Avenues. Meetinghouse Hill continued as civic center with Federal houses around common and secondary center at Codman Square with landmark period church. Increasing expansion of Boston development by mid-19th century with railroad corridors along Dorchester Bay and Mattapan and local transit service from Roxbury and South Boston to Bowdoin and Fields Corner. Related suburban districts developed around Everett Square-Uphams Corner highlands, Jones Hill, Savin Hill, Bellevue Street and Fairmont-Hyde Park with representative Greek Revival and early Victorian houses including notable district on Mill Street near Fields Corner and early Picturesque subdivision on Mt. Bowdoin. Industrial fringe activities expanded along Dorchester Bay railroad corridor with surviving worker's districts and associated factories around Freeport Street and Port Norfolk. Similar development along Neponset axis with focus of activity at Readville including Industrial Period landscape of railroad bridges and related structures. Dramatic increase in urban density after late 19th century with expansion of electric trolley lines across Dorchester and development of three-decker housing from South Boston and Roxbury to Mattapan and Ashmont, including extensive districts of speculative rows around Fields Corner and Mt. Bowdoin along axis of Dorchester and Blue Hills Aves.

Important commercial centers developed at Uphams and Fields Corners with urban business blocks and civic structures, including landmark Late Victorian churches and schools and related brick apartments, with secondary center at Cleary Square in Hyde Park, while Meeting House Hill and Codman Square retain symbolic civic buildings of Historic Revival style. Affluent suburban commuter districts developed in Ashmont depots by early 20th century with elaborate houses of Queen Anne and Colonial Revival design along Melville and Ashmont Avenues with early Cram Gothic church at Peabody Square. Extensive tract development continued through mid-20th century in Neponset-Mattapan along the axis of Gallivan Blvd.-Morton Street primarily as three-decker and two-family construction with modest brick suburban houses on Wellington Hill. A similar pattern emerged around Hyde Park-Mattapan along River Street, Cummins Highway and Hyde Park Avenue with intermediate institutional belt of cemeteries and hospitals between Clarendon Hills and Lower Mills. Commercial strip activities developed along Gallivan-Morrissey Blvds. around Neponset with early autohighway facilities, including original Howard Johnson's with comparable Early Modern shopping district on Blue Hill Avenue in Mattapan with period neon signs. The remaining areas of central Dorchester experienced limited growth with exception of status areas on Savin Hill and Bellevue-Columbia Road and fringe industrial landfill on Massachusetts Avenue to Fort Point Channel. At present much of central Dorchester is suffering greatly from syndrome of vacancy-abandonment-arson with influx of immigrant populations with consequential demolition and clearance removing much of historic fabric from Uphams Corner to Codman Square and Mattapan along Midland railroad axis. Along Dorchester Bay original suburban areas at Savin Hill. Mill Street and Port Norfolk are under increasing pressure of commercial development along Southeast Expressway, while Neponset and Lower Mills still retain authentic historic fabric by isolation. Both development and decay cycles are evident in Hyde Park, along Neponset railroad corridor threatening integrity of Cleary Square and Fairmont neighborhood.

IV. CONTACT PERIOD

A. Transportation Routes:

Important corridor of north-south routes between Shawmut peninsula and Neponset River along Massachusetts Bay. Primary route from Shawmut Neck (Roxbury) appears to follow Dudley-Cottage Streets to junction of tidewater routes at Edward Everett Square with apparent trails to South Boston peninsula at Dorchester Street and Columbia Point as Crescent Street. Routes south to Neponset around Jones and Meeting House Hills apparently follow course of Hancock, Pleasant-Bowdoin Streets with primary axis along Hancock-Adams Streets to Neponset Ford at Unquety-Quissett Falls (Lower Mills) with tidewater branches to Savin Hill as Savin Hill Avenue, Commercial Point as Freeport Street and Tenean Beach as Houghton-Neponset Streets.

Documented trail from Mattapan Ford followed Norfolk Street to Codman Square with possible connections to primary N/S corridor along Washington-Bowdoin Streets with parallel N/S routes conjectured along Harvard Street and Columbia Road-Canterbury Street between Mt. Bowdoin and Neponset. Primary trail along Neponset River appears to follow River Street from Lower Mills to Hyde Park with branches south to Sprague Pond as Readville-Sprague Streets and Marsh Street to Neponset from Adams Street.

B. Settlement Pattern:

One documented period site, a proto-historic burial from Savin Hill Park. Other period sites highly likely, especially on well drained terraces along Neponset River and adjacent to Dorchester Bay and its smaller coves.

C. Subsistence Pattern:

Varied terrain, from rocky uplands to estuary lowlands, made this an area of diverse resources. Most notable were seasonal fish runs in the Neponset, shellfish and other marine resources in the Neponset estuary and along the adjacent coast, and good agricultural land throughout most of the town. Accessibility along coast also made this a prime area for European-native trade. John Winthrop noted in his journal that late 16th century French coins were found while excavating for house foundations during the mid 1630's.

D. Observations:

An area of dense and important native occupation. Part of the core area of Massachusetts -related people and the coastal terminus of the Neponset axis of seasonal movement (upland ponds in Sharon, Canton and Walpole were the other terminus). While this area was undoubtedly one of high site density, little apparently survives due to the present dense urban character.

V. FIRST PERIOD

A. Transportation Routes:

Native trails improved as regional highways from meeting house center at Edward Everett Square. Primary highway from Roxbury followed Dudley-Cottage-Pleasant-Bowdoin-Adams Street to Neponset ford-bridge (1633) at Lower Mills (Winthrop Map 1633) with temporary ferry from Neponset Avenue at Port Norfolk (1638) to Braintree. Alternate highway from Roxbury laid out as Washington Street (1655), probably on previous trail route. Likewise River Street along the Neponset to Dedham as existing native trail. Field division rangeways of mid-17th century apparently follow Centre, Ashmont and Minot Streets between Washington Street and Neponset Avenue.

B. Population:

First settlement 1630 at Savin Hill by 140 passengers of the "Mary and John" from Devon, Dorset, and Somerset counties. Small native community at Lower Mills may have numbered 30-40; later moved to Punkapoag. By 1654, 140 dwelling houses; by 1663 over 200.

C. Settlement Pattern:

Initial English occupation reported during 1620s with individual fur traders along Neponset River, including suspected activities by David Thompson as early as 1619 (Clapp: 7-10, 1859). Formal English town settlement by Massachusetts Bay Colony established as Dorchester (1630) with meeting house at Allens Plain (Pond-Pleasant Streets), on apparent nucleated plan, burying ground at base of Jones Hill (1634) and fortified peninsula estates on Savin Hill (1633). Early mill established at Lower Mills (1633) with tide mill at Commercial Point (Mill Street) during 1640s. Evidently much of Ashmont-Mattapan area granted as planting fields in Great Lots during mid-17th century with long lot field pattern preserved as street alignment on Washington and Adams Streets. Construction of Mother Brook to Neponset during 1630s apparently develops mill sites in Hyde Park-Readville.

D. Economic Base:

Savin Hill area initially chosen for abundant pasturage available on Great Neck (South Boston). Early grist mill established by Israel Stoughton (1633-34) at Lower Mills. By 1635 William Wood described Dorchester as "the greatest town in New England; well-wooded and watered; very good arable grounds, and hay ground, faire corne-fields and pleasant gardens, with kitchen-gardens. In this plantation is a great many cattle, as kine, goats and swine. This plantation hath a reasonable Harbour for ships: here is no Alewife-river, which is a great inconvenience. The inhabitants of this town, were the first that set upon the trade of fishing in the bay, who received so much fruit of their labors, and they encouraged others to the same undertaking" (New England's Prospect).

Mother Brook excavated 1639 to augment East Brook's waterpower.

E. Architecture:

Residential: Three important First Period Dorchester houses survive: the Pierce House, the Blake House, and the Capen House, all dating c. 1650 (the Capen House was moved to Milton in 1911).

The three houses are significant as illustrations of the convergence of East Anglian and West of England building traditions just after First Settlement; the Pierce House is particularly significant as an extremely rare unaltered First Period structure.

VI. COLONIAL PERIOD

A. Transportation Routes:

Highways remained from mid-17th century with focus of routes around relocated town center on Meetinghouse Hill by late 18th century with Bowdoin, Adams and Hancock Streets as radial roads. Improvement of Neponset crossings with bridge at Mattapan (1733) and River Street over Mother Brook, while rebuilding of Lower Falls span (1765).

B. Population:

Relatively little growth. By 1765, 204 houses and population of approximately 1,360 included 245 families and 37 blacks.

C. Settlement Pattern:

Relocation of meeting house from Allens Plain to Meeting House Hill (1679) shifts town center south to Bowdoin-Hancock Adams Streets focus by early 18th century. Development of Neponset mill sites Lower Mills and Hyde Park continued through Colonial period, with ship building apparently at Commercial Point and Port Norfolk on Dorchester Bay. Remainder of area retains agricultural economy with farmsteads along Washington, Norfolk and Adams Streets.

D. Economic Base:

Tide mill constructed on Tenean Creek (Mill Street) but virtually all other milling along both sides of Neponset. First mill at Upper Falls (Mattapan) established 1709. Paper mill in Milton 1728 sparks paper industry in other Neponset and Charles River locations included 1773 Clark paper mill in Hyde Park (River Street), said in 1930 to be the oldest paper mill in the country. Manufacture of chocolate, began in Milton 1765, initiated chocolate industry in region; begun in Dorchester Lower Mills, 1770, where, under name of Walter Baker Chocolate, manufacture continued until 1965.

Extensive farming communities supplemented by fishing. Large quantities of bass, shad, and alewives taken.

E. Architecture:

Residential: Throughout the Colonial period, vernacular houses of modest character were the most common type constructed: highstyle houses were rare to nonexistent. Older houses were frequently updated or enlarged rather than replaced and half houses and cottages appear to have been common. Perhaps a half dozen Colonial houses still stand in Dorchester including examples on Boston Avenue, Adams, Minot and Norfolk Streets; of these, most are center chimney, two-story structures probably dating around the mid-century. A few gambrel-roofed houses are known and at least one survives, on Waterlow Street. A possible early 18th century survival is a center-chimney cottage at 64 Auckland Street. One ambitious hip-roofed Georgian house stands on Meetinghouse Hill.

VII. FEDERAL PERIOD

A. Transportation Routes:

Improvement of N/S corridor from Boston to Neponset during early 19th century with turnpikes along Dorchester and Blue Hill Avenues from South Boston and Roxbury, and improvement of Neponset Avenue with bridge to Quincy. Early omnibus routes from Boston to Meetinghouse Hill apparently followed Dorchester Street from South Boston.

B. Population:

Relatively slow growth between 1790 (population 1,722) and 1830 (4,074).

C. Settlement Pattern:

Town center continued to develop at Meetinghouse Hill with reorientation of activities to Dorchester Avenue and secondary centers at Codman Square and Mt. Bowdoin by early 19th century. Industrial activities along Neponset expanded from mill sites at Lower Mills at Hyde Park with shipbuilding and wharfage facilities at Neponset-Port Norfolk and Commercial Point along Dorchester Bay. Agricultural economy continued in Ashmont-Mattapan area with market farms for Boston.

D. Economic Base:

Salt works erected 1802 at Preston's (now Commercial) Point by a Capt. Dean, and two years later by James and Edward Robinson, whose new method of running salt water over the face of inclined reflectors is described in Harris (pp. 165-66). Commercial Point business enlarged 1807 by Newell and Niles with wharves, stores, ships, but enterprise failed in 1813. Tinware factory began 1818 by Roswell Gleason; in later years received national recognition for britannaware, brass fixtures and tinplates.

Most of Dorchester's industrial activity, however, remained on the Neponset, where there were at least five sometimes conflicting mill privileges in Dorchester and Hyde Park. By 1805 Mark Hollingsworth had come from Delaware and joined Edmund Tileston commencing a partnership and a firm which became one of the major paper manufacturers of eastern Massachusetts. In 1811 the Dorchester Cotton and Iron Company established a mill for carding and spinning cotton; by 1832 it was employing 210 employees producing \$120,000 worth of cotton goods annually. Another cotton mill built at Readville (then part of Dedham) by the Dedham Cotton Manufacturing Co., in 1814, producing \$35,800 worth of shirting and sheeting annually, employing 120 hands. Dorchester's other claim to fame during this period was the manufacture of playing cards, said to have been introduced as early as 1771 (Tercentenary, p. 32-33), a business that remained in operation as late as 1845.

E. Architecture:

Residential: Far more houses survive from the Federal period than from the Colonial. Although somewhat more substantial through the more extensive use of brick, none of the houses surviving can be termed highstyle. Twin rear wall chimney houses and cottages are most common with examples on Crescent, Stoughton, Adams and Minot Streets; a twin chimney house with brick back wall survives on Freeport Street. Less common are hip-roofed end-chimney houses, although at least a few of these survive on Adams and Harvard Streets. Other isolated Federal houses are located on Neponset, Dorchester, and Washington Avenues and Gallivan Boulevard.

Institutional: The Second Church of Dorchester was built in 1808 at Codman Square; a well-developed meetinghouse with a two-stage domed belfry, the church is the best example of highstyle Federal architecture in Dorchester. No other institutional buildings of the period are known to survive in upper Dorchester (save the carriage barns of the First Parish Church at Meetinghouse Hill) but at least one schoolhouse (Butler School, 1804) may still stand at Hyde Park.

Industrial: Although no industrial sites are known in Upper Dorchester, paper and cotton mills were established in the period at Readville and at Lower Mills.

VIII. EARLY INDUSTRIAL PERIOD

A. Transportation Routes:

Turnpikes and highways remained from early 19th century with continued definition of N/S corridor from Neponset to Boston as steam railroad routes. Old Colony (1846) along Dorchester Bay (now MBTA Red Line) with branch to Mattapan-Milton (1847). Interior route of New York and New England (Midland Branch) through Mt. Bowdoin and Hyde Park (1855) with local commuter depots. Important regional rail junction formed at Readville during mid-19th century with original Boston & Providence route along Stony Brook (1835) and Dedham Branch (1845) with NY & NE mainline. Development of horse omnibus network to Dorchester from Boston with routes on Dorchester Avenue to Neponset and Dorchester to Meetinghouse and Mt. Bowdoin Hills by 1845, replaced with early horse railroad lines to Quincy, (Neponset Avenue) Codman Square (Washington Street-Bowdoin Street) and Meetinghouse Hill (Dudley Street) with Freeport Street branch by 1865. Bridge over Neponset at Granite Avenue (1837) for Quincy quarries.

B. Population:

Moderate growth throughout this period, averaging between 180 and 300 people per year in the period 1840-1870. By the latter year, the population had more than tripled the earlier figure, reaching 16,397 -- a number which included the new town of Hyde Park (pop. 4,136). Approximately 22 percent of the town residents in 1865 were foreign-born, about 70 percent of whom were Irish; 18 percent were from British America and England, and 5 percent from Germany.

C. Settlement Pattern:

Expansion of Boston suburban activities during mid-19th century along N/S railroad and transit lines. Civic center remained at Meetinghouse Hill with commercial activities around Uphams Corner-Edward Everett Square. Suburban status areas developed on Pleasant Street, Cottage Street, Savin Hill, with early picturesque subdivision on Mt. Bowdoin (1836). Industrial fringe activities expand along Old Colony railroad corridor around Dorchester Bay at Commercial Point and Port Norfolk with related worker's area on Freeport Street, status district on Mill Street and secondary commercial centers at Field Corner and Neponset. Similar growth is evident along Neponset River with expansion of mill site at Lower Mills with related workers housing, and Readville with mills and railroad shops. Hyde Park developed as commuter suburb around depot with picturesque subdivision on Mt. Pleasant (1857) and Fairmont (Milton) and town center at Cleary Square.

