NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

**United States Department of the Interior**
National Park Service

# National Register of Historic Places Registration Form

AUG 07 1989

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

## 1. Name of Property

historic name: QUINCY MULTIPLE RESOURCE AREA

other names/site number: N/A

## 2. Location

street & number: MULTIPLE [ ] not for publication

city, town: Quincy N/A [ ] vicinity

state: Massachusetts code: 027 county: Norfolk code: 021 zip code: 02169

## 3. Classification

| Ownership of Property | Category of Property | Number of Resources within Property | |
|---|---|---|---|
| | | Contributing | Noncontributing |
| [X] private | [X] building(s) | 88 | 24 buildings |
| [X] public-local | [X] district | 2 | 0 sites |
| [ ] public-State | [X] site | 6 | 4 structures |
| [ ] public-Federal | [X] structure | 0 | 0 objects |
| | [ ] object | 96 | 28 Total |

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register *see continuation (21)

## 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [X] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

Valerie A Talmage — July 27, 1989

Signature of certifying official — Date

State Historic Preservation Officer; Executive Director of Mass. Historical Commission

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

## 5. National Park Service Certification

I, hereby, certify that this property is:

[✓] entered in the National Register. [ ] See continuation sheet. — Beth L. Savage — 9-20-89

[ ] determined eligible for the National Register. [ ] See continuation sheet.

[ ] determined not eligible for the National Register.

[ ] removed from the National Register.

[ ] other, (explain:) _____

for Signature of the Keeper — Date of Action

## 6. Function or Use

| Historic Functions (enter categories from instructions) | Current Functions (enter categories from instructions) |
|---|---|
| DOMESTIC: SINGLE/MULTIPLE DWELLINGS | DOMESTIC: SINGLE /MULTIPLE DWELLINGS |
| COMMERCIAL: STORES | COMMERCIAL: STORES |
| TRANSPORTATION WHARF/RAILROAD/TURNPIKE | INDUSTRIAL: EXTRACTION |
| INDUSTRIAL: MANUFACTURE/EXTRACTION | RECREATION & CULTURE: OUTDOOR RECREATION |
| AGRICULTURE: FISHERIES/SALTWORKS | TRANSPORTATION WHARF/TURNPIKE |

## 7. Description

**Architectural Classification (enter categories from instructions)**

SEE CONTINUATION SHEET

**Materials (enter categories from instructions)**

foundation MULTIPLE
walls MULTIPLE
roof MULTIPLE
other

**Describe present and historic physical appearance.**

### I. INTRODUCTION

Boundaries for the Quincy Multiple Resource Area are the incorporated city limits of Quincy, Massachusetts, which encompasses an area of 16.6 square miles. The city is bounded by the Neponset River to the north, Quincy Bay to the east, the Town of Braintree to the south, and the Blue Hills Reservation and the Town of Milton to the west. Quincy is located in Norfolk County, south of Boston.

Quincy's varied topography has played a central role in determining its development. A 27-mile coastline has made Quincy a natural location for fisheries and shipbuilding. Most of Quincy is situated around and between three peninsulas: Houghs Neck and Germantown, to the south, and Squantum to the north. Both Squantum and Hough's Neck are formed around two drumlins with extensive salt marshes and lowlands. Tidal rivers, the Neponset River, Town River, and Weymouth Fore River, have provided waterpower and transportation for agricultural and industrial use. Quincy Center is located on an elevated plain between two drumlins, President's Hill and North Common Quarries, and the Forbes and Wollaston Hills. South of Quincy Center are the hills of Faxon Park and Penn's Hill. North of the center are the plains of North Quincy, occupied by agricultural lands until the late 19th century when they were subdivided for residential development. The western section of Quincy is dominated by the Blue Hills, southern rim of the Boston Basin. In the Quincy portion of the Blue Hills reservation, the highest peak is Chickatawbut Hill at about 510 feet. The forty or so quarries located in the West Quincy and North Commons areas were the source of Quincy's vast granite industry, which dominated the economy for much of the 19th century.

Out of the Blue Hills flow Quincy's two principal streams, the Furnace and Town Brooks. Used as a limited source of waterpower for the town gristmill, the Town Brook flows out of the Blue Hills through Braintree, across the South Quincy plains, through Quincy Center, and on to the tidal Town River. Furnace Brook flows out of the Blue Hills through and into Black's Creek, a tidal river flowing into Quincy Bay.

Politically, Quincy originated as part of the immense area of Mount Wollaston that was annexed from Boston in 1634. Comprised of what is today the City of Quincy (less North Quincy) and the towns of Braintree, Randolph, and Holbrook,

☒ See continuation sheet

FUNCTION OR USE

| Historic Function | Current Function |
| --- | --- |
| EDUCATION: SCHOOL/COLLEGE | EDUCATION: SCHOOL/COLLEGE |

ARCHITECTUAL CLASSIFICATIONS

First Period
Georgian
Federal
Greek Revival
Italianate
Stick Style
Second Empire
Gothic Revival
Vernacular Workers Housing
Queen Anne
Shingle Style
Colonial Revival
Prarie - Craftsman & Bungalow
Classical Revival
Romanesque

Mount Wollaston became the Town of Braintree in 1640. In the early 18th century, new parishes were established in what is now Braintree and Randolph and the town was eventually divided into three precincts in 1727. In 1792, the north precinct became the Town of Quincy and extended its northern boundary to include the present North Quincy, then part of Dorchester. The Town of Quincy was incorporated as a City in 1888.

Today, Quincy is a suburban industrial city located on the primary southern access of metropolitan Boston (I-93). Settled in the 17th century as an agricultural community, the town center developed at the intersection of the Town River with the old road between Boston and Plymouth (now Hancock Street). Throughout the 18th century, dispersed farmsteads were located south of the center (Franklin Street) and on the primary east and west route from Milton to Squantum (East and West Squantum Streets); mills and tanneries and shipbuilding were found at the Town River, fishing and saltworks on the shores of the Neponset. The 19th century economy was dominated first by shoe and boot manufacturing, then by the granite industry, which provided the major economic focus of the late 19th and 20th centuries.

Quincy's development was linked to these industries as well as to the arrival of the Old Colony Railroad in 1845 and the electric street railway in 1888. Subsequent rapid suburbanization occurred during the late 19th century and early 20th century. Quincy's growth during the 20th-century has been most profoundly affected by the presence of the extensive shipbuilding industry and the construction of two major highways, Route 128 and Route I-93, in the 1950s and 1960s.

## II. COMMUNITY DEVELOPMENT PATTERNS

### TOWN OF BRAINTREE--FIRST SETTLEMENT (1634-1792)

The first permanent European settlement of the area, that is now Quincy began after 1634 when the region, now known as Mount Wollaston (Braintree, Quincy, Holbrook and Randolph), was annexed by the City of Boston. Settlers came individually, not as a group. The earliest grants were extensive, 600 acres or more. These were made to Boston residents Edmund Quincy, Atherton Hough, John Wilson, pastor of the Boston church, and William Coddington, treasurer of the Massachusetts Bay Colony. Smaller allotments were based on the formula of four acres per family member. By the time of the establishment of the First Parish of Braintree in 1639, there were about 80 families living in the area

Continued

of Braintree that is now Quincy. The pattern of settlement included widely scattered farmsteads in North Quincy, Squantum, and several estates along Black's Creek and the Town Brook, and the development of a town center during the 1640s near the Town Brook, just south of the present Quincy Square.

Native trails, delineated by the end of the 17th century, served as the town's primary inland transportation routes. The most significant of these was the Boston-Plymouth Highway (Adams, Hancock, School, and Franklin Streets) which crossed the Furnace and Town Brooks and was the primary link between Boston and the coastal communities to the south. Branching off the Boston-Plymouth road, were outlying routes to the Quincy Bay peninsulas: West and East Squantum streets from Milton to Squantum, and Sea Street to Hough's Neck with a branch to Germantown (Palmer Street). Other important routes were associated with early industry. The "road to the woods", Granite Street, led to the West Quincy woodlots, and to the path (Granite, Common, Townhill, and Crescent Streets) to John Winthrop's Iron Furnace (1644; NR 1977) in West Quincy. Iron ore was extracted there until 1655. Nearby, at the South and North Commons, scattered granite boulders were removed for building purposes beginning in the mid-1600s. The "road to the landing place", Elm Street, led to the wharf on the Town River where shipbuilding is known to have occurred as early as 1696. Saltworks and fishing took place there as well as along the Neponset River. Additional industrial sites included the town gristmill at Fort Square (1640-1850) and a few small tanneries located on the Town Brook beginning in 1700.

Although it did not have a lasting effect on the makeup of Quincy's economy, the first planned industrial development in the country occurred at Germantown in 1750. The enterprise, conceived by Joseph Crellius, but sold to Richard Cranch and Joseph Palmer before operations began, consisted of facilities for the manufacturing of spermacetti, candles, stockings, chocolate, salt and glass. German workers were brought in to work in the glassworks and it is believed that housing was built for these workers. By 1760, manufacturing at Germantown had ceased.

Settlement along the early routes consisted primarily of farmsteads. Simple gable-roofed vernacular houses were undoubtedly dominate. Extant pre-1700 samples on Frankin Street in South Quincy include the John Quincy Adams Birthplace (1666; NR 1966; NHL 1966) and the John Adams Birthplace (1681; NR 1966; NHL 1966). More elaborate Georgian houses were relatively rare. Two that survive are the Vassell-Adams House (1732; NR 1966) and a late example, the Josiah Quincy House (1770; NR 1966). Both are located near the intersection of Black's Creek, the Furnace Brook, and what had been a section of the road between Plymouth and Boston (Adams Street); this was the choice location for most of Quincy's 18th and 19th century estates.

Continued

Development of a town center at the intersection of the road to Boston (Hancock Street) and the Town Brook occurred after the formation of the parish in 1639 and incorporation as the Town of Braintree in 1640. A meetinghouse near this intersection is first mentioned in the town records of 1641. A second stone meetinghouse was known to have been standing in 1666. By 1640, a town burial ground had been established at Hancock Cemetery (1640; NR 1982) across from what was then the Training Field (now the site of the First Parish Church [1828; NR 1970]. The town's first schoolhouse, mentioned in the town records of 1648, was built adjacent to the meetinghouse. A tavern, built in the 1650s, was located on the west side of Hancock Street slightly south of the school. A third meetinghouse was built in 1730-1731.

Given the distance some residents of Braintree had to travel to the meetinghouse, it is not surprising that by 1708 Braintree was divided into a North Precinct (now Quincy) and a South Precinct (now Braintree, Holbrook, and Randolph). In 1727, the southern precinct was again divided into two smaller sections known as the Middle and South Precincts. Although still one political entity, residents of each precinct attended separate churches and development of social and economic affairs was somewhat independent within each section. Geographic proximity linked the North Precinct to Boston more so than to the Middle and southern precincts. By the end of the 18th century, the residents in the North Precinct began to organize an effort to become an independent town.

**TOWN OF QUINCY--EARLY INDUSTRY (1792-1845)**

In 1792, the North Precinct of Braintree was incorporated as the Town of Quincy. The town's civic and commercial focus remained at Quincy Center along the Hancock Street axis. Farming, fishing, saltworks, and shipbuilding continued to prosper. Although Quincy remained primarily agricultural during this period, the beginnings of the town's industrial growth emerged and by 1845 the town's industrial economy (including granite quarrying, shoe manufacturing, carriage and coach lace manufacturing, and shipbuilding) was flourishing. The population grew relatively slowly until the early decades of the 19th century when the rate of growth doubled every ten years. In 1792 there were about 900 persons living in the north precinct and in 1850 the population stood at 5,017.

Transportation routes expanded significantly during the first quarter of the 19th century with improvements to existing roads and the introduction of three new turnpikes: in 1803, the Neponset turnpike, northern Hancock Street and the Braintree-Weymouth turnpike ,Quincy Avenue; and in 1812, the Quincy-Hingham turnpike, Washington Street. The Quincy-Hingham turnpike

Continued

opened travel to the south shore over the Fore River and stimulated shipbuilding, fishing, and trade by making Quincy Point more accessible. Two additional transportation initiatives of the period were of major significance. The construction of the Quincy Canal in 1825, the remains of which survive at the Southern Tidal Mill (1854; #131), connected the Town River with the Hingham-Quincy turnpike. The opening of the Granite Railway (1826; NR 1973) linked the granite quarries in West Quincy to the Neponset River.

Both the canal, and especially the Granite Railway, spurred the granite industry in Quincy by overcoming less efficient means of moving large stones from the quarries to the ships that carried the granite to markets along the east coast. During the previous period, the use of granite for building purposes had been limited to the removal of surface boulders. Active quarrying of stone from Quincy's quarries was made feasible in the early 1800s when new tools for splitting stones were invented. The development of new hoisting mechanisms further advanced Quincy's granite business during the first half of the 19th century.

Settlement of West Quincy with workers cottages and industry-related shops coincided with the opening of the Quarries. Germantown, where farming and shipbuilding had occurred since the failure of the glassworks in the 1760s, experienced additional development in the 1820s with the establishment of a thriving fishing community. Fishing and shipbuilding also continued at Quincy Point. Squantum and North Quincy remained sparsely settled with farms. Although South Quincy was also primarily agricultural, small shoe workshops began to appear at the turn of the century. Settlement of the area south of the town center increased slightly as a result of the new turnpikes, which also stimulated a carriage building and coach lace making business in the 1820s.

The construction of two impressive granite institutional buildings in Quincy Center, during the first half of the 19th century, confirmed the Center as the focal point for the town's religious and civic affairs. Alexander Parris' Greek Revival First Parish church in 1827 (NR 1970; NHL 1970), and Solomon Willard's Greek Revival Town Halin 1844 (NR 1980) symbolized Quincy's independence as well as the significance of the granite industry to the local economy. Additional municipal development of the period included the building of a new school in 1815, and the town's first post office in 1795. Neither building survives.

Outside the center, several new churches were established as well. The Catholics, organized in Quincy in the 1830s, erected their first church on Crescent Street in West Quincy in 1841. A 20th-century building now

Continued

occupies the site. Other churches built during the first half of the 19th century are the Universalist Church in 1832, extant but altered, and the Quincy Point Congregational Church built in 1838, also dramatically changed.

Commercial buildings, small one- and two-story wooden structures, were located along Hancock Street at the town center. Industrial buildings were limited to small frame shoe workshops, often attached to the farmhouses found along Franklin Street, and blacksmith shops and other workshops related to the granite business scattered near the quarries in West Quincy. None of these buildings survive. Of the saw and gristmills located along the Town River in the early 18th century, only portions of one complex remain at the Southern Tide Mill (1854; #131).

With the exception of a handful of high-style Federal houses such as the Beale-Rice House (1792; NR 1979), residential architecture during this period was vernacular in character. Common house types consisted of farmhouses and modest worker's housing. Two-story frame houses with traditional central passage plans such as the Glover House (1795; #22) and 1 1/2-story capes such as the Noah Curtis House (1795; #346) predominated. Only one masonry house survives from this period: the house at 92 Willard Street (ca. 1830s, #454) is the only known granite house built in Quincy.

**INDUSTRIAL DEVELOPMENT/SUBURBAN BEGINNINGS (1845-1888)**

From 1845 to 1888, Quincy experienced considerable industrial growth and the beginnings of suburban development. Existing industries (shoe manufacturing and the quarrying and cutting of granite) prospered and the commercial sector expanded. The population grew dramatically, increasing from 5,017 inhabitants in 1840, reaching 16,726 persons by 1890. Particularly rapid growth occurred between 1845 and 1860 when immigrants from Ireland, Scotland, Finland, and Sweden arrived to work in the granite industry. The major transportation improvement that defined development in Quincy during this period was the arrival of the Old Colony Railroad in 1845. The railroad extended from Boston to Plymouth through Quincy Center on Hancock and Franklin Streets. Less significant in its impact was the incorporation of the Quincy Horse Car Railway in 1861. Its main line ran along Hancock Street from South Quincy to Field's Corner in Boston.

The opening of the Old Colony Railroad and the easy access to Boston created a demand for suburban housing. Suburban land companies began to organize in the 1860s and 1870s. Attention was focused on subdivision of land along the Old Colony line north of Quincy Center and south of Dorchester. One of the first

Continued

of these subdivisions was an elite residential area called "Wollaston Heights." It was developed in 1870 by the Wollaston Land Associates for Boston commuters and affluent Quincy businessmen. On Quincy's two peninsulas, Squantum and Hough's Neck, steamers from Boston brought vacationers to hotels before the Civil War. After the War, the horse railway prompted additional building of hotels and summer cottages, although the development was fairly limited until the 1890s.

Additional settlement of workers' districts continued around the shipbuilding business at Quincy Point and in South and West Quincy as shoe manufacturing and the granite industry prospered. Primarily a cottage industry in the previous period, by the 1850s shoe manufacturing was a centralized operation with workers laboring in one shop for a single manufacturer. By the 1870s and 1880s, shoe manufacturers and other investors began to subdivide small farms for workers' housing. Such a district survives on Baxter Street (1880s; #BS-301). The invention of new cutting tools in the 1870s, and the resultant expansion of the granite industry, prompted the development of similar housing for granite workers built primarily in West Quincy.

Development of the town center as the commercial and civic focus of the community was active during this period. Two significant institutional buildings erected in the latter half of the 19th century stand as monuments to Quincy's generous philathropists and their determination to establish Quincy's importance. The Adams Academy (1872; NR 1974), now the Quincy Historical Society, was bequeathed by John Adams as a private school for boys. The Thomas Crane Library (1882; NR 1972), a magnificent structure by H. H. Richardson, was the gift of a wealthy summer resident. Commercial expansion also occurred at Quincy Center. Eighteen stores were listed in the directory in 1850 with twice that number by 1888. The first brick commercial blocks and hotels appeared in the 1870s. Although most are gone, the elaborate Victorian Gothic Greenleaf Building (1876) survives, but has had its first story altered.

The municipal response to Quincy's economic and population expansion included public investment in neighborhood schools, in fire stations, and in public works, Quincy built its first high school in the 1850s and established an official fire department in 1854. Each neighborhood was equipped with a local firehouse. Given the subsequent growth of the community after 1890, virtually none of these structures remain intact. One exception is the Quincy Waterworks Pumping Station (1883; #435) on Penn Street. The well and pump house were built privately in 1883 as part of the city's first water system.

The growth of Quincy's industrial economy was also reflected in buildings constructed in the latter half of the century, although none survive

Continued

unaltered. Industrial buildings erected during this period included small two-story gable-roofed shoe factories in South Quincy and small workshop complexes built to house the growing stone-cutting business in West Quincy.

