

United States Department of the Interior
National Park Service

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National Register of Historic Places
Inventory—Nomination Form

received **SEP 4 1985**
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See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

Historic Resources of the Town of Brookline, Massachusetts (Partial inventory):
historic historical and architectural resources, 1632-1930)

and/or common Brookline Multiple Resource Area

2. Location

street & number Multiple (see attached list) N/A not for publication

city, town Brookline N/A — vicinity of

state Massachusetts code 025 county Norfolk code 021

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input checked="" type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
<input checked="" type="checkbox"/> Multiple Resource Area	N/A being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input checked="" type="checkbox"/> museum
			<input checked="" type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input checked="" type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple (see individual forms)

street & number

city, town Brookline N/A — vicinity of state Massachusetts

5. Location of Legal Description

courthouse, registry of deeds, etc. Norfolk County Registry of Deeds

street & number 650 High Street

city, town Dedham state Massachusetts

6. Representation in Existing Surveys

title Inventory of the Historic Assets of the Commonwealth; National Register of Historic Places
has this property been determined eligible? yes no

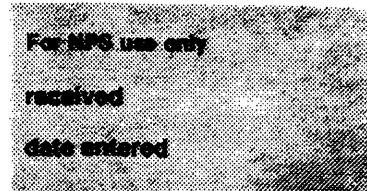
date 1977-1980; 1967, 1971, 1976-1980 federal state county local

depository for survey records Massachusetts Historical Commission

city, town Boston state Massachusetts

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BROOKLINE MULTIPLE
RESOURCE AREA

Continuation sheet

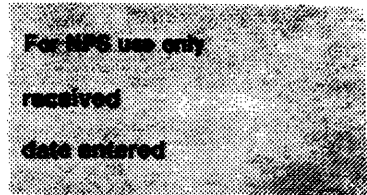
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7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

I. INTRODUCTION

A. Boundaries

Boundaries for the Brookline Multiple Resource area are the incorporated town limits of Brookline, Massachusetts. The town, located in the northeasternmost portion of Norfolk County, lies in the Charles River watershed. Encompassing an area of 6.81 square miles, it is situated in the east central portion of the Commonwealth and is bounded by the cities of Boston (Suffolk County) and Newton (Middlesex County). Today Brookline is a residential suburb of Boston with a population of approximately 55,062 (1980 Census). Most of its residents live north of the streetcar tracks of the Highland Branch of the MBTA (Riverside Line), particularly in multi-family housing found in the Coolidge Corner area (intersection of Harvard and Beacon Streets). In the southern portion of the town is the greatest concentration of open space and single family homes.

Brookline was once an outlying section of the town of Boston known as Muddy River, a source of timber and a place to pasture swine and cattle during the time of year that corn was grown in Boston. It was originally bounded by the towns of Roxbury and Cambridge; as towns split off or were annexed by others, the names along the boundaries changed (i.e., part of Cambridge, or Newtowne, became Newton). In 1658 Muddy River's eastern boundary followed the Muddy River and then ran almost due north through the Back Bay to the middle of the Charles River, the common boundary with Cambridge, to connect with the northwestern boundary between Brookline and Cambridge at a point near the present Boston and Albany train yards in Brighton. (See historic maps.)

Muddy River's boundaries remained unchanged from its incorporation as the Town of Brookline (1705) until 1843. In 1841 some citizens of Roxbury living west of the Muddy River petitioned the Great and General Court to have an area lying approximately between the river and the present Chestnut, High, and Washington Streets annexed to Brookline, and this was accomplished through an Act of the legislature and a vote of Town Meeting in 1843.

Between 1870 and 1874, boundaries between Brookline and Cambridge and Brookline and Boston along or near the Muddy and Charles Rivers were changed by redefining existing lines to those which may be seen in the 1902 Atlas and which exist at present. Essentially these redefinitions moved Brookline's eastern boundary to the west, from a line near the present Kenmore Square to the east side of St. Mary's Street, and its northern boundary slightly to the south, from a line down the center of the Charles River to the south side of Commonwealth Avenue.

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B. Topography

The southern part of the town, for the most part a plateau, drains into the upper Charles River via the Saw Mill Brook. The northern two-thirds of Brookline are dominated by a series of drumlins: Corey, Aspinwall, Fisher, and Single Tree Hills. Of the four, the last is the highest, some 336 feet above sea level, while Fisher Hill is 240 feet at its highest elevation. Hills in the southern section of the town include Goddard Heights (278 feet); Walnut Hill (283); and Mount Walley.

The Muddy River is the town's principal stream and forms the town's eastern boundary with the Roxbury section of Boston. The Village, Tannery and Saw Mill brooks, parts of the visible landscape until the late 19th century, have been culverted and are now underground.

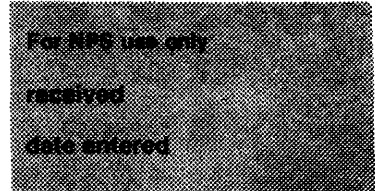
Two natural bodies of water in Brookline, Hall's Pond and Lost Pond, are located in conservation areas; man-made ponds and bodies of water include the Boylston Street Reservoir and Sargent's and Leverett Ponds as well as two reservoirs on top of Fisher Hill, one of which incorporated a small natural pond. Babcock's Pond in North Brookline near Naples Road and Commonwealth Avenue was filled in in 1898, after the arrival of the streetcar in North Brookline and during a period of intensive residential development. Other filled in wetlands include the present Amory Playground, Griggs Park, the eastern portion of Longwood, and the area around Englewood Avenue and Beacon Street, all of which were built upon during the closing years of the 19th century and the early decades of the 20th.

C. Transportation Routes

The native trails of the contact period are thought to have included the ford over the Muddy River at the present intersection of Washington and Boylston (Route 9) Streets, connecting the area of Muddy River to Roxbury via the present Huntington Avenue. Other connecting trails were the present Harvard Street (the major path north) with a spur leading to the marshes in what is now Longwood; the present Washington Street, representing the principal path leading northwest to Watertown; and the present sequence of Walnut-Warren-Boylston-Heath Streets, leading to Hammond Pond, being the principal trail route west. A connector ran from the present Reservoir Road/Lane to Brighton and was known as Eliot's Path to Waban, named for the famous "Apostle to the Indians", John Eliot. A fourth trail, parallel to the Walnut-Warren-Boylston-Heath route, led from Jamaica Pond towards Newton.

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During the 17th and early 18th centuries, regional highways developed, following the native trails, with a cart bridge constructed in 1640 over the Muddy River at the present intersection of Washington and Boylston Streets. From there, what is now called Washington Street led westwards towards Watertown, while the present Harvard Street, then called the "Road to the Colleges", led to Cambridge. The primary western road was called the Sherburn (or Sherburne) Road which followed the present Walnut-Warren-Boylston-Heath Streets network west, towards Newton. Newton Street became a secondary axis, also leading west from Jamaica Pond to Newton.

During the Colonial period, the same principal routes were used, with connectors developed: Clyde and Cottage Streets and Goddard Avenue all led from Warren Street towards the south or southwest, with South Street leading due south from Newton Street to Dedham. The present Pleasant Street provided access from Harvard Street towards the Revolutionary War fortifications along the Charles River. Brighton Road (now Chestnut Hill Avenue) and New Lane (now part of Cypress Street) provided links from the northwest and northeast sections of town to the meeting house at the intersection of Walnut and Warren Streets.

The early decades of the 19th century saw the development of three important axes: the Worcester Turnpike (now Route 9) in 1806; the Back Bay Mill Dam Road and its extension to Brookline Village (now Brookline Avenue) in 1821; and Brighton or Western Avenue (now Commonwealth Avenue), also in 1821. With the construction of these roads, three direct westward links were made between Boston and Brookline. By the mid 19th century, the emphasis on important transportation development had shifted to the railroad. In 1847, a branch of the Boston and Worcester Railroad running between Boston and Brookline Village was established and extended to Newton in 1852 with depots at Longwood, Brookline Village, Brookline Hills, and Reservoir (the present Riverside route of the MBTA's Green Line.). Early horse railroad routes opened between Boston and Brookline by 1865, with stops along Washington, Harvard, and Cypress Streets. Also at mid-century, the Mill Dam Road was extended from the present Kenmore Square to Newton across Brookline between Corey and Aspinwall Hills, becoming known as Beacon Street. Only fifty feet wide, it was considerably altered in 1887 to 150 feet in width with a green reservation down its center.

Towards the end of the 19th century, the primary routes to Boston remained the same with an electric trolley line opening on Beacon Street in 1889 and local trolley routes operating on Washington,

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Harvard, and Cypress Streets. By 1905 an electric line to Worcester ran from Boston through Brookline along Boylston Street.

The improvement of auto routes typified the late 1920s and the 1930s, with Boylston Street being graded, widened, and renamed Route 9 in 1933-34, and the Metropolitan District Commission opening the Veterans of Foreign Wars Parkway (Route 1) in South Brookline in 1933, with the West Roxbury and Hammond Pond Parkways constructed as connecting routes to Newton.

D. Historic Overview

Today Brookline is a primarily residential community which, throughout the 19th century, became increasingly linked to Boston by three major thoroughfares: Beacon Street, the Worcester Turnpike (now Route 9) and Brighton or Western Avenue (now Commonwealth Avenue). During the 17th and 18th centuries, agriculture dominated its economy and development patterns, with limited commercial and industrial activity. By the end of the 18th century, wealthy Bostonians, mostly merchants, began to build their summer homes here, thus giving Brookline the beginning of its suburban character and permanent economic base. During most of the 19th century, due in part to the growth of Boston and new transportation modes and routes which increased accessibility, the town's population grew, but its character was still shaped in large part by farms, with the addition of year-round estates and country homes of members of the upper and middle/upper classes. With the reconstruction of Beacon Street and the arrival of the electric streetcar in the late 1880s, much of Brookline, particularly in the northern portion, took on the "streetcar suburb" character which it has retained to the present day.

Early decades of the 20th century were marked by the growth of those areas near public transportation routes and the construction of multi-family residential units, particularly along Beacon Street and to its immediate north and south. Since the 1930s, the town has witnessed the subdivision and residential development of a number of 19th century estates, particularly in those parts of the town which had not been accessible by rail or streetcar, but with increasing automobile ownership became accessible to other parts of the town and to Boston. The last fifty years have also been marked by the transfer in ownership of large houses from single families to institutions (primarily educational, religious, or social/humanitarian). Most recently, a small number of large homes have been converted into condominiums, through zoning variances.

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Harvard Street; and the Road to Watertown (1657), now Washington Street - see map). A few houses were scattered in other parts of the town: Judge Samuel Sewall's cottage in the Cottage Farm section was constructed in 1689, while Vincent Druce's house with attached barn (1700) was located on Newton Street opposite the present location of the Putterham golf course. Contemporary histories indicated that these houses were simple, timber framed, center chimney farmhouses, although we know that the Aspinwall House (1692) on Aspinwall Avenue (across from St. Paul's Church and now the site of the Brook Street playground) had overhanging gables and was considered one of the finest examples of the First Period style in Massachusetts Bay. (MHC Reconnaissance Survey Report, 1980.)

Public buildings were limited to one school located near the present Brookline Village, built sometime between 1686 and 1697; undoubtedly it was also used for conducting town business. One saw mill on Newton Street and a grist mill on the Muddy River constituted the Town's industrial activities.

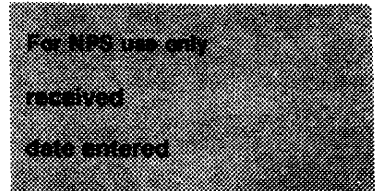
A description of Brookline during this period states: "Brookline was a stretch of country, broken by far wooded hills between which fertile valleys sloped down to low marshes bordering Muddy River. Mostly elms and buttonwoods of great size and beauty served as inducements for settlers of Trimountain [Boston] to journey across the bay in their boats for timber. Fertile meadows afforded unequalled pasture land for sheep and cattle, rich soil was favorable for farming." (Brookline Chronicle, October 18, 1902, p. 5.)

B. 1705-1821: Agricultural Community

On November 13, 1705, after several requests, Muddy River's petition for independence, signed by thirty-two inhabitants, was approved, and the hamlet was incorporated as the Town of Brookline. After a few years of delay due to financial difficulties, a schoolhouse was built in 1711, and a meetinghouse was raised in 1714 at the then exact geographical center of the town. A burying ground was laid out nearby in 1717. This area, the intersection of Walnut Street (then part of the Sherburne Road, the major highway in Brookline and main road west) and Warren Street, remained the center of the Town's religious and civic life until the early decades of the 19th century. It was listed in the National Register in 1980 as the Town Green National Register District.

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road which began at Charles and Beacon Streets in Boston and stretched across the Back Bay to Sewall's Point (now Kenmore Square) was extended to Brookline Village. The 6 1/4 cent fee was said to have initially hindered travel (Bolton, History of a Favored Town); nevertheless, the Mill Dam Road (now Brookline Avenue) provided improved and more direct access to Brookline by Bostonians seeking a more rural environment, underscored the emergence of "Punch Bowl Village" as the town's commercial center, and encouraged subsequent residential development in nearby areas.

There are a handful of houses remaining from this period; most of them, including the Isaac Child House (c. 1740; 130/441-3); the Ebenezer Heath House (1791; 85/337-9, 10) and the Benjamin White House (1790; 127/437A-1), are in the now exclusively residential areas in the southern half of the town, the section of less intensive development. Georgian and Federal style structures are most often found; they have five bay facades with center entrances, hip roofs, and are two stories in height. Some of the early 19th century houses have been built in the "West Indies" or "Plantation" style, said to have originated with the design of the house belonging to Thomas Handasyd Perkins's mother. This house stood at the head of Sears Wharf in Boston; was constructed c.1795 by Crowell Hatch, a West Indian; and was encircled with piazzas. The Brookline home of T.H. Perkins, constructed in 1799, imitated this West Indies style, as did the homes of some of his neighbors, all of whom were merchants connected in some way with West Indian trade. (Boyett, "Thomas Handasyd Perkins: An Essay on Material Culture", Old Time New England, 1980.) The original burying grounds remain the sole open space feature from this period, while the Putterham School (1768; Q-3), an enlarged one-room school, is the only extant institutional building of the period. It has been moved from its original location on Newton and Grove Streets to Larz Anderson Park.

C. 1821-1886: Planned Neighborhoods

This sixty-five year period is characterized first by the development of suburban estates in many parts of Brookline and later by their planned subdivision. After the construction of the Mill Dam Road into Brookline in 1820-21, the area along the marshes in the northeast part of town was developed by David Sears into a picturesque suburb. Sears laid out streets and squares and called the area Longwood. It was described as "a beautiful tract, laid out on a liberal scale. Fine carriage ways and roads intersect it in various directions. The noble woods are clear of all underbrush, and there are many fine hedges, lawns, and opening vistas, com-

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manding beautiful views." The area, one of Boston's earliest suburbs, was noteworthy for its picturesque design and was listed as the Longwood National Register District in 1978.

The arrival of the Brookline branch of the Boston-Worcester railroad in 1848 assured the Village's emergence as the new civic and commercial area of the town. This trend had started with the construction of the Boston-Worcester Turnpike and grown with the construction of a railroad stop on Station Street, both of which had encouraged activity to move north away from lower Washington Street and towards the present Harvard Square, the intersection of Harvard and Washington Streets. Former farms and open pastures were developed, often with restrictions which included the maintenance of open space and specific setbacks and uses for the structures erected.

Pill Hill, south of the Village; the Linden Street area to its north; and White Place to its immediate southwest all saw the beginnings of housing construction during the two decades preceding the Civil War; Greek Revival and Italianate style homes predominated. A number of workers cottages, vernacular examples of these two styles, remain. The railroad stations constructed in 1855 at Longwood and Cottage Farm, the latter a neighborhood developed by Amos Lawrence and his brother William in the early 1850's (NR 1978), ensured the successful future of these areas. High style architect-designed villas built of locally quarried Roxbury puddingstone in variations of the Gothic Revival style were joined by a new early Mansards. Large farms, with simple Greek Revival and Italianate houses, located south of the large estates area in South Brookline, along Hammond Street, and north of Beacon Street, continued to prosper, producing \$191,308 of agricultural products, primarily hay, milk, apples, and vegetables, in 1845. The total value of manufactured goods as well as farm products for that year was \$212,635.

The number of residents grew steadily between 1820 and 1850: from 900 to 2516. A substantial jump took place in the following decade - to 5161 in 1860 - with the population reaching 8057 in 1880. In 1865, thirty-two percent of Brookline residents were foreign-born, and of that number eighty-five percent were Irish, with the next largest group German. For the most part, the Irish community could be found living in clusters in and around the Village area, near sources of employment in the building trades, in shops, or in public service. Other Irish lived along Hammond and Heath Streets, near the large estates or farms on which they worked and near a group of German farmers who had settled near the

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variety of turn-of-the-century styles in North Brookline, some designed by established Boston architects, while larger, high style homes were built on Pill Hill, Chestnut Hill, and Fisher Hill. Apartment rows were constructed near the principal trolley routes of Commonwealth Avenue and Beacon Street, including the slopes of Corey and Aspinwall Hills, with scattered apartment blocks along Boylston Street. Three-decker housing appeared along Heath, Hammond, Boylston, and Cypress Streets as well as in the southeasternmost portion of the town.

The growing population (12,103 in 1890; 37,748 in 1920) was served by an expanding park system and recreational facilities (the nation's first indoor municipal pool was opened in Brookline in 1897); a new library (1909); several additional fire stations and schools; and a number of religious structures, some of which were built on or near Beacon Street, close to members of their congregations in areas of high density development.

E. 1925-Present: Urban Community

The town's population continued its growth through the 1930s with a temporary decline in population between 1935 and 1940 and an increase during and after the war years. Suburban development continued near major transit routes with apartment districts in parts of the Coolidge Corner area, Corey Hill, and Aspinwall Hill. Single and multiple family "in-fill" occurred along Harvard and Washington Streets, in the northeast portions of the town, and in the Village area, particularly between Aspinwall Avenue and Harvard Street. The affluent areas of Fisher Hill and Chestnut Hill continued to expand, while the relatively undeveloped areas in South Brookline around Walnut Hill, Hammond Pond Parkway, and the West Roxbury Parkway began to be built up. Some large estates in the southern portion of Brookline underwent changes in use, usually from single family to institutional (religious, educational), while others were subdivided. In a number of cases the original late 18th century and 19th century mansions were demolished. Primary commercial areas continue to be Brookline Village, Coolidge Corner, and Washington Square, with secondary centers at Chestnut Hill (Boylston and Hammond Streets); Cypress and Boylston Streets; and Putterham Circle, the intersection of Grove Street and the West Roxbury Parkway. The car showrooms and garages which appeared as early as 1912 and enjoyed greater popularity in the 1930s now stand in smaller numbers on Commonwealth Avenue. Today the town remains most densely built up in the part north of Beacon Street, with a greater number of open spaces, both privately and

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publicly owned, existing to the south between Boylston Street and the Hammond Pond/West Roxbury Parkways. The construction of new and the improvement of old auto routes to Boston (Route 9 and the VFW Parkway) as well as connecting routes within the town (Lee and Newton Streets) reflected the growing importance of the automobile as well as the continuing emphasis on transportation and access to and from Boston which have been consistent themes in Brookline's development since the construction of the first cart bridge in the 1630's.