D. Economic Base:

State census reports indicate an increasingly diversified industrial base including in 1845 starch, chemical preparations, chronometers, cordage, and confectionary. The largest number of firms were engaged in furniture manufacture, which in 1855 topped the list of manufactured products with 14 firms, 204 employees, and goods worth \$193,000. Tanneries (several located near the shore marshes), probably benefiting from proximity to Roxbury, numbered 11 in 1837, their peak year, though their number appears to have declined rapidly after 1845. For most of the period the Dorchester Cotton and Iron Company's cotton mill was the largest manufacturer in town, but the factory burned about 1855 and by 1865 the lead had been assumed by the Hyde Park Woolen Company's mill, which in that year employed 186 men and women and produced over \$700,000 worth of blankets and flannels. The mill had been incorporated in 1862 and quickly took advantage of army war contracts. This mill, the cotton mill upstream of the Dedham Manufacturing Co., and the new Readville Car Shops of the Boston & Providence, were themselves largely responsible for Hyde Park's growth in this period and its creation as a separate town in 1868.

The Putnam Nail Co. set up a rolling mill and forge about 1850 at the head of the Neponset, and by 1865, with 100 men was producing iron products worth \$235,000. Roswell Gleason, who in 1849 had reputedly manufactured the first silverplate in the U.S., employed 40 men in 1865 and produced \$60,000 worth of silverplate; eight other tinware establishments were also located in Dorchester. Chocolate and paper products were each represented by three Neponset factories.

Despite this industrial activity, however, most of the Dorchester interior remained rural. In 1865 farming still produced one of the highest product values in the manufacturing census, while large quantities of milk and potatoes were sent to Boston. Dorchester's prolific orchards and fruit farms were renowned, especially for a wide variety of pears. The arrival of the Boston and Providence in Hyde Park in 1834, the Old Colony line along the Dorchester shore in 1845-46, and what later became the New York and New England through central Dorchester in 1855 made possible Dorchester's first suburban communities.

E. Architecture:

Residential: During the early years of the period, neighborhoods in northern Dorchester began to develop with suburban cottages and houses in the Greek Revival and Italianate styles, while to the south similar houses were being built on remaining farms and in village centers. Most Greek Revival houses have

sidehall plans and few highstyle examples were constructed although several substantial porticoed, center-entrance Greek Revivals were built in the Fields Corner section along Mill and Ashland Streets with at least one well-preserved Federal/Greek Revival mansion on Mill Street. Gothic Revival cottages and houses are rare except in the Port Norfolk and Savin Hill sections where a number of well-detailed examples survive. Later in the period, Italianate houses were constructed in numbers; most of these are modest sidehall single-family houses. More ambitious Italianates are square in plan with hip roofs and cupolas, asymmetrical towered examples being more rare. Brick and frame Greek Revival/Italianate double houses were built along Bowdoin Street in the 1850s, while toward the end of the period, mansard-roofed three-story brick Italianate rowhouses were built along Dudley, Bowdoin and Washington Streets with at least one unusual stuccoed example at Port Norfolk. A distinctive grouping of mid-century suburban Italianate and mansard houses stands in the Fairmount section of Hyde Park; also at Hyde Park is an apparently intact cluster of mid-century workers' double cottages on Marginal Street. Pre-tentious Queen Anne and Stick Style single family houses with elaborate wood and terracotta detailing were also built in Dorchester in the 1860s, especially around Upham's Corner, Savin Hill, west of Bowdoin Street and at Mount Bowdoin.

Institutional: With the possible exception of some of the many brick Victorian Gothic and Romanesque churches built in Dorchester after 1860, no institutional buildings of the period are known to survive. The most notable example built was the Lyceum Hall, a porticoed Greek Revival building (c. 1840) which once stood adjacent to the Meetinghouse.

IX. LATE INDUSTRIAL PERIOD

A. Transportation Routes:

Continued improvement of local transit service with suburban branch railroad to Ashmont by 1875 (now MBTA Red Line) and electrification of streetcar lines with trolley routes by early 20th century throughout Dorchester. Primary N/S lines from Boston along Dorchester Avenue, Washington Street, Neponset Avenue, Adams Street, Blue Hill Avenue, River Street, and Hyde Park Avenue from West Roxbury. Crosstown carlines opened on Massachusetts Avenue to South End, Geneva Avenue to Grove Hall, Talbot Avenue to Franklin Park and Cummins Highway to Roslindale, with boulevard route along Columbia Road from South Boston to Roxbury, and branch line on Norfolk Street from Codman Square.

B. Population:

Dorchester grew rapidly in this period, at a rate closely tied to the developing streetcar network. Between 1870 and 1890, though the rate varied, it averaged at about 800 people a year; with electrification of the streetcars after 1890, this rate jumped to over 2400 a year, with the greatest rise in the five years 1895-1900 (6300 per year). Although the foreign-born remained predominantly Irish, by 1910 there were sometimes substantial colonies of East European Jews (particularly after the 1908 Chelsea Fire) and Italians.

C. Settlement Pattern:

Suburban development continued through late 19th century with rapid expansion of residential construction along trolley routes. Civic center is retained on Meetinghouse Hill, while primary commercial center developed at Uphams Corner with secondary focus at Fields Corner and commercial activity along Dorchester Avenue to Ashmont and Washington Street to Codman Square. Suburban status areas emerge around Dudley Street highlands (Hartford and Monadnock Streets), Columbia Road highlands (Bellevue Street), Jones Hill, Savin Hill and Pleasant Street. Affluent suburban commuter districts developed around Fields Corner (Melville Avenue), Ashmont (Ashmont Street, and on Mt. Bowdoin (Bowdoin St.) and Blue Hill Ave. (Bicknell St. Much of the intermediate area developed as high density three-decker district along primary streetcar lines with extensive subdivisions on Dorchester Ave., Washington St., Talbot, and Geneva Avenues and outlying ventures on Blue Hill Ave., Norfolk St., Neponset Ave., and Adams Street to Mattapan, Lower Mills and Neponset. Fringe activities expanded along railroad corridors with primary concentration on Dorchester Bay at Commercial Point-Freeport Street and Port Norfolk-Neponset. Likewise Neponset River axis continued as industrial corridor with expansion of Lower Mills site and railroad-mill site at Readville with related industrial facilities. Hyde Park maintained as modest suburban center around Cleary Square with axis of development along River Street and Hyde Park Avenue with similar growth around Mattapan center on Blue Hill Avenue and River Street. Much of remaining areas developed as fringe institutional use with belt of cemeteries, schools and hospitals between Ashmont, Mattapan and Lower Mills.

D. Economic Base:

Dorchester's --and Hyde Park's-- primary development in this period took place in real estate and buildings. The relatively few new industries that did emerge were built primarily along the line of the Old Colony Railroad, numbering among them machine shops, refrigerator, and lithographic establishments.

One of Dorchester's greatest engineering works was the construction in the 1880s of the pumping station on Columbia Point and the 1-1/2 mile long sewerage tunnel beneath Dorchester Bay to Moon Island.

Hyde Park, made an independent town in 1868, developed a reputation in the 1870s for machine works. That decade saw the establishment of the Brainard Milling Machine Co. (1871), the Boston Blower Co. (1874), J. T. Robinson & Co. (1874, paper box machinery), and still later, of the B. F. Sturtevant Blower Works, relocated here from West Roxbury. On the flat railroad land in the southern part of the town were established rubber and chemical works.

E. Architecture:

Residential: Residential construction continued to consist primarily of modest to ambitious single-family suburban houses in the Queen Anne, Colonial Revival and Shingle Styles until the end of the 1880s. A few neighborhoods, like those around Codman and Peabody Squares in Ashmont, remained highstyle in character through the end of the period with streets like Melville Avenue lined with elaborate and well-detailed single-family houses; more modest single and two-family houses were built across Dorchester. The most modest house type of the early part of the period was the mansard cottage, which was built in numbers along side streets, sometimes even appearing in rowhouse form. But after 1889, with the beginning of electrified streetcar service, the three-decker became the almost ubiquitous choice in multiple-family housing. By the end of the period, much of Dorchester had been covered over with three-deckers in Queen Anne, Colonial Revival, Shingle Style and Craftsman designs with both flat (South Boston derived) and hip or gabled (Roxbury derived) roofs. Although prototypically a vernacular house type, many highstyle, architect-designed three-deckers were constructed. Despite their numbers, however, three-deckers were not the only housing constructed: a number of two-family houses were put up, as were many four and five story brick apartment blocks. Romanesque, Renaissance and Georgian Revival blocks were built at village centers and along main roads with concentrations along Columbia Road. At least a few bungalows were built, including one particularly fine stuccoed example with a curved, leaded glass entrance on Melville Avenue.

Institutional: Most of Dorchester's institutional structures date from the period. These consist of a large group of monumental Victorian Gothic and Romanesque Catholic churches in brick and stone with examples by noted architects. In addition, a number of other important churches were built, including All Saint's Ashmont (1891; the first of Ralph Adams Cram's many Gothic Revival church commissions), as well as several well-developed Shingle Style churches (Immanuel Baptist, Greenwood Methodist) and one outstanding Arts and Crafts design (Church of the Holy Spirit, Mattapan). The other major highstyle institutional group is the schools, of which several outstanding and many more modest examples survive. Only one High Victorian Gothic school, on Adams Street, is known but many Renaissance and Romanesque schools of the turn of the century remain. Also notable are several Fire Stations (#18 and Ashmont Station, Renaissance Revival) and municipal buildings and libraries at Codman Square, Upham's Corner and Hyde Park.

Commercial: Four and five story commercial blocks were built at major village centers at Upham's Corner, Codman Square and Hyde Park. The earliest of these are Panel Brick and Romanesque Revival buildings at Upham's Corner; well-detailed Queen Anne and Tudor Revival examples stand at Mount Bowdoin and at Adams and Minot Streets. In addition, many modest cornerstore blocks were built at neighborhood centers.

Industrial: Well-preserved industrial complexes survive at Lower Mills, Hyde Park, Readville and Port Norfolk. The most architecturally significant of these are the five and six story corbelled brick Romanesque revival and Second Empire mills at Lower Mills; also at Lower Mills are the reinforced concrete elevators of the Baker Chocolate Company. A similar corbelled brick factory of the same period stands on Ericsson Road at Port Norfolk. More utilitarian and later industrial buildings are located along Hyde Park Avenue and River Streets.

X. EARLY MODERN PERIOD

A. Transportation Routes:

Streetcar routes remain in operation through mid-20th century with temporary line across Neponset to Squantum Naval Base along Victory Blvd. (1918). (Extension of rapid transit subway on Old Colony-Ashmont rail line (1927) with trolley route on Mattapan branch, now MBTA Red Line and High Speed Milton route.) Auto highway improvements of the period include suburban arteries along Morton Street-Gallivan Blvd. (1924) from Neponset to Forest Hills (Rt. 203), Cummins Highway from Mattapan to Roslindale, and Blue Hill Avenue from Roxbury to Mattapan (Rt. 28). Metropolitan District Commission parkways

constructed along Dorchester Bay as Borrissey Blvd. with original period drawbridge at Malibu Beach, and Neponset Pkwy. through Readville from Milton to Dedham with Turtle Pond Pkwy. through Stony Brook Reservation during 1930s. Extension of rapid transit subway on Old Colony-Ashmont rail line (1927) with trolley route on Mattapan branch (now MBTA Red Line and High Speed Milton route).

B. Population:

Dorchester population continued to rise at a rate of between 2000 and 4000 people a year -- a rate that though it surpassed many other districts, was down from the peak years of 1895-1915. In 1935 the population reached 197,257, somewhat over twice the figure thirty years previous.

Hyde Park in the same period grew steadily, though its growth momentarily slowed during the war years 1915-20. As suburban expansion and the motor car made itself felt in the late '20s, the community witnessed an unprecedented boom, reaching 23,913 in 1930.

C. Settlement Pattern:

Suburban growth limited by increasing urban density and lack of available subdivision areas. Primary activity by mid-20th century around Mattapan, Ashmont areas to Wellington and Pope's Hills with focus of development along Gallivan Blvd.-Morton Street and Cummins Highway as modest two and three family housing. Status suburban areas retained on Ashmont Street and Melville Avenue with limited growth on Savin Hill and Bellevue and Bicknell Streets on Columbia Road. Primary commercial center retained at Uphams Corner with urban business blocks and secondary center at Fields Corner, and local retail districts at Mt. Bowdoin, Codman Square, Adams Village, Neponset, Mattapan and along Blue Hill and Dorchester Avenue carlines. Commercial highway activity developed along Morrissey and Gallivan Blvds. with secondary strip along Hyde Park Avenue and Cummings Highway. Industrial fringe retained limited development along Dorchester Bay and Neponset corridor with centers at Readville, Lower Mills and Commercial Point. Hyde Park continued to expand as modest suburban district with development on Fairmont Highland and Clarendon Hill. Fringe institutional belt likewise expanded along American Legion Highway with state hospital facilities and cemeteries. Symbolic civic center maintained on Meetinghouse Hill with secondary centers at Codman Square and Fields Corner.

D. Economic Base:

Relatively few new industries apparent in this period. Shipbuilding returned to Dorchester when George Lawley, a builder of private yachts, moved his yard from South Boston into the old Putnam Nail Works at Port Norfolk. Other active industries include machinery, boilerworks, rubber products, insulated wire, glue, awnings, pianos (Hallet and Davis moved out of the South End to a Neponset River location), refrigerators, and cans.

E. Architecture:

Residential: More restrained shingled three-deckers continued to be built but as settlement reached its out limits Craftsman and Colonial Revival two-family houses became common, especially at Hyde Park and along River and Harvard Streets. A few more pretentious brick-faced Tudor and Georgian Revival single-family houses were constructed in the same areas and atop Wellington Hill, but, in general, residential construction was limited to vernacular, multiple-family dwellings.

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MHC RECONNAISSANCE SURVEY REPORT

Date: December, 1980

Community: East Boston

I. TOPOGRAPHY

The original Noddles Island upon which East Boston was built consisted of only 666 acres of upland and marsh, situated at the confluence of the Charles and Mystic rivers, "whose united currents," Sumner wrote, "separate it from the City of Boston by a distance of 1/3 of a mile." Chelsea Creek separates the island from Chelsea to the north, while the northern arm of Boston Harbor separates it from Winthrop. Before filling began in the 1830s, the island was made up of three hills -- Camp, Smith, and Eagle -- and two smaller islands, all united by marshland. Hog or Breed's Island (now Orient Heights), a large drumlin 150 feet in height located to the northeast, consists of another 785 acres. Extensive flats to the east of the island, subject to planning as early as the 1850s, were finally built upon by Logan Airport beginning in 1923.

II. POLITICAL BOUNDARIES

Originally claimed as part of William Brewerton grant (1628) with acquisition by Samuel Maverick (1633), Noddles Island (East Boston) and Hog Island (Orient Heights) included as Boston grant (1635-37) with later division from Chelsea (1739) along Belles Island River and Chelsea Creek. Incorporated as part of Boston city boundaries (1822) and subdivided by East Boston Company (1833).

