

MHC Reconnaissance Survey Town Report

MEDFORD

Report Date: 1980

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. For further information on the organization and preparation of town reports, readers should contact MHC.

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

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

The activity that is the subject of the MHC Reconnaissance Survey Town Report has been financed in part with Federal funds from the National Park Service, U.S. Department of the Interior. However, the contents and opinions do not necessarily reflect the views or policies of the Department of the Interior. This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, disability or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity or facility as described above, or if you desire further information please write to: Office of Equal Opportunity, National Park Service, 1849 C Street, N.W., Washington, D.C., 20240.



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MHC RECONNAISSANCE SURVEY REPORT

Date: November 11, 1980

Community: Medford

I. TOPOGRAPHY

Town occupies approximately 8 square miles. Has been described as "a spectacle town" because it features "a very high, bulky, and red nose struck between the glasses." This "nose" is created by a ledge of dark-colored rock, familiarly known as Medford granite"--a diabase dike of considerable size. Running between Pine Hill on the north and Walnut Hill on the south, the dike effectively splits the town into two parts. Where it crosses the Mystic River it forms the head of navigation, the first convenient place for a ford, and later the site of the first bridge over the Mystic River. This "granite" and its weathered gravel was quarried extensively in the 19th century at the Pine Hill end of the dike.

To the southeast, the meanders of the Mystic River through low marshland provided ample space for Medford shipyards, though they required such adroit sailing that they received fanciful names. One, "Labor in Vain," was shortened by a canal in the last century. Rich clay deposits on either side of the lower Mystic gave the town prominence in brickmaking since its founding.

Near Cradock Bridge and the center of town, the river approaches the fault line which marks the division between the Boston Basin and the Fells Upland district, locally known as the "Rocks". West of the village center, High Street runs along the foot of three hills. Near the point where High Street and the Basin/Upland fault cross the Mystic River, are the "Wears", another early river crossing and native site. Pine Hill, within the Middlesex Fells Reservation, is the highest peak of the Upland area in Medford, and is about 240 feet in height.

The town is entirely within the watershed of the Mystic River, and several small streams on both sides provided waterpower in the 17th and 18th centuries. The town shares with Arlington and Winchester the Mystic Lakes, a pair of large kettle holes separated by a natural spit of land called "the Partings," where in 1861 the City of Charlestown constructed a dam beginning the Mystic Water Works.

II. POLITICAL BOUNDARIES

Originally Governor Cradock's Farm between Mystic River and Middlesex Fells. Formalized as independent town (c. 1695) with later annexation of Charlestown highlands (north Fells) and Charlestown commons (south side Somerville) 1754. Adjustment of east and west boundaries from Malden and Winchester in early 19th century. Incorporated as City of Medford, 1892.

III. HISTORIC OVERVIEW

Historic suburban industrial city at junction of northern routes from Boston Basin. Located on Mystic River at edge of inner highlands with

