

# MHC Reconnaissance Survey Town Report

## QUINCY

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.

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: March 1981

Community: Quincy

## I. TOPOGRAPHY

City occupies 16.6 square miles between the Neponset and Fore Rivers. Between and around two irregular peninsulas, Squantum to the north, and Hough's Neck to the south, Quincy has a 27-mile coastline. Both peninsulas are formed around drumlins, with extensive marsh and lowlands which have traditionally provided ample space for shipbuilding, saltworks, and fisheries.

Quincy Center, at the center of the town, is situated on an elevated plain dominated by the two drumlins of Forbes and President's Hills. The remainder of the town, west of a line between Penns Hill and Mount Ararat, rises quickly though foothills into the Blue Hills, southern rim of the Boston Basin and source of the town's granite resources which to a large extent determined the economic growth of the town for most of the 19th century; at one time over 40 quarries operated in this part of town. The highest peaks in the Quincy portion of the Blue Hills Reservation are over 400 feet in height; Chickatawbut Hill is the highest at about 510 feet.

The town's principal streams, Furnace and Town Brooks, flow out of the Blue Hills on opposite sides of President's Hill (Quincy Center), reaching the sea on opposite sides of Hough's Neck. Both were used as limited waterpower sources.

## II. POLITICAL BOUNDARIES

Originally settled as private English land grants around Town River Bay with Mount Wollaston Colony (1626) at Merrymount. Subsequent grants along Town River and Blacks Creek during 1630s were considered within Boston lands. Established as town of Braintree (1640) with original Milton line of 1662 intact as West Quincy Boundary, including early 18th century adjustments around Great Blue Hill reservation. Name changed to Quincy (1792) with separation of Braintree at present boundary line. Portions of Squantum annexed from Dorchester during early 19th century with later annexed adjustments at Fore River (1858) from Braintree and Sagamore Brook (1885) from Milton. Established as a city 1888. Originally part of Suffolk County, included in Norfolk County 1794.

## III. HISTORICAL OVERVIEW

Historic suburban industrial city on primary southern corridor to South Shore from inner metropolitan Boston. Located between Blue Hills and Quincy Bay with important native settlement sites documented on Neponset River at Squantum, including related planting fields at North Quincy, and at Merrymount peninsula to Hough's Neck.

Early 17th century European trading activity reported in Quincy Bay with establishment of English settlement at Merrymount before 1630. Town center formed around independent estate grants on Quincy Bay during mid-17th century as Braintree with original early ironworks preserved as historic site on Furnace Brook and First Period burying ground on Hancock St. Primary development along Blacks Creek and Town River around Quincy Center during Colonial period with preservation of early 18th century Adams' houses as national historic sites, Quincy estate as Georgian mansion with related early Episcopal cemetery on South and E. Squantum Sts. Continued growth through early 19th century with access on Boston turnpikes through Quincy center to South Shore, and development of granite quarries in West Quincy with early railway incline preserved as historic site. Quincy center maintained as primary focus through mid-19th century with Boston railroad connections, including landmark granite style civic buildings of architectural note and status residential district on President's Hill. Remaining area along Town River to West Quincy developed as worker's district with distinctive cottage plan and early Catholic and Picturesque cemeteries on Furnace Brook. Increasing expansion of residential activity through late 19th century on Hancock St. trolleyline in North Quincy with suburban Victorian district at Wollaston on Forbes Hill and surviving beach cottages at Houghs Neck. Fringe industrial activities expanded along railroad corridor to South Quincy and West Quincy granite quarries, including several original workshops and related buildings. Town focus remained at Quincy Center with suburban style business blocks and expansion of affluent residential district on President's Hill in Shingle Style and Historic Revival designs. Rapid development of tract housing areas by early 20th century throughout area, primarily as modest Craftsman bungalows and two family Colonials extending from North and West Quincy to Houghs Neck and Quincy Point. Some limited status districts developed along Quincy Bay at Merrymount and Beechwood with examples of brick and stucco period styles and landmark Art Deco skyscraper in Quincy center. Auto highway construction around Quincy Bay during mid-20th century directs fringe activities along local parkways with early examples of gas stations and drive-ins. Adjacent development of Fore River shipyard facilities, oil storage areas on Town River and Squantum Naval Airbase with original hanger and tower, extends fringe belt to Neponset River, isolating residential districts along Furnace Brook-Adams St. At present commercial and industrial activity along major traffic arteries has nearly overwhelmed original fabric, especially in West Quincy and Quincy Point, while Quincy Center has suffered from development and renewal along Red Line Corridor, although historic structures remain intact as isolated monuments. Quincy Bay peninsulas retain much of authentic character, especially E. Squantum St. in North Quincy, with original period buildings intact.