III. HISTORIC OVERVIEW

Insular urban industrial community on northern corridor of inner Boston region. Located on primary channel of Boston Harbor on tidal islands between Chelsea Creek and Winthrop Bay with suspected native site potential around original shoreline landfill. Early English trading station of Maverick settlement on Noddles Island (East Boston) with cattle grazing on Hog Island (Orient Heights) during mid 17th century. Continued use as estate farms during Colonial period with destruction of original houses during Revolution. Remained isolated through Federal period with harbor fortifications during early 19th century. Entire area acquired by East Boston Company for subdivision with Boston Ferry and Salem railroad connections during mid 19th century, including early Greek Revival brick rows, warehouse and hotel with cast-iron details around original town center at Maverick Square. Hill summits developed as status residential districts with urban row housing on Camp Hill and suburban double houses on Eagle Hill of early Victorian style. Industrial activity expanded along Boston

Harbor waterfront with site of McKay clipper ship yards and Cunard terminal. Increasing urban density through later 19th century with multiple family row housing, on lower hill slopes and tideflats, including well-preserved examples of early three-deckers around Eagle Hill, many with elaborate Queen Anne details, and several original corner stores on Camp Hill with period features. Civic and commercial focus extended from Maverick to Central Squares along Meridan Street axis with industrial corridor along railroad to Orient Heights with early pauper's and Jewish cemeteries along Bennington Street. Fringe industrial activity continues around Chelsea Creek with several post-Chelsea Fire examples including concrete warehouse and truss bridges. Suburban development extends to summit of Orient Heights by mid-20th century with vernacular masonry houses along hill crest and affluent examples along Winthrop beachfront. Opening of Boston auto tunnel and airport maintains connections with central city with highway expansion along Route One axis, including Early Modern racetrack of national significance and original streetcar track at Suffolk Downs. Present developmental pressures are most evident around Logan Airport and Boston Harbor waterfront, which have been cleared for renewal and parking facilities. Residential fabric on upper hill slopes remains remarkably intact while Maverick Square retains much of its original urban scale resulting from continued isolated situation within Boston area.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Insular situation with no documented trails. It is likely however, that some route connection existed between the tideflats of Orient Heights and Camp Hill along the axis of Bennington Street.

B. Settlement Pattern:

No documented period sites. Possible period sites on Noddles Island but probably destroyed by intense urban development.

C. Subsistence Pattern:

An access point for marine resources in the Boston harbor, especially shellfish.

D. Observations:

Used seasonally by the adjacent coastal tribes; very little information available.

V. FIRST SETTLEMENT PERIOD

A. Transportation Routes:

No evidence of island highways, although some route connection appears likely between Maverick's fort and mainland settlements across Chelsea Creek, perhaps along Bennington Street.

B. Population:

Earliest settler, Samuel Maverick by 1630, though it is thought that he may have been preceded by William Noddle for a short time. The island does not appear to have been settled by more than one or two families and dependents until nearly 1830.

C. Settlement Pattern:

Noddles Island apparently occupied as trading station by Samuel Maverick during 1630s with fortified house on Smiths Hill at head of Great Creek (Maverick Square area). Hog Island (Orient Heights) utilized as grazing pasture by mid 17th century with possible house sites around base of hill (Boardman-Saratoga Streets).

D. Economic Base:

Land used for grazing and some farming.

VI. COLONIAL PERIOD (1620-1675)

A. Transportation Routes:

Highway connecting estate farms on Noddles Island (East Boston) with upland farm on Hog Island (Orient Heights) indicated on Page Map (1775) with bridge across tidal creek and fordway to Chelsea (Revere) along axis of Chelsea-Bennington Streets.

B. Population:

No more than one or two families and dependents. Two "mansion houses" here before the Revolution, on Smith's Hill and Eagle Hill. Burned in 1775.

C. Settlement Pattern:

Noddles Island continued as estate farms with primary focus around wharf between Smith and Camp Hills (Lewis Street-Maverick Square) and tide mill on back cove (Cottage-Grove Streets) Hog Island (Orient Heights) maintained as grazing area of Upland Farm through mid 18th century. All standing structures burned during Revolution on Noddles Island with fortified earthworks at Camp Hill (1776).

D. Economic Base:

Extensive grazing lands used by Boston residents because of close proximity to city. Salt hay harvested from Hog Island marsh by sloops from South shore. Milk sent to Boston's North End.

E. Architecture:

Residential

Before the Revolution, very few structures: two mansion houses along with some small tenant farmers' cottages are the only buildings recorded. All of these were burned by the American army just before the Battle of Bunker Hill to prevent their use by the British.

VII. FEDERAL PERIOD

A. Transportation Routes:

Highway connecting Noddles and Hog Islands apparently remains intact from 18th century along axis of Chelsea-Bennington Streets.

B. Population:

No more than one or two families and dependents. Number put at 18 in 1810, 24 in 1825.

C. Settlement Pattern:

Estate farms rebuilt on Noddles Island at Camp and Smith Hills with wharf (Lewis Street) and tidemill (Grove Street) intact. Fort Strong constructed at east end of Camp Hill (Brophy Park) during War of 1812, apparently on site of Revolutionary fortifications.

D. Economic Base:

Continued grazing and farm lands. By 1790 tenant of farm supplying outbound ships with livestock of all kinds. Extensive farm included 80 head of cattle, geese, turkeys, ducks and fowls. Oyster beds also harvested.

William Sumner's early efforts to bring development to island included active interest in U. S. Government in establishing Navy Yard here instead of at Charlestown. Site not chosen because of reporting error in inspector's report to Navy (Sumner). On Sumner's direction, island surveyed in 1801 for possible Salem Turnpike route -- a route later chosen by monorail and Eastern Railroad.

E. Architecture:

Residential

In compensation for the burning of the houses there, the American army barracks were moved to East Boston from Cambridge; as far as is known this was the only dwelling on the Island from 1775 until 1833.

VIII. EARLY INDUSTRIAL PERIOD

A. Transportation Routes:

Steam ferry established between Boston and East Boston Company wharf (1831) at Maverick Square. Subdivision of Noddles Island includes primary axis of Chelsea Street from ferry with bridge across Chelsea Creek (1834) and secondary axis along Meridan Street with bridge to Chelsea (1856). Early experimental steam monorail (1834) between Maverick and Central Squares along Meridan Street shortly abandoned. Mainline railroad connection to East Boston established for Eastern Railroad (1838) from Salem to Maverick Square along Chelsea Street with later connections across Chelsea Creek (1854). Bennington Street extended to Orient Heights (1838) with bridge across Belle Island Creek to Winthrop at Saratoga Street (c. 1855). Early street railroad established from Maverick Square to Eagle Hill along Meridan Street by 1860.

B. Population:

In the 40 years 1830-70, the island's population rose from about 25 people to 23,816 -- slightly more than a third of its peak population in 1925. The greatest rise occurred in the period 1850-55 when East Boston's population rose by nearly 6,000. During the 1850s and '60s large numbers of Irish immigrants, often as dockworkers or in the railroad yards. Much of the population was also attracted from other ship-building towns along the coast.

C. Settlement Pattern:

Formation of East Boston Company (1833) in conjunction with steam ferry and railroad creates subdivision of entire Noddles Island as residential suburb of Boston. Quality housing areas were set on crest of Camp Hill around Belmont Square (Brophy Park) and on Eagle Hill around Public Garden (Saratoga-Lexington-Marion-Putnam site). Commercial-civic focus set around ferry wharf at Maverick Square (Chelsea Street) on fill of Great Creek from Smiths Hill, with secondary center on Meridan-Bennington Street at Central Sq.

Industrial activity initially located along Boston Harbor tideflats (Marginal-Summer Streets) with fringe use along Eastern Railroad corridor to Orient Heights, including pauper's cemetery on Bennington Street. Development through mid 19th century continued basic pattern of original plan with additional infilling of tenement lots along Chelsea Street tidemarsch from railroad terminal at Maverick Square (Great Creek site). Secondary center developed at base of Orient Heights along Bennington-Saratoga Streets with modest suburban subdivision on hill slope (Leyden Street). Public Garden abandoned on Eagle Hill with reservoir established on summit (High School site) by 1850. McKay clipper shipyard established on Border Street by 1845.

D. Economic Base:

Organization in 1833 of the East Boston Company by General William Sumner led to rapid development of the island after that date. "Perhaps no land development," wrote Robert Woods 80 years later, "was ever conducted more fairly than that under the high-minded leadership of the General" (p. 151). R. H. Eddy, engineer for the short-lived monorail, laid out the grounds for the Maverick Hotel and may also have been instrumental in the street layout. From the start, industries were located along the waterfront. The earliest manufacturing plant, East Boston Sugar Refinery, 1834, introduced English method of refining by John Brown, to scoffing of industry. Most manufacturing, however, located along Chelsea Creek waterfront while docks and shipyards located on shoreline facing Boston and Charlestown. Cunard line arrival in 1840 gave additional commercial spur to island, while Grand Junction Railroad provided ready access from railroad docks to the rest of New England.

To give further value to East Boston land, company authorized and participated in East Boston Timber Company in 1833, which set up saw mills on Grand Island in Niagara River (New York). The lumber, brought to East Boston via the Erie Canal and NYC, attracted great numbers of workmen needing wood for their trade -- including the shipbuilding industry. The first square-rigged ship built in East Boston was the Niagara in 1835, built of lumber from the Niagara River. After the failure of the timber company in the Panic of 1837-40, large quantities of lumber on the market at reduced rates probably gave the industry further impetus. One contemporary writer wrote that there was "no place in the United States or New England where there were so many requisites and provisions for shipbuilding" (Woods, p. 151). The most famous yard, that of Donald McKay, was begun in 1845 (now the site of the General Ship Corp.). Discovery of gold in California gave wonderful impetus to shipbuilding. Between 1834 and 1858 over 200 vessels built, including the first iron

steamship, Le Voyageur de la Mer in 1857. In 1854 J. E. Simpson built the first timber drydock in the country. But with the advent of the iron-hulled cargo ships, wooden shipbuilding, as early as the late 1850s, began a decline. McKay launched his last clipper in 1869 and the yard finally closed in 1875.

Simultaneously with the peak of the clipper-ship period was developing the machine and boiler work firms, led by Otis Tufts, who in 1844 moved his boiler works to East Boston. In 1853 he incorporated the Boston Steam-Engine Co. The Atlantic Works were incorporated in that year, and the Cummingham Iron Works, the year previous. In 1843 Noah Sturtevant began a linseed oil factory, which by 1858 had become one of the largest producers in the country and one of the spurs to the developing oil business in East Boston and Chelsea.

E. Architecture:

Residential

In 1833, with the incorporation of the East Boston Company, streets and lots were laid out and the development of the area commenced. The first house built in East Boston was a double chimney Greek Revival house with a one-story veranda, but it seems apparent that Irish workers' shanties were also standing from the first year of settlement. Simple frame sidehall Greek Revival houses survive in modest numbers around Maverick Square and Camp Hill with isolated examples elsewhere in the town. One notable survival is a twin rear wall chimney Greek Revival house on Saratoga Street at Day Square. The only high-style Greek Revival structure standing is a well-preserved three-story building at Maverick Square with a flush-boarded facade, cast-iron balcony and low lantern; it is probably one of the earliest structures in the Square. Later, in the 1850s, three-story brick bowfront rowhouses began to be built in some numbers at Camp Hill, along Paris Street at Maverick Square and at Central Square. A very few center entrance Italianate villas with cupolas survive along with a few more Italianate double houses. At least some of the three-story wooden Italianate rowhouses in the city date from the 1860s, as do a number of tenements. Comparatively few cottages were built.

Institutional

By 1854, 22 schools had been built in East Boston along with one brick church. Other church buildings built in the period include the First Congregational (1845), Methodist (1847), Episcopal (1851) and Roman Catholic (1858). Of all of these buildings, only the last, the Gothic Revival Church of the Holy Redeemer, is known to survive.

Commercial

Shortly after East Boston's incorporation, the four-story Maverick House hotel (1835) was built at Maverick Square; demolished in 1845, it was replaced, in 1858, by the five-story Italianate Sturtevant House, an elaborate wooden building sandpainted to look like brownstone. In addition to these notable wharf-related hotels, at least nine stores (six of them of brick) are also recorded; none of these are known to survive, although at least a few Greek Revival commercial blocks stand at Central and Maverick Squares.

Industrial

The only industrial structure known to survive from the Early Industrial period is a large brick Greek Revival warehouse at Maverick Square.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Continued expansion of steam and street railroads from East Boston wharves. Lynn and Revere narrow gauge (1875) across tide flats from Camp Hill to Orient Heights with tunnel under Camp Hill and branch to Winthrop across Belle Isle Creek (1888) (now MBTA Blue Line route in part) Streetcar routes extended along Bennington Street to Orient Heights and Revere with branch on Saratoga Street to Winthrop by 1875 and local line to Camp Hill on Summer-Webster Streets and Eagle Hill on Lexington Street. Second ferry established to Boston to Lowes Wharf by late 19th century and third ferry from narrow gauge depot. In addition, East Boston subway tunnel constructed from Maverick Square (1901) for local streetcars to Boston.

B. Population:

Population continued to rise rapidly. Between 1885 and 1915, East Boston's population doubled, though the makeup of the new population differed markedly from the previous period. As shipbuilding declined, skilled craftsmen left, replaced by immigrant Russian and Eastern European peoples. By 1905, the Jewish community said to be the largest in New England. Speculative and cheap housing abounded, with development begun on Breed's Hill in this period. Toward the end of the 19th century and beginning of the 20th, Italian population from the North End also on the rise. By 1915 total population had reach 62,377.

C. Settlement Pattern:

Development continued from mid-19th century with increased urban density. Civic and commercial focus remained at Maverick Square with secondary center at Central Square through late 19th century. Status residential neighborhoods remain on Camp and Eagle Hills with multiple family district on flatlands along Chelsea-Bennington Streets. Fringe activities nearly surround highlands with industrial use expanded along Bennington-Saratoga Streets to Winthrop and Revere. Wood Island designed as picturesque park (1890) with connecting boulevard along Neptune Road (now Logan Airport.)

D. Economic Base:

During this period heavy industries and those related to rail movement replaced the wooden shipbuilding yards. The great Atlantic Works, devoted to the overhauling and repairing of vessels of every sort was the largest industry, with foundries, boiler-making and machine shops, shipwrights and outfitters, wood yards, dredging companies, and the handling of freight from ships and railways the ranking industries (Woods, p. 153). Warehouses were built on many of the harborside docks. Chemical and oil plants built along Chelsea Creek, woodworking firms and foundries located on Border Street. National Iron Bridge Works active near Border and Eagle Streets. Many of these firms in turn attracted increasing numbers of cheap, immigrant laborers. Dominating the East Boston waterfront, however, aside from the ship repair shops, were the docks and yards of the Boston and Albany Railroad -- just as Charlestown belonged to the Boston and Maine, and South Boston to the New Haven.

In 1894, as part of the metropolitan sewerage system, the city constructed a large sewage pumping station near Chelsea Bridge, badly damaged 14 years later when the great Chelsea Fire swept across the bridge and among the East Boston tank farms. The first underwater tunnel in North America was constructed 1900-1904 by the City, to be operated by the Boston Elevated between Maverick Square and State Street.