important native fishing areas and weirs along Mystic Ponds and river banks. Early 17th century English settlements (Cradock and Winthrop estates) along Mystic at regional ford-bridge site (Medford Square) before town establishment. Late 17th century town formed along High Street (Judkins Square) included some remarkably early brick Georgian houses, a reflection of the First Period brickyards along Riverside Avenue. Colonial prosperity based on tidewater seaport with shipbuilding and distilling as part of Atlantic triangle trade; a significant slave population. Architecture including the Royall estate (national importance) plus several mid-18th century gambrel houses along High Street. Early 19th century connections by regional canal, turnpikes and early railroads to Boston and New Hampshire continued economic growth and divided town between industrial east side and affluent west side; commercial center at Medford Square. Well preserved examples of Federal and Greek Revival along High Street with unrestored vernacular houses along Riverside Avenue and authentic Federal period district along South Street. Increasing complexity of residential character during mid-19th century. West Medford displayed early examples of suburban Victorian styles along Boston Avenue; a notable A.J. Davis Gothic cottage at Winthrop Square. Riverside area remained industrial district with variety of workers cottages and modest suburban plan houses along Salem and Fulton Streets. South side developed as a peripheral area along canal and railroad axis with numerous examples of period housing extant along side streets. Tufts University, located on College Hill with quadrangle of Early Victorian buildings by Boston area architects. During Late Industrial period, commercial center remained at Medford Square with secondary focus in West Medford. Latter has well-preserved brick business blocks of architectural note and array of period civic structures along High Street with early Richardson stone church. Increasing development as a suburban district during 20th century due to metropolitan trolley routes; three-decker and two-family house construction especially notable along Boston Avenue and Fellsway. Affluent district expanded into highlands along Governor Avenue with wide range of stucco Craftsman and brick Revival houses in Lawrence Road - Winthrop Street neighborhood. Medford Square maintained commercial and civic status despite adjacent apartment area. Gradual decline of industrial activity along Mystic River with conversion to recreation and highway corridor during mid-20th century; creation of a waterside landscape with period bridges and parkland from Mystic Ponds to Wellington. Auto parkways also extended into Middlesex Fells with modest residential development along Forest - Elm Street axis to Spot Pond. Increasing commercial activity along regional highways with focus at Wellington Circle, including period drive-in architecture and early radio station in Moderne style. Present developmental concerns are: the impact of Interstate 93 at Medford Square with loss of surrounding historic fabric, especially along Riverside Avenue; and expansion of Tufts campus into neighboring residential area along Boston Avenue.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Important junction of routeways across Mystic River around northern highlands of Boston Basin. Critical ford site over Mystic upstream from present Main Street-Cradock Bridge (Medford Square), apparently intact. Primary N/S trail from ford to Mishawam (Charlestown) was Main and Bow Streets with branch to Charles River-Cambridge along Harvard Street. Primary E/W trail from ford between Saugus and Menotomy (Arlington) followed Salem-High Streets through Medford Square across Mystic with ford at Arlington line. Important routes north along Mystic along Grove and Woburn Streets through Oak Grove Cemetery and conjectured branch to Wellington-Malden River along Cross-Riverside Avenue. It appears likely a highland trail ran north over Middlesex Fells to Spot Pond and followed course of Intervale Brook (Fulton-Fellsway-Elm-Woodland Road) to Stoneham, although no documentation in histories. Secondary trail presumed on south Mystic bank as South-West Streets to College Hill campsite.

B. Settlement Pattern:

Several probable period sites. Only documented one is a group of burials (19-MD-259) located east of Mystic in West Medford. Other areas with likely period sites include: west of Mystic lakes - Oak Grove Cemetery (reputed "planting fields"); "Rock Hill", located between Mystic and High Street; College Hill; and along River Avenue east of Mystic. Possible wintering sites around upland ponds.

C. Subsistence Pattern:

Major access point to seasonal fish runs in Mystic and tributaries like Alewife Brook as well as shellfish in estuary of Mystic. Good agricultural land around the Mystic/Alewife Brook confluence and on the Medford plain east of the Mystic and south of the Uplands.

D. Observations:

Presence of major fords and trails, diverse and plentiful food resources and proximity of major lithic source areas made this an area of dense, though probably seasonal, native activity. Identity of period native population is unclear.

V. FIRST SETTLEMENT PERIOD (1620-1675)

A. Transportation Routes:

Native trails retained as highways with Mystic ford replaced by Cradock Bridge, 1638. Primary E/W highway from Salem along High-Salem Streets, also Main Street to Charlestown; Woburn and Grove Streets to Woburn; and Riverside Avenue as local highway along Mystic banks.

B. Population:

By 1650, no more than a dozen families at most. Little growth until the early 18th century.

C. Settlement Pattern:

Several early English estate farms along Mystic precede formal settlement, with Cradock Farm 1628 on north bank between Riverside and Salem Streets (no site survival due to Interstate 93) and Winthrop Ten Hills on south bank near Winter Hill 1631 (now Somerville). Also continued occupation of native fishing camps along Mystic Ponds and Squaw Sachem fort on College Hill (no precise location). Informal land division by Cradock Farm around ford site (Medford Square) and along High Street during 17th century.

D. Economic Base:

Settled by Mathew Cradock who sent his men to establish fisheries and to farm. Some initial shipbuilding and brickmaking by 1660. On death of Cradock in 1641, however, estate divided into large tracts, and the town experienced little growth until the beginning of the next century. Wood (1639): "[Medford] is seated by the water's side very pleasantly; there be not many houses as yet."

VI. COLONIAL PERIOD (1675-1775)

A. Transportation Routes:

Highways remained in place from 17th century. Bridges improved over Mystic at Medford Square and at West Medford fish weir by mid-18th century. Highway north to Stoneham (Fulton Street) extended over Fells to Woodland Road. Charlestown rangeway extended south from Mystic as Winthrop and North Streets 168 .

B. Population:

In 1707, population reached about 230. By the end of the period, the number had grown to approximately 800--about 147 families housed in 104 dwellings. Early in the 18th century, a group of dissatisfied Scotch-Irish settlers from Londonderry, NH moved to Medford and the Fells area.