III. ARCHITECTURE

This section on Brookline architecture is arranged by building use: residential; commercial; industrial; public/civic; and institutional (religious, social) with a final segment on historic landscapes. The longest section, an examination of residential architecture, has two subcategories. First is a stylistic review, arranged chronologically. General characteristics of predominant styles are discussed, with typical (vernacular) and high style examples of each noted when appropriate. The second portion deals with residential types: estates; rowhouses; multi-family housing including two and three family houses; tenement and apartment blocks; and workers' housing. A number of buildings and parks cited in this section are already listed in the National Register as districts or individual properties and are noted as such in the text. The numbers in parentheses refer to the construction date of the building and then the inventory form number of properties now recommended for inclusion in the Register.

A. Residential Architectural Styles

1. Introduction

Brookline's earliest buildings were constructed along the oldest roads in the town; most of them were owned by farmers and were simple, one and one-half story frame cottages with gambrel roofs and a center chimney. The only known exception was the Aspinwall House with its overhanging gables, built in 1660, a fine example of First Period domestic architecture. As Muddy River's population grew and became more permanent, with original absentee landowners selling or passing on land to those who became residents of the town, economic stability was reflected in the size and more elaborate detailing of the houses which were built beginning in the mid 18th century. Hip, gambrel, and gable roofs were used on Georgian and early Federal style frame buildings,

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many four and five bays wide, sited on large pieces of property. Those which survive are concentrated in the southern section of the town, away from the areas of subsequent intensive developmental pressures.

With the early 19th century arrival of Boston merchants seeking country seats in this rural suburb, high style interpretations of architectural designs became more numerous. The distinctive type which emerged with a hip roof, Federal style details and a two-story portico encircling the facade and sometimes side elevations has been termed "Plantation" style.

Brookline in the 19th century was marked by the co-existence of a large farming community with merchants and members of other professions who chose to live in the town and work in Boston. Greek Revival, Italianate, Second Empire, Gothic Revival, "Picturesque", and Panel Brick were the most popular styles through the 1870s and were used in the designs of all types of housing from romantic villas to workers' cottages. Brick, granite, pudding-stone, and slate were newly introduced building materials.

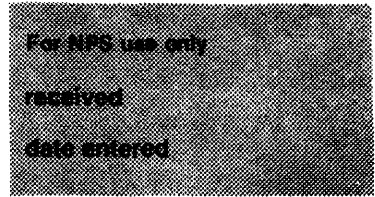
The last decades of the 19th century and the early ones of the 20th saw the proliferation of the Queen Anne, Shingle, Medieval and Colonial Revival styles. Their influence ranged from single family homes on Pill Hill to the triple deckers in Brookline Village and on Boylston Street. Jacobean/Jacobethan designs were especially popular for suburban estates after 1880. Stucco, half-timbering, and combinations of stone and stucco were often used in their construction, along with the traditional brick.

The Craftsman style and careful reproductions of Colonial and Federal designs of the early 20th century can be found in a number of neighborhoods, including Fisher Hill, Chestnut Hill, and Cottage Farm. Since c. 1920 the more popular styles have been Neo-Tudor and New England, Georgian, Spanish, and Dutch Colonial Revival, examples of which can be found on Aspinwall, Corey, and Walnut Hills. The design of multi-family housing (French flats, apartment houses, attached townhouses) has also been conservative in nature, exhibiting the influence of the Colonial, Georgian, and Neo-classical styles. Exceptions to these are the Chateausque blocks on Tappan and Beacon Streets; the Beaux-Arts Stoneholm and "English Manor" Richmond Court, also on Beacon Street; and the Neo-Tudor Longwood Towers.

Brookline offers the opportunity to study the architectural designs of some of the region's, and indeed the country's, most

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prominent 19th century architects. Among those individuals and firms whose works are represented are: George Dexter; Richard Upjohn; Peabody and Stearns; William Ralph Emerson; Andrews, Jaques and Rantoul; Edward Clark Cabot; John Sturgis; Arthur Rotch; Shepley, Rutan and Coolidge; Hartwell and Richardson; Julius Schweinfurth; Ralph Adams Cram; Clarence Blackall; Winslow, Wetherell, and Bigelow; Kilham, Hopkins and Greeley; and Chapman and Frazer. Unfortunately the only building designed by H.H. Richardson, the Channing House, was demolished in the 1930s, but the home in which Richardson lived, including the small additions which he authorized and very probably designed, still stands.

2. First Period

Because land in Muddy River was used for farming purposes and a source of timber from the time of initial land grants through the second half of the 17th century, few permanent residences were built between 1632 and 1705. Of all the houses, that of the Aspinwall family (c.1660) remains the best known and documented (see MHC Reconnaissance Survey). Photographs indicate that dwellings from this period, unlike the Aspinwall Cottage with its medieval-style overhanging gables, usually had gambrel roofs; were one and one-half stories in height; and had center chimneys, heavy clapboard exteriors, and projecting lintels over simple doorframes. It appears that there is one house remaining from this period: 20 White Place (L-6) which, judging from the style and quality of its beams and detail work and the spacing of the floor joists, dates from the mid to late 17th century. Parts of two other houses, the Edward Devotion House (NR 1978) and the Boylston-Hyslop-Lee House (N-1), may date from the last third of the 17th century.

**3. Eighteenth and Early Nineteenth Century:
Georgian and Federal 1705-1821**

Homes remaining from this period are generally two stories in height with clapboard exteriors, center entrances, symmetrical facades, and hip or ridge roofs. From photographs of now demolished structures as well as existing homes, it is apparent that both pedimented and post and lintel entrances were common, along with 12/8 or 12/12 windows. One early example of an early Georgian house is that which belonged to Edward Devotion, located at 347 Harvard Street, the main portion of which seems to date from c.1742. Considered to be the best example of mid 18th century domestic architecture remaining in Brookline, this house has a central chimney and gambrel roof; varying fenestration with slightly projecting cornices; and a front (south) facade three

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bays wide with an entrance at its western end, flanked by molded pilasters and headed by a molded cornice and triangular pediment. A second example is the John Goddard House at 235 Goddard Avenue (1767; 96/355-9), a square house with a dominating central chimney, hip roof, three bay front facade, and, like the Devotion House, slightly projecting cornices over its windows. Finally, the middle section of 215 Warren Street (c.1742; M-9) prominently displays a long lean-to roof.

Typical characteristics of houses from the late Georgian period in Brookline include symmetrical, five bay facades; hip or gable roofs; 6/6 or 12/12 windows with flat cornice-like windowheads; more classical trim; and elaborate entrances, centrally located. The Eliphalet Spurr House (c.1798; 74/318-50) features a dentiled cornice and cornerboards, while the Ebenezer Heath House (1791; 85/337-9-10) and the Benjamin White House (1790; 127/437A-1) bear the above characteristics as well as four-light transoms and fluted pilasters at their pedimented entrances. The White House also features quoins.

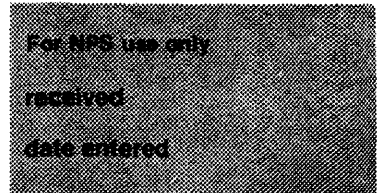
Dating from a somewhat later time is the Thaddeus Jackson House on Alberta Road (1820; 113/399-48) which features a simpler Georgian style facade. In contrast is the Boylston-Hyslop-Lee House (N-1); the construction date of the main portion (1736) would indicate a place in the early Georgian category, yet stylistically this house is more in keeping with those which were built towards the end of the 18th century. That the purported architect of this house, Richard Munday, designed the Hancock House on Beacon Hill and was undoubtedly more sophisticated and knowledgeable in architectural styles and that his client, Dr. Zabdiel Boylston, a prominent physician, had greater means than either Devotion or Goddard, explains why this house should be larger and have comparatively more elaborate details than its contemporaries.

Representing a transition between the late Georgian and early Federal styles is the rear portion of 116 Warren Street (Town Green National Register District, 1980) which has many of the features of the Georgian homes (two stories, ridge roof, cornerboards) but also an elliptical fanlight entrance, typical of the later period.

Houses designed in the Federal style are more box-like, with low pitch gable or hip roofs; 6/6 windows; cornice-like windowheads; and center entrances, often with delicate fanlights and/or slender columns. The five bay facades are arranged symmetrically, and the height is generally limited to two stories. Both the Benjamin

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Goddard House (1810; N-4) and the John Warren House (1812; M-18) are fine examples of this style, the former exhibiting a graceful fanlight over the front door which is framed by slender, attenuated columns. These two houses have clapboard exteriors, as does the Corey House at 808 Washington Street (1806; 21/95-4), which is a somewhat less elaborate example of this style. Two Federal houses executed in granite still remain in Brookline: the Tappan-Philbrick House (1821-22; Pill Hill National Register District, 1977) and the Sewall House (1823). Although slightly outside the given time frame, these houses (the latter unfortunately altered) should be noted as the earliest surviving stone dwellings in the town.

A subset of this category are the two Federally styled houses in South Brookline: 25 Cottage Street (late 18th century, 1804; M-11) and 135 Warren Street (1806; M-5), both of which feature the familiar boxy two story, hip roof configuration but are distinguished by the two story verandahs which wrap around their facades. This unusual attribute can also be seen at 215 Warren Street (c.1742, 1796; M-9), a mid 18th century four room farmhouse which was enlarged and embellished with a massive porch at the end of the 18th century, making it the oldest surviving example of this type in the area. These verandahs, seen also in the home of Stephen Higginson (built in 1790, now demolished), were popular features in the design of country homes built by Boston merchants who were familiar with architectural styles of the West Indies due to business travels. They are said to have been introduced in 1795 in Boston by Elizabeth Perkins with the design of her home by a West Indian. The West Indies style was popularized by the Perkins family, as seen in photographs of the Brookline home of Thomas Handasyd Perkins (built in 1799, now demolished) and the Nahant Hotel (1822), part of the Perkins' summer complex.

4. Early Industrial Period 1820-1880

Styles represented during these years are those from the early Victorian period: Greek Revival, Gothic Revival, Italianate, and Mansard. Each is well illustrated by Brookline examples, both high style and vernacular. Unfortunately, some of the larger homes built during the 1850s and 1860s in the Gothic Revival and Italianate styles, known to have been designed by such prominent architects as George Dexter and Richard Upjohn, have been demolished. A few Gothic Revival and Italianate style homes in the estates area (Warren and Cottage Streets) and in Cottage Farm remain standing.

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a. Greek Revival 1824-1855

Popular between 1824 and 1855, the Greek Revival style in Brookline can still be seen in the residential areas around Brookline Village and on some of the town's older roads: Walnut, Washington, and Heath Streets. Among the earlier examples is 61 Heath Street (127/437-12, 12A) which dates from 1824 but has undergone a number of alterations and renovations. Basically a one and one-half story cottage, gable end facing the street, with a one-story porch; Greek Revival doorway with transom and sidelights, plastered cornerboards; and returns, this house has been embellished first with Gothic Revival (Tudor) arches and steeply pitched gable dormers, and later with Colonial Revival pediments, dentils, and modillions.

Most Greek Revival houses, however, are larger, consisting of two and one-half stories with full pediments. Many have 6/6 windows (long and narrow on the first floor), clapboard exteriors, and entrances with classical entablatures and full length sidelights. Single story porches along the front and/or side walls or a smaller porch at the doorway were also common, such as that found at 155 Reservoir Road (1830-44; 63/277-2). Those homes which were built in rapidly growing areas, such as those found on Linden Street, were sited on modest sized lots with their gable ends to the street, while others built farther away from the town's center presented their long sides to the street. Typical and relatively unaltered examples of the Greek Revival style are: 83 Penniman Place (1830-37; 61/267-14); 247 Walnut Street (c.1840, Pill Hill National Register District); and 12 (1843-4; 30/141-11) and 19 Linden Street (1843-4; 30/141-13). Two others, 4 Perry Street (1843; 31/149-21) and 5-7 Holden Street (1844-51; Brookline Village National Register District, 1979), also fall into the above category, but have Egyptian style porch columns instead of the more traditional Ionic or Doric Capitals. Another Greek Revival house with an unusual twist is 786-88 Washington Street (1843; 21/96-10), built of stone as opposed to the more common clapboard.

Variations of this style consist of mixing house forms with decorative details from other styles. The influence of the Federal period can be seen at 257 Warren Street (c.1840, 1936; M-16) with its low hip roof and box-like shape. Its flushboarded exterior is typical of the Greek Revival style. Next door is 285 Warren Street (1855-8; M-17), basically a modest Greek Revival house with flushboarding, a three-bay facade, returns and 2/2 windows (typical of the later phase), but also with a Federal style entrance typified by three-quarter length sidelights and

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fanlight. The Federal influence is present, too, at 30-32 Webster Place (1855; 30/141-28), a brick double house with limestone trim and end chimneys but also with 6/6 windows on the first floor's front facade and a broad entablature. Italianate details are seen in the jigsaw detailing and double bracketed eaves of 17 Kent Street (1844-55; 30/140-14, 14A) and in the triple and round arched windows of 53 Linden Street (1843; 30/141-19D), yet the houses' forms are essentially Greek Revival. Nine Linden Street (1844-55; 30/141-10) also contains elements from both styles; its Mansard roof was a later addition but the Greek key motif is part of the original design.

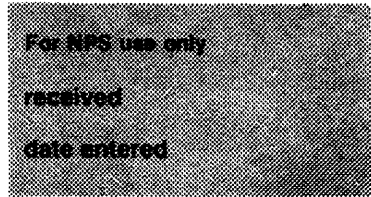
b. Gothic Revival 1827-1855

The Gothic Revival style in Brookline overlapped the Greek Revival, yet was expressed in generally much larger homes constructed of both wood and masonry (brick and stone). Those of masonry are located in the Cottage Farm neighborhood and were built between 1840 and 1855 as the country homes or "picturesque" villas of the Lawrence and Sears families and their friends. Three of this group of six were designed by George Dexter or have been attributed to him. The oldest, 24 Cottage Farm Road (Cottage Farm National Register District, 1978), is probably the best high style example and features Tudor type balconies, trefoil windows, carved bargeboards, and tall, clustered chimneys. One exception in terms of size is the small cottage at 71 Colchester Street (Longwood National Register District, 1978) which, according to an 1844 map, belonged to David Sears but whose first ownership has traditionally been attributed to the Aspinwall family. Faced with brick during remodelling in 1921, the cottage retains little of the original Gothic appearance except for the Gothic arch dormer windows and floor to ceiling windows.

Those houses executed in wood by-and-large predate the masonry variety and, like the Greek Revival, are located on the fringes of Brookline Village or along some of the town's older roads. Typical elements are steeply pitched, sometimes cross gable roofs; windows with drip moldings; bargeboards with sawn trim; clustered chimneys; cut-out porch posts; and Tudor arches. Among the earliest are two cottages at 85 (1827; M-13) and 126 Cottage Street. Both have flushboarding, overhangs, and pointed arches; the latter has been extensively altered and enlarged. Other wooden Gothic Revival houses can be found at 447 Washington Street (1850; 35/171-55A), with a symmetrical facade, scrolled bargeboards and drop pendants, pointed arched windows with tracery, and full length sidelights; and at 217 Freeman Street (c.1850; 6/27-4),

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which has retained its sawn bargeboards, similar to those found at 29 Linden Place (1844; 31/147-9), cross gable roof, and fanciful chimney pots. Two other Gothic Revival cottages are 130 Warren Street (c.1840; M-2), much enlarged but still with a steeply pitched roof, gable dormers, and diamond pane glass; and 12 Heath Hill (1855-6; 84/336-20, 21), with its surprisingly low pitch roof, vertical boarding, sawn bargeboards, portico railings, and bracketed porch posts.

The grandest interpretation of this style, with a pronounced emphasis on the influence of the Picturesque mode, stands at 209 Sargent Road (1945; M-4), a large two and one-half story house whose design is attributed to Richard Upjohn. Its dark sandstone exterior has been cut into large blocks, embellished with huge brackets and dentil string coursing, and is surrounded on three sides by a ten-foot wide loggia supported by reeded masonry columns and Gothic arches with metal tracery.

c. Italianate 1844-1865

Scattered throughout Brookline Village proper and nearby neighborhoods are both vernacular and high style interpretations of the Italianate style. The popular L-shape configuration is illustrated by a number of houses along the base of Pill Hill on the Old Sherburne Road - now Walnut Street: numbers 141; 149; 157; 205; and 233. Many have been altered, but 153 Walnut Street has recently been restored and still has many of its original features.

A high style group remains on Stanton and Lincoln Roads. The two older ones, 5 Lincoln (39/199-15) and 25 Stanton (39/200-4), were built between 1849 and 1853 and are L-shaped with bracketed windowheads; bracketed eaves and low pitch roofs; round arched windows; and single-story bay windows. The other two, 44 Stanton Road (1864-5; 39/199-12) and 50 Stanton Road (1859-60; 39/199-5) also feature quoins; a double front door with rounded windows; and drip moldings over the second floor windows.

Dating from the same period is 63 Harvard Avenue (1856; 35/170-35), a front gable Italianate, which retains its high style details of paired brackets, chamfered porch posts, 2/2 windows, double entrance doors, and single story bays. Also typical is the round arched third floor window.

A scarcity in Brookline are Italianate villa-style houses with cupolas; three still stand: 39 Babcock Street; 40 Kent Street;

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and 86 Powell Street. This type was quite popular for Beacon Street houses during the late 1850s and 1860s, as can be seen from sketches and photographs taken before the street's widening in the mid-1880s. No Beacon Street examples have survived.

Finally, there is a rare brick barn designed in the Italianate style at 190 Warren Street (c.1850; M-8). It has quoins, deep eaves, and brackets.

d. Mansard 1855-1884

Readily identifiable by the distinctive roof whose sides may be either straight or curved (sometimes with flared eaves and covered with polychromatic scalloped slates in a fish scale pattern), this style was popular in Brookline from 1855 into the mid-1880s. It can be found in almost all of the town's neighborhoods which pre-date the late 19th Century: Pill Hill, Cottage Farm, Town Green, Brookline Village and North Brookline, particularly near Beacon Street.

Mansard houses of one and one-half stories with symmetrical or asymmetrical facades are common, as are center and off-center entrances, often with small porches and one, and in later versions, two-story polygonal bay windows. One such example is 105 Marion Street (1861-2; 34/165-10).

There are a few high style examples in Brookline; in most cases this style appears as a boxy house form, of clapboard or brick, with a mansard roof, dressed with the details derived from other architectural styles including Italianate, Stick, and Panel brick. Number 29 Chestnut Place and 26 Chestnut Street (Town Green National Register District) are examples of the first instance while 203 Aspinwall Avenue (1881; 31/144-20); 68 High Street (Pill Hill National Register District, 1977); and five double houses in the Cypress-Emerson Street area (Area P), including 39-41 and 47-9 Cypress Street (P-3 and P-4); 53-5 and 58-60 Davis Avenue (P-26) and 3 Gorham Avenue (P-5) reflect Stick Style detailing. An 1871 Linden Street house, number 44 (31/147-1), has a Mansard roof and decorative brickwork, as do 34-6 Cypress Street (P-14) and 41-3 Waverly Street (P-19).

A third type of Mansard style home is the stone Mansard cottage, examples of which can be found on Colchester and Kent Streets (Longwood National Register District).

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In a few instances, the high style tower, which begins to emerge at 287 Kent Street, is fully incorporated into the designs of such houses as 114 Clyde Street which also features a symmetrical facade, center entrance, and regular fenestration. Number 222 Warren Street (M-10) is a more complicated structure. The rear ell of this house, built by 1844, is a Georgian derivation, with second floor windows tucked under the eaves and first floor windows which project slightly from the wall. The door, however, is Italianate. When enlarged c.1857, the house was altered to include a large Mansard tower with elaborate cresting.