Among the first new industrial construction in East Boston was the erection of the Maverick Cotton Mills in 1910 on Addison Street. This was followed by development of an area near Porter and Orleans Streets for loft buildings, and, in 1913-18, the General Electric Lamp Works.

E. Architecture:

Residential

In this period, most of East Boston was built up with three-story wooden stick style, Queen Anne and Colonial Revival rowhouses and three-deckers; two-family houses and two-deckers were also built, but single-family houses were only rarely constructed. Likewise, almost no brick construction took place. Among the neighborhoods which developed in the 1880s and '90s were those west of Putnam Street and those along Bennington Street toward Orient Heights. Although the long streets of multiple family housing seem at first to present a uniform facade, in fact, most of the houses retain much of their original, high quality wooden porch and cornice detail, making the survival of period Stick Style and Queen Anne trim at East Boston one of the most important collections in the Boston area. Also of comparatively great significance are the several houses with Eastlake trim, the Eastlake style being a style only rarely employed in Boston. Of the few single family houses constructed, most are modest mansard-roofed cottages. Toward the end of the period, three-story brick Romanesque and Georgian Revival apartment blocks began to be constructed, particularly at Maverick and Central Squares. Highstyle, ambitious houses are rare, but groups of well-detailed Second Empire and Queen Anne houses stand at Eagle Square and along White Street.

Institutional

Several wooden Queen Anne, High Victorian Gothic and Colonial Revival churches and chapels were constructed along with a number of highstyle Colonial Revival schools (c. 1910) in buff and yellow brick with a few earlier red brick Romanesque Revival schools(c.1895) surviving.

Commercial

A few Queen Anne, Romanesque and Colonial Revival commercial blocks were built, particularly at Central Square. In addition, a number of Queen Anne cornerstores with flats above were built in neighborhoods across the city; many of these feature a distinctive angled entrance treatment at the corner.

Industrial

Many of the four and five-story brick factories along the wharves date from this period; most are utilitarian in design, although a few incorporate corbelled brick cornices.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

Railroads and streetcars continue through mid-20th century with conversion of narrow gauge to electric trolley and East Boston tunnel to subway cars. Surviving portion of streetcar track at Suffolk Downs Station (c. 1925). Auto highway improvement of Chelsea and Bennington Streets to Revere Beach parkways during the 1930s and opening of Sumner Tunnel to Boston (1937) from Maverick Square. Logan Airport location established on Maverick Street tideflats (1923) with gradual expansion by fill to Bird Island. Original hanger (Butler Aviation) and administration building remain from 1930s.

B. Population:

By 1915 East Boston's population had reached 62,377; by 1925 it had reached its peak of 64,069, and it remained over 60,000 through 1935. Ethnically, by 1915 East Boston was already dominated by first and second generation Italian families, a group which continued to grow in size despite a declining overall population after 1925.

C. Settlement Pattern:

Development potential achieved within original East Boston plan by mid-20th century. Civic and commercial center remained at Maverick and Central Squares along Meridan Street axis with secondary development along Chelsea-Bennington Streets corridor. Orient Heights expanded as affluent residential district along hill crest (Orient Avenue) and along Belle Island River (Baywater Avenue). Opening of Logan Airport and Sumner Tunnel creates additional fringe activity around base of Camp Hill with highway strip development along McClellan Highway, including Suffolk Downs racetrack.

D. Economic Base

Much of what new industrial activity occurred was located on made land -- such as the Mead-Morrison plant (hoist equipment) on Prescott Street or Maverick Mills where formerly was Orient Lake. Factories for shoes, candy, and electric light accessories were built on made land between Bremen Street and the railroad. One of the largest factories to be built in East Boston was the General Electric Lamp Works (1913; 1918) at 156-200 Porter Street. Along the waterfront, despite changing uses, much of the 19th century industrial fabric survived intact throughout the period.

E. Architecture:

Residential

The only areas which remained undeveloped after 1915 were some neighborhoods along Bennington Street west of Day Street and most of Orient Heights. Modest Craftsman and Colonial Revival two-family houses were constructed along Bennington Street with similar construction on the lower slopes of Orient Heights. More ambitious and elaborate single family houses were built atop Orient Heights with many examples incorporating well-detailed brick facades and imaginative masonry trim.

Institutional

A great many large undistinguished brick schools in Elizabethan and Colonial Revival designs were constructed, of which the High School is the largest and most imposing. Also notable is a small well-preserved Tudor Revival utility structure at the Eagle Square Playground.

Commercial

Few Early Modern commercial structures are known, but at least one well-preserved gas station, on Chelsea Street, survives as does an intact movie theatre of the 1920s on Bennington Street. The most significant commercial structure constructed in the period is the grandstand at Suffolk Downs (1935, Mark Linenthal), a rare and well-developed example of the International Style in Boston. In addition, a few early structures at Logan Airport may date from the period.

XI. SURVEY OBSERVATIONS

No surveying has been done in East Boston.

Almost nothing survives of East Boston 19th-century ship-building industry, though two modern yards are in operation. One, the General Ship Corp. yard at 400 Border Street, occupies the site of Donald McKay's extensive yard. At least one large brick building at 36 New Street survives of the Atlantic Works.

The Hodge Boiler Works (99 Sumner) and a brick brass foundry of the East Boston Machine Company (84 Condor) are noteworthy examples of the area's metalworking industry. Of a number of sawmills and woodworking shops along Border St., the Merriam Sawmill, a three-story brick mill from the 1890s at 145 Border must have been a typical example. Other period structures include the Boston Elevated's East Boston Substation at Lexington Square (1894, 1907), and a quite

striking granite and brick garage (1895, 265 Maverick Street) built by Benjamin M. Jones & Co., complete with an early gas pump in the door entry. Of NR quality is the MDC Sewage Pumping Station on Chelsea Creek, built in 1894 (and rebuilt in 1909) to designs of architect Arthur F. Gray.

Early 20th-century buildings built on either side of Orleans Street include the six-story brick bubble-gum factory at Gove Street; a four-story steel-frame and concrete loft building (1912) at Porter; and the neo-classical GE Lamp Works (156-200 Porter Street, 1913; 1918), three stories in height and 590 feet in length. The Boston & Lockport Block Company, established on Condor Street, probably in the 1840s built a new factory and warehouse at 100-110 Condor between 1907 and 1920, though the buildings are now in use by other concerns.

The East Boston Tunnel, constructed 1900-1904, is reputedly the first underwater tunnel in North America, and may deserve NR designation.

XII. SOURCES

Much of the most engaging and authoritative, despite the early date, is William H. Sumner's 1858 history. Sumner's own involvement in the island began as early as the end of the 18th century, and he was actively involved in the affairs of the East Boston Land Company at least through 1858.

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MHC RECONNAISSANCE SURVEY REPORT

Date: January, 1981

Community: Roxbury/West Roxbury

I. TOPOGRAPHY

When incorporated as a city in 1846, Roxbury occupied approximately 16.4 square miles reaching from the southwest shore of Back Bay (at sea level) to the Charles River at Dedham (about 80 feet elevation). Virtually all of the city, however, drains into Back Bay through three principal streams. Stony Brook drains the central portion of the city from its source near Turtle (originally Muddy) Pond, forms the principal transportation corridor, and initiated Roxbury Crossing's development as a mill village. Smelt Brook, which follows a secondary route traced by the Dedham Turnpike, emptied into Back Bay near the Neck and Roxbury Village. Muddy River forms much of the city's western boundary with Brookline, running from Jamaica Pond through the Back Bay Fens. Dorchester Brook forms part of the city's eastern boundary with Dorchester and emptied into the South Bay (now Fort Point Channel).

Much of Roxbury is hilly upland country with substantial quantities of once arable land, especially in the broad plain east of Jamaica Pond and in the highlands to the southwest. From the Back Bay, the ground rises gradually to the southwest until in parts of West Roxbury it is over 200 feet in elevation. The topography is marked by a number of substantial drumlins: Parker Hill, Roxbury Hill, and Tommy's Rock form a prominent NW-SE ridge at the northeast, which marks the beginning of the highlands and at whose foot were located the initial settlements. Further inlands, near the headwaters of Stony Brook, Bellevue Hill (370 feet) is the highest peak within the City of Boston.

Much of the Boston area bedrock is due to one of Roxbury's most celebrated geological features -- Paleozoic volcano centered approximately at what is now the intersection of Washington and Grove Streets. Roxbury Puddingstone is a conglomerate based on this volcanic material.

II. POLITICAL BOUNDARIES

Originally established as Massachusetts Bay Colony town (1630) extending from Boston Neck to Charles River (1633). Boundary with Muddy River (Brookline) and Newton established (1635-41) with original Eight Mile Line intact as Brookline boundary.

Division at Charles River with Dedham established (1638) and with Dorchester (1636-38) intact as Dedham, although original Dorchester Eight Mile Line from Roxbury Brook to Franklin Park-Stony Brook Reservation now obscured. Sawmill Brook area of West Roxbury annexed from Newton (1838) and Dedham (1852) along Charles River. Roxbury formed as city (1846) with separation of West Roxbury as independent town (1851) including Jamaica Plain divided approximately along Boylston Street from Brookline to Dorchester. City of Roxbury annexed to Boston (1868) with West Roxbury town annexed (1874) within original boundaries. Annexation of Dorchester and Hyde Park to Boston obscure original Roxbury-Dorchester line. Roxbury originally in Suffolk County to 1794 included as part of Norfolk County until Boston annexation when reincluded in Suffolk County.

III. HISTORIC OVERVIEW

Extensive residential and industrial area on primary southern axis of inner metropolitan Boston. Located between Back Bay and Charles River with reported native wier site on Stony Brook at Roxbury Crossing, cave site in Roxbury Highlands and suspected settlement areas around Jamaica Pond and along Charles River marshes in West Roxbury. Early English town settlement at Eliot Square by 1630 with original First Period burying ground at Eustis Street, including elaborate stones and surviving field division rangeways in Jamaica Plain and West Roxbury along axis of Centre-South Streets. Early industrial development along Stony Brook during mid-17th century with fringe activities on tideflats around Roxbury Neck (Washington Street). Limited agricultural potential during Colonial period with development of estate district around Jamaica Pond and foot of Roxbury Highlands including surviving Georgian mansions at Monument Square, Eliot Square and Eustis Street with 18th century houses along Weld and Baker Streets in West Roxbury. Increasing connections with Boston during early 19th century with Back Bay land fill from South End and early railroad corridor along Stony Brook to Forest Hills while civic focus is maintained at Eliot Square with landmark Federal church. Suburban development expands along major transit lines through Roxbury Highlands to Jamaica Plain during mid-19th century with early Greek and Gothic Revival houses of notable design and well preserved Picturesque landscape belt from Franklin Park and Forest Hills Cemetery to Arnold Arboretum and Jamaica Pond with later period structures at gateways and recreational areas of architectural quality.

Industrial expansion continued along Stony Brook from Back Bay to Forest Hills railroad corridor with numerous manufacturing activities, including German brewing district around base of Parker Hill with monumental brick breweries of Late Victorian design and related social club on Amory Street. Adjacent fringe areas developed as workers' district with early examples of tenement and three-decker housing. Affluent suburban development expanded in Roxbury Highlands with substantial houses of late 19th century styles, including notable Stick and Shingle Style examples and brick row housing interspersed along Blue Hill Avenue, Warren, Humbolt, Washington, and Centre Streets carlines. Primary commercial center developed at Washington-Dudley Sts. at foot of Roxbury Highlands with surviving business blocks, churches and schools of High Victorian design, with secondary focus on Centre Street in Jamaica Plain of similar quality. Expansion from South Boston and Back Bay is maintained through early 20th century with rapid transit elevated line on Washington Street including original period stations from Dudley to Forest Hills and related three-decker housing along local trolley routes to Roslindale and Clarendon Hills. West Roxbury similarly developed with modest single and two family houses along Washington and Centre Streets to Dedham line, with civic and commercial centres at West Roxbury and Roslindale Square including landmark Late Victorian churches. Industrial and institutional development continued from Boston landfill with warehouse district on Roxbury Canal-Harrison Avenue and major regional hospital-educational complex along Brookline-Huntington Avenues to Fenway, while West Roxbury was fringed by cemetery belt along Newton line and Stony Brook Reservation on Dedham line. Affluent suburban development extended around Jamaica Pond and onto Brookline highlands by mid-20th century with Historic Revival houses of brick and stucco design, while residential expansion is limited in Jamaica Plain and Roxbury Highlands by apartment construction along Seaver Street axis from Grove Hall to Egleston with similar pattern along South Huntington Avenue around Parker Hill. Commercial highway activities developed along auto parkways through West Roxbury to Charles River with local shopping districts along Centre and Washington Streets, including original Early Modern storefronts, while residential expansion attains highlands of Bellevue and Monte Hills with period schools in Moderne style. Presently much of central Roxbury is undergoing cycle of decay and abandonment with extensive clearance and renewal at base of Roxbury Highlands along Stony Brook corridor to Forest Hills that has destroyed nearly all of historic fabric, while much of original suburban housing in highlands appears to have been stabilized by renovation extending to Jamaica Plain from Fenway area. In contrast, commercial development in West Roxbury along Route I is gradually destroying natural and historic landscape sites along Charles River at Brook Farm with similar threat from hospital expansion around Faulkner highlands and Parker Hill from Longwood Avenue.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Regional corridor of routeways from Shawmut peninsula to Charles River with important junction at base of Roxbury Highlands (Dudley Station area) from interior to Shawmut neck at Washington-Eustis Streets. Primary E/W route around Back Bay appears to follow Dudley-Roxbury-Tremont Streets to Huntington Avenue and Muddy River ford (Brookline). Several routes likely follow through Roxbury Highlands to south along Stony Brook Valley with primary trail apparent as Centre-Amory-School-Forest Hills Streets with upland route over Warren-Walnut Streets through Franklin Park to Forest Hills. Alternate route to Jamaica Pond over Stony Brook likely as Roxbury-Parker-Heath-Day-Centre Streets across Jamaica Plain with alternate route over Stony Brook probable as Boylston Street and connections to Brookline Highlands at Perkins and Pond Streets. From Jamaica Plain several routes follow south to Charles River with primary trail apparently South-Centre Streets around Bussy and Peters Hills (Arnold Arboretum) with highland alternate as Centre-Walter Streets continuing south as axis of Centre Street to Charles River. Connections to Newton Highlands evidently follow Baker Street and Weld-Corey Streets with similar linkages to Neponset possible as Poplar and Bourne Streets along Stony Brook. Trail route from Dorchester tidelands evidently follows Canterbury Street to Stony Brook with Warren-Washington Streets likely as Shawmut-Neponset connector. In addition branch trails seem probable to Muddy Pond and lithic sites in Stony Brook Reservation.

B. Settlement Pattern:

No period sites known; several sites of unknown age reported in the vicinity of the Arboretum. Period sites likely in several portions of the town; however, around Jamaica Pond, along Muddy River and Stony Brook, and on drumlins or other well drained ground adjacent to Boston Harbor.

C. Subsistence Pattern:

A wide variety of food and other resources available, notably seasonal fish runs in Muddy River and Jamaica Pond; access to shellfish and other estuary/coastal food sources; good agricultural land available. Proximity to coast made this a likely area for period trade between natives and Europeans.

D. Observations:

An area with dense though probably seasonal occupation. Part of the northern edge of the Massachusetts core area centered along the Neponset and Fore Rivers. Though originally an area with high site density, most has probably been destroyed by intense urban development.