IV. CONTACT PERIOD (1500-1620)

A. Transportation Routes:

Important regional corridor from Neponset to Monaticquoit River between Blue Hills and Quincy Bay with primary trail to South Shore documented as Adams-Hancock-Franklin-High Sts. over Furnace and Town Brooks (Winthrop Map 1633). Branch trails to Quincy Bay peninsulas presumed to follow West-East Squantum Sts. to Squantum, Sea-Babcock Sts. to Passonagessit (Houghs Neck) with secondary branch to Germantown Point as Palmer St, South St. to Fore River, and likely route to Beechwood Knoll from Furnace Brook as Fenno or Elm Sts, with suspected connector to Squantum across Massachusetts Fields (North Quincy). Primary trail from Great Pond-Farm River (Braintree) apparently follows Wood-Willard-West-Townhill-Granite Sts. around North Common-President's Hill to Quincy Center with alternate branch around Mt. Ararat suspected along Furnace Brook perhaps as Common St. Access route over Blue Hills appears to follow North St. (Route 28) between Buck and Hawk Hills.

B. Settlement Pattern:

Three documented period sites reported on Squantum Neck. All are burials which contained contact period artifacts and were exposed primarily by erosion or construction activity. Other reputed period sites on Hough's Neck and along the Neponset in the vicinity of the Wollaston golf course. Extensive shell middens with late Woodland components at at least five locations on Squantum Neck. Additional sites are highly likely in several areas of town including the whole Neponset estuary-Quincy Bay-Fore river margin, the adjacent well-drained knolls and terraces and along Furnace Brook. High potential for rockshelters and quarry related sites in the interior portions of town.

C. Subsistence Pattern:

A diverse and complex topography which provided a wide range of resources. A major regional access point to both estuary and marine food resources (fish runs, shell fish, waterfowl). Good land for horticulture, especially the 'Farms' area (Montclair, Atlantic, North Quincy). Several important lithic source areas in Blue Hills, notably the Hornfels quarry. Extensive coastline and ease of access made this a major area for period trade between natives and Europeans.

D. Observations:

Perhaps the 'heartland' of the Massachusetts group; certainly an area with dense period occupation. Strong native presence documented by ethnohistoric reports. This, plus adjacent areas in Milton, Dorchester, and Weymouth, were one terminus of a probably seasonal axis of movement. The other was the upland ponds and tributaries of the Neponset and Monaticquoit.

Despite intensive urban and suburban development of much of the town, many important sites undoubtedly still survive.

V. FIRST SETTLEMENT PERIOD (1620-1675)

A. Transportation Routes:

Native trails improved as regional highways with main road between Boston and Plymouth through Braintree (Quincy) center as Adams-Hancock-Franklin-High Sts. to South Shore, including bridges over Furnace and Town Brooks. Access to Braintree Forge apparently over Granite-Townhill- Common Sts. to Furnace Brook. Neponset Ferry established 1638 from Squantum St. (Sagamore Brook) abandoned by mid-17th century.

B. Population:

Native population: 40-60 members of Massachusetts tribe in 1620s. Earliest permanent European settlement 1634, generally by settlers from English counties of Devon, Lincoln, and Essex. By formation of first church in Quincy/Braintree, about 80 families, mostly in North Precinct (Quincy). Emigration during late 1630s to Connecticut and New Hampshire by church dissidents in Antinomian Controversy. Scottish prisoners imported mid 1640s by Winthrop to work iron furnace.

C. Settlement Pattern:

Early English occupation of Quincy Bay with Wollaston-Morton colony at Merrymount (1625) and suspected trading activity along Neponset at Squantum. Expansion of settlement along Town River and Blacks Creek with individual estate grants (1635) and establishment of meeting house at Quincy Center (1637). Formal town development as Braintree during mid-17th century with creation of ironworks on Furnace Brook (1644), now historic site (Crescent St.), and tide mills on Town River (Southern Artery and Fort St.).

D. Economic Base:

Fur trading post established by Capt. Wollaston 1625 and continued by Morton at Merrymount. As Morton was the only individual in New England who would trade guns and liquor for furs, he soon "cornered the market," virtually ruining the trade at Plymouth Colony for beads, cloth, and hatchets (Edwards; Morton). Subsequent expulsion on a trumped up morals charge related by Morton himself with great wit in New English Canaan.