In Quincy's rapidly expanding residential neighborhoods, new congregations gathered and built new church buildings while existing congregations erected more expansive structures. The finest survivals include two frame buildings in Wollaston: the Gothic Revival First Baptist Church (1873), and the Shingle Style Wollaston Universalist Church (1888), now St. Catherine's Greek Orthodox.

As part of the trend toward suburbanization after 1845, residential architecture grew more sophisticated, including a variety of 19th century architectural styles. High-style examples were concentrated along Adams Street and in the Wollaston Heights neighborhoods. Workers' cottages, constructed in vernacular expressions of current styles, appeared in Quincy Point, West and South Quincy. Houses built at mid-century frequently reflected transitional tastes, often incorporating details of both the Greek Revival and the Gothic Revival styles (Edwin Marsh House [1851; #SW-414] and the Nightengale House [1855; #SW-424]). Although there are fewer Italianate (1860s), and Stick Style (1870s) houses, Quincy has highly elaborated examples of both: 103 Greenleaf Street (1871; #QC-213) and 284 Adams Street (1870s; #85). By the 1880s the Queen Anne style had begun to make an appearance adopted for simple vernacular farm and workers' cottages (53 Taber Street [1888; #431]) and for the new large suburban residences (853 Hancock Street [#476]).

**THE CITY OF QUINCY--INDUSTRIAL AND SUBURBAN EXPANSION (1888-1917)**

By the end of the 19th century, Quincy's rapid development and expanding population had forced the town fathers into adopting a new system for managing municipal affairs. The town of Quincy became the City of Quincy in 1888. That same year, the Quincy and Boston Railway Company opened the electric street railway. The railway, which operated its main route along Hancock Street, Washington Street, Quincy Avenue, and Independence Avenue, fostered fast-paced development of suburban housing and tremendous industrial growth during this period. Also established in 1888, the Quincy Quarries Railroad linked the quarries to the Old Colony railroad, providing improved transportation for the granite industry.

The landscape changed dramatically. Patterns of development begun in the mid 19th century were clearly visible by 1917. These patterns included: the concentration of workers' housing and granite-related industrial buildings in South and West Quincy; the location of machine shops, foundries, and other industries along

Continued

the Old Colony Railroad corridor, and the development of residential neighborhoods near public transportation. Between 1900 and 1917, this transportation network was accompanied by increased automobile traffic. The building of the Furnace Brook Parkway and Quincy Shore Drive from Neponset and Hancock Street to Willard Street (1900-1919) further intensified residential building construction.

The transformation of Quincy's landscape from farms to residential subdivisions was begun in the 1860s, but was largely carried out during the last decade of the 19th century and in the first two decades of the 20th-century. Subdivision activity and building construction took place throughout the city, but was most heavily concentrated in "the farms" of North Quincy, the large area between Quincy Center and Dorchester. Neighborhoods known as Montclair, Norfolk Downs, and Atlantic emerged near railway lines and railroad stations. Wollaston Heights continued to grow and President's Hill, a second affluent suburban neighborhood adjacent to Quincy Center, also became home for affluent Boston commuters and wealthy Quincy merchants, business owners, and politicians. The third area of significant residential expansion was at Squantum and Hough's Neck. Accessible by electric street railway beginning in the 1890s, both peninsulas experienced the development of summer houses and hotels.

Building construction in Quincy during this period accelerated to reflect the economic and population expansion. Public building campaigns include the replacement of outmoded neighborhood fire stations with larger brick structures and the construction of new schools throughout the city. Intended to convey the City's renewed sense of civic strength, the new buildings such as the Wollaston Fire Station (1900; #577) and the Coddington School (1909; #QC-19) were large, impressive brick structures designed in Victorian and Colonial Revival styles.

In Quincy Center, the erection of the Woodward Institute (1893; #QC-153), a private school for young girls, the Thomas Crane Public Library (NR 1972; NHL 1987), and commercial buildings such as the Classical Revival Quincy Savings Bank (1897; NR 1983) indicates the mix of commercial, public, and institutional development that characterized Quincy's growth during this period.

Industrial prosperity was also manifested in the increasing number of industrial buildings in the city. In North Quincy, along the railraod corridor, metal-related industries built new brick buildings, often as part of complexes that included offices and machine shops. None survive from this period without substantial alteration. As the granite industry flourished,

continued

granite-related structures multiplied in South and West Quincy. These included masonry structures, such as the Lyons Turning Mill, which housed large turning and polishing machinery, and granite sheds like the Barnicoat Granite Works.

Residential buildings erected throughout the city during this period exhibited a range of house types and architectural styles. In middle-class neighborhoods such as Montclair and Atlantic, modest one- and two-family frame dwellings were constructed in simple versions of the Queen Anne and Shingle styles and Colonial Revival modes. Typical are the houses at 101 Billings Road (ca. 1905; #27) and 20 Sterling Street (ca. 1911; #559). Proportionately, Colonial Revival-style houses are the most numerous. During the first decades of the twentieth century, the Craftsman bungalow was also a popular choice (see, for example, 15 Gilmore Street [1908; #481] and 56 Pope Street [1916; #560]). More substantial, elaborately expressed examples of popular architectural styles were built primarily in Wollaston Heights and President's Hill. These included the Shingle Style house (ca. 1904; #PH-88) built for George Sidelinger, a Quincy City President, and the Colonial Revival house on Highland Avenue (1913; #WH-536) for Frank Burgess, president of Boston Gear Works.

**TWENTIETH CENTURY DEVELOPMENT (1917-1938)**

The arrival of the automobile which, had encouraged the construction of the Furnace Brook Parkway and Quincy Shore Drive between 1900 and 1919, introduced additional transportation initiatives in Quincy during this period. The most dramatic of these was the building of the Pilgrim Highway (Southern Artery) constructed between 1925 and 1928. Intended to divert southbound traffic from Quincy Center, the highway joined Hancock Street at Merrymount Park with Quincy Avenue in Quincy Point. Traffic problems in Quincy Center led to the widening of Hancock Street in the ca. 1913 - 1919. Changes in Quincy's roadways paralleled unprecedented population expansion and an attendant building boom in the 1920s. Over the course of the decade, Quincy's population rose by almost 50 percent. By 1930, the city had 71,983 inhabitants.

Development patterns for this period were related to the expanded highway network and the growth of the shipbuilding industry at Quincy Point. Major areas of growth included: infill residential construction in North Quincy neighborhoods; the subdivision development at Merrymount; the erection of housing for shipbuilding workers at Quincy Point; and commercial and institutional redevelopment at Quincy Center.

Continued

The completion of Quincy Shore Drive made travel to Hough's Neck and Squantum more accessible and thus encouraged the conversion of summer residence there into year-round suburban dwellings. Additional building of modest houses and bungalows on vacant lots in Montclair, Norfolk Downs, and Atlantic continued through the 1920s. Between 1924 and 1926 more than four hundred houses were constructed there.

Housing construction throughout the city in the 1920s occurred largely in response to the expansion of the working population at the Bethlehem Shipbuilding Corporation at the Fore River in Quincy Point. Stimulated by naval contracts during World War I, shipbuilding was the city's leading industry, attracting more than 16,000 employees by 1919. The intense demand for housing prompted intervention by the United States Housing Corporation. The government built more than 200 houses at Quincy Point in 1918. These consisted of single-family and two-family units constructed in a variety of "Colonial" modes.

Quincy's population growth, building construction, and increased automobile traffic taxed the municipality. Response came in the form of several new public buildings: the Quincy Police Station (1925; #28), the Central Fire Station (1938; #285) and several new schools, only one of which remains intact (1927; #401).

In Quincy Center, the city was forced to contend with a growing traffic problem. In the early 1900s, Hancock Street was widened (between Saville and Dimmock Streets, and between School and Granite Streets) to accommodate both the streetcar and the auto. Between 1915 and 1925, more than thirty 19th century buildings along Hancock Street were demolished. These structures were replaced with some of Quincy's finest architectural resources. Among these building are the Elks Building (1924; #QC 155), the Masonic Temple (1926; #QC-152) and the Munroe Building (1921; #QC-156), a two-story office building. The most prominent building from this period is the 1929 Art Deco bank building (#QC-171) built by the Granite Trust Company at the edge of Quincy Square.

## II. ARCHITECTURE

This section on Quincy's architecture is organized by building type. Its first and longest subsection examines residential structures, which form the bulk of Quincy's historic building stock. Nonresidential structures, including ecclesiastical, commercial, municipal, and industrial buildings are then discussed. Parenthetical numerals refer to construction dates and inventory number. Observations in this section are drawn from the results of

Continued

the Quincy survey and the conclusions of the state survey team's report on the Boston area, in addition to the field observations of the present consultant.

RESIDENTIAL BUILDINGS

The majority of the housing stock in Quincy was constructed between 1880 and 1930, although additional tract housing appeared in the 1940s and 1950s. Small clusters of mid-19th century houses, scattered pre-1850 farmhouses, and post-1940 subdivisions give Quincy a diversity of residential architecture. Single-family wood-frame dwellings predominate, with two-family houses the second most common form of residence. Less numerous are multi-family dwellings, although several modest wood-frame examples and masonry apartment blocks are found. Residential areas of Quincy are roughly organized geographically as follows: neighborhoods of large, single-family late 19th and early 20th-century houses, on hills north and west of the town center; workers' houses, built in the latter 19th century, in South and West Quincy; and late 19th- and early 20th-century subdivisions, off railway lines, predominately in the northern half of the town and on Quincy's two peninsulas.

The city's 17th and 18th century dwellings are vernacular in character, although a few examples from the 18th century represent high-style Georgian and Federal period architecture. These have previously been listed in the National Register. Included in this nomination are Quincy's best-preserved pre-1850 vernacular farmhouses. A second category of vernacular residential buildings is Quincy's 19th century workers' housing. Constructed primarily according to function rather than fashion, these buildings reveal the influences of contemporary styles most evidently in decorative detailing. Often built by factory owners and industrial investors, this housing consisted of one- and two-family cottages and never included workers' dormitories or apartment buildings. A typical enclave of workers' cottages appears in the Baxter Street historic district (#BS-306).

Quincy's residential subdivisions generally developed in grid patterns off the primary Colonial road system. On the oldest roads, Colonial and Federal-period houses are found next to Victorian structures that appeared later. Although Quincy's earliest suburban developments, such as Wollaston Heights, were platted in the 1870s and 1880s, the majority of subdivision activity occurred around the turn of the century. Neighborhoods east and west of Hancock Street, between Dorchester and Quincy Center, are characterized by modest-sized house lots occupied by suburban residences with uniform setbacks from the street. Large lots are confined to a row of estates on Adams Street and to elite suburban developments at President's Hill and Wollaston Heights.

Continued

Quincy's suburban residences constructed between 1870 and 1930 are comfortable houses built for middle-class commuters and prosperous Quincy residents. Constructed in a range of 19th century styles, with the Colonial Revival mode the most common, only a few houses exhibit a level of sophistication and craftsmanship indicative of high-style houses of the period. The majority of residences are fairly conservative in plan and elaboration of architectural detail. Clapboards and shingles are the most common sheathing materials. Masonry construction was relatively rare, confined primarily to foundations, walls, curbing, and posts made of local Quincy granite. A few brick and stucco dwellings appeared in the 20th century. Suburban house were mostly the work of local builders and carpenters who advertised in Quincy's directories in the late 19th century. They imitated contemporary architect-designed examples in elite residential sections of Boston. Only a handful of houses designed by architects are known in Quincy.

**FIRST PERIOD (1634-1725)**

Houses built in Quincy during the First Period were characteristic of the building construction developed in the Massachusetts Bay Colony. Typical houses were either one-room, end-chimney or two-room, center-chimney plans; they had heavy hand-cut timber framing clad with wood clapboards. Second-story windows were framed into the cornices and door enframements were plain wooden strips.

Representatives of Quincy's earliest extant houses reflect the dispersed agricultural settlement of the period. Two of these on Franklin Street, (the old road between Boston and Plymouth, are the birthplaces of the Adams Presidents. Both the John Quincy Adams Birthplace, 141 Franklin Street (1666; NR 1966, NHL 1966) and the John Adams Birthplace, 133 Franklin Street (1681; NR 1966, NHL 1966) are typical period central chimney, three-bay houses with integral rear lean-tos. The third house dating from early settlement is the Quincy Homestead, 34 Butler Street (late-17th century, 1706, mid-18th century; NR 1971). The Homestead was built in three stages, during the 17th and early 18th centuries, by Edmund Quincy III, a Colonial judge and grandson of one of Quincy's earliest settlers. The house's current Georgian appearance dates from the middle 1700s when Colonel Quincy joined the house he had built in 1706 to an adjacent 17th century structure previously on the property. Structural evidence of this renovation survives.

**GEORGIAN PERIOD (1725-1775)**

The Georgian-style houses in Quincy include two types. Modest vernacular central chimney, two-room-plan houses, similar to those from the late-17th

Continued

century, were constructed by local farmers. More substantial residences with two-room, central hall, end-wall or double interior-chimney plans were built by Quincy's leading citizens. Several of these grand houses were located along the Furnace Brook north of the town center. This area of large estates developed not far from where the brook crossed the road between Plymouth and Boston, Hancock and Adams Streets. Two of these houses, the best surviving Georgian residences in Quincy, have previously been listed on the National Register. As it was built in 1730-31 by Major Leonard Vassell, the Vassell-Adams House, 135 Adams Street (1731, 1788, 1800, 1836, 1869, NR 1966) was a typical five-bay 2 1/2-story, central hall, gambrel-roofed residence. Greatly enlarged, in 1788 and 1800, by President John Adams, additions extended the gabled roof form and maintained the house's Georgian design. Slightly less elaborate is the Josiah Quincy House, 20 Muirhead Street (1770; NR 1978) built by Colonel Josiah Quincy on a portion of the original Edmund Quincy land grant. In plan a central hall is flanked by two rooms and interior chimneys. The house's five-bay facade is dominated by a pedimented portico.

**FEDERAL PERIOD (1775-1830)**

In the years following the Revolution, commerce and emerging small local industries expanded what was previously an agricultural economy. Residential building activity increased. Houses were built predominately by farmers as well as by fishermen, shoemakers, and granite workers. The majority of these houses differed little from their Georgian predecessors except in the appearance of taller, more attenuated forms and classically derived Federal details around windows and doors. A shift to hip-roofed central-hall plan houses with double end-wall chimneys is exhibited primarily in high-style Federal residences. Frequently, vernacular one- and two-story examples retain gable roofs and a central-chimney plan.

Two houses of the period in Quincy display characteristics of sophisticated Federal architecture. Most probably, these structures were not designed by architects but built by country builders. Local carpenters and builders were influenced by the illustrations of decorative building plans and ornament that appeared in widely circulated building manuals like Asher Benjamin's American Builder's Companion. The Beale-Rice House, 181 Adams Street (1792; NR 1979) is the most sophisticated Federal residence in Quincy. Built by Captain Benjamin Beale, on spacious grounds on Adams Street, the house is a five-bay frame block with a hip roof, balustraded cornice, and corner pilasters. The other intact and elaborate Federal residence in Quincy is the Edward Miller House, 36 Miller Stile Road (ca. 1830; #243). Although an extensive two-story section was added to the north wing in a 1912 renovation, the original ca.

Continued

1830 house still retains integrity as a Federal period structure. The hip-roofed central-hall plan house has a five-bay facade with an elliptical fanlight and sidelights at the central entrance. Original full-length windows line the first-floor level, and a balustrade surrounds the upper portion of the roof.

A more modest imitator of the elaborate hip-roofed residences is the Brown-Hodgkinson House, 42 Bicknell Street (1830s, 1880s, 1910; #49) in Germantown. Given the isolation of the Germantown fishing community in the 1830s, the house represents a relatively late adoption of the Federal form. Included in this nomination primarily for its historical significance, the house was altered with the additions of a cross gable in the Queen Anne period and a Colonial Revival porch in the 1910s. The hip roof and double chimneys indicate the house's Federal-period origins. Few if any of these stylistic details were applied to the more numerous Federal-period houses built in plain vernacular forms. Typical are 1 1/2-story central-chimney capes; they exhibit no Federal-period details. The capes include the Noah Curtis House, 313 Franklin Street (ca. 1795; #346), the Pratt-Faxon House, 75 Faxon Lane (ca. 1806; #385), and the Solomon Nightengale House, 429 Granite Street (ca. 1820, #400). In two-story, central-chimney-plan houses, the Federal influence is apparent primarily in the narrow rectangular massing and the windows up close to the eaves. These characteristics are found in the two-story, five-bay Glover House, 249 East Squantum Street (ca. 1798; #22), and the house at 92 Willard Street (ca. 1830s; #454) a five-bay granite residence, the only granite house known to have been built in Quincy. Indicative of the changing economy, the granite house was built by a stonecutter, the Noah Curtis house by a pioneer in the shoe business, and the Brown-Hodgkinson House by a fishing captain.

**INDUSTRIAL PERIOD (1830-1890)**

Houses built by workers and farmers during the middle years of the 19th century were mostly modest vernacular single-family dwellings. The predominate house form was a 1 1/2- or 2 1/2-story frame building with a gable roof and clapboard siding. At mid-century, the traditional central-hall plan was often replaced with a side-hall plan. The side-hall house was turned so that its gable end faced the street. The Greek Revival style was the most popular domestic mode for the first half of the century, followed by the Italianate style. Houses are often identified as Greek Revival or as Italianate based simply on the choice of stylistic ornament applied to the basic side-hall form.

Continued

Larger, more sophisticated houses, with irregular plans and elaborate details, appeared in Quincy after the arrival of the Old Colony Railroad in 1845. The subsequent construction of Quincy's first suburban houses coincided with the emergency of new forms of domestic architecture. Tastes shifted from a preference for the classic symmetry of the Georgian and Federal modes to an interest in the irregular shapes and asymmetrical forms associated with the Romantic Revival styles. Featured in Andrew Jackson Downing's Cottage Residences and The Architecture of Country Houses, Gothic Revival Cottages and Italian Villas were the models for the picturesque Italianate, Gothic Revival, and Stick Styles adopted for suburban residences. Two of these modes, the Italianate and the Stick Style, were selected for houses built by Quincy's first commuters and affluent Quincy business owners in the 1860s and 1870s. Others chose the "modern" French-inspired Second Empire style. These houses were concentrated on residential streets just east of Quincy Center (Greenleaf Street) and in Quincy's first affluent suburban area, Wollaston Heights. The presence of Georgian and Federal-period mansions along the Furnace Brook, at the eastern end of Adams Street, drew other wealthy citizens in the 19th century; the estates along Adams Street include the most elaborate suburban residences of the period.