Two of the more striking examples of the Mansard style are 76 Walnut Place (Pill Hill National Register District) and 68 Winchester Street (1871; 16/34-29, 29A). The former dates from the late 1860's and includes many Italianate features such as one and two-story round arched porches, elaborately carved porch posts, quoins, and bracketed eaves. Also to be noted are the anthemions cresting on the upper portion of the concave roof and the porthole dormers.

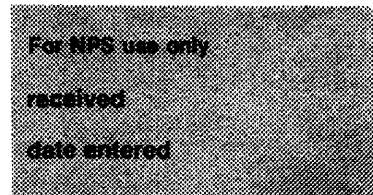
The one and one-half story Winchester Street cottage, recently moved on its lot to accommodate new construction, is one of the few remaining small houses on that street. It is a bit later than the Walnut Place house but has similar Italianate elements: paired brackets and carved porch posts. The hip roof on top of an almost straight sided Mansard and the recessed dormers are typical of the later phase of the Mansard style.

5. Stick Style and Panel Brick 1870-1885

Contemporaries of the Mansard style in Brookline and just preceding the Queen Anne period are Stick and Panel Brick treatments of, among others, Italianate and Mansard derivative house forms. In the Cypress/Emerson Street area are three examples: 26 Cypress Street (P-15) and 44-6 (P-35) and 48-50 Waverly Street (P-36). The first, built in 1872, has an Italianate-type front facade which is articulated with stickwork at the cornice, around the windows, and on porch posts and railings. The other two are almost identical double houses, constructed in 1887, with vertical stickwork on the first and second floors and around the dormer windows. Nearby on Davis Avenue are three three-story houses, built in the mid-1870's, with bracketing on the hooded entrances, crossbucks on the front gable, and cross work detail on the bay window. Finally, 54 Francis Street (1874-5; 28/130-12), essentially an Italianate house with polygonal bays, exhibits Stick Style

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elements around the windows, on the projecting bay, and at the front porch.

Panel Brick, while more commonly found in the design of commercial buildings, is also seen in residential architecture, particularly around Brookline Village. Popular during the 1870s and 1880s, Panel Brick treatment of facades anticipates the individualistic forms and varied materials of the coming Queen Anne style. On Davis Avenue are three structures built between 1876 and 1886 for residential use. Brick string courses, arched windows, stepped corbel tables, and polygonal multi-storied bays accented by recessed crosses, some of the trademarks of this style, are all seen here (10, 11-15, and 14-16 Davis Avenue, Brookline Village National Register District). Other examples of this style are displayed in the designs of the Wells-Catlin House at 23 Prescott Street (Cottage Farm National Register District) and a series of row houses on Walnut Street.

6. Late Industrial Period - Suburban Styles 1880-1910

These styles are concentrated in areas which saw the greatest degree of development after 1880, particularly those accessible to train and streetcar lines. In many cases, one man or a small group of individuals was responsible for multiple blocks being built up, and since the developer(s) often lived in or near the newly settled areas, local control over use and appearance was common. Tracts were platted, roads laid out, and the majority of houses built and occupied within fifteen years; the Graffam subdivision (Area F), for example, was completed in twelve years.

a. Queen Anne

Because most of the Queen Anne style homes in Brookline were constructed before the issuance of building permits, the architects of many of the homes are unknown. Architectural periodicals, however, have proven extremely useful in research, often citing Brookline houses designed by such prominent figures as William Ralph Emerson; Peabody and Stearns; Cabot and Chandlar; Clarence Luce; and Weston and Rand, among others.

Generally two and one-half stories high with complex roofs and combinations of exterior wall fabrics including shingle, clapboard, brick, slate, and stone, Queen Anne homes and their descendants introduced an openness in floor plans which was reflected in irregular exterior appearances. Other features of this style include windows of varying sizes and shapes; rounded bays

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and turrets; and such decorative elements as pargetting, terra cotta work, sunflower and sunburst motifs, and scalloped, wavy and imbricated wooden shingles. The gable or gables were often the focal point of the front facade, sometimes perched precariously over a rounded or polygonal bay, supported by large carved brackets and often decorated with scalloped or saw tooth shingles or pargetting. In Queen Anne style homes of modest design, often the gable was the only visually captivating element.

Among the more outstanding high style examples are 76 High Street (Pill Hill National Register District); 35 Davis Avenue (1878-9; 36/176-7) with Panel Brick design on the chimney and brick string courses and segmental window arches; and 12 Vernon Street (1890; 34/168-15), featuring polygonal bays, sunburst motifs, and fancifully carved porch railings. Two other high style examples can be found on Mason Terrace on Corey Hill. Designed in 1889 by Arthur Vinal, 41 (19/89-16) has an asymmetrical facade, complex roof and oriel and bay windows covered with acanthus leaf decoration. Farther up on the hill, 156 (1888; 17/86-32) carries definite Stick Style overtones with its brackets, carved porch posts, and cross-shaped coursing.

More modest or vernacular types can be seen in the residential areas around Brookline Village, particularly on Kent Street and Aspinwall Avenue. A typical example is 12 Kent Square which is two and one-half stories in height with a generous front porch; picturesque massing; a variety of exterior building materials; and the ever popular treatment of the corner bay as tower. Similar designs are found on Waverly and Cypress Streets.

b. Medieval Revival

Beginning in the late 1880s, the Queen Anne style had precipitated a number of variations including the Medieval Revival and Shingle styles. Both found inspiration in the First Period houses of 17th Century America, while the former also drew on English manor house prototypes. Found most abundantly in the Chestnut Hill and Fisher Hill neighborhoods, with a scattering in North Brookline, particularly along Babcock Street, Medieval Revival style homes were generally clad with wooden shingles and covered by gable roofs. They hold in common such features as second story overhangs; diamond pane windows; canted horizontal beams; bargeboards; drops; finials; and large brackets supporting steeply pitched gables, again the focal point of the front facades; and on occasion, Gothic style porch arches and stucco and half timbered gables. Although their massing is still asymmetrical and exterior

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wall surfaces are broken by projections and recessed spaces, thus giving them a "picturesque" quality, these houses lack the complete abandonment of rules that earlier Queen Anne style designs expressed.

Chapman and Frazer, Ralph Adams Cram, and Julius Schweinfurth (once a draftsman in the offices of Peabody and Stearns) designed in this style; examples of their work can be seen at 149 (N-11) and 214 Buckminster Road (N-76); 233 Fisher Avenue (N-45); 63 Norfolk Road (O-14); 45 Cottage Street (M-12); 108 Centre Street; and 101-05 Longwood Avenue.

Simpler interpretations of the Medieval Revival style can be seen on streets in North Brookline, particularly those which were built up in the early 1890s, such as Babcock Street. Number 94 has a symmetrical facade and Colonial Revival style porch, but in other detailing, i.e., diamond pane glass, brackets, and overhangs, the influence of the Medieval Revival style is evident. Number 99 Babcock Street has triple-banded windows, pronounced bargeboards with flared ends on the front facade, deep set eaves and overhangs, and multi-light casement windows.

c. Shingle Style

The Shingle Style is identified by predominantly shingled exterior surfaces; broad gable or gambrel roofs; rounded forms; and informal floor plans. In general, it is gentler and more continuous in feeling than Queen Anne designs, although in Brookline homes, as in many others, the two styles are interfaced, especially in the vernacular types found on Naples Road, Coolidge Street, or in the Chestnut Hill area.

S.J. Brown (173 Naples Road) and Chapman and Frazer (1083 Boylston Street (O-13) and 89 Rawson Road (44/218-14)) designed a number of houses in this style. In the case of the Rawson Road structure, almost all the elements of a "classic" Shingle Style home can be found, including a uniform covering of shingles; banded windows; sweeping rooflines which cover the porch; a horizontal orientation of massing; and minimally projecting eaves.

On a similar scale were the substantial homes of Louis Robeson (180 Clyde Street), treasurer of the Appleton and Peabody Mills in Lowell, and Harry Hartley (49 Rawson Road), a wool dealer and president of his own Boston company. Both were built on over two acres of land. The former is the 1896 design of A.W. Longfellow, once a draftsman for H. H. Richardson. In it, Longfellow used a

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two and one-half story polygonal entrance bay with the bulk of the house extending to the right, an arrangement similar to that found in Richardson's design for the Channing house in Brookline. The Hartley home, on the other hand, was designed by the ubiquitous Chapman and Frazer in 1902. Using shingles and stone, the architects designed a large house with a strong horizontal emphasis, low pitch gable roof, banded windows, and broad front entrance porch. These are in direct contrast to such vernacular examples as 39 Thorndike Street in which the only indication of the Shingle Style can be seen in the third floor banded windows and the decorative shingle work on the front gable of the porch roof.

d. Colonial Revival

The numbers of Colonial Revival houses in Brookline are legion. Both high style and vernacular examples can be found in almost all of the town's neighborhoods and date from the period 1890-1910. Within this category, two variations can be found, one of which continues the picturesque and informal massing of the Queen Anne style. A number of examples can be found in the residential subdivision developed by Peter Graffam (Area F) and along Babcock and Coolidge Streets and Naples Road. For instance, 190 Babcock Street has the popular configuration of a three-story corner bay treated as a tower on an otherwise simple facade, with a large porch with such Colonial Revival details as Ionic porch columns, dentils, and modillions. On Coolidge Street is another pervasive type: an asymmetrical facade reminiscent of the Queen Anne style but with such Colonial Revival features as a Palladian window in the gabled dormer and modillions and dentils outlining the cornice of the roof.

The other variation is more symmetrical in nature, following 18th century Georgian and Federal precedents. In this interpretation as well as in the Georgian and Federal Revivals, the rectilinear and traditional center hall plan returns. Illustrations of this type include 16 Emerson Street (1893; P-30); 122 Naples Road (1895; F-11); and 1101 Boylston Street (1888; O-12). These are two-storied, hip roof structures with symmetrical three-bay facades, clapboard exteriors, and such decorative features as Palladian windows, pedimented dormers, dentiled cornices, and sidelights flanking the center entrance. Other examples executed with much larger dimensions are found in the more affluent neighborhoods of Longwood, Fisher Hill, and Chestnut Hill. Among them are Hartwell and Richardson's 300 Kent Street (Longwood National Register District); Ball and Dabney's 219 Fisher Avenue (1896; N-48); and Clarence Blackall's 185 Buckminster Road (1891; N-14).

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All three have monumental columns with Corinthian or Ionic detailing; clapboard exteriors; fanlights and sidelights at the entrance; pedimented dormers; dentil detailing; and round arched or Palladian windows. Other houses in this category are 132-134 Middlesex Road (1907; 1913; 0-33); and 15 and 115 Buckminster Road (1902; N-3 and 1893; N-9, respectively). Vernacular examples of the Colonial Revival style can be found throughout Brookline Village and North Brookline. Often typified by a symmetrical facade with a minimal amount of classical detailing (dentils; modillions; Ionic, sometimes fluted, porch columns; and/or Palladian windows), these houses were built at the turn of the century and through the first decade of the 20th. The John F. Kennedy Birthplace at 83 Beals Street and 65 Naples Road are two such examples in the Coolidge Corner area, while 106 Francis Street is a typical Brookline Village illustration. Often the Colonial Revival style was used in the design of double houses, the symmetrical facade reflecting the mirror image units. Two Beals Street houses, 51-3 and 77-9, are cases in point.

7. Twentieth Century Styles: Historic Revivals and Craftsman 1895-1945

Growing from the Colonial Revival phase was a rekindled interest in the Georgian and Federal styles, but because archaeological correctness and replication were more heavily emphasized, these two late 19th and early 20th Century styles must be seen more as the first in a series of historic revivals rather than as a direct extension of the Colonial Revival period. These revival styles would dominate domestic architecture in Brookline through the Second World War.

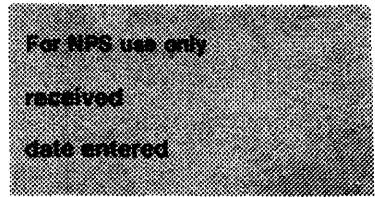
a. Georgian Revival

One large Georgian Revival home is 91 Middlesex Road (1895; 0-26) with its dentils, modillions, gambrel roof, and pedimented dormers alternating with rounded arched dormers. The elliptical fanlight and sidelights are Federal in origin, but the pediment over the front door is Georgian-inspired. Most of the examples of this style are smaller, constructed of brick, and do not evidence such exceptional detailing.

Less pretentious examples can be found in the Crowninshield Road area of North Brookline and in the Fisher and Chestnut Hill neighborhoods. Because of the comparative rigidity of the prototype, there is a fundamental unity and consistency in interpretation. Some variations exist in the decorative details, due either

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to individual tastes (of client or architect) or budget constraints. The shortage of labor and materials and consequent reduction in building size and craftsmanship after World War One was certainly another important factor. This is dramatically illustrated by a comparison of homes in the Fisher Hill area. Two, 345 Buckminster Road (N-55) and 452 Chestnut Hill Avenue (N-32), were built in 1913 and 1916, respectively. Two others, 250 and 266 Dean Road, date from 1927 and 1925. Although all are built of brick and are 2 1/2 stories in height with center entrances and five bay facades, the older two are larger, have limestone (as opposed to brick) lintels and sills, and possess more numerous and delicate architectural details.

It should be mentioned that while brick is the dominant material, clapboard and stucco were also used, particularly before the 1920s. In rare instances, the 18th Century practice of brick walls combined with clapboard front and rear facades was emulated.

b. Federal Revival

Federal Revival houses are found in lesser numbers but were contemporary with late Colonial Revival and Georgian Revival homes. Three high style examples come to mind: 75 Fisher Avenue (1890; N-82), designed by Little and Brown, and 17 and 21 Hawthorn Road (Pill Hill National Register District), both designed in 1893 by Peabody and Stearns in whose office Arthur Little of Little and Brown had served as a draftsman. Each house is of clapboard construction, three stories in height, and box-like with a low hip roof and 6/6 windows. The Fisher Avenue house lacks the quoining, dentils, and modillions of the other two, but sports a balustrade on the roof and an elliptical fanlight under a pedimented doorway framed by sidelights. Peabody and Stearns also designed 29 Colchester Street (Longwood National Register District), a brick version of the Federal Revival style, built in 1904-5 for artist Edward Boit.

c. Other Historic Revival Styles

Residences designed in Brookline between 1920 and the time of the Second World War showed a decided predilection for other historic revivals, including Dutch, Spanish Colonial/Mission, New England Colonial, and Tudor. Expansion of housing areas beyond the 19th Century centers of activity and their side streets was precipitated by automobile ownership, while infill continued in those neighborhoods closer to public transportation. For the most part single family homes, this housing was built on land which formerly

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comprised large estates or farms, but was being sold off by heirs or trustees beginning around 1910 and being built upon by the 1920s.

i. Dutch Colonial Revival

The Dutch Colonial Revival style found popularity in the decade following the First World War. Characterized by the high Dutch gambrel roof found in the 18th Century farmhouses along the Hudson River in New York, this style often featured a shed dormer growing from the gambrel roof and flared eaves which created an overhang. A typical treatment of the front entrance included Doric columns supporting a plain entablature and pediment. Typical examples are found on Corey Hill (237-39 Mason Terrace) and at the foot of Aspinwall Hill (115 Tappan Street). One surprisingly early example is 3 Spooner Road (1906) whose roof's slopes extend so far that they form the roof of a full length porch.

Although not an example of the Dutch Colonial style, the Dutch House (1892; 29/133-2) on Netherlands Road represents a related revival style. It has been called the most authentic example of Dutch High Renaissance architecture in the country. Moved to Brookline in 1893 from the Columbian Exposition in Chicago, this structure with its stepped gables undoubtedly popularized the Dutch and Flemish styles in Brookline as seen, for example, in the design of the Washington Square fire station (see Public Architecture).

ii. Spanish Colonial/Mission Revival

This style was popular in Brookline between 1910 and 1925 and is marked by a stucco exterior, low hip or gable roof, and smooth round arches. Unlike the Dutch Colonial style which is primarily found in modest size homes and cottages, it was realized in a number of sizes and variations, ranging from the substantial (166 Fisher Avenue, 1918; N-68) and 185 Dean Road (1912; N-52), to the bungalows located at 393 and 397 VFW Parkway, manufactured by Pacific Ready Cut Homes in 1925. The curvilinear motif of the window of 397 is one of the trademarks of this style and is found in other houses of Spanish Colonial derivation, including 34-6 Russell Street and 93 Evans Road as well 87 Clinton Road, another bungalow type. A campanile, similar to that of 393 VFW Parkway, is seen at 11 Clinton Road. Other houses, although lacking rounded arches, curvilinear shapes, balconies, and wrought iron work, still reflect the influence of this style in their stucco exteriors and red tile roofs.

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iii. New England Colonial Revival

The New England Colonial Revival style (as opposed to the 19th Century Colonial Revival) is, along with the Tudor Revival, the most pervasive of all the historic revivals in Brookline. Appearing for the most part after the First World War, it has persisted through the 1960s, evolving from accurate reproductions to more diluted versions which carry just a hint of historical reference at the front entrance.

The immediate precedent was the vernacular dwelling of 17th and early 18th Century New England which lent itself to the economic capacities of the middle class family in Brookline as well as those of other suburban cities and towns. Two of the more authentic reproductions of 17th Century cottages can be found at 37 Lowell Road and 133 Rawson Road, but, in general, houses of this style are found in the southern portion of the town and sometimes in the older neighborhoods of the northeastern sections. Usually two or two and one-half stories, they were constructed of clapboard or wood shingle. Sometimes quoins were used (3 Greenough Circle), and Doric porch columns, sidelights, and elliptical fanlights were often favored (24 Spooner Road; 51 Holland Road; and 85 Salisbury Road).

iv. Tudor Revival

One of a long line of English-influenced architectural styles, Neo-Tudor designs are characterized by irregularly shaped buildings; stucco or brick exteriors, often with exposed framing or half-timbering; small window panes in metal casements; hip roofs; and occasionally two story rounded bays with conical roofs. Appearing in a variety of sizes, houses of this type are found in the southern section of the town, in Chestnut Hill, and on Corey and Aspinwall Hills as well as in Cottage Farm. W.J. Freethy, who practiced architecture in the 1930s, specialized in this style, while other architects, such as Robert Coit, included it as one of a number in their portfolios, which also contained Georgian and New England Colonial Revival. While Coit's and Freethy's homes are modest, those of other architects such as John Banard are not. One of his designs found at 161 Hyslop Road (1926; N-66) features half-timbering, large overhanging gables supported by massive brackets, and small, banded windows. Not far away is 55 Leicester Street (1923) with a brick and shingle facade, comparatively symmetrical massing, and diamond pane windows. At 125 Lee Street is a typical example of the Neo-Tudor home built for middle/upper class families. Half-timbering is found on the pedimented pro-

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jecting entrance (like the Leicester Street example) as well as on the stuccoed second floor. This house also sports an elaborate paneled brick chimney and gabled pavilion with flared eaves. Related to the Tudor Revival style, and for the most part contemporaneous, is the English Cottage style which is generally all masonry and features picturesque massing, irregular fenestration, steep gable roofs, and Medieval-type elements such as hooded entrances and banded windows. Examples of this style can be seen at 219 Dean Road and 28 Copley Street.

d. Craftsman

During the early decades of the 20th Century, evidence of a new architectural philosophy, free from historical detailing, could be seen in various parts of Brookline. Influenced to a degree by Frank Lloyd Wright's Prairie houses, these homes were simple in form and in most cases covered with neutral and unassuming stucco. Window treatment was uncomplicated; greater attention was paid to the entrance. Adaptable and practical, this style was a product of the reformist movement led by William Morris and publicized by Gustav Stickley which sought to eliminate useless decoration and seek beauty through "usefulness."