Penny Ferry established across Neponset, 1638. Grist mill established year following by Richard Wright on Town Brook (Fort and School Sts.), remaining in use until 1820s. The single most important event in the region during this period was the establishment of the "Braintree Furnace" in 1643-5 on what is now Furnace Brook. As early as 1641 General Court offered special inducements to discover and develop iron resources.

With London backing, Winthrop formed "Company of Undertakers for the Iron Works in New England." Quincy site chosen 1643 after extensive Maine to Plymouth search for suitable location. From the report of the excavations by Roland Robbins in 1956 (Edwards, pp. 256-274), it appears that the furnace was successfully producing both pig iron and hollow ware at least as late as 1647. Despite the early move of the furnace operations to Saugus (perhaps because of insufficient wood or waterpower), furnace appears to have successfully introduced a metallurgical process and furnace design largely copied in the erection and operation of the furnace at Saugus 1646-7. Winthrop imported Scottish prisoners as indentured workmen to run the furnace, and may have provided them with some company housing close to the site.

## VI. COLONIAL PERIOD (1675-1775)

### A. Transportation Routes:

Highways remain from 17th century with main Plymouth-Boston road as High-Franklin-Hancock-Adams Sts. through Braintree (Quincy) center. Outlying roads to Houghs Neck, Germantown, and Squantum maintained through 18th century with presumed link to Hancock estate (Elm-Muirhead Sts.) over Furnace Brook.

### B. Population:

Seventy-two families recorded in North Precinct in 1707, representing perhaps a total population of 350-430 people. Settlement of Germantown area in 1750s by Palatine immigrants to foster glass industry. By 1765, population of combined Quincy-Braintree-Randolph set at 2,433, of which perhaps a third (780 persons) may have lived in what is now Quincy.

### C. Settlement Pattern:

Continued development of town center along Adams-Hancock-Franklin Sts. with related mill sites on Town River. Abandonment of Furnace Brook ironworks by late 17th century and abortive creation of glassworks at Germantown (1750). Agricultural development on Massachusetts Fields (North Quincy-Squantum) and Penns Hill-Quincy Point through mid-18th century with country estates around Blacks Creek (Adams St.) and Beechwood (Muirhead St.).

### D. Economic Base:

Surface boulders taken for local building purposes since settlement of community, but fear of exhausting granite supply caused town first to license all quarrying in 1715, and, after large quantity of South Common stone taken for King's Chapel 1749-52, in 1753 to close granite quarries altogether. Significant operations not undertaken again until 1800.

Shipbuilding at Quincy Neck by 1696, encouraged active fishing industry and, in 1755, by vote of town. First tannery established by Joseph Webb by 1700 on Town Brook, followed later by others on same stream.

Settlement of Germantown by Palatine immigrants in 1750s grew out of unsuccessful attempt at colonization in Western Mass. and Maine. German named Joseph Crellius organized a company to import German glassmaking families to introduce manufacture of glass and stocking weaving to province. With failure of Crellius, project acquired by Joseph Palmer and Richard Cranch, and, according to Pattee (pp.476-7), works erected for manufacture of chocolate, spermaceti candles (by Joseph Quincy using new process), glass, and salt. Only glass received detailed account in histories -- of very poor quality, and despite legislative and provincial lottery, venture failed.

#### E. Architecture:

Residential: Although Quincy has no known First Period houses, at least two extant structures claim cores dating to the 1680s (Adams House, Quincy Homestead). In addition to these two, Quincy retains several more Colonial period houses, most of which have been preserved for their historical associations with the Adams family. These include the two three-bay, vernacular center chimney Adams birthplace houses, the highstyle early Georgian end-chimney gambrel-roofed Adams House (c. 1732) and the highstyle late Georgian-Josiah Quincy House (1770) with a monitor roof and double side piazzas. Several center chimney cottages, some of them undoubtedly dating to the Colonial period, still stand (with one potentially threatened example on South Street) along with a few cape-type cottages. At least one 18th-century center-chimney house with a later Greek Revival portico survives on East Squantum Street.

### VII. FEDERAL PERIOD (1775-1830)

#### A. Transportation Routes:

Improvement of N/S corridor between Boston and South Shore with turnpikes from Neponset River to Quincy Center as Hancock St (1803) with radials to Weymouth-Hingham over Fore River as Washington St (1812) and Quincy St. to Braintree. Randolph turnpike over Blue Hills is improved as North St (1805). Tramroad from West Quincy quarries constructed as Granite Railway (1826) as early American railroad (now Southeast Expressway to Milton) with original incline plane (c. 1830) preserved as historic monument at Mullin Avenue and remains of roadbed at Bunker Hill Lane.