C. Settlement Pattern:

Apparently an extended street village from Cradock Bridge (Medford Square) to High Street with meeting house location 1696 at Judkins Square (High-Woburn Streets). Commercial activity to east along Riverside Avenue from Medford Square by early 18th century with estate settlement on south side (South-Main Streets). Little penetration of Fells highland to Stoneham, although reported native refuge in Turkey Swamp (South Reservoir?) from Mystic Ponds.

D. Economic Base:

Earliest mill in what is now Medford, Wade's Mill, on Meeting-house Brook, after 1661. Dunster Mill (c.1710) built on Mystic below the Weirs. (Considerable confusion in the sources over this mill and Arlington's earlier Broughton Mill.) Tide mill built 1746 on mill pond near town center.

Commerce and manufacturing initiated with increasing traffic over Cradock Bridge, providing shortest route between Boston and the north. In addition, as the head of navigation, Medford saw quantities of goods taken from barge to road traffic going north. Brickmaking extensive, probably the most extensive in the colony. Medford rum first produced c. 1715-20; also barrels and wagons.

E. Architecture:

Residential: Medford's two most significant surviving early houses are the Peter Tufts House (1678) and the Jonathan Wade House (1689), both important for their brick construction; the Tufts House is the earliest surviving example incorporating a steep, narrow gambrel roof, a roof type which was widely employed in 17th and 18th century Medford and which is remarkable for its early adoption there. An outstanding high style Georgian survival is the Isaac Royall House (1737, with portions of 17th century brick Usher House). Other more modest, but nevertheless stylish, Georgian center and paired chimney houses with gambrel roofs stand on High Street, while a substantial number of vernacular center chimney houses and cottages survive along Riverside Street.

Institutional: No known structures extant.

Commercial: Several taverns are known to have been built; no known structures extant.

Industrial: Distilling and brickmaking were two of Medford's earliest industries and at least one gambrel-roofed, brick distillery is known to have been built; no known structures extant.

VII. FEDERAL PERIOD (1775-1830)

A. Transportation Routes:

Basic highway system intact from 18th century with improvement of turnpike roads from Boston north through Medford Square and over highlands as Mystic Avenue-Forest Street-Fellsway West (1806). Winthrop Street extended north to Woburn from High Street by early 19th century. Middlesex Canal from Charlestown north opened in 1803 following along Mystic south bank to Summer Street and across Mystic to Boston-Sagamore Avenue. No obvious surviving evidence, save for filled section behind Hancock School.

B. Population:

Moderate growth throughout period, population doubling in fifty year span of period. Limited growth 1810-20 probably attributable to annexation of portion of town to Charlestown in 1811. Population reached 1,755 by end of period.

C. Settlement Patterns:

Continued development of Medford Square area as commercial-industrial center during early 19th century. Shipyards and distilleries along Middlesex Canal on south side. Status residential district along High Street between Judkins and Medford Square with companion area on south side (Main-South Streets). Remainder of area is undeveloped, especially highland Fells save for isolated homesteads on Stoneham highway (Fulton Street).

D. Economic Base:

Shipbuilding begun 1803 by Thatcher Magoun at a yard opposite the end of Park Street, with large quantities of timber harvested in Fells (especially oaks and pines of Turkey Swamp), and later in New Hampshire, transported by the Middlesex Canal. Brickyard production still high, though in this period began to be eclipsed by both Cambridge and Somerville. Boston markets encouraged considerable agriculture and stock raising, and large quantities of milk produced for Charlestown and the capital. A number of shops produced hats and hat bodies, the largest of which was established by J.M. Peck in 1825.

E. Architecture:

Residential: Few highstyle Federal houses were built but at least one example, the Thatcher Magoun House on Spring Street, survives, as do several other simple, hip-roofed, end wall and paired chimney houses along High Street as well as one center chimney Federal example at Medford Square.

Institutional: Several schools were built on Woburn, Canal, and Washington Streets and a meetinghouse was built on Salem Street, but none are known to have survived.

Commercial/Industrial: No known structures extant.

VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

A. Transportation Routes:

Previous turnpikes, highways and canal remain intact with extension of mainline railroads north from Boston avoiding town center. Boston and Lowell (1835) around College Hill and crossed over Mystic at West Medford; apparent survival of original granite work near Playstead Park. Aborted branch route from West Medford to town

square (1847). Boston and Maine (MBTA Orange Line) crossed Mystic at Wellington with branch to Medford Square (1845) and spur Riverside brickyards. Early horse railroad from Charlestown to Medford Square over Main Street (1860; abandoned 1873).