Called "Neo-Rationalist" by some, Arts and Crafts or Craftsman by others, these homes were, in their high style execution, designed by such locally notable architects as J. Lovell Little; Putnam and Cox; and Chapman and Frazer. A number can be found in the middle/upper class areas of Chestnut Hill (285 Reservoir Road, 1910; 0-43; 34 Spooner Road, 1911; 0-37; and 33 Circuit Road, 1905; 0-31) and Fisher Hill (233 Buckminster Road, 1909; N-16 and 282 Buckminster Road, 1912; N-61).

A vernacular variation is marked by smooth stucco walls, banded windows and a horizontal emphasis created by broad hip roofs with extending eaves on thin purlins. Sun porches and screened porches were also used, again creating a horizontality and anchoring the house to its site. It has been theorized that the influence of California's bungalow style can also be seen in this type of design, particularly in the lack of ornament and low pitched roofs, some with long foreslopes. Examples can be found on Crowninshield, Atherton, Salisbury, and Williston Roads as well as on Russell and Verndale Streets, all parts of middle class neighborhoods north of Beacon Street which developed during the last decades of the 19th Century or during the early part of the 20th.

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B. Residential Types: Late 19th Century Suburban Estates,
Rowhouses, Multi-Family Housing, and Workers' Housing

Brookline, as noted earlier, had been a favorite locale for country and summer homes of Boston's elite. The late 19th and early 20th centuries saw the tradition continued with the construction of numerous grand scale houses, particularly south of Beacon Street, very often near 18th and early 19th Century predecessors. The architecture of these mansions was the work of designers who numbered among Boston's, and sometimes the country's, finest. In some cases the original land parcel(s) on which the houses were built have been retained and the remaining designs of these historic landscapes constitute a feature whose preservation is of importance equal to the structure's. In other instances, however, parts of the original holdings have been sold off. In a few cases new construction has joined old, with varying degrees of success.

1. Suburban Estates

The majority of these suburban estates have been built in variations of the Jacobethan or what is sometimes called the "English Manor" style. Typified by brick and/or stone exteriors, bay and oriel windows, gable or hip roofs, turrets, towers, steep sided or curvilinear gables, and tall chimneys, these homes first appeared in the 1880s in Brookline. George Harney's "Southwood" was built in 1880-1 (M-15) at a cost of over \$175,000. Its irregular outlines include panel brick chimneys, straight sided and stepped gables, a four story square tower, and a two hundred foot, dark red brick facade. Along the same lines is the 1895 home of Louis Cabot, 514 Warren Street (129/439-6), designed by the owner and R. Clipston Sturgis. No fewer than five curvilinear gables with crockettes and pinnacles are found on the front and side facades. There is also a four story tower decorated with a checkerboard brick section and topped by a cupola.

"Greystone" (1888-9; N-6), probably the work of Peabody and Stearns, is much heavier in feeling, constructed entirely of stone with crenelations introduced into the design of square side porches and a porte-cochere. Similar crenelation treatment could be found at the entrance porch, bays and three story tower of "Woodlands", the John Wright estate on Hammond Street (demolished in 1963). The carriage house remains, built in a style complementary but not similar to the original main house (1897; 0-1).

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"Fernwood" (1909; 128/439-52) was the last of these manor houses to be built in Brookline and is the most reserved. Groups of windows, gables, and chimney clusters are distributed at regular intervals across a broad front facade. The red brick siding highlights the delicately executed limestone details such as window tracery, quoins, mullions, parapets, and doorways.

The Paine estate (1893; 127/437-15A) is also conservative in nature with few of the imaginative and lively features of the above-mentioned Warren Street mansions. The setting and open space surrounding the Andrews, Jaques and Rantoul house have been preserved with mature trees partially screening the brick mansion which is set upon a gently sloping hillside.

Although generally found on large pieces of property, the Jacobethan style was also adapted to the designs of smaller houses on smaller lots in the residential subdivisions of Fisher Hill and nearby areas. More sedate in interpretation, these houses, spanning the period 1897 to 1921, are two and one half stories in height and have brick exteriors, often with Indiana limestone trim. Most of the decorative design is concentrated at the center entrance (either a round arched or ogival arched doorway) and above the second floor where curvilinear, stepped, or baroque gables become the major focal point. W.W. Lewis, once a draftsman in the offices of Peabody and Stearns, and Winslow, Wetherell and Bigelow designed two of this small collection: 101 Dean Road (1897; N-41) and 271 Clinton Road (1900; N-27).

Queen Anne and Shingle styles also lent themselves to the design of suburban estates with their sprawling forms and use of natural materials. Imposing, yet of less formal posture than the Jacobethan houses, all were contemporaneous. "Elmwood" (557-565 Boylston Street) began as a Queen Anne/early Shingle Style home in 1880-1, but the original Peabody and Stearns design was drastically altered by Chapman and Frazer in 1924 in favor of additions more Jacobethan in flavor. Recently altered is the carriage house (1880-1), also designed by Peabody and Stearns, although the shingled exterior and shingled oriel window have been retained.

"Roughwood," now the administration building of Pine Manor College at 400 Heath Street (129/440-39), was built in 1891 for William Cox, a Boston merchant. Designed by Andrews, Jaques and Rantoul, it was constructed of shingle, puddingstone, and conglomerate stone. "Roughwood" features two large turreted bays flanking a center entrance, a gable roof, paneled brick chimneys, and windows and dormers placed in balanced formation.

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"Weld", the inherited country home of Larz and Isabel Anderson, was designed in 1885 by Edmund Wheelwright in a Shingle/Richardsonian Romanesque style, although a later Little and Browne addition built by the Andersons was in the Beaux-Arts mode. Like "Roughwood," the original portion was constructed of stone and brick. In 1889 a large carriage house (Q-4) was constructed on the estate; its west entrance is said to have been directly inspired by Touraine's Chateau de Chaumont, and although not built in the same style as the mansion, the structure was compatible in massing, turrets, and rooflines.

Finally, "Bournewood", at 300 South Street, designed by William Ralph Emerson for Dr. Henry Rust Stedman, was a fine example of the Shingle Style until altered in its transformation from a single family home into a psychiatric hospital.

Formalism is carried to an extreme in the Second Renaissance Revival style of the Brandegee estate (98/357-3), designed in 1894 by Little, Brown and Moore and enlarged in 1901 through the addition of a third story. Each floor is articulated differently; window treatment changes at each story and niches with marble busts adorn the central pedimented portion on the west facade. Related to this stylistically is the Neo-Classical structure at 50 Goddard Avenue which was designed in 1902 by Peters and Rice for Charles Weld. The house was expanded and greatly altered in 1953 under the ownership of the Greek Orthodox Church. Peters and Rice also designed the country estate of Frederick Gay (135 Fisher Avenue) in a similarly restrained and formal manner with a brick and stone symmetrical facade adorned with classical elements.

Expressive of a completely different mode is 120 Seaver Street (N-85), a stone mansion built in Marquette, Michigan in 1890 and moved to Brookline in 1903 by its owners John and Mary Longyear. The only domestic Brookline example of the Victorian Romanesque style, the house has a symmetrical facade which is dominated by its entrance consisting of three rounded arches supported on short stone pillars.

Historic revival styles are well represented by a group of suburban estates. Perhaps the most familiar and visible Georgian Revival property is Little and Russell's 15-19 Catlin Road, built for Robert Stone in 1925. Although its doorway is of Federal derivation, its other features are clearly attributable to the late Georgian period, not surprisingly since Arthur Little was an accepted authority on Georgian Revival architecture. Variations of the style continued to be constructed through the 1930s.

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Examples which can be seen on Sears Road, Cottage Street, and Sargent Road were designed by such architects as Perry, Shaw and Hepburn; Strickland, Blodgett and Law; and Coolidge, Shepley, Bulfinch and Abbott. Although somewhat smaller than their Jacobethan and Shingle Style neighbors, these houses are more formal and self-conscious, lacking the rambling floorplans and comfortable, rustic-like ambiance of many of the estates built between the 1880s and the onset of World War One.

Last of the historic revival style mansions to be cited is the former home of Anna Sears at 20 Newton Street which dates from 1922; it is an example of the Spanish Colonial Revival style. The main house, which once dominated 49 acres and is now the administration building of the Dexter School, has a stuccoed exterior, tile roof, enriched classical door surrounds, iron window grilles, and small balconies.

2. Row Houses

The arrival of regular and reliable public transportation in Brookline by the mid 19th century made a number of areas easily accessible to Boston and consequently desirable for residential purposes. The construction of rowhouses provided an answer to the demand for housing on costly and limited amounts of land. Given the narrowness of the lots, these houses were generally one room wide and three rooms deep with a side hall. Except for the houses on either end of the row, at least one room per floor was windowless. On wider lots, the houses measured two rooms across with a side hall. Like their Boston predecessors and contemporaries, these houses featured bow or bay windows to create a visual rhythm on an otherwise flat facade and to capture as much sunlight as possible.

Longwood has the oldest collection of rowhouses, the earliest of which dates from 1855 (5-11 Hawes Street, Longwood National Register District). On Monmouth Court and Street are blocks of brick attached houses, in many respects an extension of the architectural style and building type found in the newly developed Back Bay. Built in the mid 1870s with flavorings of the Panel Brick and Picturesque styles, 10-18 Monmouth Court (Longwood National Register District) was designed by George Putnam and 69-77 Monmouth Street was designed by George Tilden. Somewhat later is the Peabody and Stearns-designed trio of single family houses at 101-105 Longwood Avenue executed in the Queen Anne style with towered bays and diamond pane windows.

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Coinciding with the newly widened and redesigned Beacon Street was the construction of blocks of row houses bordering Longwood. Loosely described as Romanesque, the blocks at 1043-9 (N-4) and 1053-71 Beacon Street are among the oldest on the street and evince a preference for round arches, surfaces of rough textured masonry, and accents of sculptural decoration found particularly above the entrance. Of equal importance are the wall dormers which found popularity in a number of Back Bay houses, particularly those designed by H.H. Richardson and advocates of his design. Both Beacon Street blocks, one designed by Lewis and Paine and the other by Silas Merrill, retain a residual interest in panel brick detailing, as seen in the top floors.

J. Williams Beal and Fehmer and Page also designed attached single family houses on or near Beacon Street. Those built in the Chateausque style, popular during the late 1880s and 1890s, 15-27 Kilsyth Road (23/107-10-16) and 316-326 (S-3) and 350-366 (S-1) Tappan Street, were built of brick with Brighton stone, fieldstone, or Roxbury stone trim. Three and one-half stories in height, they feature asymmetrical facades, irregular silhouettes, panel and patterned brick work, and steeply pitched roofs with dormers, towers, and elaborately detailed chimneys. Steep roofs and steeply sided gable dormers as well as basket handle arches at the first and second floor windows, elements of the Chateau style, can also be found at 1748-54 Beacon Street (1892; K-50). Here the conical roof atop a three story bay creates the familiar tower motif which can be seen, particularly west of Coolidge Corner, in other Chateausque style buildings such as 1751-63 Beacon Street (1889; K-51), as well as those more influenced by the Queen Anne style: 1575-77 Beacon Street (1893; K-42); Shepley, Rutan and Coolidge's 1394-1408 Beacon Street (1890; K-30); and 1748-54 Beacon Street (1892; K-50), designed by Lewis and Paine.

Another group, built between 1887 and 1899, exhibits characteristics of a Medieval English style, with steep roofs, paneled chimneys with chimney pots, diamond pane windows, and Jacobethan gables. Examples can be found at 12-16 Corey Road (1896; 23/166-14-16); 234-42 and 254-8 Walnut Street (1887), designed by Henry Ives Cobb; 59-71 Griggs Road (1899); and 6-11 Griggs Terrace (1906).

A Flemish type style was used in a block of seven townhouses (S-2) designed in 1890 by Fehmer and Page on Tappan Street. Detailing includes volute buttresses and pinnacles of limestone on the massive Flemish gables. The only other group of townhouses fashioned in a similar style is found at 178-86 Naples Road in

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North Brookline, built in 1895 and designed by Rand and Taylor. Flemish gables can also be seen in the design of 1680-2 Beacon Street (1891; K-47) and at 1485-95 Beacon Street (1896; K-37), but here they are mixed with more classical details.

Classical Revival styles and their derivations, Georgian, Colonial, and Federal Revivals, are the norm for many of the attached houses built on or near Beacon Street between c. 1890 and 1910. Among the earlier, purer examples are 1712-26 Beacon Street (1895; K-49), designed by A.L. Darrow; 45-55 Garrison Road (1892; S-4), designed by Fehmer and Page; 154-60 Salisbury Road, the work of Benjamin Fox; and Ball and Dabney's 74-82 Monmouth Street. Palladian windows, semicircular fanlights, quoins, modillioned and/or dentilled cornices and Doric or Ionic porch columns are typical features, often joining swan's neck pedimented entrances, window heads with flared ends, keystones, and Gibb's motifs around the doorways as in the design for 1019-1029 Beacon Street (1895; K-1) and 76-96 Harvard Avenue (1903; 35/171-6-17).

3. Multi-Family Housing

a. Two-Family Houses

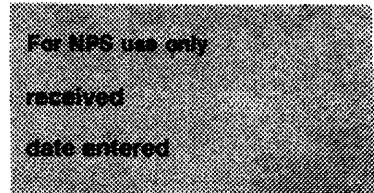
Structures housing two families fall into two categories: double houses in which the units exist side by side and are divided by a vertical party wall, and two-family houses which are divided horizontally with one unit atop the other.

The earliest known example of this type is the Griggs-Downer House, built prior to 1790 on Washington Street in Punch Bowl Village (now Brookline Village). Early extant examples include 30-2 (30/141-28) and 38-40 Webster Place (1855; 30/141-27); 21-23 White Place (1855; L-7); and 167-9, 173-5, and 187-9 Walnut Street, all built in the late 1860s and early 1870s. None of these houses were owner-occupied; all were instead built for income-producing purposes. In North Brookline is a small group of double houses including 120-2 Browne Street; 221-3 Freeman Street; 11-13 Craig Place; and 142-4 Pleasant Street. The latter is the oldest, dating from 1865, but all were part of a small area settled by the Irish in the late 1860s and early 1870s. Tenants included town employees and a good many gardeners, coachmen, and laborers who worked on neighboring estates.

Double houses built after the Civil War, particularly in the 1880s and 1890s, were designed in a variety of styles including Panel Brick, Mansard with Stick Style details, Queen Anne, and Shingle.

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A group of these is found in the Cypress/Emerson area and includes 156-8 Cypress Street; 34-6 Cypress Street (P-14), and 41-3 Waverly Street (P-19) (Panel Brick); 39-41 (P-3), 47-9 Cypress Street (P-4) and 53-5 (P-26) and 58-60 Davis Avenue (Mansard with Stick details); 31-3 and 35-7 Elm Street and 42-4 Cypress Street (P-13) (Shingle); and 62-4 (P-11) and 70-2 Cypress Street (P-10) (Queen Anne). On Washington Street, 615-19, 659-61, and 609-11 are three more fine examples of the Queen Anne style. In many of the above examples, the two-family nature of the house is disguised and the illusion of a single-family house has been created, typical of Victorian suburban developments. This trend prevailed in some cases through the 1920s, as can be seen in the instance of 1126-28 Beacon Street. Among the architects of the above-mentioned houses were Charles Rutan and William Ralph Emerson.

b. Three-Family Houses and Tenement Blocks

Brookline's free standing three-family houses can be found in numerous neighborhoods, but most are concentrated in "The Point," a residential area southwest of Brookline Village, and on those streets which lead to "The Point," particularly Cypress Street and Walnut Street. Clusters can also be found to the southwest of the intersection of Route Nine and Hammond Street and in the Eliot Street neighborhood. Attached three family houses, built by and for a different socio-economic class, line many parts of Beacon Street as well as the lower portion of Corey Hill and ascend many of the streets of Aspinwall Hill.

It is appropriate to draw the distinction between three-deckers and tenements or tenement blocks. The latter terms were used as technical ones in building permits and tax lists to indicate housing for members of the working classes. In general these buildings are three or four stories tall with flat roofs and minimal detailing. Of frame construction, their design was strictly utilitarian. Examples in Brookline include: 42 Prince Street; 66, 128, and 156 Chestnut Street; 95 Walnut Street; 225 and 229 High Street; and 6 and 17 Roberts Street. The oldest, 95 Walnut Street, dates from 1887 and is a variation of the Italianate style. Most of the others date from the 1890s.

Triple deckers, or three-decker houses, were built primarily in the Queen Anne and Colonial Revival styles, although examples of the Shingle Style can also be seen. Classic examples have triple-tier porches; three-story bays; and flat, gable, or hip roofs, as illustrated by 8, 20, and 66 Jamaica Road, 1148 Boylston Street, and 211-13 and 215-7 Reservoir Road. John Pineo, John Brauneis,

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M.D. Mealey, Lawrence Cantwell, and A.J. Halfenstine were among the most energetic architects/builders of this housing; in some cases the builder was also the owner and often lived on one floor while renting out the other two. Sometimes the majority of lots on short streets such as East Milton Road, Washburn Terrace or Edwin and Mulford Streets were built up with three-family houses in the space of two or three years.

Queen Anne types can be found at 98 Cypress Street; 231 High Street; 62 Chestnut Street; 122 Davis Avenue; and 10 and 15 East Milton Road. In the case of the Davis Avenue and East Milton Road buildings, both Queen Anne and Shingle Style elements can be seen, especially in the third-floor dormer window wrapped with shingles. Among the more typical features are clapboards on the first floor and shingles above, consoles, sunburst and fan motifs, fan brackets at the doorway, turned porch posts, and aprons.

The Colonial Revival style can be found throughout all of the areas in which triple deckers were built; in some cases, such as 1253 Beacon Street (1907; K-16) and 15 Linden Street, it was incorporated into the design of "double" triple deckers or six-family apartment houses. Often sporting a symmetrical facade (usually a center entrance flanked by two rounded or angular bays), Colonial Revival types were in most instances clapboarded with such familiar Colonial Revival details as swan's neck pediments (166 Chestnut Street); Palladian windows (765 Boylston Street, 160 Chestnut Street, 18 East Milton Road); wide entablatures with dentils; classical porch posts; and Federal style entrances (elliptical fanlights with sidelights). Three triple deckers on Walnut Street (115, 148 and 150), as well as 3 Upland Road, constitute a group of Colonial Revival houses with elaborate ornamentation, generous porches, and spacious bays, all of which contribute to their sense of middle class respectability.

Of particular interest in the Colonial Revival category are 1253 Beacon Street (1907; K-16) with handsome classical decorative details similar to 48 Babcock Street (designed in 1902 by Kilham and Hopkins) and a series of triple deckers built around a courtyard on Middlesex Road in Chestnut Hill (1907, 1913; O-33), all sporting monumental two story columns topped by rich Corinthian capitals.

The fifteen years between 1895 and 1910 were the most active for the construction of these building types, although the period between 1910 and 1915 showed sustained interest and marketing appeal. After 1915, wooden triple deckers were outlawed because

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of fire code regulations; a handful of brick and stucco versions were built after 1915.