#### B. Population:

Very slight growth 1790-1810, averaging perhaps 20

persons per year. By latter date, figure had reached only 1,281. Some increase in succeeding decades as rate reached 40/year by 1820, 60/year by 1830, when town, at 2,201 had doubled its size from 30 years previous.

C. Settlement Pattern:

Town focus remained at Quincy center along Hancock St. axis, stimulated by turnpike development from Fore River and Neponset during early 19th century. Establishment of West Quincy granite quarries (1826) forms worker's village around Mullin Avenue railway shops. Coastal tide-lands remained attractive estate sites on Town River and Blacks Creek with agricultural economy maintained on Quincy Point (South Commons) and Squantum (North Quincy).

D. Economic Base:

Along the coast, saltworks, fisheries, and shipbuilding represented carryovers from the preceding period. Josiah Quincy's salt, produced on the shoreline of his property, in considerable demand by Cape Ann fishermen and produced a good return as long as salt duty retained. The fishing industry was concentrated at Germantown. As late as 1836 business amounted to over \$30,000 annually, employing 100 men. Daniel Briggs, Pembroke man who later moved to Milton, built at Germantown the great ship Massachusetts 1789 for the Canton trade, said to have been the largest vessel built at that time in the country. (Scituate histories claim the ship was built at Briggs' Yard on the North River.) By the 1820s, important yards prospering at Bents Point and Town River Bay. In the interior, spurred by turnpikes and the major route to Plymouth, carriage building and the manufacture of coach lace. Three carriage makers in 1827, though business declined with arrival of railroads. Coach lace production carried on 1797-1836 largely by Wilson Marsh (School and Marsh sts.) forced out of business by invention of Bigelow's power loom.

Major development of period, however, was in granite, which by the end of the period was well on its way to establishing not only a new local industry, but a new style of building, new forms of transportation, new tools, as well as providing an important magnet for immigrant laborers, inventive mechanics, and ambitious entrepreneurs alike. Introduction of iron wedges 1798-1803 greatly facilitated splitting, and in latter year Bemis, Sterns and Ward reopened quarries for slabs, doorsteps, foundations, etc. Despite primitive means of stone dressing and transportation, Quincy Granite used in State Prison at Charlestown and Dedham Jail (both 1817), and St. Paul's Church, Boston (1820). Early attempts at transportation solution included two canals: unsuccessful attempts by Joshua Torrey, 1824 (later replaced by Granite Railway); and the Quincy Canal Corporation's canal built into the center of town 1825-26 to town bridge, designed for large sloops which could haul both commercial goods and granite.

Task of opening permanent quarries and establishing regular means of transportation remained to three outsiders--financier Thomas H. Perkins and architect Solomon Willard, both of Boston, and South Shore engineer Gridley Bryant -- pressed by the needs of the Bunker Hill Monument, to develop the drills, derricks, and shops, and build the 4-mile railway from the quarry to tidewater on the Neponset. Despite the railroad's notoriety, then as now, its significance appears to lie less in its precedence of later railroads (nevertheless true), than in its importance to opening up the Quincy granite quarries. Six years after the opening of the railroad, the quarries were employing 173 men producing stone annually valued at \$91,200. During the '30s the stone was shipped all over the east coast and as far as south as New Orleans.

#### E. Architecture:

Residential: Many well-detailed, hip-roofed, center hall plan Federal houses survive in Quincy with at least a few more pretentious brick end-wall chimney houses and a great many modest center chimney Federal worker's cottages, one room deep by two wide. At least one high-style Federal house survives on Miller Stile Road. Twin rear wall chimney houses are less common, suggesting that the larger and somewhat more ambitious double interior chimney, center hall plan house was the preferred house type and that Quincy residents had sufficient means to afford that choice.

Institutional: The First Parish Church (A. Parris, 1826) is the most significant and only surviving institutional structure of the period: built of the local granite, the church is a monument to the importance of that stone to the city's economy as well as an exemplar of the rational, geometric phase of early 19th century Neoclassicism, rarely employed in the Boston area, where more conservative Federal brick or frame meetinghouses predominated.

Industrial: The granite railway (Gridley Bryant, 1826) was during the period but only a fragment survives (at West Quincy) and that is much restored; a pair of granite obelisks mark the terminus.