GREEK REVIVAL (1830-1860)

Prior to the Civil War, the Greek Revival style was the most popular residential mode in Quincy. It is seen primarily in two vernacular residential forms. The first of these represents a transition from the Federal period. The Hardwick House, 59-61 Spear Street (ca. 1850s; #QC-266), has the familiar five-bay, 2 1/2-story rectangular plan, but its banded cornice board, closed-end gables, corner pilasters, and central entrance (flanked by sidelights) which are all elements of Greek Revival design.

A more modest, transitional Federal/Greek Revival-style house is the Edwin Marsh House, 17 Marsh Street (ca. 1851; #SW-414). This five-bay, 1 1/2-story cape is still situated with its long side to the street, but is embellished with a wide friezeboard under the eaves and bold pilasters at its corners.

The second vernacular version of the Greek Revival style was the rectangular house oriented with its gable end facing the road, and a side-hall entry plan. One-and-a-half story houses of this type were the predominate Greek Revival house form in Quincy. Two typical examples are the Ebenezer Hersey House, 57 Coddington Street (1843; #200), and 25 High School Avenue (ca. 1850s; #290). Both feature a closed pediment, wrap-around plain cornice board, Doric pilasters articulating the corners, and recessed entrys with sidelights to the floor. Two-and-a-half-story types are relatively rare in Quincy. The best

Continued

and earliest intact example is the house at 109 Putnam Street (ca. 1850s; #QC-205), a side-hall-plan house replete with all the same characteristics of the style. Only one temple-front house with a full two-story pedimented portico is known: The Torrey-Anderson House, 259 President's Lane, which has now been dramatically altered and thus is not included in this nomination.

By the 1850s, Greek Revival design was frequently combined with characteristics of Gothic Revival architecture. The Gothic Revival cottage was one of the picturesque modes popularized by Andrew Jackson Downing and included in patternbooks of the period. Pure examples of Gothic Revival cottages are rare; none are known in Quincy. More frequently, the influence of the Gothic Revival style is seen in ornamental detail applied to a vernacular house form. Based on medieval English prototypes, Gothic-derived detailing was confined primarily to pointed gables and windows and ornamental vergeboards at the eaves. These elements are seen in a well-preserved transitional Greek Revival/Gothic Revival house at 24 Quincy Street (ca. 1855; #SW 21). The five-bay gable-roofed cape has two steeply pointed front gables and Gothic-derived pointed arch windows under the eaves. Greek Revival elements include a wrap-around cornice and corner pilasters. The eclectic design of the Thomas Curtis House, 279 Franklin Street (ca. 1851; #345), includes vaguely Gothic vergeboards around the eaves, Greek Revival pilasters, and full-length windows on the street facade, and an Italianate segmental arch window under the eaves.

**ITALIANATE (1860-1880)**

Distinct from the classicism of the Greek Revival mode, the Italianate style was the most popular of the new romantic modes that appeared in Quincy in the 1860s and 1870s. Surviving Italianate houses are of two types: those featuring traditional vernacular house plans, and houses with irregular L-shaped plans. The most common Italianate houses maintained standard side-hall plans, but were updated with Italianate details such as roundheaded windows, bracketed cornices, and paneled bay windows. As was the case with the Greek Revival style, 1 1/2-story houses were commonly built for workers in Quincy Point and in South and West Quincy. More substantial 2 1/2-story sidehall houses were built by prosperous early Boston commuters. Well-preserved examples are 183 Pine Street (ca. 1870s; #576) and the Charles Marsh House, 248 President's Lane (ca. 1870s; #PH-77). Both have bracketed cornices, elaborate entrys and paneled bay windows.

Less frequently, affluent 19th century residents built innovative Italianate houses with asymmetrical plans. Modeled after Downing's "Italian Villa," the Baxter-King House, 270 Adams Street (ca. 1860; #84), is the only survivor of

Continued

several Italianate estates once on Adams Street. The focal point of the design is the square hip-roofed tower embraced by the wings of a gable-front-and-wing plan. Other distinguishing features include double roundheaded windows, a bracketed cornice, and an elaborate entry porch. The Henry F. Barker House, 103 Greenleaf Street (ca. 1871; #QC-213), an L-shaped example, lacks the tower but is rich in Italianate ornament including a bracketed veranda and cornice, bay windows, and roundheaded windows.

STICK STYLE (1860-1880)

The Stick Style evolved out of the mid-19th century picturesque modes, most specifically the Gothic Revival style. The Stick Style emphasized the treatment of the wall surface as the dominant decorative element in the composition. Interior structural members were referenced with decorative half-timbering and stickwork on the exterior. House plans, as in other contemporaneous styles, were irregular with complex gable or hip roofs. Though featured in patternbooks of the 1860s and 1870s, relatively few Stick Style houses were constructed in comparison with the more popular concurrent Italianate and Second Empire styles. Quincy was no exception to this rule and is fortunate to have two extremely fine examples: the George W. Barker House at 74 Greenleaf Street (ca. 1870s, #QC-211) is T-shaped in plan with an unusual steep double-hipped slate roof pierced by shed dormers. Walls are finished with patterned boards under the bracketed eaves; a first-story porch and entry are decorated with characteristic trussing. A more substantial Stick Style house is among the estates on Adams Street. The Timothy Reed House, 270 Adams Street (ca. 1870s; #84), is an L-shaped plan. It is dominated by a complex clipped gable roof that hangs over the bracketed eaves. Alternating bands of horizontal and vertical clapboards decorate the facade. A shingled carriage house stands at the rear of the property, one of the few left on Adams Street.

SECOND EMPIRE STYLE (1860-1890)

Unlike the Romantic Revival styles that looked to historical precedent for inspiration, the Second Empire style imitated French architectural fashion of the 1860s. Characterized by its distinctive boxlike mansard roof, the style was used for small three-bay houses as well as for more expansive L- or T-shaped examples distinguished by tall two- or three-story bays and towers. In Quincy, the Second Empire style is associated with the city's earliest suburban development. Adopted by at least one developer for small speculative houses built in North Quincy subdivisions, virtually none survive without alteration. A less conventional version of the small 1 1/2-story form is the Solon Dogget House, 50 Union Street (1872; #299). The house, which may

Continued

originally have had a tower, combines the distinguishing mansard roof, and decorative eave brackets, with details from other picturesque styles. These include elaborate door hood brackets, bands of carved shingles, and a side bay window with decorative stickwork.

The Second Empire style was also the choice for several of the first large suburban residences at Wollaston Heights. The best preserved of these is the George Pinkham House, 79 Winthrop Avenue (ca. 1870s; #WH-531). Here, elements from sophisticated versions of the style are copied. The Second Empire mode is exhibited in a concave slate roof, decorated roof dormers, and elaborate two-story bay windows with paneled bases and quoins at the corners.

**VERNACULAR WORKERS' HOUSING**

In addition to the well-defined examples of mid-19th century architectural styles, previously described, there are a number of vernacular workers' houses in Quincy that exhibit only the vaguest references to contemporary architectural fashion. Built for granite workers and shoemakers, frequently by the owners of the local manufacturing businesses, the predominate form in Quincy is a double residence called the "Quincy Cottage." So-named by the Massachusetts Historical Commission State Survey team because of its presence in large numbers in South and West Quincy, the house is a traditional 1 - 1/2-story gable-roofed rectangular block with a projecting central entrance and double roof dormers. Walls are sheathed in clapboards or, less frequently, in stucco. The characteristic feature is the presence of the dormers, which pierce not only the lower slope of the roof, but also the eave line. A possible model for this house type was featured in a 19th century pattern-book, Villages and Farm Cottages, by Cleveland and Backus (1856).

Stylistic variation of this basic form is found in the dormer type, shed or gable roof, and in the appearance of such details as Italianate cornice brackets, Stick Style paneling, patterned shingles, or the presence of a Queen Anne-style porch.

One of the best-preserved examples of the Quincy Cottage in Quincy is at 23-25 Prout Street (ca. 1880s; #410). Here, the shed roof dormer type is embellished with Greek Revival-style pilasters at the corners, brackets under the eaves, and patterned saw-toothed shingles. Although individually less detailed than the Prout Street house, an enclave of Quincy Cottages in the Baxter Street Historic District (1880s; #BS 30006) exhibit several variations of the Quincy Cottage form.

Continued

**SUBURBAN PERIOD (1888-1938)**

The majority of Quincy's housing stock was constructed during this period. Begun in the 1870s, the subdivision of large farms for residential development accelerated in the 1890s after the arrival of the electric street railway in 1888. Houses from this period are concentrated in subdivisions that developed adjacent to train and streetcar stations. Modest one- and two-family examples are located in the neighborhoods off Hancock Street, primarily in North Quincy, and on Quincy's two peninsulas. President's Hill and Wollaston Heights contain the majority of large suburban residences. Occupants of the new houses were largely commuters who travelled to Boston first by train and later by automobile. Other residents lived and worked in Quincy's expanding industries. Housing construction was active from the 1890s through the first forty years of the 20th century: the biggest boom came in the 1920s, single-family and two-family houses predominated. Traditional vernacular house plans were abandoned in the late-19th century for the open asymmetrical forms associated with the Queen Anne style and Shingle Style. The designs emphasized texture, coupling shapes, and ornament. By 1900, an interest in the classic symmetry of the Georgian and Federal periods emerged in the Colonial Revival style. The Colonial Revival mode returned to central-hall plans and rectilinear lines; it was the dominant twentieth-century style. Throughout this period, shingle and clapboards were by far the most common materials, although stucco and bricks were used more frequently ca. 1919. By the late 1900s, Prairie School and Craftsman bungalows had also made an appearance in Quincy.

**QUEEN ANNE STYLE**

Drawn from medieval and Renaissance-England sources, as well as from Colonial and Federal-period domestic architecture, the Queen Anne style was a popular choice for middle class and affluent Quincy residents in the 1890s. Elaborate examples were concentrated at Wollaston Heights, President's Hill, Squantum, and Hough's Neck. Small-scale versions are located throughout the city. The style is characterized by steeply pitched roofs, grouped chimneys, asymmetrical plans, textured wall surfaces, and complex arrangements of gables, towers, porches, bays, and projecting pavilions. Often, houses display a combination of Queen Anne elements and other stylistic details of the Shingle Style or Colonial Revival modes. Several Queen Anne types are evident among the nominated examples.

The most substantial Queen Anne houses in Quincy exhibit several of the archetypal characteristics: complex compositions with corner towers, projecting bays, and cross-gabled roofs. Three of the most elaborate and best

Continued

preserved of this type are the houses at 853 Hancock Street (ca. 1880; #476), 39-41 Grandview Avenue (ca. 1896; #WH-519), and 94 Grandview Avenue (ca. 1890s; #WH-521), a common type with a two-story tower and recessed gable with a Palladian window. An example of transitional Queen Anne and Shingle Style design is 48 Grandview Avenue (1887; WH-520). Another towered example, the house features richly patterned shingles and the dominant front gable of the Shingle Style. Only one well-preserved Queen Anne-style house, the William Bateman House, 148 Monroe Road (ca. 1890s; PH-97), exhibits a stone first story. This was a design feature borrowed from the contemporaneous Richardson Romanesque style.

The simplest versions of the Queen Anne style are side-hall-plan houses embellished with scalloped shingles and a porch supported by turned posts and brackets. One carpenter-built example is 53 Taber Street (ca. 1888, #431). A slightly more sophisticated variant features a projecting front gable added to the side-hall form. Such a house, at 53 Revere Road (ca. 1890s; #239), features a clipped bay, a highly decorated two-story porch, and patterned shingles in the gables.

SHINGLE STYLE

Evolved out of the Queen Anne style, the Shingle Style was most popular for resort properties by the sea and for large suburban residences. Small modest examples of the style are relatively rare. Quincy's Shingle Style houses mirror this trend. The majority were built at Hough's Neck, Squantum, and in the two elite suburban neighborhoods, Wollaston Heights and President's Hill. None of the beachfront examples survive without alteration. The distinguishing features of the Shingle Style residences are walls and roofs sheathed in shingles designed to enclose windows, porches, and gables within a smooth surface. Often long, sweeping gable roofs slope to the first-story level. Shingle Style houses in Quincy routinely combine design features from the Colonial Revival and Queen Anne styles. The residences at 133 Grandview Avenue (ca. 1900; #WH-525), and the house at 55 Dixwell Avenue (ca. 1900; #PH-92) represent the common use of the gabled roof (adopted from the Colonial Revival style) in a Shingle Style house. The Shingle Style treatment is most apparent at 55 Dixwell Avenue, where the massive shingled gables envelop the house. Queen Anne influences are displayed in the design of 17 Whitney Road (ca. 1903; #QC-217). Here, a two-story corner-bay tower is integrated into the compact massing of a house sheathed in shingles. The side gable includes a window within a curved shingled opening, a very common Shingle Style design feature also evident in the two-family house at 101 Billings Road (ca. 1905; #27). Another characteristic of Shingle Style design is the low sloping gable roof at 25 Elm Street (ca. 1897; #287). The dominant gable is filled with patterned shingles and encloses two clipped bays within the eaves.

Continued

COLONIAL REVIVAL (1890-1930)

At the same time that designers of Queen Anne and Shingle Style houses were experimenting with innovative forms and architectural ornament, there was a renewed interest in classic domestic house types and design. The Colonial Revival style emerged in the late 1880s and dominated residential architecture throughout the first half of the twentieth century. Distinguished by a return to symmetrical rectilinear compositions, stylistic details included classical columns, balustrades, pilasters, elaborate cornices, and Palladian windows. Colonial Revival houses were generally larger than their 18th century models; details were grander in scale as well. The Colonial Revival style is the predominate twentieth century residential mode in Quincy. Given its simplicity of form, it was easily replicated for modest one- and two-family suburban houses in Quincy's expanding suburbs. Highly sophisticated versions of the style were also constructed in affluent residential areas.

The bulk of the elaborate examples are concentrated at President's Hill. Here, several of Quincy's finest Colonial Revival houses have unfortunately been covered with aluminum siding. Three intact houses from this neighborhood are included in this nomination. The Frank W. Crane House, 11 Avon Way (ca. 1902; #PH-87), and the house at 105 President's Lane (ca. 1915; #PH-73) are typical of the liberal mixing of Georgian and Federal motifs exhibited in Colonial Revival houses. Both of these grand houses have hip roofs, central entrances, full-width first-story porches, and Palladian windows. A third house on President's Hill, the Charles Burgin House, 95 President's Lane (ca. 1900; #PH-72), is Georgian-inspired with a gabled roof, central gable, and pedimented dormers. Upper-middle-class Quincy residents continued to build Colonial Revival residences into the 1920s. Houses of the 1920s tended to be more traditionally scaled than their predecessors. The best of these is the Alfred B. Richards House, 354 Highland Avenue (1923; #WH-535). The house has a five-bay central-hall plan with slightly recessed wings, gable-roofed dormers, and a central pedimented portico.

For modest housing built for one and two families in early-20th century neighborhoods like Montclair and Atlantic, the hip-roofed "American Four Square" was the most popular vernacular Colonial Revival form. The two included in this nomination, 20 Sterling Street (1911; #559) and 99 East Squantum Street (1910; #19), are two-family residences. Characteristic is the square, compact massing, as well as the hipped roof, with four dormers and classically derived "colonial" porches.

Given the preference for the Colonial Revival in the early-20th century, many homeowners updated their Victorian houses with Federal and Georgian

Continued

period details. The most dramatic of these renovations occurred at 310 Adams Street (1880, 1930; #86). In 1931 Henry Munroe Faxon, a leading real estate developer, hired the Boston architectural firm of Shepard and Stearns to give his 1880 house a totally new Colonial Revival look. Retaining the generous proportions of its Victorian origins, the house is now embellished with a central pedimented gable, projecting pavilion with Palladian window, dentilated cornice, and large corner pilasters.

**PRAIRIE AND CRAFTSMAN BUNGALOW STYLES (1905-1925)**

The works of the midwestern Prairie School and the designs of the California inventors of the Craftsman bungalow were popularized in patternbooks and magazines during the early-20th century. In particular, the versatility and economy of the Craftsman bungalow was aggressively marketed. Patternbooks and catalogs published plans and in some cases offered complete pre-cut packages of lumber and decorative detail. Although the Prairie, Craftsman and Bungalow were never as popular as the Colonial Revival style in Quincy, the city nevertheless has a remarkably diverse range of bungalows and houses that exhibit elements of Prairie School design. An example of mixed Prairie School and Craftsman influences is the Frank Burgess House (ca. 1913; #WH-536) designed by Cleveland and Godfrey, a Boston architectural firm. Design emphasis is on the horizontal line. Distinguishing Pririe School elements include the low-pitched hip tile roof and horizonally grouped double-hung sash windows. The open rafter portico, at the central entrance, is derived from the Craftsman design.

Bungalows in Quincy include a variety of types. Common identifying features are low-pitched gabled roofs, wide overhanging eaves with exposed roof rafters and decorative braces, and porches supported by short stocky columns. Fieldstone and stucco are common walling materials. Marketed initially for country retreats, and later for suburban living, bungalows in Quincy were built for both purposes. The house at 4 Brunswick Street (1908; #442), now a year-round residence, was originally built as a summer house one block from Quincy Bay at Squantum. A side-gabled example, the shingled 1 1/2-story house has a low sloped roof with decorative brackets, a shed roof dormer window, and a full-width front porch supported by scored cast-stone columns. The cross-gabled stucco house at 31 Edgemere Road (1915, #216) is one of the best preserved of several similar bungalows erected throughout the city. Particularly fine details include the short round columns, supporting the overhanging roof, and the decorative half-timbering in the gable.

Small modest bungalows provided an affordable one-family house in many of the city's North Quincy's subdivisions, where houses were built in the 1900

Continued

and ca. 1913. Two well-preserved examples, one with half-timbering in the gable, 15 Gilmore Street (1908; #481), and another with an archetypal fieldstone porch, 56 Pope Street (1916; #561), are included in this nomination.

**MULTIFAMILY HOUSING**

In the late-19th and early-20th centuries, Quincy's population grew enormously. A community of 7,443 persons in 1870, the city had more than 40,000 persons by 1915. The population boomed again in the 1920s with 71,983 people by the end of the decade. To meet the increasing population demands developers began to build multiple-family housing as early as the 1890s. Yet, in keeping with the suburban community image that most developers promoted, the predominate multiple-family dwelling was the two-family house. In comparison with adjacent streetcar communities such as Dorchester, relatively few triple deckers or apartment houses were built.