Although many of Brookline's triple deckers were built for the middle class, there was, according to Douglass Shand Tucci, author of Built in Boston, a social hierarchy of triple-deckers, and Brookline's examples are no exception to this observation. Elegant three-decker homes can be found in brick blocks, particularly along Beacon Street. For example, 1803-1821 and 1791-1801 Beacon Street (K-57) were designed in 1907-8 by Murdock Boyle and joined at their narrow rather than wide ends to afford a maximum amount of light. Rounded bays alternate with flat facades, creating a distinctive rhythm on the street, while Federal Revival, Art Nouveau, and Romanesque/Renaissance detailing has been incorporated into a unified facade.

Nearby on Strathmore Road (Area R) is another series of attached triple deckers, designed by Boyle and James Hutchinson between 1904 and 1908. Again using the rounded bay/flat facade format, the architects have introduced Romanesque/Renaissance Revival detailing into their designs: stone coursing, stone panels at the first floor, and high window transoms. Early occupants in both examples included lawyers, manufacturers, business executives, accountants, doctors, and engineers, almost all of whom commuted to work in Boston.

c. Apartment Blocks

Among Brookline's earliest apartment blocks were those modelled along the French flat concept: a single unit occupying the whole or part of a floor. Some offered private kitchens as well as full bathrooms, sizable reception areas, private living quarters and servants' quarters. Others did not have full kitchen facilities, but rather included a communal dining room on the first floor of the building. Generally, their height did not exceed four stories in order to conform to the scale established by older town houses and other residential structures. In other instances and, for the most part, buildings dating from the late teens and early 1920s, they were taller. Among the architects of the older apartments were men who had established their reputations in the designs of Back Bay apartments, including Benjamin Fox and Samuel D. Kelley. Other architects were of wider repute: Ralph Adams Cram; Kilham and Hopkins; and Winslow and Wetherell.

Brookline has been the place for many innovations in multi-family housing, beginning with the Hotel Kempsford (13-21 High Street and

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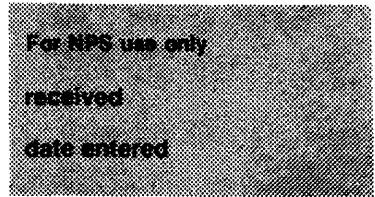
64 Walnut Street, 1875; 72/314-12, 12A) and the Hotel Adelaide (72 Walnut Street, 1875; 72/314-11), claimed by their architect Obed F. Smith to be the first duplexes constructed in the Boston area. Richmond Court (K-14), built in 1898 and designed by Ralph Adams Cram, was "probably the first apartment house in the northeast United States massed and detailed like a great Tudor manor about a courtyard opened to the street." (Tucci, p.118.) Finally, Longwood Towers, originally called Alden Park Manor (1922-25, 20 Chapel Street, Longwood National Register District) and designed by Kenneth DeVos, dispersed the courtyard apartment building concept into five detached towers sited in a garden setting. A three-story underground parking garage, probably the first in the Greater Boston area, was concealed by the landscape.

In addition to these "firsts" are apartment houses, many of which are located on Beacon Street, which make their own contribution to the streetscape, either through the consistency of their designs (1070, 1080, 1090-1120, 1569-71 Beacon Street (K-5, K-7, K-8, and K-41)) or by their unique architectural style: 1272 Beacon Street (K-18), with Spanish Baroque detailing, and 1470 Beacon Street (K-35), The Colchester, a Second Renaissance Revival style building. Undeniably, Richmond Court inspired a number of other English Tudor types, including Hampton Court at 1223 Beacon Street (1903; K-15) and The Tudor and The Raleigh at 1834 Beacon Street (1902; K-59) as well as those built around a courtyard setting: 1862-70 Beacon Street (1908; K-61); 1673-81 Beacon Street (1911); and 1450-4 Beacon Street (1925; K-33). Certainly the grandest of this group is The Stoneholm, designed by Arthur Bowditch in 1907 (K-38), "a splendid Baroque extravaganza that holds the high ground above Beacon Street with great distinction." (Tucci, p. 145.)

Finally are two surviving examples from the early 1890s of flats built over commercial/retail space. In the instance of The Willard (1890; K-27), a brick and brownstone Beacon Street structure designed by S.D. Kelley, merchants and executives occupied the upper floors while a provisions store, grocers, fancy dry goods shop, and druggist were situated on the first. In contrast is 30-34 Station Street (1892; 30/140-4) in Brookline Village, a four-story block with deep cornice, decorative brickwork, and three-story bays supported by heavy brackets and cast iron columns, designed by Winslow and Wetherell in 1892-3. Here first-floor occupants were commercial in nature: an express office, upholsterers, and real estate office, while renters of the apartment hotel units included a registrar, engineer, clerk, and salesman.

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4. Workers' Housing

Although lacking the industrial history of other Boston suburbs, Brookline still witnessed housing built for and/or by workers, defined in the street lists as manual laborers, footmen, coachmen, gardeners, chauffeurs, day laborers, teamsters, and carpenters, among other occupations. Found in the form of one, two, and three-family housing in small clusters, particularly in and around Brookline Village, most of the structures were built in the 1870s or later. However, older ones can be seen at 17 Davis Avenue, a late Federal/Greek Revival house; at 4-11 Davis Court, a double house with Greek Revival features built sometime between 1844 and 1855; and on White Place, where one and one-half story vernacular Italianate cottages, built in the early 1850s and 1860s, feature bracketed hooded entrances, 2/2 windows, single-story bay windows with paneled inserts, and low pitch roofs with deep eaves. On Hart Street and Franklin Court are cottages of the same size dating from the same period. In many cases, they have been sided and simple detailing has been removed. A number of the structures on Hart Street, some of which were built in the late 1840s, were moved to their present location from just north of Route 9 in the early 1870s at which time some of the remaining decorative feaures were added.

Also located near the commercial village are free standing and attached Mansard style homes, generally one room wide and two rooms deep, with an ell and side hall entrance, such as those found on Harvard Place, Tabor Place, and School Street.

The largest collection of workers' housing was located in "The Farm" and "The Marsh," areas around the intersection of Route 9 and Washington Street which were demolished through an urban renewal progarm in the 1960s. Now the greatest concentration of this type of housing is found in "The Point" and along the western portion of Boylston Street, especially near Eliot Street. In "The Point," one, two, and three-family houses with alterations ranging from moderate to irreversible can be found on almost any street. Late Italianate style single-family dwellings such as 10 and 21 Rice Street are found a few blocks from three-family Queen Anne types: 105, 107, and 109 Franklin Street.

Although a number of these houses were built by workers, there is also a collection built for them. Two on High Street Place, 3-5 and 7-9, both dating from 1894, were built by the Lawrence Foundation, acting through Hetty Lawrence Cunningham, a trustee. The foundation, established to provide "improved dwellings for the

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poorer classes at reasonable rates" and the creation of Sarah E. Lawrence, was also responsible for the erection of The Groton at 14-16 Roberts Street and The Kansas at 18-20 Roberts Street. Another double house, 244-6 Cypress Street, is similar to those on Roberts Street and High Street Place; it was built in 1890 by the foundation. Somewhat later are four double houses on Highland Circle: 71-3; 75-7; 91-3; and 95-7, built between 1914 and 1916 and inspired by a program established by the Massachusetts Homestead Commission to "provide good housing for workers." The architects of these four homes were Kilham and Hopkins.

C. Commercial Architecture

For the most part, commercial activity in Brookline has been oriented toward providing goods and services to local residents and to individuals travelling to and from Boston. The town's first commercial center grew near the intersection of Washington and Boylston Streets, not far from the cart bridge leading from Brookline across Roxbury into Boston. Responding to the introduction of new transportation routes and modes, commercial activity spread west along Boylston Street and north along Washington and Harvard Streets. Other commercial areas in the town have developed in response to residential development. During the mid-1960s urban renewal razed a number of buildings along Washington Street which had housed local businesses dating from at least the second half of the 19th century.

It is doubtful that there was much commercial activity in the 17th century since the population was so small. Farming dominated the town's economic life. During the 18th and early 19th centuries the Punch Bowl Tavern, built c. 1717 and located near the intersection of Washington and Boylston Streets, was the nucleus of much of the commercial and political life of the town, offering refreshments to travellers journeying via stagecoach, wagon, or horseback through Brookline from the north or west. Other taverns in the town included the Dana Tavern, near the location of the present L'il Peach in Harvard Square, which catered mostly to out-of-town produce dealers; and Richard's Tavern (c.1770) which once stood on the site of the present 517 and 521 Heath Street and was frequented by post riders and coaches. Also noted in written records was a store on School Street, a shoemaker nearby, and a blacksmith shop at the intersection of Newton and South Streets which enjoyed business attracted by a neighboring sawmill.

At the close of the 18th and opening of the 19th century, a number of commercial interests continued to be located near the Punch

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Bowl Tavern and to the immediate north of that site. Brick and lumber yards were located along the Muddy River, as were oyster beds, while Abbott's Wharf, built near the remains of the Brookline fort on the Charles River and specializing in shipping lumber, was active at this time and remained so through the 1870s.

Until the mid-19th century, Brookline Village, especially Boylston and Washington Streets, had been the only significant commercial area in the town. During the mid-1850s, however, a second emerged, prompted by the extension of the Mill Dam Road from one end of Brookline to the other in 1850-1. By 1857 commercial activity could be found at the intersection of Beacon and Harvard Streets (now Coolidge Corner), where members of the Griggs and Coolidge families financed the construction of the Coolidge and Brother store which offered household provisions as well as oats and hay.

The Brookline Village commercial area, much of which is listed in the National Register, continued to grow during the second half of the 19th century. Blacksmith shops, livery and boarding stables, shoe and boot makers, as well as grocery, dry goods, and feed stores, apothecaries, and watchmakers could all be found in that area, many located in wooden commercial blocks which were replaced with brick ones after the Civil War. These blocks, a number of which contained housing on the upper floors and stores and shops on the ground floor, were built along Washington and Harvard Streets as well as Boylston Street as the village spread north and west. Many of them featured intricate brick patterns and designs. Two hotels, Brookline House and Darrah's, offered lodgings. Among the architectural firms designing structures in the commercial area at this time were Shepley, Rutan and Coolidge (256 Washington Street) and Hartwell and Richardson (1 Harvard Street).

With the arrival of the electric streetcar on Beacon Street in 1889, Coolidge Corner's growth rapidly accelerated. As in the Village, some of these buildings had housing on the upper floors and shops and stores on the first.

A third commercial area, Washington Square, is found at the intersection of Beacon and Washington Streets. Buildings here date from the early decades of the 20th century, and goods and services are oriented to the large residential population found in the apartments and private homes on either side of Beacon Street within a five-block area.

Smaller commercial activities can be found on the lower part of Beacon Street, between St. Mary's Street and Carlton Street,

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serving the residential areas of Cottage Farm and Longwood; at Putterham Circle in South Brookline, at the intersection of Newton and South Streets; and on Boylston Street, around the intersection of Hammond Street. All these areas took on their present appearances during the 20th century. Finally, there is the Brookline portion of Commonwealth Avenue's "Automobile Row." The 1928 structure located at 808 Commonwealth Avenue (4/17-1) was designed by Albert Kahn. Like its Boston counterparts, it was built as an automobile showroom but has outlived its usefulness as such.

Four other commercial properties of note, three of which are included in the proposed Beacon Street National Register District, are recommended for Register designation. The oldest is the Medieval Style S.S. Pierce Building (K-22), a stucco and half-timbered structure designed in 1898-99 by Winslow and Wetherell and probably the most familiar building in the area if not the entire town. It was built near the site of the Coolidge and Brother store and dominates the northwest corner of the intersection of Harvard and Beacon Streets. Across on the southeast corner is the former Boulevard Trust Company building (K-21), now Bay Bank, an Art Deco style structure built in 1930 with an almost unaltered interior from that era. A second bank building at 1341 Beacon Street (K-24) is a Neo-Classical structure, built in 1919 and designed by noted bank architect Thomas James. George Jacob's 1926 Arcade is located at 314-320 Harvard Street (16/82-5). With its two stories of shops and offices surrounding a skylit atrium, this building is unique to Brookline. Its interior has remained relatively unchanged.

D. Industrial Buildings - Manufacturing

Brookline's industrial history includes a variety of small-scale activities in numerous locations throughout the town. Because industry was so limited and the structures which housed the activities so few, all surviving, relatively intact buildings have been nominated and sites of early industries noted.

The earliest recorded industrial activity was a grist mill dating from the latter half of the 19th century on the Muddy River, part of which belonged to Griffin Craft (Croft), probably the first white settler in the area. Another early industry was a chocolate mill dating from the 1870's, located at the outlet of Willow Pond and converted into a forge during the War of 1812. In South Brookline, Erosamon Drew bought 64 acres of wooded land near the present Newton line, and in 1693 built his sawmill on Mother

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Brook, off Newton Street, which served as an outlet of what was later called Hammond's Pond.

The major industry which developed during the 18th century was tanning. Howe's tannery was located near the depot in Brookline Village, while Robinson's and Withington's tanneries were located just outside Washington Square on the north side of Washington Street between Aspinwall and Corey Hills, on Tannery Brook. Brighton was the chief market for livestock in New England, and it was a short distance to haul the hides from the Brighton slaughterhouse down Washington Street into Brookline. The period after the Revolution and before the Civil War saw an increase in production at the three tanneries. In 1837 they processed 2500 hides totalling \$16,000, while in 1845, \$21,345 in leather goods was produced.

A short-lived industry was ship building, found at the Charles River. Joshua Magoun and Francis Turner owned a shipyard near Abbott's Wharf, where between 1832 and 1836 six ships were built, including barques, schooners, and brigs.

As in other parts of New England, the second half of the 19th century in Brookline, particularly those years after the Civil War, witnessed a growing economy and a variety of industries which, although small, encouraged the expansion of the town. Carriage and harness manufacturers could be found in Brookline Village, along with cabinetmakers such as John Koch, a German immigrant who opened his business at 300-2 Washington Street in 1860. It was eventually reorganized into the American Screen Company which developed the original patent for metallic window screens whose wooden frames, reinforced with metal, slid in tracks nailed to window frames.

Koch's contemporary John Shields owned John Shields and Company, manufacturers of fresh and salt water fishing tackle. Shields lived at 47 Waverly Street (P-18), just outside the commercial village; his small factory, employing twelve to fifteen workers, was located on nearby Cypress Street where a process for water-proofing fishing lines was perfected and patented. Next to Shields at 112 Cypress Street (37/189-32) were the office and factory of the E.S. Ritchie Company, manufacturers of "instruments and apparatus pertaining to physical science." The firm's specialty was navigational compasses; its liquid compasses, which were handmade, were invented and patented by Ritchie in 1862 and 1863 and used by the United States Navy until after the war, at

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which time regulations were changed to allow mass-produced compasses.

The Brookline Gas Company, organized in 1851, built three brick gasometers; the last of the three, which dated from 1872, was demolished in the fall of 1984 to make room for a parking lot. The largest industry in the late 19th century, however, was the Holtzer-Cabot Electric Company, begun in 1874 by Charles Holtzer, who emigrated to the United States from Germany. In 1880 he started the town's first telephone exchange, and in 1887 he entered into partnership with George Cabot; their company manufactured electrical appliances, batteries, bells, switches, dynamos, generators, and telephone equipment. The company reached its apex during the 20th century, growing from an original thirty employees to five hundred by 1906. The Holtzer-Cabot Building, located on Station Street in the Brookline Village National Register District, still has its original water-powered freight elevator. In 1915, the business needed more room to expand and moved to Roxbury.

As stated earlier in this narrative, agricultural activity dominated the Brookline economy until the second half of the 19th century, at which time the arrival of public transportation on a large scale ushered in the transformation of Brookline from a predominantly farming community into a suburban one. From its 17th century beginning as pasture for Boston cattle and other livestock to its 18th and 19th century existence as market garden for the city, Brookline's identity was intimately related to the productivity of its soil, fine supply of timber, and other physical assets. In 1820 persons engaged in agricultural activity numbered 215 (compared to twelve for commerce and thirty for manufacturing). Twenty years later, the numbers increased to 325; forty; and forty-seven, respectively. For both years cited, the figures for those earning their livelihood from farming represent almost one quarter of the total population. In 1845 the value of Brookline products totalled \$212,635.69; of that figure \$191,308.69 represented agricultural products.¹ Among the most prominent market

¹ Principal crops were hay (1,789 tons worth \$25,046); apples (15,913 barrels totalling \$19,891); milk (93,440 gallons worth \$15,573); potatoes (30,869 pounds equalling \$12,347); and cider (1,044 barrels representing \$1,044). Vegetables and fruit grown for the markets included peas, beans, green corn, cucumbers, beets, onions, parsnips, turnips, squashes, and grapes.

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farming families were: Ward, Davis, Stearns, Griggs, White, Crafts, Corey, and Jones (Moses). Two surviving farmhouses at 786 and 808 Washington Street belonged to the Corey family; the former dates from the mid 19th century, the latter from the early 19th century (21/96-10; 21/95-4).

Today there is only one remaining working farm in Brookline: Allandale Farm (98/357-4-13), a 105-acre tract of land which was originally part of Faulkner Farm (see Brandegee Estate, 98/357-3). As late as the 1960s, it was worked as a private farm, but in 1968 became a commercial enterprise. Located on the property is the John Harris House, built before 1788.

E. Industrial Buildings - Service

Of particular interest among the buildings in this category are the gatehouses and reservoirs associated with the municipal water system begun in the 1840s. In Brookline a small granite ventilating chamber still remains, located off Reservoir Road (O-43A). A two story granite pumping station at the Boylston Street Reservoir dates from the same time, as does the reservoir itself (76/324-10), built by and for the City of Boston to supply a reservoir on Beacon Hill; it was purchased by the Town of Brookline for \$150,000 in 1902. Finally, a gatehouse at the open reservoir (N-67) on the top of Fisher Hill was designed in the mid 1880s; it was probably the work of Arthur Vinal.

Few buildings remain to illustrate the transportation industry in Brookline, but the two open-sided tile-roofed transfer stations at Coolidge Corner are the originals, built in 1901 by the West End Street Railway which ran the first electric trolley in America up Beacon Street on January 1, 1889. The wooden car barn at Cleveland Circle for the Beacon Street line was demolished recently to make room for a modern facility, but a substation designed by Peabody and Stearns in 1911 for the Boston Elevated Railway Company, which is now part of the MBTA system, remains at 19 Webster Street.

The Brookline telephone exchange offices, owned by New England Telephone, are located at 23-29 Marion Street. Designed in 1916 by the well known architect, R. Clipston Sturgis, who also designed the main branch of Brookline's public library, this structure is the third home of the telephone company. The town's first telephone exchange was established in 1880 and located in a small room in the Joyce Building in Harvard Square; it was moved into a

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small brick building on Aspinwall Avenue in 1901 and although a second building was erected there to accomodate the increase in business, the company moved to Marion Street, constructing the present building on the former Munroe Goodspeed estate.

F. Public/Civic Architecture

Publicly owned and used buildings are scattered throughout the town and include schools, fire stations, branch libraries, the town hall, the police station, and recreational facilities.

During the 18th century the town was divided into four school districts with four one-room schoolhouses to serve the areas. Of the four, only one remains standing: the Putterham School (Q-3), dating from about 1768 and moved a short distance from Grove and Newton Streets to its present location in Larz Anderson Park in 1966. The school was enlarged in 1840, and a shed for coal and wood storage was added in 1847.