B. Population:

Rapid rise in period 1830-55. In first 20 years population more than doubled, reaching 3,749 by 1850, and rose another 18% in the next five years alone. By 1865 about 15% of the population were foreign born, of which nearly 70% were Irish. All but one of the shipyards closed during the war years and there was virtually no population growth. In the post-war years, however, the growth rate again rose steeply. By 1870 the town's population had more than tripled in the preceding 40 years.

C. Settlement Pattern:

Primary commercial-industrial focus at Medford Square and brickyards along Mystic-Riverside eastward to Malden River. Workers' neighborhood along Salem-Cross Streets. Affluent axis along High Street to West Medford railroad depot with extension along Boston Avenue to Mystic. By mid-19th century, south side developed as fringe area around Main Street brickyards and race track with exception of Tufts campus on College Hill. Middlesex Fells remained undeveloped except along Stoneham highways of Forest and Fulton Streets.

D. Economic Base:

This period saw the peak--and sudden decline--of the shipbuilding industry in Medford. "The finest ships that float on the ocean are made here," a gazetteer noted. Of the ten years on the river, both above and below Cradock Bridge, Magoun's was the largest (and reputedly the only yard with a shiphouse). In 1832 he employed 160 men. Peak of activity appears to have been about 1855 when the yards employed over a thousand hands. Ten years later the number had drastically declined, to 35 men working on only one yard--which itself closed in 1873.

Brickmaking also peaked about 1855. In that year there were 24 yards. Ten years later this number had declined to five, employing 175 men. By 1875 only one yard remained, though its annual product was valued at over \$122,000. "Medford granite" was quarried at Pine Hill, and used in door and window trim as far away as New Bedford. In 1845 this quarry employed 45 men.

Linseed oil, hats, and rum continued to be leading products in the town. By 1865 the manufacture of rum had the second highest annual product value after cloth prints. Established by John D. Street in Glenwood in 1863, the printworks was the first of a series of textile-related industries which began to fill the gap left by

the declining shipbuilding industry. The printworks was followed by a carpet factory in 1866, a dye works in 1892, and in the 20th century by two woolen factories.

For much of the period, a cattle market was located in South Medford. Like the market in Watertown, the Medford operation was later merged with a move to Brighton.

In 1861-63 the City of Charlestown constructed the Mystic Waterworks, using the water of the upper Mystic Lake. Much of the supply system--including the granite reservoir on College Hill--was located in South and West Medford.

E. Architecture:

Residential: As it does for almost every period, Medford retains one outstanding house of this period: the Gothic Revival Angier House (1842, A.J. Davis; landscaping, A.J. Downing). A considerable number of the simple, vernacular houses built in this period are ornamented with jig-sawn Gothic bargeboards seemingly derived from that highstyle example. Well-preserved groupings of these simple Gothic Revival cottages are found on Lawrence and Myrtle Streets. Equally significant are the clusters of ambitious Greek Revival houses surviving along South Street and on Riverside Street; built at the time of the establishment of shipbuilding in Medford, these exist in numbers with sidehall, center entrance and temple-front examples known. Greek Revival houses are also found in scattered locations around West Medford Square. Simple center entrance and sidehall Italianate houses, with some more pretentious asymmetrical villas and cupolaed examples, were built in these same neighborhoods with other concentrations south of High Street at Boston Avenue and north of High Street along Allston Street, and also in neighborhoods south of Central Street and behind South Street.

Institutional: Tufts University was founded in 1852; in 1856 and 1857, Packard Hall (Greek Revival/Italianate) and Ballou Hall (High Victorian Gothic, Gridley J.F. Bryant) were built. Grace Episcopal Church (H.H. Richardson, 1867-69), an early Richardson commission in the Gothic Revival style and constructed of glacial boulders, is another of Medford's important, architect-designed structures.

Commercial: Medford's importance as a shipbuilding center peaked during this period and much of Medford Square was built up in response to that prosperity; at one time, an imposing temple front Greek Revival building stood in the square. Among the few surviving early blocks are the Green Block, a utilitarian, 4-story brick building, and the Masonic Apartments, 4 stories with arched, paneled spandrels, both c. 1850.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Railroads and roads remained from mid-19th century with extension of streetcar routes from Malden, Woburn and Somerville to Medford Square along Main, Salem, High and Winthrop Streets by late 19th century. Early 20th century trolley routes on periphery from Somerville to Arlington along Boston Avenue and Somerville to Stoneham along Fellsway West. Original Cradock Bridge rebuilt (1882) as stone span over Mystic (intact).