### VIII. EARLY INDUSTRIAL PERIOD (1830-1870)

#### A. Transportation Routes:

Turnpikes and quarry railway remained from early 19th century, with Granite Ave improved as West Quincy connector to Milton-Dorchester (1837). Old Colony Railroad (1845) follows Hancock-Franklin St corridor through Quincy center (now MBTA Red Line). Early streetcar route from Dorchester to Quincy Center (1862) on Hancock-Franklin Sts. abandoned by 1870.

B. Population:

Quincy experienced a rapid population growth in this period, particularly between 1840 and 1860. By the latter date, the population, at 6,778, had tripled the figure of 30 years before. Many of the newcomers were granite workers including Scots, Irish Catholics, and New Hampshire natives. By 1865, 80 percent of the foreign-born population were Irish, with a much smaller number from Scotland. After a slight loss of population during the war, Quincy made modest gains in the succeeding five years, reaching 7,442 persons in 1870.

C. Settlement Pattern: Axis of development continued along Hancock St. to Quincy Center with railroad corridor from Neponset to Town River. Rapid expansion of granite quarries created worker's district in West Quincy along Copeland St around Furnace Brook with related fringe belt, including early Catholic (St. Joseph's) and Picturesque (Hall) cemeteries (1842). Affluent residential development moves to highlands on Presidents Hill above Quincy Center and Forbes Hill above Wollaston depot with outlying estates as modest mechanics district around base of North Commons (Granite St) with market farms as North Quincy (Squantum St) and Quincy Point (South St.).

D. Economic Base:

Period witnessed dramatic rise in the number of people employed in what were now Quincy's principal industries -- shoes and granite -- while at the same time, hand methods of production were being challenged by the machine and factory, factors which determined these industries' success or failure in the succeeding period. At the same time, the arrival of the Old Colony Railroad in 1845 marked the beginning of a trend toward suburbanization. Quincy quickly became as accessible to Boston as Charlestown, and by the end of the period in 1870, the first suburban land company (Bellvue Land Co.) had been organized in the northern part of town. Shipbuilding reached its peak during this period. Deacon George Thomas, a shipwright from Rockland, Maine, opened a yard at Bents Point in 1854 and between then and 1877 built 19 clipper ships, renowned for their speed, including his last in 1877, Red Cloud.

Shoe production rose steadily throughout the period from an annual value of \$92,653 in 1832 (193 hands employed) to \$467,665 in 1865 (472 men and women). Although histories record that the business was badly hurt by loss of the southern trade during the war, there is little evidence of this in the figures available. Shoe production continued to advance until 1885.

In the Early Industrial period, the boom years of the granite industry were its earliest. The greatest number of granite workers (533) were employed in 1837, and the highest annual value of stone (\$324,500) in 1845. Thereafter, these figures slowly declined. Speculation suggests that after the initial enthusiasm for granite architecture, hand methods of production and still-primitive tools discouraged a continuing advance. The invention of granite paving blocks by Willard c. 1840 (for use in front of the Tremont House) and the increasing use of the stone for monumental work did not yet offset the overall decline. Nevertheless, the granite industry spawned numerous mechanics. One of the more successful granite men, Richard Munn invented the bush hammer, and in 1861, the Badger Brothers operated a "Steam Buggy" in West Quincy. In 1869, the art of polishing stones by machine was introduced, a technique that made important changes both to facilities and to production rates.

#### E. Architecture:

Residential: Highstyle houses of the period are rare with only two temple front Greek Revival houses and very few towered or asymmetrical Italianate villas known. A wide range of cottage types, including one distinctive local variant, were however, constructed in both single and double house forms. These range from substantial and well-detailed Greek Revival sidehall and cape type cottages to very modest Italianate and Stick Style worker's cottages. Porticoed Greek Revival sidehall cottages, Greek Revival cottages with lancet Gothic Revival windows, and Greek Revival cottages with recessed sidehall entrances were built through the 1840s with a few Greek Revival/Italianate cottages with bracketted eaves and paneled cornerboards built probably in the early 1850s. But, by the late 1850s, a distinctive cottage form had begun to develop: a story and a half tall, the Quincy Cottage (in both single and double form) incorporates kneewall framing (rafter ends are framed above first floor plate) and shed wall dormers for additional head room in the attic. This cottage is the most common worker's housing after 1860 and remained popular through the end of the century, its basic Italianate/Stick Style detailing being updated in the Queen Anne Style. Mansard-roofed cottages were also built toward the end of the period. Mid-century suburban houses are not common but a few were built, especially along Prospect Street at Wollaston and above Quincy Center (Granite Street).