Of the other school buildings in Brookline, only one which is still used as a public school dates from the 19th century: the Pierce Primary School (1855; 1904), listed in the National Register as part of the Brookline Village District (1979). The Sewall School on Cypress Street dates from 1891 but is no longer used as a public school. It was designed by Cabot, Everett and Mead, while the Winthrop School, designed by Peabody and Stearns in 1888, is now a recreational facility. Nineteenth century school structures designed by such prestigious firms as the two mentioned above have been replaced by newer structures, most of which were built between 1930 and 1972. The Baldwin School (O-3), now the home of the Brookline Early Educational Program, was designed in 1927 by Kilham, Hopkins, and Greeley. It lies within the proposed Chestnut Hill Historic District and compliments other structures in the area in size and scale.

The Town Stable, now the Town Garage (73/316-1), is located at 237 Cypress Street. The original 1874 structure was designed in the Gothic Revival style by Charles Kirby; a large Georgian Revival addition dates from 1898 and is the work of Peabody and Stearns. Built during the same era as a former Brookline Village fire station, the Victorian Gothic Town Hall (demolished), and other public buildings, the Town Stable reflects the emerging sense of municipal responsibility and administration which began to rapidly develop in Brookline after the Civil War.

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There are six fire stations in Brookline, two of which are listed in the Register. A third, dating from the late 1890s, is located at 665 Washington Street (43/215-6). Its architect, G. Fred Crosby, was a Brookline resident and designer of a fire station (now demolished) in the Coolidge Corner area. The station at Washington Square was built by Brookline mechanics, and its unique architectural style includes the influence of Flemish architecture with a touch of the Italian Renaissance.

Other town-owned properties of architectural or historical merit such as the main branch of the public library are already listed in the National Register. It is interesting to note that the first building constructed by the town as a town hall (as opposed to meetinghouse) still stands. A Federal/Greek Revival two-story stone structure, it is now attached to the First Parish Church on Walnut Street in the Town Green National Register District and used as the parish hall.

G. Private Institutional Architecture - Religious

Throughout the town are over twenty-five churches and synagogues built before the First World War. Of these, five are already listed in the Register: St. Mark's Church; Church of Our Savior; Sears Chapel; First Parish Church; and Swedenborgian (now Latvian-Lutheran) Church. During much of the 18th century, Brookline's population attended services in the meetinghouse constructed in 1714 near the intersection of Walnut and Warren Streets. Until 1717, at which time the congregation of the Church of Christ in Brookline was formed, Brookline residents worshipped in Roxbury. The second meetinghouse, like its 1714 predecessor, also served as a town hall. It was designed by Peter Banner in 1806. Until the late 1820s, there was only one denomination in Brookline, with the exception of a Baptist family who attended services in Newton. The "unity of faith" was broken in 1828, however, with the formation of the Baptist church in Brookline by members of the Griggs, Coolidge, and Corey families. An Evangelical Congregational church was formed in 1844; an Episcopal congregation in 1849; Roman Catholic in 1852; and Methodist in 1873.

In 1849 Augustus and William Aspinwall and Harrison Fay, prominent members of the community, organized the congregation of St. Paul's Episcopal church which first met in the 1845 town hall on Washington Street. Richard Upjohn was soon hired to design a sanctuary. The Gothic-style church of Roxbury puddingstone (1851; 28/132-2) was built on land donated by Augustus Aspinwall. The church burned in 1977, leaving only the shell of the sanctuary. However,

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with the original walls intact, the reconstruction has been achieved with few changes, primarily the addition of solar roof panels. The parish hall (1895), to the north of the church, was designed by Julius Schweinfurth, while the rectory, located on Aspinwall Avenue (28/132-1), is the work of Peabody and Stearns. Built in 1885-6, it uses Roxbury puddingstone as the principle material in a Medieval Revival type design.

Three years after the formation of the Episcopal congregation, the Archdiocese of Boston, responding to a growing Roman Catholic population made up in large part of Irish immigrants, authorized the establishment of the parish of St. Mary of the Assumption. The congregation first held services at the Lyceum on Washington Street until a church was built on Andem Place. The building has since been absorbed into 9-21 Station Street. In 1873 the land on the corner of Harvard Street and Linden Place was purchased, and in 1880 work on St. Mary's new home commenced. Six years later this Victorian Gothic style edifice (31/148-4) by Peabody and Stearns was completed. The oldest portion of the three story rectory (31/148-3) was originally of Italianate style. The house was altered, enlarged, and bricked over c. 1880. The school adjacent to the church complex (31/148-5) was erected in 1906 and designed by Francis Joseph Untersee, architect of St. Lawrence's Church on Boylston Street. Joseph Finotti became the second pastor of St. Mary's parish in 1856. The following year he was responsible for purchasing thirty and one-half acres of land off Heath Street for the purposes of establishing a cemetery. Holyhood Cemetery's chapel (123/429-32), named for St. Joseph, is a small, English Gothic type structure located approximately one-half mile from the Heath Street entrance. Designed by Patrick Keeley in 1862, it is built of puddingstone with rough hewn granite trim.

One of four Catholic parishes established in Brookline, St. Aidan's was formed in 1911 to serve the growing number of parishioners who lived not only in the North Brookline community but also in Allston. Named for a seventh-century Irish bishop, St. Aidan's (6/27-2, 3) resembles a medieval village church and was designed by Maginnis and Walsh, nationally prominent designers of Roman Catholic churches and universities.

Although its congregation was formed in 1844, the Evangelical Congregational church did not build its Harvard Street church until 1871 (34/164-6). Edward Tuckerman Potter designed the sanctuary, using brownstone, marble, granite, and limestone. Like other churches of the period, this one reflects a High Victorian

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Gothic architectural flavor. Shepley, Rutan and Coolidge designed the addition of an auditorium and chapel in 1889. Although a 1931 fire destroyed all but two walls and the tower, the building was reconstructed, using the old foundations and much of the original floor plan.

Included in the proposed Beacon Street district (Area K) are three additional religious structures of National Register quality: Temple Ohabei Shalom, All Saints Church, and the Chinese Christian Church of New England. All were designed by well known architects (Clarence Blackall; Ralph Adams Cram, and Shepley, Rutan and Coolidge, respectively) and built of masonry. The oldest, All Saints Church (K-54) dates from 1898 and was designed in the Gothic style with a Tudor Revival rectory. The Chinese Christian Church at 1841 Beacon Street (K-60) was originally the home of the Leyden Church; it too was designed in the Gothic style, but is more reminiscent of an English country parish church. The Byzantine style brick, granite, and limestone structure of Ohabei Shalom at 1177 Beacon Street (K-11) is covered by a copper clad dome.

One block south of Beacon Street at 11 Charles Street is a Georgian-style structure, once the home of the Second Unitarian Society and now Temple Sinai (33/161-5, 6). Like Temple Beth Zion at 1566 Beacon Street, this structure is built of red brick and features a classical pediment supported by monumental columns.

H. Private Institutional Architecture - Social

Of the five principal social clubs in Brookline which existed at the beginning of the 20th century -- the Longwood Club, the Riverdale Casino, the Chestnut Hill Golf Club, the Warren Farm Golf Club, and the Country Club -- only the latter survives in Brookline. The oldest country club in America still located in the original location, with the first golf course to be built in the United States, is located at 191 Clyde Street (130/441-1, 49-53). The original house on the property, which once included a private race track, was completed in 1802. Since that time, the building has undergone so many alterations and additions that few vestiges of the early 19th century structure remain. The original 105 acres purchased at the time of the Country Club's organization in 1882 now make up only one half of the total holdings of the club.

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I. Open Space

Although densely populated and developed in some areas, Brookline retains some of the most attractive man-made and natural landscapes in the metropolitan area. Whether as a series of publicly owned parks and reservations or as part of privately owned estates, these open spaces are crucial components of the physical attractiveness of Brookline.

Oldest among the historic landscapes are the 18th century Town Green and nearby Burying Grounds, both included in the Town Green National Register District. Other open spaces of note, now town-owned, were once part of private holdings: Longwood Mall (Longwood National Register District) and Linden Park and Square (31/147-6A and 31/150, respectively). These two small open spaces are located in a substantially built-up residential area of Brookline Village which was once farmland known for its apple and cherry orchards. The two parks were created in 1843 when Thomas Aspinwall Davis subdivided his holdings into house lots according to the plans of Alexander Wadsworth. His action is an example of the popular practice in Brookline of creating a neighborhood around green space; other illustrations include Wadsworth's 1848 plan for David Sears's property (Longwood) and his 1843-4 plan for what is now St. Mark's Square.

The Boylston Street Reservoir and surrounding parkland (76/324-10) date back to 1848 at which time the City of Boston purchased land to construct a reservoir which would supply water to the Beacon Hill reservoir. When, in 1903, Boston decided to sell the facility, Brookline purchased it for \$150,000; more than one third of that amount was privately raised. Among the contributors were George Lee, John Charles Olmsted, Amy Lowell, Walter Cabot, Charles Weld, Walter Channing, Henry Varnum Poor, Moses White, Joseph Huntington White, and John Longyear. The Olmsted firm was involved with landscaping the area around the water which includes 32 acres set aside for recreational purposes.

Walnut Hills Cemetery (102/364), consecrated in 1875 and located in southwest Brookline, is part of the Victorian era's landscape legacy to Brookline. An example of the philosophy of the rural cemetery movement, Walnut Hills was laid out in the picturesque garden-style fashion popularized by the design of the Mt. Auburn cemetery in Cambridge in 1831. Walnut Hills' designer, Ernest Bowditch, was a prominent landscape gardener and civil engineer who worked with, among others, Frederick Law Olmsted, Sr. In Bowditch's plan, the preservation of the natural landscape was

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considered, and the lots laid out with little interference with the property's original landscape features.² Buried at this cemetery are two pre-eminent 19th century figures: Charles Sprague Sargent and Henry Hobson Richardson. Other artists interred here are Guy Lowell and John Charles Olmsted.

Holyhood Cemetery (123/429-42), laid out some eighteen years earlier than Walnut Hills, also reflects the mid-nineteenth century influence of romantic landscape cemetery planning. Among the graves found at Holyhood are those belonging to John Boyle O'Reilly, editor of the Boston Pilot, and Joseph Kennedy, financier and father of the late President.

Two other historic landscapes in Brookline, Larz Anderson Park (Q-1) and Sargent's Pond (80/331), were once part of private estates. The former was bequeathed to the town in 1949. Consisting of just over sixty acres of recreational space, the park includes several town-owned buildings such as the Widow Harris House (Q-2), the Putterham School (Q-3), and the Larz Anderson Carriage House (Q-4). Belonging to the Weld family as early as 1851, the land comprising the park was once part of the first private polo field in New England. After the estate was passed on to Isabel Weld Anderson, Charles Platt was hired to draw up plans for landscaping the grounds.

The site has been described as having an "English Park" feel, characterized by "the conscious manipulation of the landscape so that the eye is guided in its appreciation of the surroundings by the placement of trees or minor architectural features in the middle distance." Within the park are a number of hills and paths, an allee of trees, a lagoon, a small temple, fragments of garden urns, a pergola, and walls, and remnants of an Italian garden.

Sargent's Pond (80/331), once the focal point of the Sargent estate, is now part of a privately owned residential subdivision developed in the late 1920s. The pond, apparently created by Thomas Lee when he owned the property in the mid 19th century, was included in the landscaping plans of Charles Sargent for "Holm Lea", as he called his country home. One hundred and thirty acres

² Other landscapes designed by Bowditch include The Breakers in Newport, Rhode Island and the subdivision plans for Chestnut Hill and Aberdeen, Massachusetts.

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of land, this property was hailed by some as "the most outstanding estate in New England" whose "magnificent landscape, extensive collection of native and foreign trees and shrubs, and grand embrace of one hundred acres in extent created an estate of great interest for the study of landscape and ornamental culture."

IV. ARCHAEOLOGY

No systematic archaeological activity has been undertaken in Brookline; consequently, maps and written sources have been used to determine the following information concerning likely archaeological resources.

1. An Indian pallisade is said to have existed approximately on the present location of the Amory Playground (off Beacon Street).
2. Two Indian villages have been described in an essay by Mary Lee entitled "Indian Hereabouts." She specifies the south side of Walnut Hill, where there was a "sacred spring," and the site of the present Warren Field, formerly the Eliot Playground (off Eliot Street), as being the locations of Indian burying grounds.
3. The area around the intersection of the present Route 9, Washington Street, and Brookline Avenue was probably the location of the earliest houses constructed during the settlement period since this site was so close to the cart bridge which connected Muddy River the Roxbury Neck.
4. Erosamon Drew's 17th century house and saw mill were located off Newton Street near the Saw Mill Brook. A recent excavation yielded a number of artifacts (see attached report).
5. The Brook Street Playground was built on the site of the Peter Aspinwall House, built in 1660 and demolished in 1891.
6. Two late 18th century tanneries were located near Washington Square on a site which has since been intensively developed.

V. METHODOLOGY

A systematic survey of over 1800 buildings, structures, sites, parks, and other historic landscapes existing before 1927 was undertaken by the Brookline Historical Commission between 1976 and 1980. Although initially performed by volunteers under a paid

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supervisor, the inventory was later conducted by two paid consultants. Based on the survey data as well as the Massachusetts Historical Commission's Reconnaissance Survey Report (1980) and Historical and Archaeological Resources of the Boston Area, this Multiple Resource nomination has been prepared by Carla Wyman Benka and reviewed and edited by Greer Hardwicke and members of the Historical Commission. Research resources include History of Brookline by John Curtis; Some Old Brookline Houses, by Nina Fletcher Little; Historical Sketches of Brookline, by Harriet Woods; Land Ownership in Brookline, by Theodore Jones; Proceedings of the Brookline Historical Society, 1901-1980; as well as engineering maps, atlases, tax lists, street lists, and directories. A complete list of sources consulted can be found in the bibliographical section of this nomination.

Within the text of the narrative statements, those individual properties recommended for National Register listing are followed by a series of numbers in parentheses. In most cases, the first number is the construction date, and the numbers which follow the semi-colon refer to the Brookline Assessors' map, indicating the map page, block, and lot numbers for the property.

Districts recommended for National Register inclusion have been assigned an identification letter. Properties within each district have been assigned that letter as well as a number which refer to the letter and number on the survey form. Not all properties within each district have a survey form, but every property has been included in a list with its address, construction date, architect (if known), original owner, contributing or non-contributing status, and, when appropriate, a number for the accompanying district map. Representative or architecturally and/or historically unique properties within districts have survey forms.

A number of properties mentioned in this narrative are not being recommended to the Register but are nonetheless noted to provide a context in which to analyze those properties and districts which are presented for Register consideration. Those structures and landscapes which serve as outstanding and relatively unaltered examples of architectural styles, represent characteristic building or landscape types, or are associated with noteworthy designers, architects, landscape architects and landscape gardeners, historical personages, and/or events have been recommended.

Eight of the proposed districts are almost exclusively residential and have been proposed because of their historical associations or because, in their relatively unaltered states, each reflects the

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input checked="" type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input checked="" type="checkbox"/> conservation	<input type="checkbox"/> law	<input checked="" type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input checked="" type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input checked="" type="checkbox"/> education	<input type="checkbox"/> military	<input checked="" type="checkbox"/> social/ humanitarian
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-1930	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input checked="" type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input checked="" type="checkbox"/> invention		

Community Development

Specific dates See individual forms
Builder/Architect See individual forms

Statement of Significance (in one paragraph)

I. INTRODUCTION

The Brookline Multiple Resource Area includes ten historic districts and seventy-eight listings as well as five existing National Register districts (Pill Hill, with 127 properties (NR 1977), Longwood, with 83 properties (NR 1978), Cottage Farm, with 75 properties (NR 1978), Brookline Village, with 47 properties (NR 1979), and Town Green, with 64 properties (NR 1980)) and six existing individual National Register properties (St. Mark's Church (NR 1976), Olmsted Park System (NR 1971), George Minot House (NR 1976), Frederick Law Olmsted National Historic Site (NR 1966), John F. Kennedy Birthplace (NR 1967), and Edward Devotion House (NR 1978)). Dating from the 18th through 20th centuries, these structures, sites, districts, and buildings represent the town's historic development patterns, with its agricultural beginnings in the 17th century; the establishment of country estates by wealthy Bostonians at the end of the 18th and beginning of the 19th centuries; and Brookline's increasing urbanization and suburbanization starting in the second half of the 19th century and continuing through the 20th.

In any study of Brookline, three additional themes become evident. First, Brookline's physical location as the nearest suburb to Boston (surrounded by the city on the east, north, and south) has been a major factor in its economic viability, making it sensitive to economic, political, and physical changes in Boston. Secondly, the development of transportation routes and methods between Boston and Brookline has determined the sequence for development of different parts of the town. Finally, in many instances of residential development, conscious efforts were made to conserve open space and to preserve the natural physical features which were so important in drawing people to Brookline.

These themes are represented by the 18th century dwelling houses belonging to Brookline farmers and yeomen, early 19th century summer houses and villas of Boston merchants, planned residential neighborhoods of the mid- and late-19th century located near major transportation routes and nodes, and suburban estates of the late 19th and early 20th centuries. Also included are distinctive parks and historic landscapes, particularly those found in the area south of Route 9.

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The Brookline Multiple Resource Area possesses integrity of location, design, setting, materials, and workmanship and meets criteria A, B, and C of the National Register of Historic Places.

II. COMMUNITY DEVELOPMENT

Earliest mention is made of the hamlet of Muddy River, an outlying section of the Town of Boston, in John Winthrop's Journal in August, 1632: "Notice being given of ten Sagamores and many Indians assembled at Muddy River, the Governor sent Capt. C... with twenty musketeers to discover etc. but at Roxbury they herd (sic) they were broke up." The hamlet was one of the numerous locales including East Boston and Chelsea which Boston citizens chose for expansion purposes, finding it a "pleasant tract of marsh, meadow, and woodland."

Muddy River, having become a place to pasture swine and cattle while corn was grown in Boston, earned the name of "Boston's Common." In 1634, a cart bridge was constructed over the Muddy River, linking Boston to this area. That same year, when Thomas Hooker and his followers requested either more land to "accommodate their cattle" in Boston or permission to move on to another location in the Massachusetts Bay Colony, Boston offered almost all of Muddy River for expansion purposes.

A committee of five Bostonians was appointed to allocate grants of land and by the fall of 1635, a 250 acre grant had been made to John Cotton, beloved and trusted member of the colony, famous clergyman, and teacher of the First Church. Other grantees were William Colebourne, Thomas Oliver, and Thomas Leverett, elders of the First Church. Six years later, the last Muddy River grant was made, and after that time deeds, wills, and leases became the methods of conveyance.

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Most of the grants were larger than twenty acres; misshapen boundaries, unfavorable terrain, proximity to the marshes, a large family, and/or remoteness from Roxbury Neck led to adjustments for a more equitable apportionment. In general, the division of land fell into two categories: "great" lots for farming and grazing and house lots for residences. Marshland was considered desirable since the salt tides kept the land open in winter, while upland was used for agricultural purposes and cattle raising. Often smaller portions of heavily wooded areas were also granted. Whereas the names of the early grantees represented "the extreme of economic ability and social prestige" (Sly, p.28.), later grants were awarded to merchants, yeomen, tradesmen, and laborers. Absentee proprietors owned much of the land at first, but by the mid-17th century, the "great men" of Boston had begun to dispose of their holdings and clear the way for permanent owners and residents.

The first public officers for Muddy River were appointed in 1640; overseers of field fences were recruited from some of Boston's leading citizens. During the same year, the town of Boston appointed two men to lay "highways" from Muddy River towards Cambridge. As boundaries were established, fences erected, and "highways" built, Muddy River began to move towards self-government. One step in this direction was the appointment of a constable for Muddy River by Boston's town meeting in 1652; his responsibilities included keeping the peace and collecting taxes. Nine years later, Muddy River was treated as a separate financial unit and assessed independently of Boston, while by 1668-9, the Muddy River constable was elected by local inhabitants, not appointed by Boston.