Scattered throughout the community, frame apartment houses adopted the look of contemporaneous single-family dwellings. One of the finest such buildings in Quincy is 1-7 Moscow Street (ca. 1900; #15). Originally a four-family residence, the building features the gabled gables and flared shingled eaves of the Shingle Style. Triple deckers were generally built in small groups located in modest residential neighborhoods. Most of these have undergone alteration. A typical intact example, with a three-story porch and elaborate Colonial Revival cornice, is 51 Hunt Street (ca. 1917, #41).

In the 1920s, Quincy's decade of greatest population expansion, developers built numerous new apartment buildings. Many were Colonial Revival style, designed to blend in with the single-family houses around them; the majority were built of brick with cast-stone trim. The best of several, built just outside Quincy Center, is the Dorothy Q. Apartments (1929; #203), 36 Butler Street. Adjacent to the 18th century Quincy Homestead (1706; NR 1971), the building features cast-stone quoins, decorative pediments and swags, and keystoned lintels above the windows.

**NONRESIDENTIAL BUILDINGS**

The dramatic developmental forces that transformed Quincy from an agricultural community to a suburban-industrial city involved an ever-changing demand for newer and larger commercial buildings, municipal facilities, and institutional structures. This evolution is apparent in the relatively poor survival rate for nondomestic buildings constructed before the mid-19th century. Changing use has also resulted in frequent and dramatic alteration of the buildings

Continued

erected in the late-19th and early-20th centuries. This is particularly evident in Quincy's industrial structures. Public buildings, constructed in response to growing municipal needs, form the largest component of the intact nonresidential resources included in this nomination. Unlike the city's residential structures, built mostly by local carpenters, Quincy's municipal institutional and commercial buildings were designed by prominent Boston architects. Among them were Henry Hobson Richardson, Charles Brigham, Shephard and Stearns, Albert Hayden Wright, and J. William Beale and Sons. The latter two were the most active in Quincy. Wright designed six schools during the late-19th and early-20th centuries. The firm of J. W. Beale and Sons was responsible for a remarkably diverse collection of commercial and institutional buildings of the 1920s. They comprise some of Quincy's most outstanding architectural resources.

**COMMERCIAL BUILDINGS**

Quincy's commercial buildings are located along Hancock Street, clustered in the area around Quincy Square, and scattered north and south of the town center, as well as along Franklin and Independence Avenues and the Southern Artery. The two oldest intact commercial structures in Quincy Center date from the late-19th century. The Jacobean Revival style Adams Building, 1342-1368 Hancock Street, 1-9 Temple Street (1880-1885; 1889-1890; NR 1983), is a 3 1/2-story, crescent-shaped building with a steep, gabled slate roof. The irregular facade features decorative half timbering at the second and third stories and wooden storefronts at the first floor level. The building's west elevation facing Hancock Street was built in 1880-1885; the section fronting on the intersection of Hancock and Temple Streets was added in 1889-1890. Next to the Adams Building is the Quincy Savings Bank, 1370-74 Hancock Street (1897; #QC-166). The bank is the only well-preserved 19th century brick commercial structure in Quincy. Classical Revival in design, its symmetrical brick facade is framed by granite quoins and an elaborate granite cornice topped by a brick parapet. The pedimented granite portico at the central entrance is flanked by two storefronts recently renovated in keeping with their original configuration. A small two-story brick wing, added to the west side of the main block in 1919, repeats the design of the original building.

In the early-20th century, redevelopment of Quincy Center destroyed much of the 19th century commercial fabric. After a street-widening project in 1915, more than thirty buildings were demolished along Hancock Street. The majority were one- and two-story frame commercial structures. These were replaced in the 1920s with two- and three-story brick commercial blocks built primarily in the Colonial Revival style. The best-preserved example from this period is

Continued

the Munroe Building, 1227-1259 Hancock Street (1924; #QC-166). Designed by Boston architects Shephard and Stearns, the long two-story brick building is the most sophisticated Colonial Revival commercial block in Quincy. The flat-roofed structure is composed of a series of units topped by alternating gables and plain brick parapets and divided by limestone pilasters that frame the storefronts at the ground-floor level. Different pseudo-Georgian window treatments at the second story give additional visual variety to the facade, this design scheme is repeated on the rear facade. Limestone string courses at the ground and second-story levels unite the design.

The most prominent commercial structure in Quincy Center was built in 1929. The Art Deco-style Granite Trust Building, 1400 Hancock Street (1929; #QC-171), towers over the center at the intersection of Hancock, Chestnut, and Granite Streets. A local landmark, the building is the work of J. William Beale and Sons. The limestone "skyscraper" is composed of a series of graduated vertical blocks rising to ten stories. The main block is framed by three-story sections on either side with storefronts at the ground level. Two-story polished granite columns mark the bank's entrance.

Nodes of commercial development, associated with adjacent residential neighborhoods, spread north and south of the Square along Hancock Street. Here, the predominate commercial building type is the one-story cast concrete commercial blocks built in the 1920s. Most of these have been drastically altered. One important intact remnant of the development of Quincy's neighborhood commercial centers is the Wollaston Theatre, 111 Beale Street (1926; #487). It is an intact example of the Classical Revival style as it was applied to the design of suburban theatres of the 1920s. The Wollaston Theatre is the only one of several vaudeville theaters built in Quincy to survive. The focal point of the design is a triangular marquis topped by stylized electrified letters reading "Wollaston." The marquis extends from a raised parapet with a cast-stone cartouche above it. On either side of the recessed entrance are storefronts topped by a brick parapet embellished with raised cast-stone swags.

**INDUSTRIAL BUILDINGS AND STRUCTURES**

Very little remains from Quincy's early phases of industry during the late-18th century and first half of the 19th century. Important early innovations in the granite industry are noted in the remains of the Granite Railway Incline (1830; NR 1973) and Granite Railway (1826; NR 1973). The work of engineer Gridley Bryant, the Granite Railway was opened in 1826 to overcome the difficulty of transporting blocks of granite from the Bunker Hill quarry in West Quincy to the Bunker Hill monument construction site in Charlestown.

Continued

The monument's architect, Solomon Willard, subsequently devised a hoisting apparatus that together with the railway helped to foster the growth of the granite industry in Quincy during the middle years of the 19th century.

Of the mills and wharves along the Town River, none from the 18th century survive. One remnant of the 19th century mill activity, the 1854 Southern Tidal Mill, 610 Southern Artery (1854; #131), retains portions of important earlier structures. In 1854 Edward Southern replaced his father's 1815 grist and sawmill with a new mill building. Here he operated a gristmill until 1873 when the building was incorporated into a lumber gateway that once opened into the Quincy Canal built in 1825. The canal linked the quarries to water transportation by making it possible to load granite onto ships on the tidal extension of the Town River.

Quincy retains several workers' houses and cottages built by shoe manufacturers, however, 19th century shoe factories and workshops have all disappeared. Quincy's other important 19th century industry was the granite business. Because granite quarrying flourished into the 20th-century, industrial buildings associated with the granite business have survived in greater number. Although the quarries have all closed, several monument shops are still in operation in Southwest Quincy. Grouped near Center Street, only one retains its original buildings and equipment; Barnicoat Monuments (now Hancock Monuments), 114 Columbia Street (1890; #404). Arranged to face a central derrick, the 1 1/2-story L-shaped frame building has a low sloping gable roof and is composed of a series of work stations, each with its own small windows and entrances facing the yard. The irregular surface of the roof and fluctuations in the eave line indicate the various work spaces within. A small gable-roofed office building is attached at the building's west end. Another remnant of the granite industry is the ruins of the Lyon's Turning Mill in the Blue Hills Reservation (1894; NR 1980). Only sections of the mill's large granite walls survive. Built by the Quincy Quarry company in 1894, the mill once housed the machinery for shaping and finishing blocks of granite into plain and fluted columns for buildings.

Industrial expansion associated with the railroad and the railway in the late-19th and early-20th centuries brought new industries to Quincy, particularly foundries and machine shops. Typically, manufacturers built two- and three-story rectangular brick buildings with flat roofs and simple brick detailing at the windows and cornices. Two of the largest such complexes were built by Boston Gear Works and Tubular Rivet and Stud; both have been substantially altered. Because of continual growth and changing uses, almost none of Quincy's industrial buildings have remained intact.

Continued

PUBLIC BUILDINGS

Built in 1844, the Greek Revival Town Hall, 1305 Hancock Street (1844, NR 1980) is the best of Quincy's pre-1850 public buildings; the rest are gone or severely altered. The design of the rectangular granite building, known as "City Hall" since Quincy became a city in 1888, is dominated by the temple front facing Hancock Street. A grand pediment is supported by four Ionic pilasters. The building was designed by architect Solomon Willard, whose role in the development of the granite industry was previously described.

New utilities, schools, and fire stations were erected in the late-19th and early-20th centuries as Quincy's neighborhoods expanded. Earlier structures were frequently torn down or adapted for other purposes. The best of Quincy's pre-1850 public buildings are currently listed on the National Register; the rest are gone or severely altered. Many of the new buildings, in particular the schools, were designed by architects.

In response to residential development, two new utility companies were organized in the late 19th century. The Quincy Water Company, 106 Penn Street (1883; #435), was incorporated in 1883 and erected the well and pumping station the same year. The pumping station is a cross-gabled, two-story, brick Italianate building that originally housed an office and apartment for the superintendent. On Field Street, the Quincy Electric Light and Power Company Power Station (1902; #QC-129) was built in 1902. The small brick building is a flat-roofed rectangular structure in a simple Colonial Revival design, with three two-story arched window openings dominating the main facade.

Another privately initiated public facility was erected in the early-20th century in Quincy by the Fore River Shipbuilding Company, a division of the Bethlehem Shipbuilding Corporation. The Fore River Club House, Follet and Beechwood Streets (1917; #285), still used as a community clubhouse, originally contained a ballroom, billiard room, and bowling alleys. The long frame building has a low ridge roof with exposed rafters and eyebrow dormers.

Neighborhood development required continual updating and expansion of city services. Alert to the need to modernize, the Quincy Fire Department replaced earlier wooden structures with larger brick stations in the late-19th century, then undertook a second phase of modernization in the 1930s and 1940s. Wollaston Station, 111 Beale Street (1900; #577) is the sole survivor from the first period of modernization. The 2 1/2-story brick building is Quincy's only example of the Italianate style adopted for a public building. The structure is dominated by a tall square tower, with arched window openings and brick corbelling under the eaves. During the second phase of modernization,

Continued

Quincy architect George A. Robinson built the Central Fire Station, 26 Quincy Avenue (1938; #285) in the Colonial Revival style.

A relatively rare choice for fire or police stations built in the late-19th century, the Colonial Revival style became the predominate mode for such buildings in New England by the 1930s and the 1940s. The first of several Colonial Revival-style fire stations built by George Robinson in Quincy, the Central Fire Station is by far the most sophisticated. The gable-roofed brick building is T-shaped in plan. It is composed of a central 2 1/2-story rectangular wings and another 1 1/2-story wing extending to the rear. Reminiscent of Philadelphia's Independence Hall (1731), the structure has parapet gables rising from the end walls of its main block, which is topped by an octagonal cupola. Subordinate wings with hipped roof dormers repeat the use of parapet gables at each end of the composition.

In 1925, Quincy built its first Police Station erected exclusively for that purpose. Designed by local architects Batty and Gallagher, the Classical Revival-style Quincy Police Station, 442 Southern Artery (1925; #120) is a three-story yellow brick building with restrained classical ornament. Its symmetrical five-bay facade has two main entrances, each embellished with triangular pediments and flanked pilasters.

The growth of residential neighborhoods north and west of Quincy Center resulted in campaigns to build branch libraries. Since 1881, the city had been serviced by the Thomas Crane Library, 40 Washington Street (1881; NR 1972 NHL 1987), a magnificent Richardson Romanesque building in Quincy Center. It is thought to be the best of five libraries commissioned by Henry Hobson Richardson. The granite and limestone Crane Library is remarkable for the way in which the two-story tower entrance arch and second-story gable, each indicating a particular interior function, are contained within one horizontal block. Much more modest in design are two branch libraries, at West Quincy and in Wollaston, built in the 1920s and designed by William Chapman. The best of the two is the Wollaston Library, 41 Beale Street (1922, #489). The small elegant Classic Revival-style building has a hip roof and stucco walls. Its central entrance is the focal point of the design; it is framed by Ionic pilasters and capped with a richly ornamented cast stone pediment.

In addition to the demand for libraries and fire stations was the need for neighborhood schools. The construction of new schools occupied much of the City's energy and financial resources from the 1890s through the first quarter of the 20th century. Prominent Boston architects were hired to design new buildings. Among the architects were Charles Brigham, Sturgis and Cabot, Albert H. Wright, and Shephard and Stearns. Two of Quincy's public schools,

Continued

the Cranch School, 94 Newbury Avenue (1900; NR 1984), designed by Albert H. Wright, and the fine Colonial Revival Quincy School, 270 Whitwell Street (1906; NR 1983) (designed by Boston architects Hurd and Gore), are currently listed on the National Register. Three additional public schools are proposed for listing as part of this nomination.

The Coddington School, 26-44 Coddington Street (1909; #QC-198) is an exceptional Colonial Revival building designed by Charles A. Brigham. The three-story red brick structure is rectangular in plan, although the composite hip roof gives it a squarish blocky appearance. The primary facade is dominated by a hipped-roof pavilion projecting slightly from the main block. This section consists of five window bays with pairs of six-over-six rectangular windows, at the first- and second-story levels, and arched windows on the third floor. The central entrance is framed within a granite arch and topped by a bracketed balcony.

The South Junior High School (now Ray E. Sterling Junior High School), 444 Granite Street (1927; #401), the best-preserved of three junior high schools built in Quincy during the 1920s, was designed by the noted Boston architectural firm, of Shepard and Stearns. Built of beige brick meant to look like stone, the Junior High School has a long rectangular plan. The five-part facade is composed of two projecting end pavilions and a central section dominated by pilasters and two recessed walls of six bays. The end walls are ornamented with patterned brick and the three entrances are marked with pediments.

**PRIVATE INSTITUTIONAL BUILDINGS**

In addition to the public schools built in Quincy in the latter half of the 19th century, two private educational institutions erected buildings. Currently listed on the National Register, the Adams Academy, 8 Adams Street (1872; NR 1973), was built as a private school for boys in 1872. The school was bequeathed by John Adams, second President of the United States, under the provisions of the Adams Temple and School Fund. Designed by Boston architects Ware and Van Brunt, the High Victorian Gothic building is constructed of rough-faced granite ashlar with brick trim. The two-story building is composed of three Gothic-gabled units: a central pavilion containing a large pointed segmental entrance arch; and two end pavilions, one with a bay window, and one with windows set within a recessed brick Gothic arch. The building is now the headquarters for the Quincy Historical Society.

Just across Hancock Street form the Academy is a second private school, the Woodward Institute, 1098 Hancock Street (1893; #146). Designed by E. G.

Continued

Thayer, architect of Quincy's second High School (now altered), the Woodward Institute is a fine example of the Queen Anne style applied to an institutional form. The only extant frame school in the city, the 2 1/2-story building is roughly L-shaped; its walls are sheathed in clapboards, and its enveloping slate hip roof has multiple gables and dormers.

Buildings associated with other institutions established in Quincy during the late 19th century have been torn down. Among them were two homes for retired sailors, Sailor's Snug Harbor, established in Germantown in the 1850s, and the National Sailor's Home, built on Fenno Street in 1865.

Most of Quincy's remaining private institutional structures date from the 20th century. Two fraternal organizations, the Elks and the Masons, constructed impressive quarters in Quincy Center in the 1920s. The Masons first organized in Quincy in 1803, disbanded in the 1830s, then reorganized in the late-19th century. The campaign to secure funds and land for a new building lasted several decades, but by 1926 the popular architectural firm of J. William Beale and Sons had designed the impressive Masonic Temple, 1170 Hancock Street (1926; #QC-152). The only elaborate example of Neoclassical architecture in Quincy, the two-story limestone structure is set high on an ashlar block basement and has a flat roof. The facade is dominated by a projecting pavilion composed of four giant Ionic columns, in antis, supporting an architrave decorated with Masonic symbols. A large set of steps leads to the main entrance.

A much younger organization, the Quincy Order of Elks, was convened in 1904. After the group grew too large for its first home on Foster Street (1907), now demolished, they hired J. W. Beale and Sons to build their new Elks Building, 1218-1222 Hancock Street (1926; #QC-152). The building is among the two most elaborate Colonial Revival buildings in Quincy Center--the other is the specially mentioned Munroe Building, 1227-1259 Hancock Street, 1924. The Elks Building, now offices, is a three-story brick structure with a central entrance and storefronts faced in limestone.

**RELIGIOUS BUILDINGS AND SITES**

Quincy contains a number of architecturally significant churches representing several phases of the city's development. Quincy's oldest religious building is the Greek Revival granite First Parish Church, 1266 Hancock Street (1822, NR 1970; NHL 1870). Designed by Alexander Parris, the church is a local landmark in the center of Quincy Square. In 1927, not far from Quincy Center, Quincy's Anglicans built their first building on what is now the Christ Church Burial Ground, 54-60 School Street (ca. 1727; #803). Within the small, square

Continued

burial ground, devoid of landscaping, is a section of the foundation stone for the 1727 church as well as several important 18th century sites and many unmarked graves. The most elaborate 18th century gravestone, a slate stone decorated with a flowering garland and death's head, marks the grave of Ralph Shirley (1734-1737), son of Royal Governor William Shirley (1694-1771). The 1727 building was demolished; its materials were incorporated into a large building erected in 1832 at a nearby site on Quincy Avenue. This building was replaced by two consecutive structures, one in 1859 and another built in 1873 after fire destroyed the earlier building. After another damaging fire, the 1873 church was rebuilt in 1874. It is the 1874 building, Christ Church, 14 Quincy Avenue (1874; #293), that is included in this nomination. It is Quincy's best example of a Gothic Revival church modeled after rural English parish churches of the mid-19th century. The granite building has a low ridge roof, a large pointed arch window in the east facade, heavy buttresses, and small side entrances; these are all components typical of Anglican country churches of the period.

Built a year later in Wollaston Heights, the First Baptist Church of Wollaston, 187 Warren Avenue(1873; WH-543), is the oldest intact frame church building in the City. It is among the best preserved of a number of churches erected in residential neighborhoods in the late-19th century. The original building features a two-story offset square tower, a large lancet window filling the front gable, and a polychromatic patterned slate roof. A second church in Wollaston, the Wollaston Unitarian Church (now St. Catherine's Greek Revival Orthodox Church), 155 Beale Street (1888; #579), is Quincy's only unaltered Shingle Style church. Designed by Boston architect Edwin J. Lewis, the building has a granite first story and a short square granite tower. Its horizontal massing is emphasized by a low sloping gabled roof. The tower and arched window set deep with in a projecting shingled gable dominate the main facade.