Institutional: The most impressive institutional structure of the period is the City Hall (S. Willard, 1844), an elaborately-detailed granite Greek Revival building with a monolithic Ionic portico. Also built in the period was St. John's Church (1853), a frame Gothic Revival/Italianate building.

Industrial: The only industrial building thought to survive from the period is a frame tide mill (1855) on Field Street.

IX. LATE INDUSTRIAL PERIOD (1870-1915)

A. Transportation Routes:

Improvement of railroad connectors to granite quarries with West Quincy line (1871) from South Quincy junction to Neponset junction around Montclair (now abandoned) and branch to Fore River shipyards (c1885). Extension of streetcar service from Boston-Dorchester to Quincy Center by early 20th century with main route along Hancock St. and radials to Braintree-Weymouth on Washington, Quincy, and Independence Streets. Local route to Houghs Neck follows Sea-Bancock Streets to Beechwood along Elm Ave. and Squantum on Atlantic-East Squantum Sts. with line to Wollaston and Fayette-Newport Sts. Connector to East Milton follows Water-Copeland-Willard Sts through West Quincy, avoiding Adams St. estates. Use of Squantum Point as early Boston air field (1910) with historic demonstration flights.

B. Population:

Three distinct periods of growth discernable in Quincy during this period. Moderate growth 1870-85, averaging about 300 persons per year; between 1885 and 1905 rate generally varied between 800 and 920 per year; and during the period's last decade the rate reached 1500 per year. Essentially, this accelerating growth rate produced a population that doubled every 20 years, reaching 40,674 by the end of the period.

The foreign-born population -- about 1/5th of the total in 1865 -- had grown to 1/3rd by 1905. Within this group, the percentage of Irish immigrants had sharply declined (from 80 to 18 percent over the same 40-year period). Scottish immigration seems to have peaked about 1885 when the group amounted to 15 percent of the foreign-born. By 1905, Italians and Swedes each made up 11 percent of this group.

C. Settlement Pattern:

Expansion of residential development continued with continued growth of industrial fringe along primary railroad corridor from Boston. Continuous fringe belt and related worker's district extended from West Quincy quarries to South Quincy railyards and along Town River to Quincy Point shipyards at Fore River. Expansive speculative development from Boston into North Quincy along Hancock St. trolley line, primarily as modest single and two family housing. Quincy center remained as primary civic and commercial focus with affluent residential district maintained on President and Forbes Hill along Furnace Brook corridor (Adams St). Modest beach resorts developed along trolley lines to Squantum and Houghs Neck by early 20th century.

D. Economic Base:

The state census figures for 1865 and 1875 show a sudden increase in quarrying activities: in 1865 10 quarries operated by 306 men produced annually over \$271,000 worth of stone; ten years later 37 quarries operated by 617 men quarrying and dressing \$775,884 worth. Much of this increase may have been fostered by new tools and technology involved in the polishing and handling of stone requiring investment in new shops and expensive machinery. Of these, perhaps one of the best examples was the extensive shop built of stone in 1893 by the Lyons Granite Co., fitted with the latest lathes, jennies, derricks, and a 100-hp steam engine. It was, the Patriot noted, the "best equipped plant in New England." Collateral to this new technology was a parallel growth in machine and tool shops, particularly among the granite sheds along Liberty and Water Streets. One of the effects of the Boston Fire of 1872 had been to demonstrate anew that granite grew brittle with heat and shattered under water; this only confirmed the movement away from granite architecture. By 1879, 70 percent of Quincy granite was being used for cemetery and monumental work. A large quantity also went into paving blocks which were shipped all over the East.

Quincy's most important modern industry traces its origins to the small Fore River Engine Co. of East Braintree, founded by Thomas Watson and F.O. Wellington, a mechanic from East Boston's Atlantic Works in 1883 on a marine engine invented by a Lexington man, L.J. Wing. Not until 1896 did the company undertake construction of hulls as well as engines. Four years later, with war contracts the yard moved to the present Quincy site on the Fore River. Between 1901 and 1913, the yard continued to receive government naval contracts. At the close of the period, in 1913, the yard was purchased by the Bethlehem Steel Corporation.