V. FIRST PERIOD (1620-1675)

A. Transportation Routes:

Native trails improved as regional highways with focus of roads at Roxbury meeting house (Eliot Square). Major highway from Boston across neck followed Washington Street with radials to Dorchester as Dudley-Eustis Streets and Muddy River (Brookline) as Roxbury-Tremont Streets. Primary road south to Dedham across Stony Brook and Jamaica Plain followed Centre-South Streets to Forest Hills with alternates as Amory-School-Forest Hills Streets and Walnut Street. From Jamaica Plain main highway followed South and Centre Streets to Charles River with Baker Street as connection to Newton. Highway to Braintree and Milton from meeting house improved as Warren Street during mid-17th century. Field division rangeways of period include Eliot, Burroughs and Pond Streets on Jamaica Plain and possibly Walk Hill and Beech Streets to Clarendon Hills. Highways to Roxbury Neck tidal landings include Hampden, and Cabot-Whittier Streets.

B. Population:

First settled 1630, with meeting house constructed 1632. By 1652, 120 houses in all of Roxbury, mostly in vicinity of Eliot Square. Small number of slaves in Roxbury by 1640.

C. Settlement Patterns:

Roxbury town site established (1630) on hill above Boston Neck (John Eliot Square), apparently as nucleated village with meeting house (1632) on Roxbury Street and defense site on Fort Hill (Highland Park). Early fringe activities along Boston Neck (Washington Street) with burying ground at Eustis Street (1633), clay beds and landing places at Cabot and Hamden Streets to either side of neck. Primary economic focus along Stony Brook with weir (1631) and mill (1633) at Roxbury-Tremont Street ford, and early house sites reported along School Street during 1640s. Roxbury highlands limit agricultural potential with primary agricultural expansion along Centre and School Streets around Jamaica Plain and West Roxbury during mid-17th century, including surviving field division rangeways at Walk Hill and Beech Streets.

D. Economic Base:

Grist mill built 1633 on Stony Brook (Tremont & Roxbury Streets) by Dummer. Fulling Mill by John Pierpont, 1658.

Roxbury described 1633 as "a faire and handsome country towne. It is well wooded and watered, having a clear and fresh brook running through it; up which although there come no alewives, yet there is great store of smelts, and therefore it is called Smelt Brooke. A quarter of a mile to the north side of this towne is another river called Stony River upon which is built a watermilne. Up westward from the towne it is something rocky, whence it hathe the name Roxberry." (William Wood, New England's Prospect).

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

Highways remain from 17th century with main road south from Roxbury meeting house as Centre Street to Jamaica Plain and West Roxbury. Bridge connection over Charles River to Dedham during 18th century likely as Spring Street. Magazine Street extended to Fort Point Channel fortifications during Revolution.

B. Population:

Relatively slow population growth, almost all of which occurred at the northern end. By 1765 population had reached 1,493, a figure which included 80 blacks. In the same census, 212 houses were counted and the same number of families.

C. Settlement Pattern:

Town center remained at meeting house (Eliot Square) with commercial activities at Boston junction of Washington-Dudley-Warren Streets. Milling activities along Stony Brook expanded with secondary sites at Boylston and Centre Streets (Roxbury Crossing) by early 18th century. Jamaica Plain developed as secondary settlement center during late 17th century along Centre Street axis with local school (1676), further expanded by mid-18th century as country estate district around Jamaica Pond with parish church and burying ground (1769) at Eliot Street. Similar settlement focus emerged at West Roxbury with burying ground and parish church on Centre Street by mid-18th century. Boston Neck (Washington Street) fortified during Revolution with batteries at Magazine Street.

D. Economic Base:

Much of the town was given over to farming, fertile lands from Mission Hill to West Roxbury supplying fruit and produce to Boston over the neck. Along the tide flats east of the town landing, "salt pans" produced substantial quantities of salt. Roxbury's initial role in tanning begun in this period. By 1780, 18 tan-houses and slaughterhouses had been established, in addition to one chocolate mill, and two grist mills. By the end of the Colonial period, Roxbury had become a "great tannery for the country" (Drake, p. 51). Clockmaking begun here 1773 by Willards, foreshadowing later developments by Dennison and Howard.

E. Architecture:

Residential: A number of important and unusual highstyle structures were built in the Colonial period, many of them the country estates of prominent Bostonians; these include the hip-roofed Georgian Shirley-Eustis House (1746), the only survivor, and Brinley Place, a unique H-plan, gambrel-roofed house (1723) noted for its lavish interior finish (site of Mission Church). Gambrel roofs were common and appear to have been a more pretentious alternative to the standard gable. Twin rear wall chimney houses were built in numbers, with at least a few houses possibly among the earliest examples of this type. Among the surviving Colonial period houses are the twin-chimney, gambrel-roofed Dillaway-Thomas House (1750), several end chimney cottages on Kenilworth Street and the hip-roofed Loring-Greenough House.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Colonial roads remained from 18th century improving axis of N/S corridor from Roxbury center with Washington Street as Dedham Turnpike (1803) and alignment of Centre Street over Peaked Hill and Blue Hill Avenue from Dudley Street. Connecting roads to Back Bay Mill Dam (1821) include Hemenway, Ruggles Streets and Brookline Avenue over Muddy River. Omnibus service to Roxbury center from Boston over Washington Street established by 1826.

B. Population:

By 1790, 2,226 people in Roxbury. Relatively slow rise in population until about 1815 when town began to grow rapidly, reaching 5,247 by 1830 -- roughly at a rate of 110 people per annum.

C. Settlement Pattern:

Civic center remained around Roxbury Street meeting house (Eliot Square) with commercial focus at junction of Dudley-Washington-Warren streets to Boston Neck. Industrial fringe continued to expand at base of highlands around Fort Point Channel with Roxbury Canal (1795) on Harrison Avenue and along Stony Brook with development into Back Bay flats with mill dam (1821) on Ruggles and Hemenway streets. Expansion of residential growth along Washington Street turnpike with suburban estates on Roxbury Highlands and along Centre Street in Jamaica Plain around Jamaica Pond to Bussy and Green Hills. Secondary centers in West Roxbury on Centre Street and Roslindale on South Street by early 19th century.

D. Economic Base:

Much of Roxbury's industrial growth in this period associated with construction of Roxbury Canal, 1795 along Lamb's Dam Creek, allowing sloops to reach new town landing at Eustis and Harrison streets, where there developed substantial establishments for packing provisions as well as a distillery and tannery. By 1810, Roxbury -- with 12 major tanhouses noted in the census that year -- had become the most important tanning town in the country. In the 1820s, spurred by the completion of the Mill Dam (much of whose enclosed pondage was in Roxbury), heavy industry began to move into Roxbury. Although the fabulous water power envisioned by the proprietors of the mill dam never materialized, several large firms built works on Gravelly Point. One of the first was the Boston Iron Company in 1822. Much of the industrial activity was located on the lowland either around Roxbury village, such as the lead works, or around the available waterpower at Pierpont's Village, where there were ropewalks, and, encouraged by fresh spring water, Roxbury's first brewery was established. However, Norfolk Laboratories and the Roxbury Chemical & Color Manufacturing built substantial works along the Dedham Turnpike near Minton and Cornwall streets. The 210-foot high chimney erected by the latter company remained a landmark for many years long after the chemical works closed.

Several cordage makers began operation -- including one on Gravelly Point and another -- Sewall and Day -- at a site they would continue to operate for most of the century off Huntington Avenue and Ruggles Street. John Doggett founded what would become the Roxbury Carpet Works on Roxbury Street.

Boston's first water supply was constructed in 1795 by Jamaica Plain Aqueduct Co., which built a supply conduit with 45 miles of wooden pipes from Jamaica Pond to Fort Hill.

E. Architecture:

Residential: Surprisingly few Federal period houses and cottages survive, suggesting that comparatively few may have been built and that of those built, many have been lost to urban renewal. A few end-chimney cottages, a hip-roofed late Georgian house and some central-hall Federal houses stand near the Meetinghouse while several somewhat more pretentious brick-end and twin rear-wall chimney Federal houses survive along Centre Street in Jamaica Plain. The highstyle Swan House (1796), with a severe neo-classical round center bay, once stood near Dudley Street on the Dorchester/Roxbury line. Dr. _____ Morse stated of Roxbury's dwelling-houses: "Many of them are in the Gothic style with the gable end to the street, which custom the first settlers brought from Holland." While clearly Dr. Morse does not intend that Gothic style houses were built, it is interesting to note that many Roxbury houses were placed short end on the street in an urban form apparently seen to derive from Dutch precedent.

Institutional: The present Eliot Meetinghouse, a gable-roofed structure with a pedimented portico and two-stage, octagonal steeple, was built in 1804. By 1790, five schools had been constructed; six more were added by 1829. In 1805, the first library was established. Not surviving is the Town House, a brick building with a domed cupola (1804).

Commercial: Several taverns and at least one hotel (the brick Norfolk House; 1825) operated in Roxbury along with a bank (Norfolk Bank) which occupied the stone, Gothic "octagon hall" (1826); none are known extant.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes:

Continued improvement of connections over Back Bay land fill from South End to Roxbury center with Tremont Street and Harrison Avenue. Boston and Providence railroad redefines N/S corridor over Back Bay and along Stony Brook through Forest Hills (1835) with branch to West Roxbury as Norfolk County railroad (1849) along axis of Centre Street through Roslindale. Expansion of omnibus transit service from Roxbury center with routes to Brookline on Tremont Street, Jamaica Plain on Centre Street and Grove Hall on Warren Street by 1845 and conversion to early horse railroad operation by 1865 with suburban line on Washington Street to Forest Hills and Roslindale. Hyde Park Avenue opened along Boston and Providence railroad corridor from Forest Hills by 1870.

B. Population:

Population grew by nearly nine times during 40-year period 1830-70, reaching 43,439 in 1870. After 1840 the city grew on the average by 1,145 people a year. Almost all of the growth occurred in the northern, industrial one-fifth of the town. When West Roxbury (12.6 square miles) was split off from Roxbury in 1851, West Roxbury had a population of 4,812 and a density of 382 people/sq.mi. (By the end of the period these figures had not quite doubled.) By contrast, the city of Roxbury in 1851 had 3.8 square miles and a population of 18,469 -- a density of 4,860 people/sq. mi. These figures would also double by the end of the period.

Of the immigrant families, the largest group were Irish, though a substantial number of Germans (1,644 in 1865) associated with the brewing industry, settled in Roxbury, particularly at the base of Mission Hill.

C. Settlement Pattern:

Substantial growth of affluent residential development from South End Boston into Roxbury Highlands during mid-19th century along Washington, Warren and Centre streets transit lines. Commercial focus expanded around Dudley-Washington-Roxbury streets with civic center remaining at Eliot Square. Industrial fringe continued to develop along Stony Brook valley with breweries at Roxbury Crossing (Centre-Heath Streets) and small manufacturing on Back Bay flats (Ruggles/Hemenway Streets). Likewise, warehouse district expanded around Roxbury Canal (Harrison Ave) at Fort Point Channel to South End. Secondary center along Center St in Jamaica Plain with affluent suburban development on highlands around Green St depot and to Eliot St near Jamaica Pond. Secondary suburban growth extended along commuter rail lines to Roslindale and West Roxbury with industrial fringe along Charles River. Agricultural activity continued around Sawmill Brook (Baker St) at Newton line with experimental Brook Farm community.

D. Economic Base:

The extension of Tremont Street to Pierpont Village (1832), followed three years later by the arrival of the railroad at what then became Roxbury Crossing, were key to the developing industrial base here, and by 1845 the city was displaying an impressive industrial diversification and strength, in many cases based on the city's earlier lead in leather, machine and chemical works, and cordage. This intensifying industrialization was directly responsible for the incorporation of the City of Roxbury in 1848 and its dramatic sundering three years later by the separation of still-agrarian West Roxbury.

In 1832, six tanneries were, with one exception, the largest industry, producing \$132,000 worth of leather annually; by 1855, though currying was still an active trade, there was only one tanyard left. In 1845 the leading manufacture was cordage with four ropewalks supplying \$370,000 worth of rope annually. The largest employer in that year were the rolling, slitting, and nail mills, with 240 hands. Roxbury's heavy industries were established in this period, including stove and iron foundries. The Hunneman Machine Shop produced nationally known fire engines, and Stephen Ruggles, a prolific inventor, patented and manufactured a wide variety of printing presses. The Roxbury India Rubber Co., founded in 1832 by Haskins and Chafee, provided the corporate base for Charles Goodyear's discovery of vulcanization (in association with Nathaniel Heywood) in 1838. The large Boston Belting plant also dated from this period. William L. Bradley, a pioneer in commercial fertilizers, built his American Agricultural Chemical Co. plant here in 1869, while the available nitrates made possible two fireworks factories.

Edward Howard and Aaron Dennison established the Boston Watch Co. here 1850-54 producing the first mass-produced watches. To escape city dust they moved to Waltham, though Howard later returned to the original plant which he built up as the nationally known Howard Clock Co.

The breweries developed slowly: in 1845 there were 2; in 1855, 3; but by the close of the Civil War in 1865, there were 8 -- primarily located in a band along Stony Brook from Roxbury Crossing to Forest Hills.

At mid-century there were also three starch and five soap-and-tallow manufacturies. Louis Prang, responsible for the first introduction of chromolithographs into the U.S., built a three-story factory at this time, said then to be Roxbury's largest mill.

With incorporation into the City of Boston, Roxbury joined the Cochituate Water system, and in 1869 the city constructed a high-service standpipe in Highland Park, a monument to the late 19th century suburban development of Roxbury Highlands.

E. Architecture:

Residential: Roxbury retains a wide range of well-preserved mid-19th-century houses and cottages built as part of the first wave of suburban growth. Particularly notable clusters of well-developed, highstyle residences stand at Roxbury Highlands and in Jamaica Plain. Buoyed by industrial prosperity and intellectual leadership, Roxbury residents quickly assimilated the full panoply of picturesque styles; thus, no one style or building type predominates in the period. A half dozen or so highstyle Greek Revival houses with monitor roofs and/or full porticoed temple fronts were built at Roxbury Highlands and Jamaica Plain. Several examples of the more unusual wide-pilastered Regency Greek Revival style survive on Cedar and St. James Streets and on Greenough Avenue.

Suburban sidehall Greek Revivals were built in the Highlands, and in Jamaica Plain, along Lamartine and Centre Streets along with equal numbers of bracketed Greek Revival/Italianate houses. On Montrose Street stands the finest and best-preserved grouping of board and batten Gothic Revival cottages in the Boston area while notable individual examples of highstyle, towered asymmetrical and cupola-ed four-square Italianate villas exist in outlying areas. A limited number of brick bowfront rowhouses and linked parapet chimney Greek Revival double houses were built in older, urbanized sections while along Amory Street are located a number of early Italianate three-story tenement blocks. Also comparatively early was the adoption of the mansard roof: most commonly it was employed for the many elaborate brick (and even marble-faced) brownstone-trimmed rowhouses which began to go up in the 1860s and for the modest workers' cottages built along Stony Brook.