The third 19th century ecclesiastical building included in this nomination was built by the Scandanavian community in West Quincy. Prominently sited high on a granite outcropping, the Salem Lutheran Church, 199 Granite Street (1894; #101), is symmetrical in composition with a standard frontal tower and a rectangular nave lined with lancet windows.

The most elaborate of the many fine churches built in Quincy after 1900 is included in this nomination: Bethany Congregational Church, 8 Spear Street (1927; #QC-252), the outstanding 20th century Gothic Revival church in the city. It was the work of Boston architects J. William Beale and Sons, who were also responsible for the design of the Adams Building (1880-1885, 1889-1890), the Elks Building (1924), and the Masonic Temple (1926). The most

Continued

striking element in the church's composition is a tall square tower with tripartite rectangular windows, under a pinnacled parapet, and corners articulated by buttresses and ornate gargoyles. The gabled facade is embellished with a Tudor arched window opening and an entrance set under a multiple lancet arch and projecting gabled arch.

## III. METHODOLOGY

The Quincy Multiple Resource Area nomination is based on the comprehensive community wide inventory of Quincy, submitted to the Massachusetts Historical Commission in 1986. Conducted in 1985-1986 by preservation consultants Monique Lehner and Minxie Fannin, the survey identified more than 600 properties. Primarily architectural in scope, the inventory includes resources dating from early European settlement (17th century) through 1940. Consultants prepared a preliminary list of recommendations for both individual and district nominations to the National Register of Historic Places.

Preservation consultant Julie Johnson was hired in January 1987 to evaluate the survey findings and to prepare this Multiple Resource Area nomination. All properties previously recommended for nomination were reviewed as were those additional resources identified as potentially eligible by the present consultant. Properties and areas that appeared to meet National Register criteria were fieldchecked to determine integrity and appropriate boundaries. Consultations with the Quincy Historical Commission and field work with the staff from the Massachusetts Historical Commission helped to finalize the list of proposed properties.

Twenty-one properties in Quincy are currently listed in the National Register. This nomination includes 84 properties: 80 major individual properties, (with four contributing outbuildings) and one district with four properties. Together with two contributing sites and six contributing structures, the total number of contributing resources in the nomination is 92. The criteria for inclusion in this Multiple Resource Area nomination are consistent with National Register guidelines. Selections were generally determined on the basis of significant local historical associations and architectural merit. Architectural significance was based on the excellence of design and retention of original materials, as well as on representation of characteristic building types and architectural styles. Historical significance was determined by association with important local, state, and national events, patterns or persons.

Specifically, properties were evaluated in terms of their relationship to the major themes and periods underlying Quincy's historical development. The

Continued

periods of significance, which are more fully explained in the introduction to Section 8, include Town of Braintree--First Settlement (1634-1792); Town of Quincy--Early Industry (1792-1845); Industrial Development/Suburban Beginnings (1845-1888); City of Quincy--Suburban and Industrial Development (1888-1915); and Twentieth Century Expansion (1917-1938).

Given Quincy's extensive 19th and 20th century development, the attrition rate for resources from the late-17th, 18th, and early-19th centuries has been relatively high. Pre-1850 buildings included in the nomination were evaluated in terms of architectural integrity and are most predominantly vernacular in character. Properties from the decades of initial suburban development (1860s-1880s) and from the period of suburban and industrial expansion (1888-1915) form the largest component of the nomination. Residential buildings are the most numerous resource type.

Quincy's substantial suburban residences, built by affluent Quincy residents and Boston commuters, are concentrated on Adams Street and at President's Hill and Wollaston Heights. Unfortunately, the extensive presence of aluminum siding on houses in both areas made district nominations infeasible. Well-preserved examples of 19th century styles from each neighborhood were selected for this nomination. Also included were modest examples of suburban housing from other turn of the century subdivisions; here, alterations have also disrupted the architectural cohesiveness of the neighborhoods. Workers' housing is represented in the Baxter Street Historic District.

The period from 1917-1938 was dominated by the unprecedented building boom of the 1920s. Reflective of this growth are outstanding commercial structures, public buildings, and institutional properties included in this nomination. These were selected primarily on the basis of architectural merit. The numerous residential properties built during this period have not been fully surveyed and are therefore not included as part of this nomination. Two areas for further consideration are the 1930s subdivision at Merrymount and the developments of the United States Housing Corporation.

Continued

Archaeological Description

At present, twenty-four prehistoric sites are recorded within the City of Quincy. Most of these sites have been reported as a result of collector activity; several appear to have been destroyed. The best documented areas in the City are along the coastline, particularly in the Squantum locale and in the Blue Hills. Other than quarry sites in the Blue Hills, few sites occur in interior areas of the city. Coastal sites focus on low-lying estuarine areas long the Neponset River, Quincy Bay, Blacks Creek, and Town River Bay. Other coastal sites occur on high ground near tidal flats in the Squantum area. Despite Quincy's intense 19th and 20th century historic period development, several areas appear to retain the potential for significant prehistoric sites. These areas include: 1.) The Neponset River estuary; 2.) Portions of Furnace Brook; 3.) The Blue Hills Reservation; 4.) Undeveloped land north of the Blue Hills Reservation; 5.) The Penns Hill/South Commons area; and 6.) Banks and adjacent terraces along Quincy Bay and Town River Bay. Most prehistoric sites in Quincy appear keyed to environmental resources available in areas where they appear. Quarry sites characterize inland locales, particularly in the Blue Hills, while shell middens are common along coastal zones. Burials are also present, usually in association with shell middens. Current evidence indicates native occupation from the Early Archaic (8,000 B.P.) through European Contact. At present,the Massachusetts Hornfels/Braintree Slate Quarry located in Quincy is listed on the National Register of Historic Places. With more comprehensive survey and testing, it may be possible to identify additional sites and districts that would meet the criteria for National Register listing.

There is also significant historical archaeological potential within the city. To date, other than extant buildings, no systematic effort has been made to locate and record these sites. Settled shortly after 1634, farmsteads and industries quickly developed along the coast and main waterways. By the Federal period (1775-1830), Quincy was an important local core and by the Early Industrial period (1830-1870), part of the Boston Regional core area. For much of these periods, historical archaeological resources are the primary survival although several late 17th and 18th century structures, most of which are listed on the National Register, survive. Archaeological investigation can document both buildings and structures. No longer extant as well as occupation-related features (privies, trash pits, wells) associated with them. In addition, significant features are also likely to be present around standing structures. Archaeological potential should be considered not only in Quincy Center but in all of the several historical residential/industrial settlement areas established by the 19th century.

## 8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:
☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☒ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)
INDUSTRIAL: MANUFACTURE/EXTRACTION
ARCHITECTURE
COMMUNITY PLANNING & DEVELOPMENT
MARITIME HISTORY
AGRICULTURE
TRANSPORTATION

Period of Significance
1634–1792
1792–1845
1845–1888
1888–1917
1917–1938

Significant Dates
N/A

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

### INTRODUCTION

The Quincy Multiple Resource Area represents a sparsely settled Colonial agricultural community that developed into a densely populated suburban-industrial city by the start of the 20th century. Quincy is remarkable within the Boston area for the pace and density of its 20th century development. As a result, 18th and 19th century buildings and streetscapes have been altered to some degree, although a surprising number of resources remain intact. Representing the late-17th century through the middle of the 20th century, Quincy's historic resources range from vernacular farmhouses to high-style mansions, from working-class cottages to comfortable suburban residences, and from frame churches to masonry commercial blocks and municipal buildings. The architectural and historical significance of the properties proposed for nomination to the National Register reflect the major themes and periods that define Quincy's historic development patterns. These themes and patterns trace Quincy's evolution from farming community in the 17th and 18th centuries through the development of its nineteenth century industries to the 19th century beginnings and subsequent acceleration of suburbanization in the early-20th century. The physical record of this development is contained in the 84 individual properties and one district accompanying this nomination--a total of 88 properties. As a whole, the Quincy Multiple Resource nomination retains integrity of location, design, materials, association, and workmanship and meets Criteria A, B, and C of the National Register of Historic Places.

The major themes and periods identified for Quincy include: Town of Braintree--First Settlement (1634-1792); Town of Quincy--Early Industry (1792-1845); Industrial Development/Suburban Beginnings (1845-1888); City of Quincy--Suburban and Industrial Development (1888-1917); and Twentieth Century Development (1917-1938). The dates upon which these periods are based indicate economic and political events in the city's history that resulted in changes in Quincy's dominant characteristics. The first date, 1634, is the community's initial settlement; the second marks the incorporation of the Town

☒ See continuation sheet

of Quincy (1792). In 1845, the Old Colony Railroad opened service from Boston to Quincy, stimulating industry and the first residential subdivisions; similarly 1888 marked the electrification of the street railway and subsequent intensified residential development. Also in 1888, Quincy became a City, embarking on a new era of civic improvements. The date 1917 marks the impact the entrance of the United States into World War I precipitated the emergence of Quincy's shipbuilding industry, which precipitated. Together with the arrival of the automobile, and the rise of shipbuilding, record numbers of new residents came to Quincy. 1938 marks the fifty-year cutoff date for National Register eligibility.

These themes and periods are not entirely distinct. Trends often overlap, as in the case of agriculture, which continued to be important through the mid-19th century at the time when early industries were flourishing. Industry continued to be a strong factor in the late suburban period. In Quincy, it is the period of suburbanization (1845-1938) that had the most profound impact on the landscape. Reflective of this pattern of activity, the majority of properties included in this nomination are the residential buildings that dominated Quincy's development in the late-19th and early-20th centuries. Also heavily represented are civic, religious, and commercial structures associated with this residential development. Fewer in number are properties from the Colonial and Federal eras, indicating both the sparse settlement and the poor survival rate for resources of those periods.

## II. COMMUNITY DEVELOPMENT

### TOWN OF BRAINTREE--FIRST SETTLEMENT (1634-1792)

Before European settlement of Quincy in the 1630s, several areas along coastal waters served as native American fishing sites. One site with recognized evidence of native settlement is at Moswetusset Hummock at Squantum on East Squantum Street (1600s; NR 1971). In interior portions of town, native American activity is believed to have occurred at rock shelters and quarries such as the Massachusetts Hornfels/Braintree Slate quarry, in the Blue Hills reservation (NR 1980).

Although permanent European settlement of Quincy began in 1634, it was preceded by three documented reports of European contact. The first of these was a brief visit with the Moswetusset Indians in 1621, led by Captain Myles Standish of the Plymouth colony. Four years later in 1625, Captain Wollaston established a small European trading post at Merrymount. One year later, Wollaston departed and Thomas Morton, a self-described adventurer, assumed leadership of the company. The sale of arms to the Indians and other vague

Continued

accusations of misconduct caused Myles Standish to disband the community in 1628. The third account of European contact dates from 1632, when the "Braintree Company," recruited by Reverend Thomas Hooker in Braintree, England, attempted to settle Quincy. The effort failed when the colonists' claims were refused by the General Court in Boston; instead, they were allotted territory in Cambridge.

Permanent European settlement of Quincy began two years later in 1634, when "Mount Wollaston" (now Braintree, Quincy, Holbrook, and Randolph) was annexed to the City of Boston. Between 1634 and 1636, the first land grants were made to prominent Boston residents William Hutchinson, Edmund Quincy, John Wilson, pastor of the Boston Church, William Coddington, Treasurer of the Massachusetts Bay Colony, and Atherton Hough, a magistrate. These extensive grants of 500 or 600 acres were established as large farmsteads, some run by tenant farmers. By the mid-1630s, smaller allotments were made on the basis of four acres per family member; the pattern of dispersed farmsteads persisted through the following century.

Not wishing to travel the long distance to Boston, the forty to sixty families residing in Mount Wollaston in 1636 petitioned the Boston church for a minister. In 1637, the liberal John Wheelright came and established the "Chapel of Ease"; for a year, it was the center of a serious schism in the Boston church known as the Antinomian controversy. Wheelright was the official spokesperson for the liberal faction led informally by Anne Hutchinson. Mrs. Hutchinson preached at gatherings in her Boston home and together with her husband, William Hutchinson; rallied around Mr. Wheelright. The Boston Church banished Wheelright and Hutchinson in 1637 and 1638. William Hutchinson and William Coddington left for Rhode Island voluntarily in 1638. Coddington left a portion of his extensive land grant for support of the local schools. In 1639 settlers entered into new discussions with the Boston Church and established an independent parish. The first minister was William Thompson; the first teacher was Henry Flynt. The natural next step was incorporation as the town of Braintree in 1640.

The territory within the town of Braintree in 1640 included the area now comprising Quincy, Braintree, Randolph, Holbrook, and a large section of Milton. The center of this new community developed at the intersection of the Town Brook and the old road between Boston and Plymouth, a native trail delineated in 1640 (Hancock Street, now Route 3A). A meetinghouse near this intersection is referenced in the town records of 1641; a second stone meetinghouse is known to have been standing in 1666. Just north of the meetinghouse was the town burial ground, now Hancock Cemetery (1640; NR 1982). The training field was across the road at what is now the site of the

Continued

First Parish Church (1844; NR 1970). The town grist mill, established in 1641, was slightly west of the town center at what is now Fort Square.

South of the village, farms were located on the Boston-Plymouth road. The two farmhouses that survive, typical three-bay, gable-roofed central-chimney buildings, are associated with the two Adams presidents: the John Quincy Adams birthplace of 1666, (1666; NR 1966) and the John Adams birthplace of 1681 (NR; 1966). Other farms north of the village were scattered along West and East Squantum Street (the road from Milton to Squantum), and along the "road to the woods," Granite Street.

In addition to agriculture, 17th century economic activity included fishing along the Neponset and shipbuilding at the Town River. A wooden ship called "Unity" was built at Ship Cove on the Town River as early as 1696. A short-lived enterprise, John Winthrop's Iron Furnace (NR 1977), was located on the Furnace Brook in West Quincy in 1644. The site of the first commercial iron in America, the iron works failed because of insufficient waterpower and a dwindling supply of iron ore. The experiment was significant because of the introduction of a metallurgical process and furnace design copied in erection of the Iron Works in Saugus in 1648.

Toward the end of the 17th century, settlement had spread to outlying regions of the town. A new school building was erected in 1701 at a more convenient central location south of the town center on Franklin Street. By 1706, there was a sufficient number of settlers in the southern region to justify the building of a second meetinghouse in the area that is now Braintree Center. In 1708, this separation into two parishes was formalized and the Town of Braintree was divided into two sections known as the North and South Precincts. The North Precinct included the area that is now Quincy; the Southern-Precinct contained the lands that currently comprise the towns of Braintree, Randolph, and Holbrook. The population of the north precinct was about 72 families, or 350-450 people.

In addition to the two parish churches, a small group of worshippers, who first gathered in 1689, organized the Church of England in Braintree in 1704. Visited occasionally by missionary ministers from England, the congregation met in private homes until 1727 when land for a burial ground and church building was granted by two large landowners. This was the second Anglican parish in Massachusetts, preceded only by the congregation at King's Chapel in Boston. The foundation of the first Anglican church, built in 1727, is contained within the Christ Church Burial Ground, 54-60 School Street (1727-1860s; #803). Here the church's first minister, Ebenezer Miller and church parishioners are buried.

Continued

Throughout the North Precinct in the 18th century, the town grew steadily and settlement of the town expanded even further south. In 1727, this growth prompted the division of the South Precinct into two sections: the South and Middle Precincts. A new meetinghouse was built in 1732 and a new schoolhouse in 1763. The economy was sustained primarily by agriculture, although a brief industrial experiment occurred in the 1750s on a portion of the Hough's Neck peninsula now known as Germantown. The industrial community was conceived in 1750 by the German immigrant Joseph Crellius. Streets were laid out and plans were made to bring indentured German immigrants to work in various manufacturing enterprises. In 1752, the land was sold to Richard Cranch and Joseph Palmer, who shortly thereafter constructed facilities for manufacturing of spermacetti candles, stockings, chocolate, salt, and glass. Troubled by a weak market for the goods and the loss of several buildings to fire, the Germantown business ceased operations in 1760.

During the 1760s and 1770s, the residents of the town were occupied with the events of the Revolutionary War. Although men from Braintree did not participate in the battle of Lexington, Quincy historians note that local militia did engage in skirmishes with the British along the Quincy coast in the 1770s. Later, companies from Braintree joined the Continental Army under General Washington. Joseph Palmer served as General; Jonathan Bass, Ebenezer Thayer, and Josiah Quincy as Colonels; and Stephen Penniman, and Edward Miller as Majors. Political contributions were considerable, most notably those of John Hancock, president of the Second Continental Congress and signer of the Declaration of Independence, and John Adams, representative to the First Continental Congress.

## THE TOWN OF QUINCY--EARLY INDUSTRY (1792-1845)

Following the war, the townspeople of the North Precinct, wishing full separation from the affairs of the Southern Precincts, petitioned the General Court for independent status. Outnumbered at town meeting on issues like the location of the town school, residents living in the northern half of town had discussed incorporation as a separate town since 1727, when the southern section was divided into the South and Middle Precincts. On February 22, 1792, the old North Precinct became the Town of Quincy, adding an area formerly part of Dorchester to its northern territory. The Town was named for Colonel John Quincy, Colonel in the Suffolk Regiment, Town Moderator, Representative to the House of Representatives (1730s and 1740s) and to the Governor's Council, and grandson of settler Edmund Quincy.

In 1792 the town of Quincy had a population of about 1,000 persons; by 1850 it had increased to 5,017. Economic diversification characterized Quincy's

Continued

growth during this period. In addition to farming, economic activities included saw and grist mills, saltworks, fishing, carriage and coach lace manufacturing, shoe and bootmaking, and granite quarrying. The development of these new industries and the incorporation of Quincy as its own political entity influenced the appearance of the built environment. Civic and commercial buildings erected in Quincy Center affirmed the center as the focus of government, social and economic activity. Elsewhere, buildings associated with emerging industries appeared on the landscape.

After incorporation in 1792, the area around the meetinghouse was formally developed as the center of civic and religious affairs. Anxious to have larger quarters, parishioners of the First Parish Church dismantled the 1732 meetinghouse and built the present church on the Training Field in 1828. The large Greek Revival granite edifice, designed by Alexander Parris (NR 1970), influenced the design of the town hall, which was built in 1844 directly across from the Church on Hancock Street (NR 1970; NHL 1970). Designed by Solomon Willard, the father of the Quincy granite industry, the Greek Revival town hall (also constructed of granite) was the town's first building devoted solely to the affairs of town government. Previously, the town hall and schoolhouse shared a building erected in 1817 on a site bordering the Hancock Cemetery. Twice moved and drastically altered in the 19th and 20th centuries, a portion of the 1817 structure survives at 1357-1359 Hancock Street.