In the 1870s, the Wollaston Foundry was begun in North Quincy, initially to produce piano plates. In the succeeding decades, however, a large group of related metal industries grew up around it, including, in 1893, the Pneumatic Scale Co., still a prominent Quincy employer. Shoe manufacture, employing 472 men and women, had peaked in 1885 when output reached \$750,000. In that year, the product was said to have exceeded both Brockton and Lynn in value. But the fragmented nature of Quincy production -- there appear to have been no large mechanized factories -- must have made competition impossible, and there is no further reference to Quincy's shoe industry.

The Quincy Waterworks was constructed in 1884 and purchased by the city in 1892, just seven years before the city joined the Metropolitan system. Quincy had one of the earliest electric light companies: the first generating station of the Quincy Electric Light and Power Company was

built c. 1882 (1888?) on Quincy Avenue, though this was replaced in 1902 by a larger plant on Field Street.

E. Architecture:

Residential: Highstyle residential construction was limited to the area along Adams Street and President's Hill and took place primarily after 1895. Construction earlier in the period consisted largely of more modest suburban and vernacular housing, most of it in Queen Anne and Colonial Revival styles. Such construction occurred along Willard, Copeland, Granite, Independence, Franklin, Hancock, Squantum, and Beale Streets. Even so, extensive residential construction did not occur until after the turn of the century, when the most common houses constructed were two-family Colonial Revival and Craftsman style buildings. Three-deckers are rare, indicating that, despite increasing density, the choice seems to have been to maintain suburban character. The usual late 19th-century styles are so scarce as to be noted in individual examples. Second Empire structures are almost non-existent, with the exception of a few mansard cottages. While only a handful of houses were built in the style, the Stick Style houses of Quincy are generally well-developed and elaborate examples, suggesting that this comparatively rare style was a preferred high status choice.

Institutional: Most of Quincy's institutional buildings date from this period. These include the Crane Library (1880-83), considered H.H. Richardson's best library, as well as a number of churches and a unusually high number of well-preserved brick schools. Among the churches are several High Victorian Gothic examples in wood dating from the 1870s, a few frame Queen Anne and Stick Style variants on the Gothic Revival style from the 1880s and '90s and a number of stone English Parish Gothic churches dating around the turn of the century. Noteworthy examples are St. Chrysostom (1894), a bellcote Gothic Revival design by Cram and Ferguson, and St. Catherine's (c. 1905, architect unknown), a well-developed shingled Arts and Crafts church with a low square tower. Surviving school buildings include an early Tudor Revival design (Willard School, 1889) as well as several Romanesque and Renaissance Revival schools from the 1890s (both brick and frame) and a few later Georgian Revival examples. At least one Renaissance Revival Fire Station (1900) survives. Also built in the period were the Adams Library (1870), a stone Gothic Revival building and the Adams Academy (1871), a granite High Victorian Gothic Museum on the site of John Hancock's birthplace.

Commercial: A number of distinguished commercial buildings were constructed at Quincy Center during the period, including a particularly well-detailed four-story Queen Anne/Tudor Revival block (c. 1890, J.W. Beale), with its original stucco finish and leaded windows.

Other commercial structures include a three-story High Victorian Gothic block (1876) and several early Georgian and Renaissance Revival banks (1895, 1897).

Industrial: In addition to the Lyons Turning Mill (1894), a number of small, semi-circular granite workshops were constructed along Center Street, c. 1900; also a notable early reinforced concrete building (1906) on Newport Avenue and several other utilitarian brick and concrete factories along East Howard Street and the Southern Artery.

X. EARLY MODERN PERIOD (1915-1940)

A. Transportation Routes:

Abandonment of secondary trolley routes with primary line to Quincy-Fore River intact to mid-20th century. Improvement of autohighway routes with Southern Artery around Quincy Center (1927) as Route 3 (Hancock Street) and Route 3A as Washington St. with original concrete drawbridge still in use over Fore River (c1935). Route 135 (Adams St) connected Quincy Center to Milton. Improvement of Squantum Airfield as Dennison Airport (1927) with conversion to Naval Air Station (1941) including original hangar and control tower buildings now altered.

B. Population:

Between 1915 and 1940 Quincy's population rose by 86 percent, with the greatest rise occurring in the 1920s, when the population grew on the average by over 2300 persons a year. It was said at this time to have been the fastest growing city in the Commonwealth. After 1930, the rate sharply dropped, in the period's last quinquennial, the population dropped by 1100 persons.