Institutional: Most of Roxbury's period institutional buildings are churches of red brick: the famous Roxbury puddingstone, used in neighboring Brookline as early as 1851, was not extensively exploited in Roxbury until after 1870. The churches, dating from the 1850s, include several Romanesque and at least one Gothic Revival design with either offset or center towers. The earliest stone Gothic Revival design is the granite Unitarian Church (1854, N.J. Bradlee) in Jamaica Plain. Also established in the period was Forest Hills Cemetery (1846) with an outstanding Gothic Revival gate and gatehouse (1865) replacing an earlier Egyptian Revival example (1846, H.A.S. Dearborn).

Commercial: The finest extant commercial blocks of the period stand at Dudley Station and include several four and five story brick High Victorian Gothic structures along with at least one marble-faced five-story Second Empire Italianate block and another three-story Renaissance Revival structure faced with light sandstone, an early and particularly well-detailed exemplar of that style. Other more modest High Victorian Gothic and Italianate brick commercial blocks stand at Eliot Square.

Industrial: At least a few simply-detailed brick industrial buildings of the late 1860s survive along Stony Brook, but the most notable industrial structure of the period is the Cochituate Standpipe at Highland Park (Standish and Woodbury, 1869).

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Continued expansion of transit service as electric trolley lines from Boston. Newly constructed routes over Back Bay land fill on Huntington and Columbus Aves with extensions on S. Huntington Ave to Jamaica Plain (now MBTA Arborway) and Columbus Ave over Stony Brook fill to Egleston Sq. Routes to Franklin Park from Roxbury center include Dudley-Blue Hill Ave, Walnut-Humboldt Ave and Seaver St. Suburban service extended from Forest Hills-

Roslindale with lines on Hyde Park Ave to Hyde Park, Belgrade-Centre Sts to West Roxbury with Dedham connections on Spring and Grove Sts and cross town route on Cummins Hwy to Mattapan. In addition rapid transit elevated constructed on Washington St to Dudley (1901) and Forest Hills (1909) with original stations intact at Dudley, Egleston, Green St and Forest Hills. Boston and Providence mainline regraded during late 19th century with original masonry bridges intact at Arborway and truss spans at Clarendon Hills.

B. Population:

As street cars and utilities were extended into West Roxbury, the city witnessed its greatest growth, rising at times -- in the years 1870-75, 1885-90, 1910-15 -- by nearly 4,000 people a year. A good part of this growth was now in West Roxbury, though by 1915 that district still accounted for less than half of Roxbury proper's population. By 1915, the population of both parts amounted to 183,754, though the two parts differed in density now only by a factor of eight. (In 1870, it had been by a factor of 13.)

Roxbury's initial ethnic makeup in the preceding period, as in this, had been largely Irish-Catholic, and in neighborhoods like Mission Hill, there were solid homogeneous Irish-Catholic communities. With the advancing streetcar service, Roslindale and West Roxbury too began to develop as working-class suburbs with a large Irish component. But by the early 20th century, and particularly after the Chelsea Fire of 1908, substantial numbers of Jewish families began moving into southern and more suburban portions of West Roxbury and Roxbury, gradually displacing the Irish.

C. Settlement Pattern:

Increasing density of urban residential development from Boston along major transit lines of Washington, Centre, Dudley and Warren Sts. Roxbury Highlands retained as affluent suburban area with complex overlay of urban housing types with rowblocks during late 19th century and apartments during early 20th century on Warren and Humbolt Sts, Blue Hill and Columbus Aves trolley routes. Industrial fringes expanded along Stony Brook valley around Roxbury Crossing with worker's district around railroad corridor (Lamartine and Amory Sts) to Parker Hill (Tremont and Heath Sts). Back Bay flats exhibit similar pattern with overlay of central city institutions from Boston along Huntington and Brookline Aves by early 20th century. Likewise Roxbury Canal warehouse district on Harrison Ave expanded to base of Dudley St with worker's district along Norfolk St. Civic center remained at Eliot Sq with primary commercial focus at Dudley-Washington Sts elevated station and secondary centers at Dudley-Blue Hill Ave and Roxbury Crossing. Affluent suburban development

continued around Jamaica Pond and Jamaica Plain highlands with overlay of increasing urban density along Centre-South Sts carlines to Forest Hills. Extensive recreational park system developed as fringe belt around Forest Hills during late 19th century with Franklin Park (1889) Forest Hills-Mt Hope cemeteries and Arnold Arboretum with focus of activity at Zoological Garden on Blue Hill Ave. Extensive suburban expansion continued from Forest Hills into Roslindale and West Roxbury along Centre, Washington and Hyde Park Ave primarily with multiple family housing and modest suburban neighborhoods on Mt Hope and Clarendon Hills. Commercial centers developed at Roslindale Sq and West Roxbury along Centre St with cemetery fringe belt on Newton line at Baker and Corey Sts. Much of southern West Roxbury deeded as Stony Brook Reservation around Muddy and Turtle Ponds by early 20th century.

D. Economic Base:

By 1870 Roxbury's industrial development was still primarily in the lowlands. One area, formerly along South Bay, was essentially a continuation of the South End industrial district along Albany and Harrison avenues, close to harbor docking facilities. The other area lay along Stony Brook and the mud flats north of Tremont Street, which by the end of this period would be virtually entirely filled in.

The Late Industrial period saw the peak of the brewing industry. In 1890 there were 14 large breweries in Roxbury, and it is said that the first lager beer in the U.S. was produced here. Ten major foundries and at least five large ropewalks continued to operate, while organ and piano-making spilled over from the South End.

Individual factories produced an increasingly diversified range of products. Many, like the nail works of the Globe and Putnam firms, Boston Car Spring, James Cracker factory, New England Card, Sturtevant blower, and the pickle and vinegar works of Louis and Frederick had statewide if not national reputations. Toward the end of the period, several shoe manufacturers moved to Roxbury from Lynn in search of cheap labor. Largest of these was the Plant Shoe Factory on Bickford Street.

E. Architecture:

Residential: Multiple-family dwellings were built with increasing frequency as population density increased although quite a number of well-detailed single-family houses continued to be built around Franklin Park with more elaborate highstyle single family houses at Jamaica Pond. More distant sections to the south began to develop, at first with modest single family workers' houses and three-deckers after the turn of the century. Ambitious

Victorian Gothic and Stick Style houses continued to be built in the Highlands in the 1870s and '80s while in the '90s high quality Queen Anne and Colonial Revival houses were built above Franklin Park (Walnut, Townsend Streets). In Jamaica Plain, the Summer Hill neighborhood retains an impressive grouping of architect-designed Stick, Second Empire, Queen Anne and Shingle Style suburban houses while directly along the Pond highstyle Colonial Revival houses were constructed. High quality multiple family dwellings began to be built in the 1880s and '90s with a number of well-constructed Queen Anne and Colonial Revival three-deckers of sophisticated design and detailing constructed along Warren Street. At least a few three and four story Panel Brick residential hotels were also constructed in the Highlands. Later in the period, more modest Colonial Revival and Craftsman three-deckers and two-families became the norm, filling large tracts of land to the south in the Forest Hills and Mount Hope sections. Not until the end of the period, c. 1910, did numbers of brick apartment blocks begin to be built: notable examples are a group of Georgian and Renaissance Revival blocks on Warren Avenue and a Richardsonian Romanesque complex of Centre Street in Jamaica Plain.

Institutional: The number and quality of institutional buildings of the period reflect Roxbury's continuing prosperity and increasing density. Many buildings are built of Roxbury puddingstone, the rich, brown conglomerate which began to be exploited during the period and which "impart(ed) an air of antiquity to the newest structure." The availability of the stone encouraged Gothic Revival designs, particularly for churches, of which many fine examples survive, including the Presbyterian and Walnut Avenue churches (c. 1890), both asymmetrical in plan with offset towers. Also built were Shingle Style (Elm Hill Baptist, c. 1885) and Craftsman (All Soul's Unitarian, 1889) churches. Schools of the period are less varied, those of the '90s and early 20th century being massive, square brick Renaissance Revival buildings with pyramidal roofs while those of the later period are more rectilinear in massing with Georgian and Colonial Revival detailing. One notable exception is the Richardsonian Romanesque Roxbury High School.

Also built during the period were a number of municipal buildings, among them High Victorian Gothic and Romanesque Police and Fire Stations in Jamaica Plain and Hyde Park and the neo-classical Hyde Park Municipal Building.

Also constructed were several hospitals, housed in monumental temple-front neo-classical buildings (Peter Bent and Robert Bringham, c. 1910). Although little survives of the original park buildings, the entrance and gates to Franklin Park (salvaged from interior of Boston Custom House; 1837, A. B. Young) form a well-preserved public landscape.

Commercial: Commercial buildings of considerable pretention continued to be built at Dudley Street: some are as tall as six stories, indicating some degree of urban maturity. Most are Renaissance Revival, brick structures with cast metal trim. A few cast iron storefronts survive from the early 1870s (and earlier). In outlying commercial centers in Jamaica Plain and Roslindale, at least a few imposing Romanesque or Renaissance Revival brick commercial blocks were built, although only to a height of three or four stories.

Industrial: Industrial buildings of great decorative sophistication were built at the base of Parker Hill along the Stony Brook corridor: of these, the breweries are the most notable. Massive three and four story brick structures with elaborate massing and extensive terracotta detailing, the three or four extant complexes are among the few industrial buildings to survive urban and transportation route renewal. Other more humble Panel Brick warehouses of the 1880s and '90s still stand around Eustis Street to the north.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

Streetcar transit service continued through mid-20th century with portions of original routes intact as Arborway Green Line to Forest Hills (Huntington-Centre-South Streets). Metropolitan District Commission auto parkways extended from Franklin Park to Stony Brook Reservation and Charles River as Morton Street (Route 203) and American Legion Highway with original Art Deco overpass (1931), around Forest Hills Cemetery, VFW Parkway and West Roxbury (Route 1), West Roxbury-Turtle Pond Parkway around Roslindale and Jamaicaway around Jamaica Pond.

B. Population:

Population continued to rise, making greatest strides in the early depression years 1930-35, gaining nearly 15,000 in that five year period alone. Much of this rise may reflect the growth in the black population which began to move into Roxbury in the 1930s. Roxbury's population peaked about 1935 when it reached 225,634.

C. Settlement Pattern:

Continued suburban expansion in West Roxbury through mid-20th century with extensive development along MDC parkways between Brookline and Stony Brook Reservation to the crest of Monte and Bellevue Hills, primarily as modest single family housing. Civic and commercial centers remained at Roslindale

Square and Centre Street West Roxbury with highway activity along Route One at Charles River to Dedham (Spring Street). Affluent residential development likewise expanded around Jamaica Plain on Great Hill (Pond Street) and along the Jamaicaway to Perkins Street with institutional development on adjacent hills. Affluent residential growth in the Jamaica Plains and Roxbury highlands was limited by increasing urban development with apartment blocks on Warren Street above Grove Hall to Humbolt Avenue and along Centre and South Huntington Avenues at the base of Parker Hill. Both commercial and industrial activity remained stable. In contrast, the Boston institutional belt continued to expand along Huntington and Brookline Avenues to the Fenway with major regional hospital and educational facilities at Longwood Avenue.

D. Economic Base:

By 1915 much of Roxbury's industrial development had already taken place, though there were scattered examples of new industrial construction for warehouse storage facilities, garages, and the like. Major new plants in Roxbury appear to have been few, but included that of the Brookline electrical parts firm, Holtzer-Cabot in 1915; the Aberthaw Company, the pioneer builder in reinforced concrete and an R.C.A. Victor plant on Amory Street.

E. Architecture:

Residential: Residential development was limited to the southernmost sections of the city. The area along Washington Street as far south as Clarendon Hills was built up with modest hip and gambrel-roofed Craftsman and Colonial Revival two-family houses and three-deckers; similar construction characterizes much of Hyde Park and Roslindale. Somewhat more ambitious residential construction occurred along Spring Street in West Roxbury and south along Centre Street in Germantown. Craftsman and Colonial Revival two-family houses along with a number of similar one-and-a-half and two-story single family houses and a few simple bungalows were built. Picturesque Tudor, Georgian and Dutch Colonial Revival single-family houses, with brick, stucco and half-timbered trim, some of considerable size and pretention, line the parkways of West Roxbury, most of these built in the 1920s. Other areas which saw limited construction in the Early Modern period are the neighborhoods surrounding Franklin Park where shingled Colonial Revival and Craftsman three-deckers were constructed along Hyde Park Avenue. At least a few apartment blocks probably date from the 1920s, particularly those along Blue Hill Avenue; these are four and five story blocks of masonry construction with stock concrete Beaux-Arts, Adamesque and Georgian Revival detailing.

Institutional: The most significant group of institutional structures dating from the Early Modern period are the dozen or so elementary schools built in the outer neighborhoods of the area. Most of these are simply-massed masonry blocks, two to two-and-a-half stories tall on a raised basement, but many retain well-crafted Moderne detailing at entrances and rooflines. The outstanding example is the Mary Curley school in Jamaica Plain, a concrete building with incised Art Deco detailing of very high quality. Also dating from the period are several churches in Hyde Park and Roslindale in simplified Gothic Revival designs as well as a well-detailed Georgian Revival District Courthouse at Forest Hills and a Moderne concrete stadium at Franklin Park; a few period structures appear to survive in the Franklin Park Zoo. These are unusual in that they appear to be concrete structures dating from the 1930s and modelled on the section-designed structures at London's Regent's Park Zoo. Also built were several synagogues including a particularly well-detailed Beaux-Arts example on Seaver Street.

Commercial: Most commercial construction consists of one-story cornerstore blocks in brick and concrete at West Roxbury, Roslindale, Forest Hills and as infill in established retail centers at Dudley Station and on Centre Street in Jamaica Plain. Several movie theatres survive including the Moorish Franklin Park and the Loew's in Roslindale.

Industrial: Industrial construction consisted primarily of utilitarian masonry warehouses and a few more stylish concrete and masonry factory buildings along the Stony Brook.

XI. SURVEY OBSERVATIONS

There has been no substantive survey in either Roxbury or West Roxbury.

Industrial (Roxbury): Despite the devastation that has occurred along the Boston and Providence Railroad corridor since 1968 -- and it probably wiped out half of Roxbury's major historic industries -- Roxbury retains eight breweries (or portions of breweries), several of which are landmarks in their own right. Those for which NR designation should be considered include all four on Heath Street: Highland Spring, John Alley, American Brewing, and Roxbury Brewing. In addition, the Halleck Street group should be included (A. J. Houghton and the Burkhardt Brewery stable). NR consideration should also be given to the Roxbury Gas Light Company, gasholder on Massachusetts Avenue and the Louis Prang factory on Roxbury Street. The industrial district around Hamden and George Streets also deserves further study, particularly the Pearson Cordage Works (67 Kemble), Mechanics Iron Foundry (38 Kemble) and the Hall Treadle Works (152 Hampden).

(West Roxbury): Of West Roxbury's two breweries, one has been nominated (nomination pending), and the other, the Franklin Brewery on Washington Street should also be considered eligible. B. F. Sturtevant won a national reputation for blower motors; its 1870s plant on Williams Street is largely intact and should be further studied, as should Buff & Buff, a manufacturer of surveying instruments (329 Lamartine) whose late 19th and early 20th century equipment is apparently largely intact.

Although the MBTA Orange Line stations are presumably due to be demolished, all should be considered NR eligible and a record made. Also of some interest, though probably not slated for demolition, are the Roslindale and Egleston Square substations (4228 and 3025 Washington Street).