Commercial development of Quincy Square also began during this period. The first stores were simple one-story frame structures. In 1816, these included a grocery at Hancock and Granite Streets and a meat market on the opposite corner. Two-story buildings followed and by 1837 there were five stores and a tavern in the Square. None of these buildings remain. Farmhouses such as the Seth Spear Homestead (ca. 1850s, #QC-264) and workers' cottages like the one built at 47 Coddington Street (ca. 1850s, #200) belonging to Ebenezer Hersey, a painter, are typical of the residential buildings around the town center.

Just north of the center of town, the area along Adams Street, part of the road from Boston to Plymouth, was the choice location for large estates built by prominent citizens. One of the most elaborate is the Beale-Rice House (1792; NR 1979), built by Captain Benjamin Beale, a petitioner for the incorporation of the town. Far more typical of houses built during the Federal period are the two dwellings erected by the Glover and Pratt families. The Glovers, 18th century settlers of what is now the Atlantic and Montclair neighborhoods of North Quincy, built their house on East Squantum Street in about 1798 (#22). Located on a portion of the family's 400-acre property, the house remained in the Glover family for over 250 years. Another large farm, this one in South Quincy, belonged first to Thomas Pratt, who

Continued

built the cape at 75 Faxon Lane in about 1806 (#385). Job Faxon owned the property from 1812 through the 19th century.

Although dispersed farmsteads still characterized the settlement pattern of Quincy during this period, clusters of buildings or "villages" began to appear in conjunction with local industries. These areas included a grouping of mill buildings and wharves at Quincy Point, a fishing community at Germantown, shoe shops in South Quincy, and granite sheds and workers cottages near the quarries in West Quincy. Because the residents of Quincy looked initially to their water resources for income, Quincy Point and Germantown were the first areas to develop. Quincy Point grew considerably in the early 1800s. In 1806, the Quincy-Hingham turnpike made the area more accessible; the same year, a dam across the Town River provided waterpower. By 1815 a gristmill and sawmill were in operation under the ownership of John Southern. Southern also ran one of two shipyards active at Quincy Point in the 1820s. In 1827, Southern cooperated with the builders of the Quincy Canal by deeding free passage through his dam. The Canal provided access for loading granite on sloops and schooners bound to east coast communities. The 1854 Southern Tidal Mill (#131), built on the site of the original building, retains portions of the dam and the tidal gateway. Wharves and other mill buildings from this period have all disappeared.

Although shipbuilding also occurred at Germantown in the late 1700s and early 1800s, it was the fishing industry around which Germantown developed during the first half of the 19th century. Fishing activity flourished during the years between the Revolution and the War of 1812, declined after the War, then in the 1830s experienced a sustained resurgence centered at Germantown. This prosperous community was established by Captain Charles A. Brown and Captain Elisha Holmes, who left Provincetown in the 1830s to settle in Germantown. Beginning with cod and mackerel fishing in the 1830s, the business eventually included whaling expeditions by the 1840s.

The existence of this fishing community at Germantown is still apparent in several extant houses on Bicknell Street erected in the 1830s and 1840s. The modest 1 1/2-story capes and sidehall houses were built by Captain Holmes and Brown and sold or rented to shipmasters and whaling captains. All have undergone alterations. Two substantial houses were built by the community leaders, Captain Brown at 42 Bicknell Street, and Captain Holmes at 52 Bicknell Street. Both were originally five-bay central entrance hip-roofed residences. Although modest in comparison with contemporaneous houses built in prosperous coastal fishing communities such as Edgartown or New Bedford, the leaders' houses indicate the relative wealth and stature of the occupants. The Brown-Hodgkinson House, 42 Bicknell Street (1832; #49), which

Continued

was later embellished with Queen Anne and Colonial Revival additions, is included in this nomination.

In addition to the economic activities along Quincy's coast, other industries developed in the interior sections of town. The shoe and boot manufacturing business and the granite quarrying industry were the two leading employers in this period. In 1847 the granite industry employed 533 men; shoemaking occupied 163 men and 58 women.

The use of Quincy granite for building purposes, previously confined to the use of hammered surface stones, was revolutionized by the invention of new tools for quarrying and better modes of transportation. In the early 1800s, Jackson Field, Josiah Bemis, William Wood, and William Packard were among those credited with opening of Quincy's quarries; the introduction of iron wedges made the splitting of stone easier and more precise than earlier methods involving heated iron balls, water, and wooden wedges.

The demand for larger granite building blocks was greatly advanced by the inventions of Solomon Willard and Gridley Bryant. For the design of the Bunker Hill Monument in Charlestown, Solomon Willard required large blocks of granite. In response, Gridley Bryant, an engineer, opened the Bunker Hill quarry. In 1826, Bryant built a horse-drawn railway from the quarry three miles to the Neponset River. The first commercial railway in the United States, the Granite Railway, Bunker Hill Lane (1826; NR 1973), and the Granite Railway Incline, Mullin Avenue (1830; NR 1973), are currently listed in the National Register. A small workers' village developed around the Mullin Avenue granite shops, although none of the houses and sheds survive.

As architect and superintendant of the Bunker Hill project and manager of the Bunker Hill quarry, Solomon Willard invented new hoisting and lifting apparatus to manage the large granite boulders. His innovations, together with the access provided by the railway, helped to encourage the opening of several additional quarries during the first half of the century. By mid-century, workers' housing associated with these quarries appeared along Copeland Street near Furnace Brook. Predominantly modest 1 1/2 story capes, survivals of this type are rare and much altered.

Another important development in the granite industry was the building of the Quincy Canal at the Town River in 1827. Although less successful than the Granite Railway, the canal provided facilities for the loading of granite from the North Common quarries onto boats bound for cities along the eastern seaboard. Portions of the abutments and tide gates are visible at the Southern Tide Mill (#131).

Continued

Concurrent with the opening of the quarries was the development of shoe manufacturing in Quincy. During the last two decades of the 18th century, shoe manufacturing began as a cottage industry. Individual workers produced shoes and boots in home workshops, which were small gable-roofed sheds, sometimes attached to the farmhouse. These workshops were concentrated in South Quincy, primarily along Franklin Street. Work was allocated to individuals by a central manufacturer who supplied materials and then sold the product in cities throughout the country. One of Quincy's leading pioneers in the shoe business was Noah Curtis, who began to manufacture shoes in the 1790s. By the early 1800s, Curtis was also manufacturing long-legged boots, sold primarily in southern markets. Curtis' home, the Noah Curtis house (ca. 1795; #346) is a well-preserved 2 1/2-story Cape, typical of the period.

INDUSTRIAL DEVELOPMENT/SUBURBAN BEGINNINGS 1845-1888

Quincy's transformation from a community of large farms and small scattered industries to a suburban-industrial city began with the arrival of the Old Colony Railroad in 1845. By 1857, there was a depot at Quincy Center, Water Street in South Quincy, one in the Atlantic section of North Quincy, and a proposed depot at Beale Street and Newport Avenue in Wollaston. The railroad (now a line of the Massachusetts Bay Transit Authority) was the major route between Boston and Plymouth. Its appearance provided improved access for industry and encouraged the first subdivision of large farms for residential development. The street railway also arrived in Quincy during this period. Incorporated in 1861, the Quincy Horse Car Railway operated a railway along Franklin and Hancock Streets from South Quincy to Fields Corner in Boston. The selling and division of agricultural lands for residential use took two forms. At Quincy Point and in South and West Quincy, small-scale residential subdivisions developed to house workers active in flourishing local industries. On the farms north of Quincy Center, hopeful investors, who anticipated increased suburban expansion, began to plan extensive residential areas for affluent Boston commuters.

The increased market for workers' housing was tied to the prosperity of Quincy's two principal industries during this period, shoes and granite. South and West Quincy were the areas that developed most extensively. One of the largest developments was the property subdivided by the heirs of Charles Francis Adams. The Adams Real Estate Trust, formed in the early 1880s, laid out several streets and platted small house lots in Southwest Quincy. Included in their plan was a small landscaped park called "Liberty Square." Although the park survives, most of the houses have been altered; one fine Queen Anne example remains at 53 Taber Street (1880s, #431).

Continued

Unlike the Adams development, most of the subdivision activity took place on smaller tracts of land. Often it was the leaders in shoe manufacturing and the granite business who developed rental property for workers. Such was the case on Baxter Street, in Southwest Quincy, where John Drake built several workers cottages in the 1880s (Baxter Street Historic District; #BS-301). The modest two-family dwellings on Baxter Street represent the most prevalent form of workers' housing in Quincy during this period. The carpenter-built gable-roofed cottages, with two dormers and a central entrance, are known as Quincy Cottages. Drake's factory, then also located on Baxter Street, was Quincy's leading shoe and boot manufacturer in the 1870s and 1880s. Drake's factory (demolished) was typical of the large frame workshops of the period; it was a long 2 1/2-story rectangular plan structure with a gable roof. By this time, shoe manufacturing had grown from a cottage industry to a factory enterprise. Boot and shoe makers who in the 1830s and 1840s performed piece work in their own home workshops, by the 1860s labored together under one roof. The work was all done by hand. In the 1850s and 1860s, the shoe industry in Quincy employed almost twice the number of persons as did the granite business. Quincy's shoe industry peaked in 1885, then suffered a severe decline as mechanized competitors in Lynn, Brockton, and other shoe centers produced a more marketable product.

By the 1870s, the granite industry had surpassed shoe manufacturing as Quincy's largest employer. Although the introduction of equipment powered by steam and compressed air reduced the number of men engaged in quarrying, a growing stone cutting business employed hundreds more. Immigrants from Ireland and Scotland during the 1840s and 1850s, and Sweden and Finland during the 1870s and 1880s arrived to work in the quarries and as cutters and blacksmiths. Workers settled into new residential districts subdivided by leaders in the granite business like Barnabas Clarke. Clarke was one of the incorporaters of the Quincy Quarry Railroad, which connected the quarries in West Quincy with the Old Colony Railroad in 1888. He was one of several investors who developed Bass' Common in the 1840s and 1880s. Referred to as Bass' Common for much of the 18th and 19th centuries, the subdivided lands were located between Copeland Quarry, Common, and Granite Streets. The house at 23-25 Prout Street (ca. 1890s; #410) is a very fine Quincy cottage built as investment property by Barnabas Clarke in the 1880s.

Among the operators and owners in Quincy's granite industry during this period, one of the most important figures was Henry F. Barker. Barker was a leader in the industry's transition from the quarrying of large granite blocks for building purposes to the production of paving materials, statuary, and monuments. Barker's firm, the largest supplier of building blocks in Quincy at the time, was in 1858 the first in Quincy to manufacture small paving

Continued

blocks. Barker led a successful campaign to gain the acceptance of his product for use in Brockton, New York, Philadelphia, and Washington. In response to the changed industry, new techniques for cutting and polishing stone were invented in the 1860s and 1870s. In 1877, Henry Barker and Sons developed a machine for sawing granite by means of iron globules. This machine, the first in continuous use in the country, allowed the easy production of mantles, table tops, and other decorative granite pieces. Although little remains of Barker's granite works, two impressive houses built by the Barker sons, members of their father's firm, are included in this nomination. The elaborate Italianate house at 103 Greenleaf Street ( QC-213) was built by Henry F. Barker, the Stick Style house at 74 Greenleaf was built by his brother George Barker (#QC-211).

Houses of similar architectural sophistication appeared in Quincy after 1870 in the newly developed residential subdivision called Wollaston Heights. Unlike the modest residential districts developed for workers, Wollaston Heights was an expansive subdivision planned primarily for upper middle class surburbanites. A group of Quincy and Boston investors, incorporated as the Wollaston Land Associates in 1869, purchased about three hundred acres on and near Wollaston Hill. Formerly owned by George W.B. Taylor, John Faxon, and N. F. Stafford, the property was bounded by Adams Street, the railroad, and the Milton town line. The railroad depot that opened at Beale Street and Newport Avenue in the 1860s was a critical factor in the neighborhood's development. In an arrangement negotiated by George F. Pinkham, business manager for the Wollaston Land Associates, the Old Colony and Newport Railroad issued free passes good for three years to anyone who purchased a house lot from the Associates.

The scheme proved successful with active building on the hill and adjacent land property during the 1870s and 1880s . Here, residents built large homes in comtemporary 19th century styles. The Italianate and Second Empire modes were the most popular choices. The quality of design and level of sophistication of several of these houses indicate the possible contributions of architects, although almost none are documented. More commonly, local builders imitated high-style Italianate and Second Empire-style houses in affluent sections of Boston. The most elaborate examples are concentrated in Wollaston Heights, slightly less sophisticated versions are found in the neighborhood at the base of the hill. Typical of this trend, the Barnes House at 181 Pine Street (ca. 1870s; #576), is a comfortable 2 1/2-story Italianate house in Wollaston, and the elaborate Second Empire house at 79 Winthrop Avenue (ca. 1870s; WH-531), on the Hill.

The house at 79 Winthrop Avenue is the only intact house of several built by George Pinkham. An active participant in community affairs, Pinkham was also

Continued

an organizer of the First Baptist Church of Wollaston Heights (1872; #543). Established in 1871 as the first neighborhood church, the fine Gothic Revival frame building was constructed at 187 Warren Avenue in 1872.

In addition to the Wollaston Land Associates, other investors and developers began to buy property in North Quincy in areas near the Old Colony Railroad line. In anticipation of the coming suburban boom, real estate enterprenuers bought speculative property and began to plat house lots in Montclair, Norfolk Downs, and Atlantic. Large-scale development of these neighborhoods did not occur until the late 19th and early 20th centuries.

Separate from the subdivision of farms for suburban residences or workers' cottages was the development of summer resorts at Hough's Neck and Squantum. As early as 1853, steamers made regular stops at Squantum and later at Hough's Neck. The Horse Railway extended to Hough's Neck in the 1860s. Although dominated by farmland, the landscape of both peninsulas was dotted with small hotels and inns by the 1870s. None survive.

Adams Street remained the desired location for large estates built by wealthy Quincy families. Three significant houses were constructed on Adams Street during the later half of the 19th century. In about 1860, James Baxter built an elaborate Italianate house at 270 Adams Street. Ten years later, Timothy Reed, a Boston leather merchant, erected Quincy's most elaborate Stick Style residence. Both retain their original carriage houses. The residence at 310 Adams Street was built by Job Faxon in about 1880. Faxon, brother of real estate developer Henry Hardwick Faxon, was a flour merchant in Boston. His Queen Anne house was later renovated in the 1930s with a new Colonial Revival exterior.

Quincy's economic prosperity was reflected in new commercial and institutional buildings erected in the town center. Small 1 1/2-story frame stores were replaced with elaborate brick commercial blocks in the 1870s. The first of these was the Greenleaf Building (1876) on Hancock and Granite Streets, which survives although its ground floor has been altered. One of the most elaborate commercial buildings of the period is the Jacobethean Revival Adams Building built between 1880-1885 (NR 1983). Two imposing and architecturally significant institutional buildings erected in Quincy Center at this time are memorials to Quincy philathropists. John Adams, bequeathed the Adams Academy, a private school for boys in 1874 (NR 1974) and Thomas Crane, a wealthy summer resident, endowed the city with its first library building, a masterpiece by Henry Hobson Richardson built in 1880-1881 (NR 1972; NHL 1987).

Continued

The period was one of considerable philanthropic activity throughout Quincy, with private institutions established outside the Center as well. Indicative of Quincy's close associations with the sea, two institutions were devoted to the care of sailors. In Germantown, Robert B. Forbes established a home for retired sailors in 1856, known as Sailor's Snug Harbor, the home operated until the 1940s; none of its original buildings remain. In 1865, another institution, devoted to sailors and mariners who had served in the United States Navy, was incorporated as the National Sailor's Home. Devoted to the care of disabled veterans of the United States Navy, the home was located at Fenno Street but is no longer standing.

Reflecting the increasing diversity of the community, the mid-19th century was also an active time of church building in Quincy. After organizing in the 1820s, the Catholics built their Catholic church on Cemetery Street in 1842. A small frame Gothic structure, the building was replaced by a 20th century edifice in 1917. Closer to the center of Town, the Catholics built a second church, St. John's, on School Street in 1852. St. John's is Quincy's earliest extant frame church building, but is now clad in aluminum siding. Not far from St. John's Church, the parishioners of Christ Church erected their third church in 1860 after a fire destroyed the earlier building in 1859. In 1874, the congregation again rebuilt their church, after another devastating fire in 1873. The granite Christ Church, 14 Quincy Avenue (#293), is a fine example of English parish church architecture and is included in this nomination.

Private institutional development was paralleled by public improvements. In addition to the Adams Academy (1872), several small frame public elementary schools were established during the 1860s and 1870s. Subsequently replaced by larger brick edifices in the 1890s, the appearance of schools in areas such as Wollaston Heights created a pattern for neighborhood schools in the next period. Quincy's first utility company also came into existence during the later half of the 19th century. The Quincy Water Company was organized in 1883. The company provided the City's first public water supply by constructing a well and a brick Italianate-style pumping station on Penn Street (1883; #435). Subsurface water was tapped from the Town Brook watershed on Penn's Hill and connected to eighty-five hydrants for distribution. This supply was augmented by the building of the Braintree Reservoir in 1886-1887.

## THE CITY OF QUINCY--INDUSTRIAL AND SUBURBAN EXPANSION 1888-1915

The trend toward suburbanization and industrial expansion established during the previous period continued in a greatly accelerated form during the last decade of the 19th century and the first years of the 20th. The population of

Continued

Quincy grew dramatically, with 16,726 persons in 1890 and 40,674 in 1915. The new residents were workers attracted to Quincy's expanding industries and commuters drawn by attractive new residential subdivisions accessible to Boston. In 1905, one third of Quincy's population was foreign-born immigrants from Italy, Sweden, Finland, and Scotland. Burdened by the complex new requirements of this growing population, the town could no longer manage municipal affairs under the town meeting form of government. In May of 1888 the city charter was approved by the state legislature. Quincy became a city administered by an elected city council and mayor.

The new city changed considerably during this period. The introduction of the electric street railway in 1888 was the crucial event that advanced Quincy's rapid development. The railway increased the desirability of outlying areas of Quincy for residential development by augmenting the system of public transportation created by the railroad. Taking over the old Quincy Horse Railway lines, the Quincy and Boston Railway Company quickly expanded the system during the 1890s. In 1893, Hough's Neck was made accessible by way of Coddington and Sea Streets; Washington Street, and Quincy and Independence Avenues provided routes to South Quincy. By 1897 there were branches through Norfolk Downs and Wollaston as well as routes to West Quincy and to Squantum. Also in the 1890s, the Old Colony Railroad built two additional depots at Montclair and at Norfolk Downs.