Evidence of a movement towards self-government became increasingly clear as Muddy River citizens acted as a unit at town meeting in Boston and at church in Roxbury. After several false starts, in 1705 Muddy River's petition for complete independence, signed by thirty-two inhabitants, was approved.

The area was renamed Brookline, "taking its name from the farm called Brookline, owned by Judge Sewall, the distinguished Massachusetts Chief Justice and father of Samuel Sewall, Brookline's first town clerk." (Woods, p.11.) The farm had been called Brookline "from the fact that a brook running through it marked the boundary either between its meadow and swampland or between it and a neighboring farm." Agriculture dominated the local economy, although local records describe a grist mill located on the Muddy River, "probably at Willow Pond," and a

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sawmill, dating from 1693 on the Mother Brook off Newton Street. On the way to the sawmill was a blacksmith shop which attracted much teaming from Newton and travel to and from Dedham. A cider mill was said to have existed near what is now Goodnough Street, and lumber and brick yards as well as oyster beds were found along the Muddy River which was once navigable up to the Longwood Avenue bridge.

In the act of incorporation, Brookline was charged not only with maintaining its own school but also building a meetinghouse and obtaining an "orthodox" (Congregational) minister, all of which was accomplished by 1717. At the same time, a public burying ground, the Walnut Street cemetery, was established near the original town center which remained the focus of the religious, social, and political life of Brookline until the early decades of the 19th century. The burying grounds as well as the site of the first meetinghouse, schoolhouse, and original town green are all located in the Town Green National Register District, established in 1980.

Brookline during the 18th century was an agricultural community which developed in a steady and unified fashion. It clothed and fed those inhabitants who could not care for themselves; maintained cart roads which led to the Boston market and to its own town center; and maintained four schools. Economic growth was slow but evident in the appointments made by town meeting: leathersealer, sealer of weights and measures, clerk of the market (who protected farmers' rights), surveyor of hemp and flax, field drivers, and surveyors of wood. Farming was the main economic activity; the larger farms of the community belonged to the Druce, Crafts, Sewall, Clark, Gardner, Aspinwall, Buckminster, and Goddard families.

The development of Brookline's role in the American Revolution can be traced to the December 1767 Town Meeting at which time it was unanimously voted that the town should "take all prudent and legal measures... to discourage the use of European superfluities," particularly teas and glass which were subject to an English tax. Alleged taxation without representation and futility of petitions of redress prompted the election of Captain Benjamin White to represent the town at a meeting in Boston in September 1768. Four years later, a standing committee was appointed to "communicate and correspond with the Town of Boston and any other towns on the subject of our present difficulties." Having investigated the violations of the rights of the colonists, the committee reported its findings to Town Meeting which voted unanimously on December

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28, 1772 that the violation of these rights were "great grievances."

In addition to appointing representatives from the town to various committees, Town Meeting also began to examine the town's military preparations and voted to pay the province tax to the receiver general of the colony. In 1775 a fort was constructed at Sewall's Point under the direction of Colonel Rufus Putnam. It mounted six guns and had quarters for a strong garrison. Soldiers stationed at Fort Brookline in Brookline and Fort Washington across the river in Cambridge were responsible for preventing British ships from sailing up the Charles River. There was also a three gun battery near the present St. Mary's Street (then part of Brookline), one of a line of batteries surrounding Boston.

Among the Brookline residents who participated in the military activities were Colonel Thomas Aspinwall, Isaac Gardner, and Captain Thomas White, each of whom commanded one of three companies totalling ninety-five men who mobilized to march to Lexington. Of all the local citizens, however, the one who played the most important role was John Goddard, whose house still stands at 235 Goddard Avenue (96/355-9). He was the wagon-master of the Continental army, and in March, 1775, under the orders of the First Provincial Congress, began carrying beef, flints, rice, pork, lead, linen, and flour from Brookline and other communities near Boston to Concord. He assisted in the building of Fort Brookline and stored gunpowder, shells, and shot in his barn. Of greatest significance was his successful undertaking of the fortification of Dorchester Heights on March 4, 1776, thus forcing the British to evacuate Boston Harbor.

Although there was a period of economic uncertainty after the Revolution, political and economic independence from England brought new wealth and more people to Boston which in turn prompted numerous changes in Brookline. First, as Boston grew and its population became too large to be supported by local gardens, outlying farms were able to sell their produce in the city. There is evidence that farmers brought their produce to Boston as early as 1662, but during the first decades of the 19th century, such commerce became regular and profitable as Boston's market received its freshest fruits and vegetables from the market gardens of Brookline owned by the Crafts, Corey, Davis, Stearns, Griggs, and Coolidge families, among others.

Also during this period, a number of wealthy Bostonians seeking a more country-like setting for their summer homes chose Brookline,

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attracted not only by "its proximity to Boston but also by its sweeping lawns and spreading elms... rural charm at its most gracious." (Curtis, p. 188.) The sites of some of these early structures include Larz Anderson Park (Area Q), once the location of the home of William Fletcher Weld, a successful merchant and shipbuilder and at one time owner of the largest fleet of clipper ships in the world; and 450 Warren Street (128/439-17-19), once part of the the country estate of Thomas Handasyd Perkins, a partner in Perkins and Company, a shipping concern which established offices in China in 1803 and became the second largest firm in Canton, as well as a major benefactor of what would become the Perkins School for the Blind. The country home of Thomas Lee, a merchant and a contemporary of Perkins, was located on what is now known as Sargent Crossway. Homes of merchants which have survived include the Samuel Goddard Perkins House (M-11); the Boylston-Hyslop-Lee House (N-1); the Stephen Higginson Perkins House (M-2); and the home of George Cabot (M-9). Dating from a somewhat later period are the houses of Ignatius Sargent (M-4) and John Lowell Gardner (M-5). (See Green Hill - Area M.)

Economic and social links accompanied physical ones. In the early decades of the 19th century, two new major transportation routes were developed: the Boston-Worcester Turnpike (now Route 9) in 1806-1810, replacing the Sherburne Road as the town's major highway and road west; and the Mill Dam Road which opened in 1821 and extended Beacon Street in Boston to Sewall's Point in Brookline, making the northern part of the town more accessible to Boston.

As new transportation routes were laid out, contiguous land increased in value because of its development potential. Some of the Sewall family's original property was purchased in 1820-1 by David Sears, scion of a wealthy Boston family, patron of the arts, a founder of the Boston Atheneum, and a member of the Boston and Roxbury Mill Corporation, the company responsible for damming the Back Bay and launching residential development in the filled-in area. In 1848, he hired Alexander Wadsworth, a civil engineer, to lay out his estate as a parklike residential neighborhood which Sears called "Longwood." Dotted with small parks and squares and planted with thousands of specimen trees, Longwood became home to Sears and his descendants as well as friends and business associates. (The home of Sears's son, Frederick, still stands at 24 Cottage Farm Road.) Two years later, in 1850, textile merchant Amos A. Lawrence and his brother William purchased land east of Sears' (now part of the Cottage Farm National Register District) and proceeded to lay out streets in a similarly orderly fashion.

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The Lawrence brothers were involved in the dry goods business, providing much of the capital and entrepreneurship necessary for the development and growth of the cotton industry in New England and particularly for the mill towns of Lawrence and Lowell. Amos Lawrence was also founder of the town of Appleton and of Lawrence University in Wisconsin and founder and financial backer of the Massachusetts Emigrant Aid Society, organized to promote the settlement of Kansas and Nebraska as well as to prevent the establishment of slavery there; Lawrence, Kansas was named for him. He lived at 135 Ivy Street; his brother's house across the street has been demolished.

Alexander Wadsworth was involved with at least two other residential subdivisions: Linden Square and what is now known as St. Mark's Square, both dating from the mid-1840s. In both cases a small park was surrounded by handsome Greek Revival and Italianate structures, and in the development of the former, setback requirements and use restrictions were included in the master deed written by Thomas Aspinwall Davis, the developer of the area who lived at 29 Linden Place (31/147-9), one of a handful of houses in the area remaining from the 1840s. The original houses surrounding St. Mark's Square no longer exist, but the triangular shaped park remains an urban amenity.

Other early planned residential neighborhoods included Fairmount (or Lakeside), laid out by J.A. Williams in 1849, and White Place (Area L), laid out in 1846 by Samuel Walker, a local real estate auctioneer and developer living nearby at 60 Waverly Street (P-37). Walker subdivided an upland meadow which he had purchased from the heirs of Thomas White and moved six older houses there as an inducement for settlement. Today, one-half of the structures on White Place predate 1870; this high percentage of houses from the first half of the 19th century remaining in a small, concentrated area make this a unique neighborhood in the town. The growth of White Place parallels that of the adjacent village in which most of the White Place residents worked or maintained small businesses.

The arrival in Brookline Village in 1848 of the Brookline branch of the Boston and Worcester Railroad, following the approximate route of today's MBTA Riverside line, and the laying out of Beacon Street as a country way (1850-1) ensured the successful growth of neighborhoods in and around Brookline Village and to the immediate north and south of Beacon Street, particularly east of its intersection with Harvard Street. The increase in population from 2516 in 1850 to 5164 in 1860 reflects the popularity of Boston's

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closest suburb. This growth slowed during the Civil War, although the town's economy remained healthy with \$44,000 worth of buildings erected in 1865 and \$67,600 worth of leather tanned and cured in the tanneries on Washington Street, near its intersection with Beacon Street. This was a substantial increase from the \$17,300 figure of twenty years before.

Although 720 men from Brookline fought in the Civil War, including thirty-four commissioned officers, a more important role for Brookline residents was played during the period preceding the war when the Abolitionist movement began to gain momentum. As early as 1837, Samuel Philbrick, who lived at 182 Walnut Street, began to organize an anti-slavery society in the town. Mrs. Philbrick, Mrs. John Pierce, wife of the minister of the First Parish Church, Ellis Gray Loring, Lewis Tappan, Eliza Lee Folen, William I. Bowditch, and William P. Atkinson were also active. The homes of Loring, Bowditch (31/146-7), and Philbrick were used to temporarily quarter fugitive slaves, while Amos A. Lawrence, as noted, was a promoter of the anti-slavery Massachusetts Emigrant Aid Society.

The decades following the Civil War were years of overall prosperity and residential development. Although the depression of the early 1870s had some effect on Brookline, the growth which was so apparent during the twenty years before the war continued. Subdivision plans for High Street Hill and the Aspinwall area, drawn up in the 1850s, began to be fully realized in the 1870s. The former grew under the tight control of the Brookline Land Company, Edward Philbrick, and individual members of the Swedenborgian Church, all large property owners in the 1860s and 1870s on what is now called Pill Hill. Philbrick lived at 182 Walnut Street as did members of the church (located on Irving Street) and trustees of the land company,

The Aspinwall area, bounded by Aspinwall Avenue, St. Paul Street, Francis Street, and the railroad tracks was named for the Aspinwall family which owned land there as early as 1650. Descendants of the original owners formed the Aspinwall Land Company and drew up subdivision plans in 1852. Although roads were laid out, housing construction did not begin until the mid-1870s in most of the area. That portion east of Toxteth Street was not built up until the 1880s.

This period following the Civil War was also one of municipal improvements. After successfully defeating a final annexation attempt by the City of Boston in 1873, the town was able to focus on municipal improvements which included such undertakings as the

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establishment of a regular police force in 1874, a planned public water supply system in 1875 (engineered by Edward Philbrick), the introduction of a park and playground system in 1880, and the adoption of a building code in 1889. All of these actions reflected Brookline's commitment to maintaining high standards for residential development.

The town's economy which supported these public services was maintained by an increase in real estate values as Brookline's reputation as an attractive suburb continued to grow. A new generation of Boston manufacturers, industrialists, and political leaders built, bought, or inherited homes in Brookline. Included in this group were such men as Augustus Lowell of 70 Heath Street (85/337-17), who administered ten cotton mills and ten banks in Lawrence, Lowell, and Boston and was a founder of the Massachusetts Institute of Technology; Eben Jordan of Beacon Street (house demolished), founder of the department store, Jordan Marsh; Louis Cabot of 514 Warren Street (129/439-6), a member of the prominent Cabot family and grandson of Thomas Handasyd Perkins; Joseph Huntington White of 557-565 Boylston Street, president of White, Payson, and Company, a dry goods manufacturing firm; Charles Sprague of 280 Newton Street (98/357-3), member of the Massachusetts House of Representatives and chairman of the Committee for Election Law Reform in 1890; Larz Anderson (Area Q), diplomat and ambassador of the United States to Japan and Belgium; and Barthold Schlesinger of 278 Warren Street (M-15), partner in an iron works manufacturing concern and consul to the United States from Germany. They were joined by such prominent figures as Henry Varnum Poor (393 Walnut Street), founder of the Standard and Poor Index; Dr. Walter Channing, a leader in the field of mental health; and Galen Stone (N-11), founder of the investment firm of Haydn, Stone. Charles Sprague Sargent, a well known botanist and dendrologist as well as founder and first director of the Arnold Arboretum, an institution for the study of plants and the first arboretum in the country designed for both university and public use, lived within walking distance of not only Frederick Law Olmsted, founder of landscape architecture in the United States, but also Olmsted's son, John Charles, and Henry Hobson Richardson, one of the most influential American architects of the 19th century. The last, who lived and worked at 25 Cottage Street (M-11), employed numerous draftsmen in his studios, a number of whom lived and designed homes and other buildings in Brookline: F. Manton Wakefield, George Shepley, Charles Rutan, Robert Andrews, and Herbert Jaques. Rutan and Shepley joined Charles Coolidge to become partners in Richardson's successor firm, while Andrews and Jaques formed a partnership with Augustus

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Rantoul and designed, among other projects, the east and west wings of the Massachusetts State House, the State Armory in Boston, the Commonwealth School for the Blind, and other public and municipal buildings.

Other distinguished architects who made their homes in Brookline during the last decades of the 19th century and early years of the 20th were Walter H. Kilham who specialized in municipal and school architecture as well as suburban and country estates; served on the Brookline Planning Board with Frederick Law Olmsted, Jr.; and designed and planned, under the National Housing Association, model garden cities and planned communities. Also included in this group of architects were George Dexter, proponent of the Gothic/Picturesque style and architect of the now demolished Fitchburg Railroad Terminal in Boston; Edward Clark Cabot, architect of the Boston Atheneum and the old Boston Theatre as well as the Boston Algonquin Club and the Johns Hopkins Hospital in Baltimore (with Francis Chandlar); and Julius Schweinfurth, an associate of the firm of Peabody and Stearns and architect of the police station, courthouse, and numerous schools in Brookline as well as municipal buildings in Wellesley. Robert Peabody, design specialist and business head of Peabody and Stearns, a firm which designed 25 schools, 31 office buildings, 5 libraries, 4 city halls, 7 churches, 53 houses, and 7 gymnasiums and bath houses in Massachusetts alone, lived in Brookline as did Ralph Adams Cram, supervising architect of many of the buildings of Princeton University, consulting architect for the Cathedral of St. John the Divine in New York City, architect of the United States Military Academy at West Point, New York, and one of the country's leading ecclesiastical architects; and Guy Lowell, architect and landscape architect, author of Italian Villas and Farmhouses, and designer of the Boston Museum of Fine Arts as well as some of the buildings at Walnut Hills Cemetery in Brookline.

During this same period some of the 18th and early 19th century farms and estates were sold and subdivided into house lots. Instrumental in this process was, first, the redesigning and widening of Beacon Street in 1886-7 according to the plans of Frederick Law and John Charles Olmsted and, second, the arrival of the first electric streetcar in the country on Beacon Street in 1889. Although areas such as Aspinwall Hill, Fisher Hill, and Chestnut Hill had been "redeveloped" from large estates into residential subdivisions in the 1880s (Fisher Hill's layout following closely the designs of Olmsted), it was the streetcar and train service which accelerated the pace of housing construction. So great was the pressure for development and land

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that Babcock Hill, marked by the present Naples Road and Gibbs Street, was virtually leveled, its gravel and sand used to fill in and grade Babcock's swamp, now Beals and Stedman Streets, to the present street level.

The reconstruction and redesign of Beacon Street by the Olmsteds and the arrival in Brookline of the West End Street Railroad whose president, Henry Whitney, lived in Brookline, marked the emergence of a substantial portion of the town from an agricultural community into a streetcar suburb, particularly that area north of Beacon Street which still consisted largely of farms and estates. Previous forms of public transportation had been limited and included the "Brookline Coach," an omnibus on high wheels drawn by two horses whose route ran along Beacon Street from Coolidge Corner into the Back Bay, and the Longwood Avenue horsecar which left Boston via Huntington Avenue, turned northwest onto Longwood Avenue, and proceeded into Coolidge Corner. These were replaced by the first electric streetcar in the country, introduced on Beacon Street on New Year's Day, 1889, with far greater passenger capacity and a more regular and frequent schedule than its predecessors.

The electric streetcar's operation on Beacon Street and the reconstruction of Commonwealth Avenue and subsequent arrival of mass transportation on that route triggered an explosion in the development of real estate between the two boulevards. As pressure for development grew, large estates, farms, orchards, meadows, and even hills began to disappear. Some small areas in North Brookline continued to be farmed through the first decades of the 20th century, but for the most part, neighborhoods of one- and two-family homes began to appear during the 1890s and continued to develop through the 1920s. In some cases, they were the products of the energy of an individual builder/developer, such as David McKay or Peter Graffam. Typical of the residential subdivisions created as Brookline grew is a small neighborhood, located approximately three blocks south of Commonwealth Avenue, between Naples Road and Babcock Street (Area F). Developed between 1894 and 1906 by Peter Graffam of Malden, the Manchester/Abbottsford Roads area consists primarily of single-family homes built for a middle class population which worked in Boston and choose the suburbs in which to live. Colonial Revival style homes as well as those whose designs were influenced by the Queen Anne and Shingle Styles can be seen in this area.

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Between 1900 and 1920, Brookline's population rose from 19,935 to 37,748 (with approximately 32% of its population foreign-born, one half of whom were Irish), and the value of its assessed properties increased from \$78 million to \$103 million. In response to this rapid growth precipitated by the electric streetcars on Beacon Street, Commonwealth Avenue, and Route 9 as well as the availability of new utilities, four major changes took place in the public sector.

First, in an effort to handle the threat of unrestricted building, a town planning board was established in 1914. Frederick Law Olmsted, Jr., was elected chairman, following a long-standing custom of relying on citizens of outstanding reputation to undertake substantial civic responsibility. One of the board's first decisions was to establish a setback policy regarding building lines for specific streets, particularly those witnessing the construction of apartment buildings, residential hotels, and stores: Beacon Street; Winthrop Road on Aspinwall Hill, south of the intersection of Beacon and Washington Streets; St. Paul Street, southeast of Beacon Street, just east of Coolidge Corner; Harris Street, south of Beacon Street, between Vernon and Auburn Streets; and Dwight, Babcock, and Pleasant Streets, north of Coolidge Corner.

The Planning Board wrote in 1915: "Almost every year now sees more numerous and more costly buildings erected close to the side lines of streets which are liable to prove too narrow for the traffic of the future; and every season sees new inroads upon the established character of many residential streets through disregard of the customary setback which has hitherto maintained a margin of cheerful green between the buildings and the sidewalk." Today, uniform setbacks with the a "margin of cheerful green" can be seen along Beacon Street, particularly along the blocks on the south side of the street between Dean Road and the town line and between St. Mary's Street and Hawes Street as well as on the north side of the street between Williston and Kilsyth Roads.