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MHC RECONNAISSANCE SURVEY REPORT

Date: December, 1980

Community: South Boston

I. TOPOGRAPHY

Originally a peninsula of about 600 acres separating Boston Harbor and South Bay from Dorchester Bay. It was connected to Dorchester (of which it was a part until 1804) by a neck of land which includes Andrew Square and what was formerly Washington Village. The peninsula was marked by several ponds, streams, and swamps, none of which survive today, and several prominent peaks, most of which have since been leveled. Dorchester Heights, once composed of two hills, East and West, has been reduced to Telegraph Hill. Bush Tree Hill, at Independence Square, is the only other prominence of which any sign remains. In the 1890s the eastern end of the peninsula was linked to Castle Island by Marine Park, while the flat industrial land northeast of First Street was largely the result of filling in the last quarter of the 19th century. By 1910 filled land had swollen the size of South Boston to 1333 acres (slightly over two square miles).

II. POLITICAL BOUNDARIES

Originally part of Dorchester grants (1630) called Dorchester Neck with Boston division at Fort Point Channel. Annexed to Boston (1804) as South Boston with boundary along 9th Street extended (1855) to include Washington Village (Andrew Square area) with boundary approximate at Washburn Street. Final annexation of Dorchester (1870) absorbs previous division lines as part of Boston. Extensive filling creates wharf district in Boston Harbor along Summer Street and Northern Avenue (1895) and connected Castle Island with South Boston (1927).

III. HISTORICAL OVERVIEW

Urban industrial community adjacent to central Boston. Originally a peninsula between Dorchester Bay and Fort Point Channel, with reported native fishing site at spring near L Street Beach. Initially part of Dorchester granted as pasture lots during mid-17th century called Dorchester Neck with slate quarry on Telegraph Hill. Several large farmsteads formed during Colonial period along axis of Dorchester-Emerson Streets with Revolutionary fortification site on Dorchester Heights of national significance, and suspect late 18th century brick mansion on K Street. Developed as part of Boston urban real estate venture with original street grid along West

Broadway, including some surviving Federal period row houses on Emerson Street and historically important early Catholic burying ground and chapel on Dorchester Street. Development of Boston tidelands as fringe district during mid-19th century with welfare institutions on City Landsite (now Independence Square) and industrial district of iron and glass works along Fort Point Channel with surviving period turnpike village around Andrew Square. Status residential area originally on W. Fourth Street with well-preserved district of Greek Revival houses, shifted to crest of E. Broadway and Telegraph Hill during Victorian period with brick row houses in Boston bow-front style. Commercial focus developed along W. Broadway and Dorchester Street with multi-stored business blocks, including notable High Victorian Gothic example with polychrome stonework, and several well-preserved Panel Brick corner blocks along axis of E. Fourth Street. Residential density increased during late 19th century from two to three-story multiple family row housing throughout area, with brick Mansard rows around Dorchester Heights and wooden three-deckers around peripheral fringe, including many examples of formative types. Entire district developed as neighborhood parishes with many examples of period churches in Late Gothic design. Full potential of development realized by early 20th century with parkland beltway around Dorchester Bay along Columbia Road including period recreational buildings of municipal design and landmark Neoclassical tower on Dorchester Heights. Fort Point Channel area developed with extensive land fill along Summer and Congress Streets with bridge connections to Boston business area, including several surviving examples of Chicago type lift-spans, and notably well-preserved district of period warehouses of substantial design and detail, and remarkable example of early electric power station at Boston Edison plant of monumental Neo-classical design. Later development of Northern Avenue includes Fish Pier complex, U. S. Navy depot with extensive warehouse buildings of architect design, and early tourist seafood restaurants. Little growth during Early Modern period with exception of municipal projects around Dorchester Bay, including early public housing at Harbor Village and autoparkway at Columbus Circle-Old Colony Boulevard. At present much of South Boston residential fabric remains in-stable, but neglected structural condition with serious conservation problems of institutional buildings. Industrial activity along Fort Point Channel was expanded into fringe residential area, destroying much of original housing stock, while Summer Street warehouse district is gradually undergoing residential and commercial conversion as high income housing area, with potential loss of historic period details.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Peninsula location in Boston Harbor with probable trail from mainland (Dorchester) following course of Dorchester-Emerson Streets around Telegraph Hill with suspected branches to tidewater fishing sites along K Street and West Broadway.

V. FIRST PERIOD (1620-1675)

A. Transportation Routes:

Native trails apparently improved as highways to Dorchester Neck with primary axis along Dorchester-Emerson Streets to harborside.

B. Population:

No resident population until 1673 when first house erected by James Foster, followed by Blake House in 1680.

C. Settlement Pattern:

Dorchester Neck granted as grazing land to individual owners during mid-17th century with slate quarry located on flank of Telegraph Hill (Broadway & F Street). Native fishing area reported as "Powow Point" (L Street Beach) apparently during early settlement period.

D. Economic Base:

Availability of land for pasturage a primary reason for settlement of Savin Hill, Dorchester to the south, and land use solely for this purpose until 1670s. Some slate quarrying apparent by that date.

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

Highways remain from 17th century with Dorchester-Emerson Streets as main road to Dorchester Neck.

B. Population:

Very little growth. Number of families increased from 3 about 1700 to 12 by 1775 with 9 dwellings at the latter date.

C. Settlement Pattern:

Large farmsteads created on Dorchester Neck from grazing lands by late 17th century with houses along Dorchester-Emerson Streets. During Revolutionary War Telegraph Hill and Nook Hill (W. Broadway area) used as important fortifications during Battle of Dorchester Heights (1776) with breastworks surviving until early 19th century (now Thomas Park site). Evidently most farmhouses on Neck destroyed during War, although documentation is not specific.

D. Economic Base:

Farming and grazing land exclusively, with presumably slate taken for local use.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Colonial roads of Dorchester-Emerson Streets remained in place. Opening of South Boston toll bridge (1805) from Boston South End extends street grid across Dorchester Neck with Broadway as principal axis. Dorchester Avenue turnpike (1805) constructed from bridgehead south across tideflats to Dorchester mainland with free bridge extension to Boston as Dorchester Avenue (1828). Omnibus route from Boston established along Broadway (1829).

B. Population:

Twelve families in 1775 rose to 60 families by 1804, date of annexation to Boston. Between 1810 and 1825, population up 416 percent. By 1830 it had reached nearly 3,000. (These figures do not include Washington Village, not annexed to Boston until 1855, though the population of this small community does not appear to have been extensive.)

C. Settlement Pattern:

Colonial farmsteads rebuilt during late 18th century along Dorchester Neck. Urban street grid created on Nooks Hill with opening of South Boston Bridge (1805) and Dorchester Turnpike between A-F Streets with commercial axis along Broadway and residential axis along W. Fourth Street. Fringe activities located around Fort Point Channel including iron glass and shipyards. Secondary focus developed around turnpike junction at Washington Village (Andrew Square) with Dorchester Street.

Additional street grid platted on eastern Dorchester Neck around City Lands (1822) from G-P Streets along axis of original Emerson Street and Broadway. Fringe institutions located in City Lands area include House of Industry, House of Reformation and Insane Hospital.

D. Economic Base:

Little growth of moment until annexation in 1804 and construction of South Boston Bridge in the same year. Although Dix and Brinley chemical works established prior to annexation, major industrial development not begun until about 1810.

Cyrus Alger arrived 1809 and c. 1814 began the ironworks (later South Boston Iron Company) which dominated the iron foundries and industrial life in South Boston's first half century, leading development of Foundry Street area. Despite a brief hiatus caused by the War of 1812, first glassworks and shipyard also established in this period -- the three industries which would dominate growth in this period.

Thomas Cains, the pioneer flint glass manufacturer who began operations in 1812 (at B and 2nd Streets), sparked several important competitors, though the firm outlasted them all, remaining in operation into the 1870s; Wheelwright's shipyard, also begun about 1812 at the foot of Dorchester Street, in the 1820s under Noah Brooks developed a national reputation and one of the largest yards in the Boston area.

Brickmaking also carried out in this period with kilns located in the B, C, and 4th Streets block.

E. Architecture:

Residential: Only a handful of houses stood at South Boston prior to its annexation in 1804. With the construction of the South Boston Bridge in 1805, limited residential development began: still, only a few houses were built during the period. A fair number of these apparently were constructed of brick and at least one substantial, three-story brick house of the period survives, at 5th and K Streets. Several other brick end chimney houses are known and at least a few, enlarged later in the 19th century with additional upper stories, stood into the early 20th century and may still survive. A few twin rear wall chimney Federal houses are recorded along with at least one highstyle Federal end-chimney hip-roofed house with a monitor (Noah Brooks House, c. 1825).

Institutional: The most significant institutional structure of the period is St. Augustine's Chapel (1818), a small brick building with lancet windows, important as the first Catholic Church building in Boston. South Boston is notable for at least one other early Gothic Revival church among the half dozen well-detailed and ambitious churches built there before 1830: St. Peter and St. Paul (burned 1848), a cruciform plan structure with lancet windows and Gothic detailing, may date as early as 1830. Other churches built included St. Matthew's (Georgian, c. 1817) and the Phillips Church (1825), a high style Federal/Greek Revival structure with a freestanding Doric portico and two-stage octagonal belfry; none survive. Also built in the period were two monumental municipal buildings, the Houses of Industry and Reform, identical Federal/Greek Revival buildings, three stories tall with hip roofs and pedimented central pavilions (18).

Commercial: At least one commercial block of the Federal period is known: the Brinley Block, a three-story brick structure built c. 1812.

VIII. EARLY INDUSTRIAL PERIOD (1830-1875)

A. Transportation Routes:

Street system remained from early 19th century with conversion of Broadway and Dorchester Avenue omnibus routes to horsecar lines (1858). South Shore railroad corridor to Boston across Fort Point Channel from South Boston with Old Colony (1845), now Old Colony Blvd., and New York Central (1855), now Midland Branch to Boston Wharf Company.

B. Population:

With the opening of the North Free Bridge in 1828, residents of Boston began moving to South Boston in large numbers. Between 1830 and 1850 population rose rapidly from 2,200 to 13,309. Even more marked, however, was the rise following the introduction of the street railway system (1854) and the movement out of the Fort Hill district in Boston (c. 1859 and later). The industrial expansion of the Civil War period also attracted large numbers of skilled factory workers. Between 1850 and 1870, the population tripled, reaching 39,215 in the latter year -- an average growth rate of nearly 1300 people a year.

C. Settlement Pattern:

Development of South Boston continued through mid-19th century. Commercial focus centers around Broadway and Dorchester Street base of Telegraph Hill with status residential district along W. Fourth Street and crest of E. Broadway with row houses. Secondary development on Telegraph Hill (Dorchester Heights) with opening of Boston reservoir (1849) around Park Street. Fringe industrial activity expanded around Fort Point Channel area along railroad corridor from Washington Village (Andrew Square) with focus of development at Cork Village (Dorchester Avenue) and Boston Wharf (Granite and Midway Streets) by mid-19th century.

D. Economic Base:

South Boston in this period was dominated by the iron foundries and machine shops. By 1850 Cyrus Alger's South Boston Iron Works was the largest foundry in the country, while the Bay State Iron Company at City Point was the largest and most extensive manufacturer of railroad iron in New England. A number of foundry and machine shops were begun in the 1830s, following Alger in the Foundry Street area. After the arrival of the Old Colony Railroad in 1844 two locomotive works also were erected. The Globe Locomotive Works (1846) produced the borer for the Hoosac Tunnel. Cotton and Hill's Chain factory (begun c. 1830 at 3rd and F Streets) was a landmark industry of the period. During the Civil War these foundries and machine shops were given a tremendous boost, attracting skilled mechanics to South Boston.

Shipyards shared the glory of East Boston's yards. Harrison Loring's City Point Works, in successful operation through the 1890s built record-breaking clipper ships including, in 1851, "The Northern Light."

In the early 19th century there were numerous fresh-water springs on the peninsula. One, at D and 2nd Streets, which for many years supplied ships in port, became the site in 1826 of the Boston Beer Company's brewery, an industry which remained important throughout the century. They were joined by rum distilleries, like Luther Felton's 1839 factory given added impetus in 1854 by Crimean War demand.

In 1861 the first petroleum refinery in Boston was established by Stephen Jenney & Company. Other oil works followed, while the New England Felt Roofing Company took advantage of the coal tar residues of the adjacent South Boston Gas Light Company.

The Boston Wharf Company, founded in 1836, was a pioneer in reclaiming the mud flats to the north of the peninsula, though this work was not completed until the last quarter of the century. For many years, nearly all the lumber and sugar brought into South Boston was stored on Boston Wharf property.

City water introduced from Cochituate Works in 1849 to reservoir on Telegraph Hill. South Boston Gas Works established 1852.

E. Architecture:

Residential: Some vernacular Greek Revival/Federal workers' housing dating from early in the period survives at Andrew Square with a few isolated examples of more substantial, porticoed Greek Revival housing of the same date (1830-40) on A Street and elsewhere, but most surviving Greek Revival structures appear to date from the 1850s. Many of these are quite substantial in character with heavily-scaled and elaborate trim of acanthus and frets at the entrance; a few retain original cast-iron fencing. Most have sidehall plans although a number of double houses (a few of them bowfronts in brick) were built, with at least a few brick Greek Revival rows. By the mid-century, a variety of picturesque styles were represented at South Boston. Linden Street was developed with well-detailed Gothic Revival cottages (of which only one survives with its original drip moldings, bargeboards and finials intact) while around Telegraph Hill and along Emerson Street more substantial Italianate villas were built. Later in the period elaborate villas in mansard and Stick Styles were still being built in South Boston. Brick Italianate rows began to appear c. 1850 with increasing numbers of wood and brick mansard-roofed rows constructed toward the end of the period.

Institutional: That South Boston remained an affluent and ambitious area through the end of the Early Industrial period is evidenced by the number of well-detailed and up-to-date institutional structures built there during the period. A number of churches were built including Gothic Revival examples in wood (a few of which survive with later siding) and stone (St. Peter and St. Paul, 1853-extant). A Lyceum (Greek Revival/Italianate, 1845), and several private schools operated, including the Perkins Institute, located in a large brick cupolaoed Greek Revival building constructed as the Mount Washington Hotel (1838 demolished). Also built were Carney Hospital (Second Empire/Italianate, 1865) and Fort Independence (Greek Revival, 1833).

Commercial: A few 1850s three-story brick commercial blocks stand on West Broadway.

Industrial: A few utilitarian four and five story brick structures may date from the period, including the Boston Brewing Company which retains what may be a unique granite sign with raised letters. A small industrial building on Ellery Street may relate to a period foundry.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Streetcar service extended on local routes from Broadway line with loop along 6th-8th Streets around Telegraph Hill to 7th and D Streets across Dover Street bridge to South End by late 19th century as electric trolley. Fort Point Channel gradually filled with bridges from Boston at Broadway (1871) and lift-spans at Congress, Summer (1900) and Northern Avenue (c. 1915) to Boston Wharf Company lands with original draw-bridges still intact, although only Summer Street at Reserved Channel still operable. Metropolitan Park Commission (MDC) landscaped boulevards around Dorchester Harbor to Marine Park as Columbia-Farragut Roads by 1890s.