This expanded street railway network induced investors to buy large tracts of land and plat subdivisions. Begun in the 1870s and 1880s, the most extensive subdivision activity occurred in the 1890s and 1900s. The focus of development was the expansive area of North Quincy known in the 19th century as "the farms." One of the largest of these, the Michigan Pope farm, was platted in the 1880s and 1890s by Arthur D. McCellen. The new development, west of the Hancock Street, midway between Quincy Center and Dorchester, was called "Montclair."

Subdivision of land in the northeastern section of Quincy known as "Atlantic" included the development of the larger Glover, Wilson, and Billings family farms. One of the largest developers was the Atlantic Land Company. Incorporated in 1892, this group of investors developed the John Billings farm, platting lots on Clark, Edwin, Henry, and Brook Streets and sections of Hollis Avenue and Faxon Road. In 1908 another enterprising developer, Charles Conant, cut several new streets through to the water and advertised the area as "Atlantic by the Sea." Another agressive developer was Henry Hunt. Acting as an agent for Charles Stratton, Hunt laid out ten streets and placed over 300 home lots on the market in 1888-1898.

Continued

Just south of Atlantic, a neighborhood known as "Norfolk Downs" grew up between Hancock Street and the Quincy Bay. The Norfolk Downs railroad station opened in 1892; streetcar service was established by 1896.

Although platted in the late-19th century and early 1900s, large-scale building of, houses on the new lots happened slightly later. Housing construction in Monclair, Atlantic, and Norfolk Downs was particularly active during the mid-20th century. Although residential building types did include some multifamily housing during this period, relatively few apartment buildings or triple deckers were built. The few apartment buildings that were built tended to imitate the scale and styling of single-family dwellings. Typical is the Shingle Style building at 1-7 Moscow Street (ca. 1900s, #15). Houses were primarily modest one- and two-family dwellings built on narrow lots in the Colonial Revival and Bungalow styles. These are represented in this nomination by typical examples: a four-square Colonial Revival house in Montclair, 20 Sterling Street (ca. 1911, #559); two at Atlantic (99 E. Squantum [1910, #19] and 101 Billings [ca. 1905, #271]); and the bungalows at #15 Gilmore (1908, #481) in Wollaston and #45 Pope Street (1916, #560) in Montclair.

On Quincy's two peninsulas, Hough's Neck and Squantum, residential subdivision developed along a slightly different course. With the expansion of electrified street railways to Hough's Neck in 1888, and to Squantum in 1897, vacationers arrived in record numbers and the summer communities flourished. A demand for summer cottages was soon met by developers like James Mears and the Manet Land Associates who began selling land at Hough's Neck in 1891. One rare, well-preserved example of the summer cottages at Hough's Neck during this period is the Queen Anne-style house at 32 Bayview (ca. 1880s, #116). At Squantum, C. E. Carlson and John R. Nelson began subdividing the Hutchins Farm for residential house lots in 1899. Mr. Nelson's house, a bungalow at 4 Brunswick (1908, #442), is a well-preserved example of the single family houses built on one of the new lots at Squantum during the 1900s. By the early 1900s, the demand for housing and the introduction of the automobile lead to the conversion of houses at Hough's Neck and Squantum into year-round residential use.

Elsewhere in Quincy, as in Newton, Arlington, and other contemporaneous suburbs, the highland elevations were the choice for elite residential areas. Two such neighborhoods, Wollaston Heights and President's Hill, developed during this period. Begun in the 1870s, Wollaston Heights continued to lure upper-middle class residents through the 1890s and 1900s. Attracted by the magnificent views and clear air extrolled by the developers, affluent merchants, bankers, and manufacturers built larges suburban houses in the Queen Anne, Shingle and Colonial Revival styles.

Continued

Some new residents commuted to Boston, others had businesses in Quincy and were active leaders in the city's political and civic life. Among them was Randolph Bainbridge, Quincy's Commissioner of Public Works (1901--1911), who built a large Shingle Style house at 133 Grandview Avenue (#WH-525). Also on Grandview Avenue is the large Queen Anne house (1890s, #WH-519) built by John D. Record, a Boston dry plates manufacturer. Frank Burgess, owner of Boston Gear Works, a leading Quincy enterprise, commissioned architects Cleveland and Godfrey to build a 2 1/2-story house on Highland Avenue (1913, #Wh-536).

Residents of Wollaston Heights established two neighborhood churches during this period. Daniel Munroe Wilson, of the First Parish Church in Quincy Center, helped to organize a second Unitarian congregation in Wollaston in 1887. Two years later the fine Shingle Style building at the base of Wollaston Hill (1890-1891, #579) was built to the designs of local architect Edwin J. Lewis. Wollaston residents also erected the Wollaston Congregational Church in the 1870s; it was replaced in the 1920s.

A second affluent residential neighborhood known as President's Hill developed in the late 1890s upon the subdivision of the Charles Francis Adams property. Charles Francis Adams, third son of John Quincy Adams, was a member of the state legislature and a United States Congressman for two terms. His house, although altered, still stands on a portion of the estate that once included a large tract of land between Hancock Street and the West Quincy quarries. In 1894 the property was divided into three real estate trusts: Cranch Hill, President's Hill, and President's Hill Annex. President's Hill, the northwest section, was subdivided and marketed as an elite residential area by its promoters. Close proximity to the city's financial and commercial center and to the Quincy depot contributed to the successful development of this neighborhood during the early-20th century. Like Wollaston Heights, President's Hill became home to Boston businessmen and to Quincy store owners, realtors, and politicians. Two houses on Avon Way represent this trend, 11 Avon Way (#PH-87; ca. 1902), a comfortable Colonial Revival residence, was built by Frank Crane, partner in an extensive hay and grain business in Quincy. The Shingle Style house next door (ca. 1904 #PH-88;) was owned by George Sidelinger, a Boston businessman and Quincy City Council member and Council president in the late 1890s.

Many of the workers employed in the granite business were immigrants from Sweden and Finland. The Scandinavian community was centered in Southwest Quincy at Brewer's Corner, a small commercial node at Copeland and Common Streets. Several Scandinavian churches appeared nearby in the late 19th century. The most elaborate of these is the Salem Lutheran Church on Granite Street (#101). The church was built high on a granite outcropping in 1892.

Continued

Members of the congregation quarried the stone for the church walls and helped to construct the building.

Other immigrants came to Quincy during this period to work in new industries. Drawn by the railroad, most of the new manufacturing concerns located along the tracks in Wollaston, Norfolk Downs, and Atlantic. Among the diverse products they manufactured were soap, translucent fabrics, varnish, chairs, and a variety of metals. One of the largest and most important of the new industries was the Tubular Rivet and Stud Company, which moved from Boston to Quincy in 1893. Tubular Rivet and Stud, makers of rivets, shoe and glove hooks, and rivet setting machinery, went out of business in the 1960s. A second major metal industry, Boston Gear Works, was established in 1891 in Quincy in 1891. Managed by Frank Burgess, whose house is at 355 Highland Avenue (1913; #WH-536), the company produced standardized gears for machinery. Boston Gear Works was also housed in a large complex of brick buildings erected in the late 19th century. Expansion and changing use has meant that neither of these industrial complexes retain their architectural integrity.

Industrial expansion and rapid suburban development demanded new public improvements. The Quincy Electric and Power Company was incorporated in 1888; the city's first electric streetlights appeared in the same year. By 1902, the electric company had replaced its first plant with a new facility on Field Street near the Town River (#QC-12). Quincy's first telephone exchange also opened in the late 1880s. New England Telephone and Telegraph Company erected its own exchange building at 10 Merrymount Road in about 1906 (#206).

Municipal response to Quincy's suburbanization came in the form of new buildings for the city's expanding neighborhoods. Wooden firehouses were replaced with larger, impressive brick buildings for the city's expanding neighborhoods in the late 19th century. Of the three erected during this period, at Atlantic, in Quincy Center, and in Wollaston, only the Wollaston station at 111 Beale Street (1900; #577) survives. Its Italianate tower is a local landmark.

The most ambitious public undertaking of this period was the building of new schools. Having resolved the need for educational reform with the development of the Quincy System in the 1870s, the City continued to wrestle with the needs of an expanding schoolaged population. The demand for new schools was met with an unprecedented building campaign. Twelve new schools were erected between 1894 and 1912. All were designed by architects whose ranks included such prominent Boston practioners as Sturgis and Cabot, and Charles Brigham, and Albert Hayden Wright. Among these architects, Albert Hayden Wright was the most prolific. Wright, a Boston architect who practiced extensively in Quincy, designed five

Continued

schools. Wright's Cranch School of 1900 is listed on the National Register (1984). The remaining schools by Wright have all been altered. Charles Brigham's 1909 Coddington School (#QC-19), one of the finest Colonial Revival schools in Quincy, is the other inact school nominated from this period.

Distinct from the development of the public school system was the creation of a private school for girls in 1893. As part of his will of 1869, Dr. Ebenezer Woodward, one of Quincy's first physicians, endowed a private school for girls born in Quincy. Intended as female counterpart to the Adams Academy (NR, 1974), the Woodward Institute was built in 1893-1894 and run by a representative group of Quincy clergymen and town officials, as stipulated by Dr. Woodward. The school, at 1098 Hancock Street in Quincy Center (#QC-146), is still operated as a private school for young girls.

The impact of Quincy's 19th century philathropists is also evident in park lands generously donated to the City during this period. In 1885, Charles Francis Adams, Jr., gave the community an 89-acre portion of the former Adams estate, to be set aside as Merrymount Park. The 76-acre Faxon Park, part of the Faxon family estate, was donated to the City in 1888 by real estate developer and temperance crusader Henry Hardwick Faxon. In 1893, the Commonwealth of Massachusetts set aside 2,530 acres for the Blue Hills reservation (NR, 1980). Coastal lands were seized by the Metropolitan Park Commission, now the Metropolitan District Commission, for the construction of a boulevard and park system. The "Metropolitan Parkway," (now Furnace Brook Parkway and Quincy Shore Drive, was built in stages between 1900 and 1919. Designed by landscape architect Charles Eliot, the roadway incorporates Quincy Shore Reservation and runs from Neponset and Hancock Streets to Willard Street in West Quincy.

## TWENTIETH CENTURY EXPANSION (1917-1938)

The years of 1917 to 1938 mark the fastest paced development in Quincy's history. As in Newton and other Boston suburbs, the 1920s was a boom period in population expansion and record-breaking building construction. Quincy began the decade with 47,876 inhabitants and ended it with a population of 71,983. During this period, two crucial factors shaped Quincy's development. One was the expansion of the shipbuilding industry during World War I; the second factor was the arrival of the automobile. Quincy's largest employer throughout the first half of the century, the shipbuilding industry, spawned a tremendous demand for new housing. The housing boom was further stimulated by the influence of auto traffic. Just as the railroad and street railway had advanced industrial expansion and suburbanization during the previous period, the automobile stimulated additional residential construction and precipitated the redevelopment of Quincy Center.

Continued

In order to accommodate the automobile, several major changes in Quincy's landscape occurred during the 1910s and 1920s. In Quincy Center, growing traffic congestion resulted in substantial road widenings along Hancock Street, between Saville and Dimmock Streets, and between School and Granite Streets. The congestion in Quincy Square was also addressed by Quincy's newly formed Planning Board. In 1916, the Planning Board began preparation of plans for a major north/south highway that would divert traffic from Quincy Center. Citing the fact that "...Quincy Center...is the local point for nearly all travel to Plymouth and the South Shore, as well as for travel to Cape Cod...," the Planning Board appealed to the State for funds to build Pilgrim Highway (now the Southern Artery, Route 3A). Constructed between 1925 and 1928, the highway links Hancock Street, at Merrymount Park, with Quincy Avenue in Quincy Point. Quincy's other major route, the Quincy Shore Drive and Furnace Brook Parkway system, was completed by 1919.

Improved roads made travel to Boston easier, thus increasing the demand for suburban housing. Now, linked to Quincy Shore Drive, both of Quincy's peninsulas became attractive to year-round residents in the mid-1910s. Summer houses such as the bungalow on Brunswick Street (1908; #442) were winterized and new permanent houses were built on remaining vacant property during the early 1900s. Elsewhere in Quincy, building continued to take place on lots in areas platted at the turn of the century, most extensively in the neighborhoods of North Quincy. Typical of the modest houses built for commuters in the late 1910s is the bungalow at 56 Pope Street (1918, #561).

In addition to the needs of Boston commuters, Quincy's own industries created a demand for housing. Although the granite industry continued as a major source of employment through the early 1920s, by the end of the decade, it was surpassed by shipbuilding. The granite business slowed considerably during the 1920s. Among factors contributing to its decline were, a year-long strike in 1922, the importation of foreign stone, high labor costs in Quincy in comparison with other quarrying areas (chiefly Vermont), and the invention of imitation stone materials. By 1939, the cutting and finishing business had shrunk considerably and only three quarries were in operation. Sixty percent of the stone cut and finished in Quincy for tombstones was imported.

Shipbuilding, however, flourished during the first half of the 20th century. Chief among Quincy's shipbuilding enterprises during this period was the Bethlehem Shipbuilding Corporation. Established as the Fore River Engine company in 1884 by inventor Thomas A. Watson, the business moved to the Fore River plant in Quincy Point in 1900 and grew extensively during World War I. With an affiliate "Victory Plant" at Squantum, the company produced more destroyers for the United States Navy than all the other Naval yards in the

Continued

country combined. The production activity at the Fore River Shipyards attracted thousands of workers. Before the War, there were 4,000 persons employed by the company in 1919, there were approximately 16,000. The sudden increase in population created an intense demand for housing. In response, the newly created United States Housing Corporation began a large-scale building campaign in Quincy. In 1918, the government incorporated recently platted subdivisions into three housing developments built at Quincy Point. "Arnold Street," "Baker Yacht Basin," and "River Street" were planned and built by architect James E. McLaughlin of Boston, landscape architect Herbert J. Kelleway of Boston, and Quincy city engineer Ernest W. Branch. A total of 256 houses were constructed, consisting of ninety single-family houses and 166 two-family units.

Additional housing development occurred throughout the city in the 1920s. Throughout the decade, Quincy's yearly construction statistics repeatedly broke previous records for the City and placed the community among the fastest growing cities in the Commonwealth. In 1922, Quincy led Newburyport, Medford, Pittsfield, Fall River, and Somerville in permits issued for new buildings. The number of dwellings built during the decade rose from 9,310 to 16,995 in 1930. The largest single development was at Merrymount. In 1918, six years after the death of Mrs. John Quincy Adams II, the Adams estate was sold to developers. On land originally part of the grant to William Coddington, the development team known as the Merrymount Company platted over six hundred houselots. By 1926, four hundred houses had been built. The majority of these were modest two-story single family dwellings in variations of Colonial Revival and Craftsman Bungalow styles. Streets were curvilinear and lots were more generous than in the grid pattern developments of the turn of the century.

In addition to the construction of single family dwellings, the residential building campaign also included an increased number of apartment buildings. Buildings erected in the 1920s were constructed of brick and generally more substantial in size than the modestly scaled frame units built in Quincy in the 1900s. The majority of these buildings were constructed in the Colonial Revival style and were erected in existing residential neighborhoods characterized by single-family dwellings. The most elaborate of these apartment buildings in Quincy is the "Dorothy Q" apartments at 34 Butler Road (1929; #203).

Residential expansion in the 1920s was mirrored in commercial and institutional development. Following the widening and improvement of Hancock Street in the early 1900s, considerable commercial redevelopment took place in Quincy Center. Between 1915 and 1925, approximately twelve frame stores and houses were removed from the west side of Hancock Street between

Continued

School and Dimmock Streets. Along the same stretch, on the east side of Hancock Street, two churches, seventeen houses, three stores, a blacksmith shop, and a carriage factory disappeared. These buildings were replaced with one- and two-story masonry retail and office blocks and several institutional buildings.

The redeveloped area along Hancock Street, south of Quincy Square, has undergone almost continual commercial growth since this period and thus retains little of its 1920s appearance. The section of Hancock Street north of Quincy Square, however, contains three of Quincy's best-preserved and most sophisticated buildings of the period. At 1227-1259 Hancock Street, developer Henry Munroe Faxon built a two-story retail and office building known as the Munroe Building. Designed by Boston architects Shepard and Stearns, the well-detailed Colonial Revival-style structure was carefully designed to suit its corner location. On the east side of Hancock Street, one block apart, are the impressive headquarters of two of Quincy's largest fraternal organizations, the Elks and the Masons. In 1924, the Boston architectural firm of, J. William Beale and Sons designed the Colonial Revival-style Elks Building, and in 1926 the monumental, Neoclassical Masonic Temple.

In Quincy Square stands Quincy's most prominent commercial structure. Also designed by J. William Beale and Sons, the Granite Trust Company bank building was erected in 1929 (#QC-171). This ten-story Art Deco bank is situated at the southern corner of Quincy Square at a major intersection. As Quincy's tallest structure, it remains a local landmark.

The site for the bank was provided through a unique arrangement with the Bethany Congregational Church. Having outgrown its 1870s edifice on Hancock Street, the Bethany congregation agreed to demolish the building and provide the bank with the site for the new bank. In exchange, the bank secured property on Coddington Street for a new church building. In 1927, the impressive Gothic Revival Bethany Congregational Church was completed. Designed by J. William Beale and Sons, the building is Quincy's most elaborate 20th century church.

The redevelopment of Quincy Center, the influx of new residents, and the explosion of residential neighborhoods placed tremendous demands on the municipality. The City was besieged with requests for paving streets, installing sewers, facilitating traffic flow, and generally controlling growth. In 1921, a committee was established to undertake a zoning study. Various versions of a zoning ordinance were considered and debated until one was finally passed in 1929. Some residents lamented that the ordinance had come too late. More tangible action on the part of the City came in the form

Continued

of new public buildings. The effort to provide adequate facilities for Quincy's school children continued throughout the 1920s. Particularly problematic was the need for secondary schools. The City met the challenge with two new high schools (both altered) and three new Junior High Schools. The best preserved of these is the South Junior High School in Southwest Quincy, erected in 1929 (M-401). Reflective of comtemporary theory, the building's design incorporated vocational and recreational facilities intended to keep students in school.

Municipal departments constructed new buildings during the 1920s and 1930s as well. After years of occupying buildings intended for other purposes, the Quincy Police Department finally occupied their own headquarters in 1925. The simply designed Classical Revial brick building is located on a site shared by later municipal buildings just outside of Quincy Center (#128). In 1938, a major campaign of update the city's fire station began with the construction of the elaborate Colonial Revival-style Central Fire Station on Quincy Avenue (#285). This was the first in a series of fire stations to be built by the City in the 1940s.