C. Settlement Pattern:

Continued development of residential areas in North Quincy with beach resort along Morrissey Blvd. and Squantum highlands. Related seaside neighborhoods are created at Merrymount and along peninsula to Houghs Neck and Germantown. Status residential district remained limited to Presidents Hill and Adams St corridor to Forbes Hill with extensive tract housing from West Quincy to Montclair highlands (Squantum St) on North Quincy plain. Fringe activities expanded around Town River Bay with oil storage facilities and shipyards along Southern Artery. Related industrial belt is maintained along Old Colony rail corridor between South and West Quincy to granite quarries, with extension to North Quincy and harbor activities at Squantum airport and Moon Island sewerage plant. Primary civic and commercial focus maintained at Quincy Center with extensive growth of highway activities along major radials on Washington, Quincy, Hancock Sts. and Independence Ave. with local shopping districts throughout West Quincy on main streets.

D. Economic Base:

The city's single largest industry throughout the 20th century has been the Bethlehem Shipbuilding plant on the Fore River. In 1917, the company constructed its 70-acre "Victory" plant at Squantum to construct destroyers under cover. In 1916, the company accepted 19 contracts and employed 15,000 men and during the War the yards set new records for speed of construction. In 1929, the yard employed 3,500 men. During this period the granite industry was second in the number of workers employed and value of product. In 1924, there were seven quarries operated, 1,035 men employed in quarrying and dressing stone, and an annual product worth \$3,160,324.

By 1930, machine shops and foundries had multiplied in North Quincy and Wollaston. The Boston Gear Works, established in 1890, was said to be the largest manufacturer of standardized gears, speed reducers, and chain drives in the country. Pneumatic Scale employed 600 hands in manufacturing labeling and packaging machinery. The Mathewson Machine Works, inventor and patentee of mattress making equipment, revolutionized the mattress-making industry with machines that multiplied factory capacity. One of the oldest firms, Tubular Rivet and Stud employed 800 operatives in making rivets and shoe lacing hooks. Near the Milton line, the Brooks-Skinner Co., a leader in the manufacture of portable houses, established a factory, and at the corner of Adams and Stedman Streets, set up a semicircular display of different types of portable houses.

E. Architecture:

Residential: Much of the Wollaston and Norfolk Downs sections of Quincy were developed in the 1920s with Dutch Colonial, Tudor, and Colonial Revival single family houses, many with brick trim and a few of stucco, while elsewhere much of the town was built up with Colonial Revival and Craftsman frame two-family houses. At least a few well-detailed cobbled-basement bungalows were built in established neighborhoods, while at Germantown and Hough's Neck, extensive construction of simple Colonial Revival bungalows and cottages, many of them year-round residences, took place in the '20s. At least a few elaborate Spanish Colonial Revival houses, including one highstyle example on Morrissey Boulevard, were built along with a number of picturesque Tudor Revival houses on Adams Street and President's Hill; 17th century Colonial Revival and Prairie Style houses are rare, but not unknown.

Institutional: Most of the schools of the period are conservative Georgian or Colonial Revival buildings; in several instances, additions in those styles were made to older schools of the 1890s. At least a few restrained Gothic Revival churches were built in the 1920s.

The most monumental institutional building of the period is the granite Neoclassical Masonic Temple, c. 1920, an elaborately ornamented temple design. Also constructed were a granite Georgian Revival Post Office (1932) and brick Georgian Revival Central Fire Station (1938, G.E. Robertson).

Commercial: Well-designed, high quality commercial buildings continued to be built at Quincy Center and by the end of the period, the Center had achieved a degree of architectural sophistication unequalled in the study unit, with the exception of Boston itself. Among the buildings constructed were several two and three-story Georgian and Colonial Revival buildings, a Federal Revival commercial block, a Georgian Revival theatre, a few Neoclassical bank buildings, and the most sophisticated commercial building of the period, the Moderne South Shore Savings Bank (1929, J.W. Beale), a diminutive skyscraper with setback upper stories. Several well-preserved auto showrooms and gas stations (including one picturesque lighthouse design) survive along Washington Street and the Southern Artery.

#### XI. SURVEY OBSERVATIONS

The existing survey is comprehensive and appears to have captured most of the architecturally significant structures and areas in the city. It is, however, inadequately researched and contains numerous inaccuracies in the dating and stylistic evaluation of many structures. There are, for instance, a half dozen unrecognized 18th--century and early 19th-century houses and perhaps three times as many Greek Revival and Italianate houses identified as late 19th-century. Potential district exists in the city center which contains two landmark buildings (Crane Library, First Parish Church) and a number of other well-designed commercial and institutional buildings. Although major transportation corridors have altered much of the city, the center remains fairly well intact.

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