A second early decision was to recommend to Town Meeting the approval of an amendment to the building law which would prohibit the construction of third-class wooden frame tenement houses. The ostensible justification for this action was the fire hazard which such housing presented. Other studies have interpreted this vote as the beginning of restrictive zoning since the construction of such tenements was thought by many property owners to lead to a reduction in the values of other, neighboring properties. (Dennen

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and Sproat, Bedroom Community in Transition: Brookline, Massachusetts, 1870-1970, p.3.)

Third, in a logical extension of efforts to deal with such an active development period, a zoning code was proposed in 1920 and, after several revisions, adopted in 1922. The code established three types of uses for buildings: general business, local retail, and general residence. It also established four categories for "bulk". The first permitted maximum density development with the only restrictions being those imposed by the building law. The second permitted a maximum height of sixty feet or five stories; the third, fifty feet or three stories; and the fourth, forty-five feet or two and one-half stories.

Within the "general residence" zone which permitted homes of not more than two and one-half stories in height, both single-family and two-family houses could be built. In 1923, shortly after approval of the first Brookline zoning law, support for single-family zones grew, and after a New Jersey court case answered a number of legal questions concerning this designation, an amendment to Brookline's zoning by-law led to the establishment of single-family (detached houses) zones in the town. Among the neighborhoods immediately seeking such designation were: Pill Hill; parts of Aspinwall and Corey Hills; Fisher Hill; most of the area lying to the south of Route 9 including a portion bounded by Newton, LaGrange, and South Streets and the town line; and one bounded by LaGrange, Hammond, and Heath Streets and the town line.

An examination of the 1924 Brookline zoning map reveals that the Planning Board, with the approval of Town Meeting, essentially recognized and formalized the status quo. For example, the still undeveloped southern portion of the town (south of the Boston and Albany Railroad tracks and west of Sumner Road) was granted the most restrictive zoning as were those neighborhoods such as Corey Hill whose property owners had recently opposed the construction of three-family homes and small apartment houses in their area. The commercial nodes along Beacon Street at St. Mary's, Harvard, and Washington Streets were designated local retail zones, while intervening blocks could be developed for maximum density so long as the structures were used for residential purposes. In those parts of Brookline such as the neighborhood north of Beacon Street, bounded by the town line, Amory Street, and the east side of Harvard Streets, three-story residential units could be built, a classification which recognized the already existing attached triple-decker housing and modest apartment dwellings there. General business zones were assigned to the Brookline Village

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commercial area, historically the location of small factories and manufacturers.

Fourth, because of the substantial population increase, in 1915 a proposal by Alfred D. Chandler to establish a limited, or representative, town meeting was accepted. Registered voters from each of nine precincts elected twenty-seven town meeting members, and it was in this group that all powers of the municipal corporation were invested. (Today fifteen members are elected from sixteen precincts.)

After 1930, with the exception of the war years, the rate of population increase declined. After reaching 57,589 in 1950, 11,215 of whom were foreign-born (25.9% Russian and 20.9% Irish), the population decreased through 1965. The largest source of employment through this period was the wholesale and retail trades (40.8%), typical of a residential suburb. The service industry represented the second largest source of employment (23.6%).

Large scale urban renewal marked the beginning of the 1960s; two major complexes: Hearthstone Plaza and the Brook House eradicated not only the buildings of the Federal and early industrial period but also the street patterns and historic fabric of a portion of the Brookline Village neighborhood. Development pressures manifested particularly by the construction of high-rise buildings along Beacon Street provided the impetus for the adoption of a design review by-law (1971), implemented by the town's Planning Department which was established a few years earlier (1968).

III. PRESERVATION ACTIVITIES

Although the Brookline Historical Society, an offspring of the Brookline Educational Society, has existed since 1901, for the most part it has been more research-oriented than activist. However, some members of this group saw the need for a public agency to deal with preservation issues, and with the encouragement of a state representative, the formation of the Brookline Historical Commission was approved by Town Meeting in 1974. A number of events, including the proposed demolition of St. Mark's Church on Park Street; Bicentennial activities; the demolition of a Gothic Revival (possibly George Dexter-designed) cottage in Cottage Farm; as well as the scheduled vacancy of the Free Hospital for Woman, a five-acre complex overlooking Olmsted Park, prompted survey activity and subsequent National Register nominations.

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Although many of Brookline's finer structures had been demolished before the formation of the Commission, the seven member board and two part-time staff consultants have worked to preserve the visual integrity and historical importance of Brookline's neighborhoods. Interaction with the Planning Board, Planning Department, and Board of Appeals has prevented not only the destruction of entire buildings but also inappropriate alterations and additions.

The Commission has also published two walking tour books, one for Brookline Village and one for North Brookline, to encourage public awareness and involvement in preservation activities and to teach residents about their neighborhoods. It has sponsored lectures on architectural history, interior and exterior restoration of late Victorian homes, and local history. It has also conducted walking tours, arranged tours to look at "adaptive re-use" projects, and co-sponsored talks on preservation in Brookline as well as addressed various civic organizations and local realtors on Brookline history and architecture.

In the fall of 1983 the Commission published a preservation plan for the town which included administrative and legislative recommendations for strengthening preservation activities and analyzed over twenty neighborhoods in terms of preservation goals and concerns.

Brookline established a local historic district commission and local historic district (Cottage Farm) in 1979; four years later Town Meeting approved the formation of a second local historic district with over two hundred properties (Pill Hill). A seven member commission (with four alternates) with appropriate neighborhood representation has jurisdiction over demolition, new construction, and specific alterations to existing structures.

The Historical Commission utilizes the tools of survey information, National Register designations, preservation planning, and historic districting, all of which are critical in undertaking its preservation advocacy role. However, there is no substitute for neighborhood support when confronting preservation issues, and it is the task of public preservation education to which the Commission now plans to turn.

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1919, 1927, 1933, 1980

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10. Geographical Data

Acreeage of nominated property See individual inventory forms.

Quadrangle name Newton and Boston South Quadrangles Quadrangle scale 1:25,000

UTM References See individual inventory forms.

A

Zone	Easting			Northing					

B

Zone	Easting			Northing					

C

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D

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G

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H

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Verbal boundary description and justification

The Multiple Resource Area includes the incorporated limits of Brookline, Massachusetts.

List all states and counties for properties overlapping state or county boundaries

state Massachusetts code 025 county Suffolk code 025

state Massachusetts code 025 county Middlesex code 017

11. Form Prepared By

name/title Sarah Zimmerman, Preservation Planning Director with
Carla Wyman Benka, Consultant to the Brookline Historical Commission

organization Massachusetts Historical Commission date June 1985

street & number 80 Boylston Street telephone (617) 727-8470

city or town Boston state Massachusetts

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Valerie A. Talmage

title SHPO, Executive Director

date August 14, 1985

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I hereby certify that this property is included in the National Register

See Continuation sheet for listings
Keeper of the National Register

date

Attest:

date

Chief of Registration

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Thematic Group

dnr-11

Name Brookline MRA
State Norfolk County, MASSACHUSETTS

Cover 10-17-85

Nomination/Type of Review

Date/Signature

- | | | | | |
|-----|--|---|--|-----------------|
| 1. | Sevenels
DOE/OWNER OBJECTION | Substantive Review
Keeper | Attest
Determined Eligible | <u>10-17-85</u> |
| 2. | Stoddard, Bela, House
DOE/OWNER OBJECTION | Substantive Review
Keeper | Attest | <u>10-17-85</u> |
| 3. | United Parish—Harvard
Church
DOE/OWNER OBJECTION | Substantive Review
Keeper | Attest | <u>10/17/85</u> |
| 4. | Anderson, Larz, Park
Historic District | Substantive Review
Keeper | Attest | <u>10/17/85</u> |
| 5. | Arcade Building | Entered in the
National Register
Keeper | Attest | <u>10/17/85</u> |
| 6. | ^{new} Beacon Street Historic
District
(add. info. accepted 1-24-86) | Substantive Review
Keeper | Attest | <u>10/17/85</u> |
| 7. | Beaconsfield Terraces
Historic District | Substantive Review
Keeper | Attest | <u>10/17/85</u> |
| 8. | Bowditch, William Ingersoll,
House | Entered in the
National Register
Keeper | Attest | <u>10/17/85</u> |
| 9. | Brandegee Estate | Substantive Review
Keeper | Attest | <u>10/17/85</u> |
| 10. | Building
(30--34 Station St.) | Entered in the
National Register
Keeper | Attest | <u>10/17/85</u> |

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Name Brookline MRA
State MASACHUSETTS

Nomination/Type of Review

Date/Signature

11. Cabot, Lewis, Estate

Entered in the
National Register

for Keeper

Melvin Byers 10/17/85

Attest

12. Candler Cottage

Entered in the
National Register

for Keeper

Melvin Byers 10/17/85

Attest

13. Chestnut Hill Historic
District

Entered in the
National Register

for Keeper

Melvin Byers 10/17/85

Attest

14. Child, Isaac, House

Entered in the
National Register

for Keeper

Melvin Byers 10/17/85

Attest

15. Corey, Timothy, House #1

Entered in the
National Register

for Keeper

Melvin Byers 10/17/85

Attest

16. Corey, Timothy, House #2

Entered in the
National Register

for Keeper

Melvin Byers 10/17/85

Attest

17. Cypress-Emerson Historic
District

Entered in the
National Register

for Keeper

Melvin Byers 10/17/85

Attest

18. Davis, Robert S., House

Entered in the
National Register

for Keeper

Melvin Byers 10/17/85

Attest

19. Davis, Thomas Aspinwell,
House

Entered in the
National Register

for Keeper

Melvin Byers 10/17/85

Attest

20. Douglass, Alfred, House

Entered in the
National Register

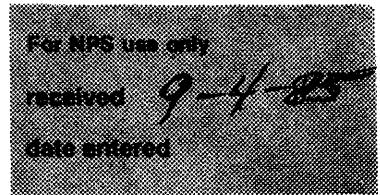
for Keeper

Melvin Byers 10/17/85

Attest

United States Department of the Interior
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Date/Signature

21. Elliot, General Simon,
House

Entered in the
National Register

for Keeper

Alvord Byers 10/17/85

Attest

22. Emmett Cottage

Entered in the
National Register

for Keeper

Alvord Byers 10/17/85

Attest

23. Fernwood

Entered in the
National Register

for Keeper

Alvord Byers 10/17/85

Attest

24. Fire Station #7

Entered in the
National Register

for Keeper

Alvord Byers 10/17/85

Attest

25. Fisher Hill Historic District

Entered in the
National Register

for Keeper

Alvord Byers 10/17/85

Attest

26. Francis, Dr. Tappan Eustis,
House

Entered in the
National Register

for Keeper

Alvord Byers 10/17/85

Attest

27. Fuller, Peter, Building

Entered in the
National Register

for Keeper

Alvord Byers 10/17/85

Attest

28. Goddard, John, House

Entered in the
National Register

for Keeper

Alvord Byers 10/17/85

Attest

29. Graffam Development
Historic District

Entered in the
National Register

for Keeper

Alvord Byers 10/17/85

Attest

30. Green Hill Historic District

Entered in the
National Register

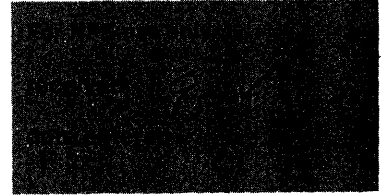
for Keeper

Alvord Byers 10/17/85

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31. ^{also in Boston South} Harris, John, House and Farm

Entered in ~~the~~ National Register

for Keeper *Delores Byers 10/17/85*
Attest _____

32. Heath, Charles, House

Entered in ~~the~~ National Register

for Keeper *Delores Byers 10/17/85*
Attest _____

33. Heath, Ebenezer, House

Entered in ~~the~~ National Register

for Keeper *Delores Byers 10/17/85*
Attest _____

34. Holyhood Cemetery

Entered in ~~the~~ National Register

for Keeper *Delores Byers 10/17/85*
Attest _____

35. House ^{at}
(4 Perry St.)

Entered in ~~the~~ National Register

for Keeper *Delores Byers 10/17/85*
Attest _____

36. House ^{at}
(9 Linden St.)

Entered in ~~the~~ National Register

for Keeper *Delores Byers 10/17/85*
Attest _____

37. House ^{at}
(12 Linden St.)

Entered in ~~the~~ National Register

for Keeper *Delores Byers 10/17/85*
Attest _____

38. House ^{at}
(12 Vernon St.)

Entered in ~~the~~ National Register

for Keeper *Delores Byers 10/17/85*
Attest _____

39. House ^{at}
(19 Linden St.)

Entered in ~~the~~ National Register

for Keeper *Delores Byers 10/17/85*
Attest _____

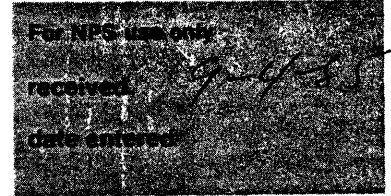
40. House ^{at}
(53 Linden St.)

Entered in ~~the~~ National Register

for Keeper *Delores Byers 10/17/85*
Attest _____

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41. House at
(5 Lincoln Rd.)

Entered in the
National Register

Keeper

Delores Byers 10/17/85

Attest

42. House at
(12--16 Corey Rd.)

Entered in the
National Register

Keeper

Delores Byers 10/17/85

Attest

43. House at
(25 Stanton Rd.)

Entered in the
National Register

Keeper

Delores Byers 10/17/85

Attest

44. House at
(38--40 Webster Pl.)

Entered in the
National Register

Keeper

Delores Byers 10/17/85

Attest

45. House at
(44 Linden St.)

Entered in the
National Register

Keeper

Delores Byers 10/17/85

Attest

46. House at
(44 Stanton Rd.)

Entered in the
National Register

Keeper

Delores Byers 10/17/85

Attest

47. House at
(83 Penniman Pl.)

Entered in the
National Register

Keeper

Delores Byers 10/17/85

Attest

48. House at
(89 Rawson Rd. &
86 Colburne Crescent)

Entered in the
National Register

Keeper

Delores Byers 10/17/85

Attest

49. House at
(105 Marion St.)

Entered in the
National Register

Keeper

Delores Byers 10/17/85

Attest

50. House at
(155 Reservoir Rd.)

Entered in the
National Register

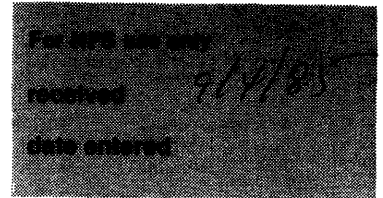
Keeper

Delores Byers 10/17/85

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51. House *cut*
(156 Mason Terr.)

Entered in the
National Register

f Keeper

Delores Byers 10/17/85

Attest

52. Houses *et*
(76--96 Harvard Ave.)

Entered in the
National Register

f Keeper

Delores Byers 10/17/85

Attest

53. Hotel Adelaide

Entered in the
National Register

f Keeper

Delores Byers 10/17/85

Attest

54. Hotel Kempsford

Entered in the
National Register

f Keeper

Delores Byers 10/17/85

Attest

55. Jackson, Thaddeus, House

Entered in the
National Register

f Keeper

Delores Byers 10/17/85

Attest

56. Kilsyth Terrace

Entered in the
National Register

f Keeper

Delores Byers 10/17/85

Attest

57. Linden Park

Entered in the
National Register

f Keeper

Delores Byers 10/17/85

Attest

58. Linden Square

Entered in the
National Register

f Keeper

Delores Byers 10/17/85

Attest

59. Lynch--O'Gorman House

Entered in the
National Register

f Keeper

Delores Byers 10/17/85

Attest

60. Milestone
(Harvard St.)

Entered in the
National Register

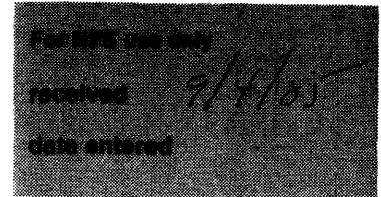
f Keeper

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61. Milestone
(Boylston St.)

Entered in the
National Register

for Keeper

Delores Byers 10/17/85

Attest

62. Murphy, William, House

Entered in the
National Register

for Keeper

Delores Byers 10/17/85

Attest

63. Orrock, Rev. John, House

Entered in the
National Register

for Keeper

Delores Byers 10/17/85

Attest

64. Paine Estate

Entered in the
National Register

for Keeper

Delores Byers 10/17/85

Attest

65. Perkins Estate

Entered in the
National Register

for Keeper

Delores Byers 10/17/85

Attest

66. Reservoir Park

Entered in the
National Register

for Keeper

Delores Byers 10/17/85

Attest

67. Ritchie Building

Entered in the
National Register

for Keeper

Delores Byers 10/17/85

Attest

68. Roughwood

Entered in the
National Register

for Keeper

Delores Byers 10/17/85

Attest

69. Saint Aidan's Church and
Rectory

Entered in the
National Register

for Keeper

Delores Byers 10/17/85

Attest

70. Saint Mary of the Assumption
Church, Rectory, School and
Convent

Entered in the
National Register

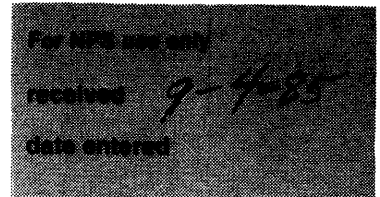
for Keeper

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71. Saint Paul's Church, Chapel,
and Parish House

Entered in the
National Register

for Keeper
Attest

Delores Byers 10/17/85

72. Saint Paul's Rectory

Entered in the
National Register

for Keeper
Attest

Delores Byers 10/17/85

73. Sargent's Pond

Entered in the
National Register

for Keeper
Attest

Delores Byers 10/17/85

74. Second Unitarian Church

Entered in the
National Register

for Keeper
Attest

Delores Byers 10/17/85

75. Spurr, Eliphalet, House

Entered in the
National Register

for Keeper
Attest

Delores Byers 10/17/85

76. Standish, James H., House

Entered in the
National Register

for Keeper
Attest

Delores Byers 10/17/85

77. Strathmore Road Historic
District

Entered in the
National Register

for Keeper
Attest

Delores Byers 10/17/85

78. Toussaint, Winand, House

Entered in the
National Register

for Keeper
Attest

Delores Byers 10/17/85

79. Town Stable

Entered in the
National Register

for Keeper
Attest

Delores Byers 10/17/85

80. Tuckerman, William F.,
House

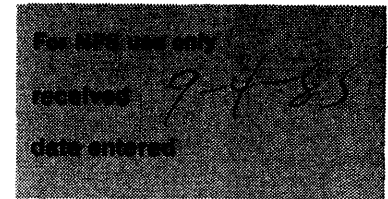
Entered in the
National Register

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81. Twitchell, Ginery, House

Entered in the
National Register

for Keeper

Shelton Byrum 10/17/85

Attest

82. Walnut Hills Cemetery

Entered in the
National Register

for Keeper

Shelton Byrum 10/17/85

Attest

83. White, Benjamin, House

Entered in the
National Register

for Keeper

Shelton Byrum 10/17/85

Attest

84. White Place Historic
District

Entered in the
National Register

for Keeper

Shelton Byrum 10/17/85

Attest

85. Dutch House (The)

~~Entered in the
National Register~~

for Keeper

Patrick Andrews 1/24/86

Attest

Betty R. Sarge 1-24-86

86. Spooner, William, House

Substantive Review

Keeper

Attest

Keeper

Attest

Keeper

Attest

Keeper

Attest

Keeper

Attest