B. Population:

Rapid and continuing growth between 1870 and 1910. The population doubled every 20 years, reaching 23,150 by 1910. After 1905 it began to climb even faster, and by the end of the period had reached 30,509. Though the majority of foreign born residents were Irish, a substantial number also came from English-speaking Canada and Britain.

C. Settlement Pattern:

Full development of residential street grid by early 20th century along trolley routes. East side from Malden to Medford Square along Salem Street and Fellsway expanded as multiple-family district, except for modest suburban area around Wellington. West side continued as quality neighborhood along High Street with expansion into highlands along Governors Avenue and Forest Street. South side continued as fringe industrial area with multiple family development along Boston Avenue and Main Street car lines to Tufts campus on College Hill. Medford Square remained as primary commercial core with secondary retail centers at West Medford depot and along Salem Street trolley to Fellsway.

D. Economic Base:

The period witnessed the close of Medford's two historic industries--ships and rum. Their places began to be taken by more peripheral industries associated with centers in nearby towns. The Wellman Company invented and manufactured sole cutting machines for the shoe industry; chemical works were located in the lowlands along the river. A factory for the manufacture of covered buttons had been built by 1875; and a brass factory on Hancock Street produced fixtures for the new soda fountains in Boston.

Brickmaking still held a leading role among Medford industries, producing over 15 million bricks in 1890 and employing 350. Another major Medford concern held many of the patents in gold leaf manufacture, producing in 1875 over \$45,000 worth. Other products included carriages and carpets.

Cradock Bridge, rebuilt in 1880 as a fixed span crossing, was further improved in 1908-09 by the tide gates and a boat lock, part of the Metropolitan Park Commission's Mystic River improvements. Two bridges, Boston Avenue and Wellington, were built in the 1870's.

E. Architecture:

Residential: Many highstyle, architect-designed houses in the Queen Anne, Shingle and Colonial Revival styles were built in this period; much of the neighborhood north of Winthrop Street and along Governor's Lane developed with imposing, well-detailed houses, while elsewhere, around West Medford Square and along Forest Street less ambitious but still substantial Queen Anne, Stick Style and Second Empire houses were built. Many of the later houses are notable for their inventive use of stucco and half-timbering. Suburban Queen Anne, Stick and Second Empire style houses are also found in eastern sections of town south of Central Avenue. Large tracts of land at Wellington, north of Central Avenue, at Medford Hillside, and along both sides of Main Street were developed with modest Colonial Revival 2-family houses. Concentrations of Colonial Revival three-deckers are located along the Middlesex Fellsway, while around Medford and West Medford Squares are a number of 3 and 4 story brick apartment blocks in Revival styles some of which may date before 1915.

Institutional: A number of buildings were constructed at Tufts University with several by J. Phillip Rinn, including the fieldstone Romanesque Goddard Chapel (1882). Municipal structures completed in the period include the Renaissance Revival High School (1895, Hartwell and Richardson), the Romanesque Revival Park Street Fire Station (1898) and Colonial Revival Medford Street Station (C.B. Cutter, 1895) and several schools, among them the Renaissance Revival Franklin School (H.S. McKay and C.B. Dunham, 1899). Among the many churches built the finest may be the Shingle Style/Queen Anne on Forest Street outside Medford Square. Other examples include the Shingle Style West Medford Baptist (L.H. Lovering, 1896), and Unitarian Universalist (I.M. Brown, 1893) as well as at least one Richardsonian Romanesque example, St. Joseph's Church (T. Houghton, 1893). Also built was the massive, corbelled stone Romanesque Lawrence Light Guard Armory (Shepley, Rutan, and Coolidge, 1900).

Commercial: Both Medford Square and West Medford Square retain a number of well-detailed and imposing commercial blocks in the High Victorian Gothic, Second Empire and Richardsonian Romanesque styles, including some architect -designed examples (Usher Block, E.P. Morse, 1893). There is one particularly impressive yellow brick commercial block (c.1895) on Harvard Avenue at West Medford Square.

Industrial: The most stylish example of industrial architecture built in the period is the former Metropolitan Water Company office,

a rather fanciful Queen Anne structure with stepped gables, executed in brick around 1890. Other more utilitarian structures completed in the period include the Medford Woolen Company (c. 1890) on Marine Street, a straightforward 4-story brick structure with an end stair-tower, which survives with two intact workers' housing blocks also on Marine Street; most other industrial structures are small-scale, utilitarian frame and brick buildings in scattered locations.