B. Population:

Post-war five year period 1870-75 witnessed South Boston's greatest population rise of nearly 15,000 people. Thereafter, this growth slowed, and after 1895 the city's population began a decline which accelerated in the 1910-15 period. South Boston's peak population was reached in 1910 at 71,703, somewhat less than twice what it had been in 1870. The same period also witnessed a marked change in employment patterns. At the start of the period, hundreds had been employed in local mills, foundries, and factories; by 1900, thousands were employed in shops and stores, mostly in the city proper. The foreign-born population, long dominated by the Irish, grew appreciably after the Great Boston Fire, forcing laborers into the western sections of South Boston. As Lithuanians, Poles, and Italians moved into areas west of Dorchester Street, the Irish community moved further east.

C. Settlement Pattern:

Increasing residential density across area with multiple family housing types around periphery of Telegraph Hill (Dorchester Heights) to Dorchester Bay waterfront by early 20th century. Status district remains on crest of E. Broadway and Dorchester Heights (Park Street) with commercial focus along W. Broadway and Dorchester Street during late 19th century, and secondary center at Andrew Square. Reformation of fringe activities with clearance of City Lands institutions and Cork Village (Dorchester Avenue) along Fort Point Channel, replaced with Boston Wharf Company land fill along Summer-Congress Streets and Northern Avenue (1895) with warehouse-factory district and shipping basin at Reserved Channel area adjacent to central Boston business district. Dorchester Harbor waterfront developed as recreational parkland at Carson Beach and Marine Park by early 20th century.

D. Economic Base:

The Late Industrial Period witnessed the marked decline and cessation of many of South Boston's hitherto dominant industries. The increasing expense of shipping coal and iron from the south and west caused most of the iron foundries to close by the mid-1880s. The last glassworks closed about 1880, and the chain works, a victim of newer, mechanized competition, closed about 1875. Many machine/tool factories remained, however - among them the nationally known Walworth Manufacturing Company, leading developer of steam heating systems and one of the largest manufacturers of pipe tools. The S. A. Woods Machine Company, Russell Boiler, Hersey Manufacturing (sugar cube machines, water meters), and Whittier Machine became principal elements in this now dominant industry. By 1904 the Gillette Safety Razor Company had begun its extensive South Boston plant, based on the revolutionary notion (perfected by MIT graduate, William Nicker-son) of a disposable razor blade cut from strips of thin sheet steel.

Beginning in the 1880s the filled land to the northwest along Fort Point Channel saw increasing activity with the construction of warehouses, machine shops, a sugar refinery, two elevator manufacturers, docks, etc. Between 1895 and 1900 South Boston became the center of the wool trade as new warehouse and dock space became available. In 1901 historian Toomy described the city as "on the eve of another period of industrial importance on made land," a period welcomed by the construction of Commonwealth and Fish piers, 1913-14.

South Boston was witness to major engineering works in the last decades of the period, among them Boston Edison's monumental L Street plant, crucial to the expanding electric supply of the utility; and, built in conjunction with the new South Union Station, the 1898-99 rolling lift bridge, said to have been the largest of its kind yet built.

E. Architecture:

Residential: In this period, South Boston began to take on the densely-settled character it now has. Many multiple-family dwellings were constructed, most of these three-deckers, although early in the period, mansard-roofed brick and wooden rowhouses, three stories tall, were the most common type constructed. In addition to three-deckers (which were built primarily in the Queen Anne and Colonial Revival styles) a number of more substantial Panel Brick and brick Queen Anne rowhouses were built in the 1880s and '90s, with many particularly well-detailed examples located on Broadway. Fewer single-family houses were constructed, although a few ambitious Stick, Second Empire and Queen Anne houses were built around Telegraph Hill early in the period with more modest Queen Anne and Colonial Revival single-family houses in scattered locations constructed somewhat later. Toward the end of the period, shingled Colonial Revival and Craftsman two-family houses began to be constructed in numbers in the City Point neighborhood. Comparatively few apartment blocks were built.

Institutional: Several churches and at least one school in the High Victorian Gothic style were built in South Boston; a number of these still stand, including the school on I Street, one of the few remaining educational buildings in this style in Boston. A few wooden Stick/Victorian Gothic churches were also constructed and may survive with later siding. Other surviving period structures include the Bigelow School (Renaissance Revival, c. 1900), South Boston High School (neo-Classical, c. 1895), and several well-detailed Victorian Gothic and Renaissance Revival fire stations. Perhaps the most spectacular municipal building of the period was the Head House at the Marine Park (E. M. Wheelwright, c. 1893), an elaborate, half-timbered Tudor Revival building.

Commercial: South Boston's commercial center along Broadway includes many well-preserved commercial buildings from the Late Industrial period including several 1870s structures, both High Victorian Gothic and Neo-Grec in style, as well as a later neo-classical temple-front bank and several four and five story Panel Brick commercial blocks of the 1880s and early '90s. Around the turn of the century, a few tall commercial blocks in Renaissance and Romanesque Revival designs with extensive cast metal trim were constructed. In addition, many fine three-story Panel Brick cornerstore blocks were constructed as part of residential speculative construction south of Broadway; these form a unique and well-preserved grouping.

Industrial: Many utilitarian industrial structures in brick were constructed early in the period around Fort Point Channel and along First Street with a number of particularly well-preserved and carefully detailed seven and eight story corbelled brick warehouses of the 1880s and '90s on A Street. Later in the period, some reinforced concrete buildings were built. Most notable is the monumental Renaissance Revival L Street Boston Edison plant (1903) with a rusticated central arch and flanking copper light standards of Piranesian scale.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

Trolley service continued through mid-20th century with subway route from Boston under Fort Point Channel-Dorchester Avenue (1926) with stations at Broadway and Andrew Square. Old Colony Blvd. constructed as auto parkway by Metropolitan District Commission (1932) on railroad way with overpass at Columbia Circle.

B. Population:

South Boston had reached its peak population about 1910. By 1930, in concert with Boston proper, the peninsula's population was declining rapidly, losing over 13,600 people in the 20 year period. South Boston's population in 1930 was 58,039. Poles, Lithuanians, and Italians now made up a substantial part of the district's foreign-born population.

C. Settlement Pattern:

Gradual decline of commercial and residential growth during mid-20th century. Limited development along Columbia Road parkway (Carson Beach) and Farragut Road (Marine Park) with three-decker housing and clearance of Andrew Square area along Old Colony Blvd. or Harbor Village housing project (1938). Industrial development continued along Boston Wharf Company lands with U.S. Navy depot and Fish Pier on Northern Avenue and Summer Street with multi-storied warehouse construction. Parkway extended from South Boston to Castle Island as William Day Blvd. around Pleasure Bay (1927) with recreational facilities.

D. Economic Base:

Boosters had long predicted that the flats terminal area would become the port of Boston's major commercial center, though this did not really happen until after World War I. During the war, the Army built a major supply depot with over a mile of berthing space and the largest overseas pier in the U.S., while the Naval drydock adjacent was said to have been one of the largest in the western hemisphere. Eleven wharves -- four belonging to the Commonwealth and four to the New York, New Haven & Hartford Railroad added to South Boston facilities, though development of the Commonwealth flats behind the piers, begun in the 1880s, had still not been completed by 1930.

E. Architecture:

Residential: Little residential construction took place although in some sections, notably along Day Boulevard, a number of modest Craftsman two-family houses finished with shingles or stucco, were built in the 1920s.

Institutional: Most institutional construction took place around Old Harbor with various M.D.C. related structures, such as the Tudor Revival L Street Bathouses, built in the 1920s. Several schools were constructed in the 1930s along with a Georgian Revival Health Clinic (1926). Commonwealth Pier was completed as were various small stuccoed Craftsman service buildings and one monumental, eight-story neo-Classical industrial building at the Terminal Street Army Base.

Commercial: Modest one and two story commercial buildings were built on West Broadway and along Dorchester Street in the 1920s.

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XII. SURVEY OBSERVATIONS

There has been no survey of South Boston as yet.

Industrial: There are important industrial survivals from the Early Industrial period in South Boston, many of them deserving further study if not NR status. Among these are the machine shop of the Norway Iron Works, an impressive 2-1/2-story gable-roofed structure hidden behind a complex of more recent buildings at 383 Dorchester Ave.; the Boston Beer Company's malt house (D and 2nd sts.); the Bay State Distillery (H and 2nd sts.); the South Boston Gas Light Co.'s plant (West First and Dorchester St); and the American Steam Safe Co. factory at N and 7th streets. Highly unusual is the survival of an apparently key building in Jenney's Kerosene Oil Works on First Street, the first petroleum refinery in Boston. The brick mansard building at 290 West First, located on the opposite side of the street from the bulk of the plant, was apparently erected when the land on which it stood formed a wharf into the water which lapped the edge of First Street.

Much of South Boston's industrial building stock dates from the last quarter of the 19th century or the first two decades of the 20th. A good part of it is due to the Boston Wharf Company, responsible for probably most of the standing buildings between Northern Avenue and Richards Street. The office of this company is located in a key building at the corner of Melcher and Summer Streets; opposite, in the curve of Melcher street is the original plant of the New England Confectionery Co. The area between Museum Wharf and this complex deserves further study and could well become part of an NR district. Other important complexes from this period include Grueby Faience Co. (564-570 East First), Boston Plate & Window Glass Co. (40 Wormwood), the Ipswich Mills (Grant Gear, B and West 2nd sts.), the Robert Bishop Cotton waste factory (116 Tudor and adjacent bldgs.), and the five Wormwood buildings, a huge factory complex built as a unit between Wormwood and Binford sts. in the late 1890s by the Factory Buildings Trust to house multiple industries, with a self-contained power plant.

Both the Edison Electric Illuminating Co. and the Boston Elevated Railway built major power stations adjacent to one another on First Street and close to coal wharves. Both survive and merit further study. To the east, Walworth Manufacturing Co. operated a multi-acre plant. Though the main plant has been demolished, a machine shop on the opposite side of the street survives as 885 East First Street. Virtually the entire plant of the S.A. Woods Machine Co., an internationally known manufacturer of heavy woodworking machinery, survives on Damrell Street. Other machine manufacturers with national or international reputations were the Hersey Mfg. Co. (E and West Second Sts.) and the Moore and Wyman Elevator and Machine works (Granite and Richards Sts.). To supply the breweries, distilleries, and sugar refineries, there were at least two active cooperages, Dahlquist (18-28 West Third) and Brooklyn Cooperage (360-368 C St.). Although the main complexes have been demolished, related buildings deserving further study may exist for both the American Sugar Refining Co. (Granite and West Second sts.) and the Downer Kerosene Oil Co. (100 West Second). A key employer even today in South Boston, the source of a major industry and of a new grooming style, is the Gillette Safety Razor plant. Although the earliest building in the complex dates from about 1906, most post-date World War I.

South Boston also has an unusual collection of bridges, most of them over Fort Point Channel. Of these, perhaps the most important, the Scherzer Rolling Lift Bridge (1899) carrying the main railroad lines into South Station, was said to have been the largest of its type when built. Both the Summer Street Bridge over Fort Point Channel and the L Street Bridge over the Reserved Channel are retractile draw spans, designed to move on steel rails with a diagonal motion. The latter bridge, built in 1892, seven years before the Summer Street span, is said to be the oldest moveable bridge in Boston. The Summer Street Extension, from Fort Point Channel east, was built in 1899 to take the place of Congress Street as a main thoroughfare. Its truss bridge over the Midland Division tracks was said to be the largest bridge of its kind in the county, though at that time it apparently included four spans.

MHC RECONNAISSANCE SURVEY REPORT

Date: 1981

Boston Harbor Islands

I. TOPOGRAPHY

A series of glacial drumlins located in the depression of the Boston Basin subsequently isolated by rise of sealevel in post-glacial period (4,000-2000BP) with extensive tidal flats exposed at low tide. The structural geology of the Harbor Islands follows the regional NE/SW trend of the Boston Basin with exposed bedrock at the eastern fringe of the Brewsters where glacial overlay has been eroded. This outcrop is apparently linked with the granitic bedrock of the Quincy formation and possibly indicates that all the Harbor Islands have a bedrock core overlain by glacial debris. In consequence, the glacial islands have suffered from extensive erosion of headlands and have altered shape within historic period records.

II. POLITICAL BOUNDARIES

Originally occupied in 1620s preceding formal political claims. Deer Island, Long Island, Spectacle Island and apparently Castle Island acquired as part of Boston 1635. Rainsford Island originally to Edward Ransford (1636) by the Massachusetts Bay Colony, acquired by Hull (1641) and later to Boston (apparently by 1794). Lovell Island originally to Charlestown (1636) with Georges and Gallops Islands originally to Hull, all included to Elisia Leavitt (1767) of Hingham and later acquired by Boston (apparently by 1794) with official purchase 1825. The Brewsters, Calf Island, Green Island, the Graves originally to Hull (1663) and later acquired by Boston (1848). Thompson Island originally occupied by David Thompson (1626); granted to Dorchester (1635), and later acquired by Boston (1834).

III. HISTORIC OVERVIEW

Isolated fringe institutional, navigational, military and recreational activities on the eastern periphery of metropolitan Boston. Located at the entrance to Boston Harbor, a sequence of large glacial islands with native and European site potential as Contact Period fishing stations, and rocky ledges on seaward side of Massachusetts Bay with large bird colonies. Originally settled from Plymouth Colony in early 17th century with English trading stations on Thompson and Georges Islands (apparently house sites destroyed by beach erosion). Most islands retain authentic mid-17th century toponymy from occupation as private estates. Grazing agriculture primary economic use by Boston area towns, with planting lots granted on Long and Lovell Islands. Fortification systems initially constructed on Castle Island with elements of First Period installation subsequently

altered during Colonial and Federal periods as Fort Independence. Deer Island utilized as prison camp for Natick Indians in King Philips War with native land claims through late 17th century. Navigational beacons established on Brewster Islands by Late First Period with present Boston Light from late 18th rebuilding as authentic Federal period structure. Quarantine hospital initially located on Spectacle Island during Early Colonial Period and relocated to Rainsford Island by mid-18th century with subsequent rebuilding in Late Industrial period (now demolished). During early 19th century inner islands used for military and navigational sites with surviving Federal Period lighthouse on Long Island and granite Fort Strong on Georges Island. In addition, several of the islands were used as barracks encampments during Civil War at Long, Gallops, Lovell and Castle Islands both for Union and Confederate forces. Increasing location of fringe institutional activities during mid-19th century with Farm and Trade School on Thompson Island (now demolished), Suffolk County House of Correction at Deer Island with original brick octagonal building still in use, and Welfare Hospital on Long Island with subsequent Early Moderne Buildings still in use. Related Industrial Period cemeteries were located on Rainsford, Long, Thompson and Castle Islands. Other period fringe uses were sited on Spectacle Island with slaughterhouse (now in ruins) and protective granite seawall on Lovells Island. Recreational use of inner islands is reported during 19th century with resort hotels at Spectacle, Long and Gallops Islands (all demolished), while outer Brewsters were developed as private estates (now in ruins). Military sites were again selected during Spanish American and First and Second World Wars with installations of original period design notable at Fort Standish on Lovell Island with later construction at Fort Strong on Long Island, Fort Dawes on Deer Island and gun batteries on Outer Brewster Island (now all abandoned). During Early Modern period inner islands gradually connected to Boston mainland by auto parkways with causeways to Castle and Deer Islands and recent bridge to Long Island. Present development of Boston Harbor Islands relates to recreational use for metropolitan area, most notably on Thompson Island with limited ferry service. Except for lighthouses and fortifications, most historic period structures have been destroyed, with vandalism and arson a major problem for remaining sites, especially in regards to archaeological potential.

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