X.

EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

Rail and trolley routes remain along with auto highways. Main routes through Medford Square include N/S Route 38 (Main-South-Winthrop Streets) and E/W Route 60 (Salem-High Streets). Metropolitan District Commission parkways improved for autos: E/W Route 16 (Mystic Valley Parkway) with original period bridges over Mystic River; and N/S Route 28 (Fellsway West) with streetcar reservation intact. Other period roads around Fells include Elm and Highland Streets to Woodland Road and South Border Road from Fellsway to Winchester.

B. Population:

Population continued its rapid growth, doubling in the 15 year period 1915-30, reaching approximately 60,000 by the latter date. In the 1930's there was little growth above this point. Medford's population peak was reached in 1945 with 67,071. It has declined since then to its 1930 level.

C. Settlement Pattern:

Continued expansion of suburban residential areas along auto parkways. East side development along Fellsway-Elm Street north into highlands as modest neighborhood. West side status neighborhoods expanded from High Street to Lawrence Road and along Mystic Valley Parkway to Winchester. South side remained a streetcar suburb, with exception of College Hill residential area around Tufts. Medford Square continued as the prime commercial center with retail development along Boston Avenue and Salem Streets, and trolley routes and highway activity around Wellington Circle and Mystic Parkway.

D. Economic Base:

No single industry predominated in the Early Modern period. About 40 firms were doing business in 1925, manufacturing products ranging from textiles to gold leaf, sulfuric acid to leather. Many firms located in the eastern and southern parts of the town, close to railroad access. The decade 1915-1925 saw the construction of several modern steel and reinforced concrete multi-story factories in South Medford along the railroad--Riverina Mills of American Woolen (1921), and Robert Gair, a manufacturer of corrugated paper boxes.

E. Architecture:

Residential: Rapid and dense development occurred in the neighborhoods around Medford Square and along High Street in the 1920's' the back slope of Pasture Hill was built up with well-detailed suburban single-family houses with many brick and stucco-trimmed Dutch Colonial and Colonial Revival examples. Similar, but somewhat more ambitious Colonial and Tudor Revival houses were built along Governor's Avenue and Forest Street. Outside the town center, more modest Colonial Revival and Dutch Colonial single-family houses were built on Winthrop, Playstead, and Woburn Streets, while Colonial Revival two-family houses and three-deckers filled Medford Hillside, much of the area along Main Street, the Fellsway and Wellington. A number of brick apartment blocks in Revival styles were built around West Medford and Medford Squares.

Institutional: At least two large Gothic Revival churches were built, one at West Medford Square and the other along the Fellsway, as were several Wren-inspired Georgian Revival schools and the Lawrence Memorial Hospital.

Commercial: A number of well-detailed brick and concrete commercial blocks in Revival styles, most of them 1 story in height, were built at Medford Square with at least one elaborately-detailed Tudor example with blue terra cotta trim and one modest Art Deco block, now obscured by a later facade treatment. Similar blocks were built at West Medford Square with more modest examples along Salem Street and at neighborhood centers in densely-settled areas.

XI.

SURVEY OBSERVATIONS

No remains of the once extensive shipbuilding industry are known to survive, and even the river course has been drastically altered within the last decade by the construction of I-95.

Only the National Register property, the Park Street R.R. Station, is listed among industrial buildings in the town's inventory. Bridges are also noticeably absent from the survey which should include the two stone arch structures--Boston Avenue (with Middlesex Canal stonework), 1873; and Cradock Bridge, 1888-90, and an unusual survivor in eastern Massachusetts--the 1881 Pratt Pony Truss built by the Berlin Iron Bridge Company (of East Berlin, Connecticut) to carry Grove Street over the Boston and Lowell Railroads. Two factories from the 1890's--Medford Woolen and the 1894 Wellman Company, and several brick and reinforced concrete structures from the early 20th --Anderson Pressed Brick, Robert Gair, W. Medford Paper--should also be noted.

Cradock Bridge and a steel arched footbridge to the north could well be the focal points of the National Register District along the Mystic River near the town center. The geologically and historically significant Medford diabase dike, together with the location

of the first ford and early bridges, make this an unusual point of interest. Also Cradock Bridge is built of stone taken from the dike.

XII.

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NOTE ALSO: A New history of Medford is about to be published this fall.