## IV. PRESERVATION ACTIVITY

In Quincy, interest in local history and a commitment to the preservation of historic resources dates to the late-19th century. The town's first comprehensive local history, History of Old Braintree and Quincy, was written by William S. Pattee in 1878.

This was followed by the histories of Massachusetts and of Quincy written by Charles Francis Adams, Jr., in the 1880s and 1890s. In 1891, Adams wrote an extensive account of Quincy's transition from the Town of Braintree, in 1639, to a City in 1888. In 1893, Mr. Adams' interest in local history led him to establish the Quincy Historical Society.

Still an active organization, the Historical Society has collected a wide range of historical materials including books, genealogical records, maps, family papers, photographs, newsclippings, and artifacts. The Society operates a local history museum with rotating exhibits. In an effort to record Quincy' historic buildings, the Society maintains several photo collections, as well as a file documenting deed research conducted by local historian H. Hobart Holly.

Activity directed toward the physical preservation of Quincy's historic buildings began in the early-20th century. The earliest efforts focused on houses of significant historic and architectural importance. The houses that were saved belonged to the Adams and Quincy families; their descendants sought

Continued

various private and public vehicles for preserving important properties as museums. In 1897 the Adams family descendants turned over the contents of the John Quincy Adams House (NR 1966; NHL 1966) to the Quincy Historical Society. The Society maintained the house and ran it as a museum for more than forty years. In 1950, the Society assumed similar responsibility for the John Adams Birthplace (NR 1966; NHL 1966). Both properties were deeded to the City in 1940, then subsequently turned over to the National Park Service in 1979. The Park Service now operates the birthplaces as well as the Vassell-Adams Mansion (NR, 1966). The "Mansion" was deeded to the federal government in 1946 by the Adams Memorial Trust, a group of Adams family descendants.

In 1904, the Commonwealth of Massachusetts assumed ownership of the Quincy Homestead (NR 1977). Under a 99-year lease with the Metropolitan District Commission, the house is run as a museum by the Massachusetts Society of the Colonial Dames of America. In 1937, the Colonel Josiah Quincy House (NR 1976) was acquired by the Society for the Preservation of New England Antiquities and has since been run as a house museum.

In addition to the creation of house museums, activities directed toward the preservation of Quincy's historic properties have included periodic efforts to rescue buildings slated for demolition. Although the Quincy Historical Society does not officially adopt an advocacy role, individual Society members have acted on behalf of historic buildings. One such campaign, involving several Historical Society members, helped to rescue the Adams Academy (NR 1974) in the late 1960s. Slated for demolition in conjunction with a proposed motel development, the Adams Academy was saved in 1972 and became home to the Quincy Historical Society.

The late 1960s and early 1970s marked a shift in Quincy's preservation movement in two respects. First, the building museum preservation approach was broadened to include wholistic preservation concerns; second, the City government became actively involve in preservation. A limited architectural survey was undertaken by the City in 1966, and a local historic district study committee was appointed in 1973. In 1974, the City established Quincy Heritage, an official arm of the local government charged with celebrating both the 350th anniversary of settlement of Mount Wollaston and the nation's Bicentennial. A volunteer committee of citizens appointed by the Mayor, Quincy Heritage was active until 1978. The Committee's projects included educational programming, bus tours, redevelopment of Quincy's Historic Trail, work on restoration of the Granite Railway site (NR, 1973), and assistance with the work of the Quincy Historic District Study Committee appointed in 1973.

Continued

In 1974, upon recommendation of the historic district study committee, the City Council approved the creation of two local historic districts (under Massachusetts General Law Chapter 40C). The Quincy Center Historic District includes 115 properties. It encompasses the area around Quincy Square and extends north along Hancock Street to the Furnace Brook Parkway. The Adams Historic District protects the Adams birthplaces on Franklin Street and 31 properties in the immediate vicinity. In 1977, the Historic District Commission hired consultants to write a handbook to guide rehabilitation on the buildings within the historic districts. The result is the Quincy Historic Districts Handbook, written by John W. Pierce and William Lamb.

The Historic District Commission, empowered also as the Historical Commission under Massachusetts General Law Chapter 40, section 8D, has worked closely with the Quincy Planning Department on a number of projects. The commission and the planning department have supervised four preservation planning grant projects. All were funded by monies from the Planning Department and from the National Park Service through the Massachusetts Historical Commission. The first of these in 1978, was for a partial survey meant to update the 1966 windshield survey. The survey was followed by a streetscape improvement plan for the Quincy Center Local Historic District in 1979-1980.

In the early 1980s, the Planning Department worked on several National Register nominations with an eye toward the preservation and reuse of key historic properties under the Investment Tax Credit Program. The Planning Department sponsored the National Register nominations for City Hall, the Cranch School, the Quincy School, and the Adams Building. The latter three buildings have subsequently undergone certified rehabilitations.

By 1985, alert to the potential for additional National Register nominations and desiring a better data base than that provided by the incomplete 1978 survey, the Planning Department and the Historical Commission sponsored an ambitious communitywide survey of more than 600 properties. Funded with a matching grant from the Massachusetts Historical Commission, this survey was followed by the current Multiple Resource Area Nomination project, also paid for with monies from the National Park Service and awarded by the Massachusetts Historical Commission.

The strength of the Quincy Historical Commission and its good working relationship with the Planning Department and other City bodies was recognized by the Massachusetts Historical Commission in 1986 when Quincy became a participant community in the Certified Local Government program. Other recent projects have included two rehabilitation grants for the Thomas Crane Library under the Preservation Projects Fund of the Massachusetts Historical

Continued

Commission. Future goals of the Quincy Historical Commission include the extension of the Quincy Center Local Historical District to include recently surveyed areas adjacent to the central business district.

Publicly sponsored preservation activities in Quincy continue alongside the contributions of private groups and individuals. The Quincy Historical Society maintains a very active role in promoting local history and appreciation for historic buildings. Current outreach programs include walking tours, lectures, and a local history program for school children.

Continued

Archaeological Significance

Since patterns of prehistoric occupation in Quincy are poorly documented, any surviving sites would be significant. Prehistoric sites in this area offer the potential to investigate such topics as the regional and local importance of litnic raw materials located in the Blue Hills area, the relationship of coastal versus riverine resources and settlement, and the relationship of native sites in Quincy to the Contact Period Neponset core area.

Historic archaeological remains described above have the potential for providing detailed information on the changing social, cultural, and economic patterns that characterized this important coastal town from the 17th through the 19th century. With careful recording, sampling, and analysis, archaeological resources can document Quincy's first period (1620-1675) origins and growth from a sparsely settled Colonial agricultural community to its development as a densely populated suburban-industrial city by the end of the 19th century. Although many of Quincy's early historic resources have been destroyed or altered, a significant number of early resources remain intact. These survivals enhance the potential for archaeological study and reconstruction of Quincy's past.

## 9. Major Bibliographical References

☒ See continuation sheet

Previous documentation on file (NPS):
- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:
- ☒ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: Massachusetts Historic Commission

## 10. Geographical Data

Acreage of property 16.6 square miles

Quad: Weymouth, MA Scale: 1:25,000 Zone:19

UTM References

| | Zone | Easting | Northing | | Zone | Easting | Northing |
|---|---|---|---|---|---|---|---|
| A | | | | B | | | |
| C | | | | D | | | |

Quad: Boston North, MA 1:25,000 / 19
Quad: Hull, MA 1:24,000 / 19
Quad: Blue Hills,MA 1:25,000 / 19

☒ See continuation sheet
see individual forms

Verbal Boundary Description: The incorporated city limits bounded by the Neponset River to the North, Quincy Bay to the East, and the Town of Braintree to the South, and the Blue Hills Reservation to the West and the Town of Milton to the West. Quincy is located in Norfolk County, south of Boston.

☐ See continuation sheet

Boundary Justification

The architectural and historical significance of the properties proposed for nomination to the National Register reflect the major themes and periods that define Quincy's historic development patterns. The boundaries are representative of a Colonial agricultural community that developed into a suburban industrial city by the beginning of the 20th c.

☐ See continuation sheet

## 11. Form Prepared By

name/title Fannin & Leher, J. Johnston w/ Betsy Friedberg, NR Director, Mass. Historical Comm.
organization Massachusetts Historical Commission date October, 1988
street & number 80 Boylston Street telephone 617-727-8470
city or town Boston state Mass. zip code 02116

MAJOR BIBLIOGRAPHICAL REFERENCES

BOOKS:

Baxter, Charles T. The First Fifty Years of the Wollaston Unitarian Society. Privately printed, 1938.

Edwards, William Churchill. Historic Quincy, Massachusetts. Quincy: City of Quincy, 1945, 1954, 1957.

The First Railroad in America. Privately printed for The Granite Railway Company, 1926.

Historical Sketch of the City of Quincy: Illustrated Souvenir. Issued by the Quincy Lodge of Elks No. 943, 1924.

Holly, H. Hobart, ed. Braintree, Massachusetts: Its History. Braintree Historical Society, 1985.

? , ed. Quincy: 350 Years. Quincy, Mass.: Quincy Heritage, Inc., 1974.

Hurd, D. Hamilton, comp. History of Norfolk County, Massachusetts. Philadelphia, Pennsylvania: J.W. Lewis & Co., 1884.

Lyons, Paul Robert. Quincy: A Pictorial History. Norfolk, Virginia: The Donning Co., 1983. Privately printed by the Quincy Savings Bank.

McCaughey, Robert A. Josiah Quincy 1772-1864: The Last Federalist. Cambridge, Mass.: Harvard University Press, 1974.

Mood, Robert N. QFD: A History of Municipal Fire Protection in the City of Quincy. Commonwealth of Massachusetts, Bicentennial Grants Program, 1976.

Pattee, William S. History of Old Braintree and Quincy. Quincy: Green and Prescott, 1878.

Stone, Orra L. History of Massachusetts Industries: Their Inception, Growth and Success. 4 vols. Boston: The S.J. Clarke Publishing Co., 1930.

Stott, Peter. A Guide to the Industrial Archaeology of Boston Proper. Cambridge, Mass.: The MIT Press, 1984.

? . A Guide to the Industrial Archaeology of Eastern Massachusetts. Forthcoming.

Continued

Wilson, Daniel Munro. Three Hundred Years of Quincy 1625-1925: Historical Retrospect of Mount Wollaston, Braintree and Quincy Celebration, June 7-13, 1925. Boston: Wright and Potter, 1926.

PERIODICALS:

Baxter, Sylvester. "The Government's Housing Project at Quincy, Mass." Architectural Record, v. 45, March 1919, pp. 242-261.

? . "The Miller Stile Inn, Quincy, Mass." Architectural Record, v. 48, July 20, 1922, pp. 15-30.

The Boston Globe.

"Development for the United States Housing Corporation at Quincy, Mass." Architectural Review, v. 8, 1919, pp. 21-23.

Holly, H. Hobart. "The Birthplaces of John and John Quincy Adams, Quincy, Massachusetts." The Magazine Antiques. December 1979, pp. 1344-1348.

. "Wollaston of Mount Wollaston." The American Neptune. Vol. XXXVII, no. 1. January 1977, pp. 5-25.

Patriot Ledger (1962 to date): preceded by Quincy Patriot Ledger (1916-1962); Quincy Daily Ledger (1890-1915); Quincy Patriot (1837-1915).

Quincy Historical Society Periodic Publications: Quincy Historical Society Newsletter, Winter 1973-Winter 1976-1977; Quincy History, Spring 1980.

Quincy Patriot: Souvenior Edition. 1899.

Quincy Patriot Ledger: 100th Anniversary. January 7, 1937.

Quincy Sun. September 26, 1968, to date.

GOVERNMENTS DOCUMENTS:

City of Quincy, Assessors Records.

City of Quincy, Building Permits.

City of Quincy, Historical Commission Files.

Continued

City of Quincy, reference files and scrapbooks of Robert N. Mood, Fire Department Historian.

City of Quincy, Quincy Public Schools. School Building Plans.

City of Quincy, Town Reports, City Annual Reports.

Commonwealth of Massachusetts, Massachusetts Historical Commission. Historical and Archaeological Resources of the Boston Area. 1982.

Commonwealth of Massachusetts, Massachusetts Historical Commission. "MHC Reconnaissance Survey Report: Quincy." March 1981.

Commonwealth of Massachusetts, Massachusetts Historical Commission. Survey Files, Quincy, Mass.

**MAPS AND ATLASES:**

1857: H.F. Walling. "Map of Town of Quincy."

1876: Atlas of Norfolk County, Mass. New York: Comstock and Cline.

1888: Robinson's Atlas of Norfolk County, Mass. E. Robinson, Publisher. New York, 1888.

1891: Sanborn Map of Quincy, Mass. for the Exclusive Use of John Hardwick and Company, Agents. New York: Sanborn-Perris Map Co., 1891.

1897: Atlas of the City of Quincy, Norfolk County, Massachusetts Boston: George W. Stadley and Company, 1897.

1907: Atlas of the City of Quincy, Norfolk County, Massachusetts. Ernest W. Branch, Civil Engineer. Quincy: 1923.

1932: City of Quincy. Assessors Plans. Boston: Spaulding-Moss Co., 1932.

**BOOKLETS, BROCHURES AND DIRECTORIES:**

Aladdin Homes, 1918-1919: Built in a Day. Catalogue #31. The Aladdin Company, Bay City, Michigan. American Foundation and Study Institute, Watkins Glen, N.Y. Reprint 1985.

"Beautiful Homes at Wollaston Heights, Mass." Wollaston Land Company, 1892.

Continued

"A Brief Historical Sketch of Quincy, Mass." Swithin Brothers (realtors), 1903.

Gallagher, Gertrude Burke, comp. "History of Quincy, 1625-1792." Quincy Public Schools, Series Publication, 1944.

Grainger, William. "The Oldest Parish in Massachusetts, Christ Church Quincy." Privately printed, June 1915.

Hill, L. Draper, Jr. "The Crane Library." With an Introduction by Walter Muir Whitehill. Published by the Trustees of the Thomas Crane Public Library, 1962.

Laing, Dorothy T., and Ruth H. Wainright. "The Hough's Neck Story and Atherton Hough: A Puritan's Progress," 1981.

Quincy, City and Town Directories, 1868-1940.

Quincy Historical Society Files.

"Quincy, Massachusetts." Historical Guide and Map with Programme of the Tercentary Celebration. 1925.

"Seventy-Fifth Anniversary of the First Baptist Church, Wollaston, Massachusetts." October 24, 1946.

Sprague Geneaology of Braintree Families." Microfilm. Quincy Historical Society, ca. 1950.

"Suburban Homes for the Businessmen of Boston, A Sketch of Wollaston Heights." Wollaston Land Associate, Boston, ca. 1871.

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

**United States Department of the Interior**
National Park Service

AUG 7 1989

# National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Multiple Resource Area
Thematic Group

Name Quincy MRA
State Norfolk County, MASSACHUSETTS

| Nomination/Type of Review | | Date/Signature |
|---|---|---|
| Cover | Substantive Review | for Keeper Beth L. Savage 9-20-89 |
| 1. Alden, Arthur, House | Entered in the National Register | for Keeper Deborah Bynum 9-20-89<br>Attest _____ |
| 2. Brainbridge, Randolph, House | Entered in the National Register | for Keeper Deborah Bynum 9-20-89<br>Attest _____ |
| 3. Barker, George A., House | Entered in the National Register | for Keeper Deborah Bynum 9-20-89<br>Attest _____ |
| 4. Barker, Henry F., House | Entered in the National Register | for Keeper Deborah Bynum 9-20-89<br>Attest _____ |
| 5. Barnes House | Entered in the National Register | for Keeper Deborah Bynum 9-20-89<br>Attest _____ |
| 6. Barnicoat, S.H., Monuments | Entered in the National Register | for Keeper Deborah Bynum 9/20/89<br>Attest _____ |
| 7. Bateman, William R., House | Entered in the National Register | for Keeper Deborah Bynum 9/20/89<br>Attest _____ |
| 8. Baxter Street Historic District | Substantive Review | for Keeper Beth L. Savage 9-20-89<br>Attest _____ |
| 9. Bethany Congregational Church | Entered in the National Register | for Keeper Deborah Bynum 9/20/89<br>Attest _____ |
| 10. Brown--Hodgkinson House | Entered in the National Register | for Keeper Deborah Bynum 9/20/89<br>Attest _____ |

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

**United States Department of the Interior**
National Park Service

# National Register of Historic Places Continuation Sheet

AUG 7 1989

Section number _____ Page _____

Multiple Resource Area
Thematic Group

Name Quincy MRA
State Norfolk County, MASSACHUSETTS

| Nomination/Type of Review | | Date/Signature |
|---|---|---|
| 11. Building at 1--7 Moscow Street | Entered in the National Register<br>Keeper<br>Attest | 9/20/89 |
| 12. Building at 51 Hunt Street | Entered in the National Register<br>Keeper<br>Attest | 9/20/89 |
| 13. Burgess, Charles H., House | Entered in the National Register<br>Keeper<br>Attest | 9/20/89 |
| 14. Burgess, Frank, House | Entered in the National Register<br>Keeper<br>Attest | 9/20/89 |
| 15. Burgin, Clarence, House | Entered in the National Register<br>Keeper<br>Attest | 9/20/89 |
| 16. Central Fire Station | Entered in the National Register<br>Keeper<br>Attest | 9/20/89 |
| 17. Christ Church | Entered in the National Register<br>Keeper<br>Attest | 9/20/89 |
| 18. Christ Church Burial Ground | Entered in the National Register<br>Keeper<br>Attest | 9/20/89 |
| 19. Coddington School | Entered in the National Register<br>Keeper<br>Attest | 9/20/89 |
| 20. Crane, Frank W., House | Entered in the National Register<br>Keeper<br>Attest | 9/20/89 |

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

AUG 7 1989

# National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Multiple Resource Area
Thematic Group

Name Quincy MRA
State Norfolk County, MASSACHUSETTS

| Nomination/Type of Review | | Date/Signature |
|---|---|---|
| 21. Curtis, Noah, House | Entered in the National Register | for Keeper Helen Byers 9/20/89 |
| | | Attest _____ |
| 22. Curtis, Thomas, House | Entered in the National Register | for Keeper Helen Byers 9/20/89 |
| | | Attest _____ |
| 23. Davis, Dr. Frank, House | Entered in the National Register | for Keeper Helen Byers 9/20/89 |
| | | Attest _____ |
| 24. Dicey, Russell M., House | Entered in the National Register | for Keeper Helen Byers 9/20/89 |
| | | Attest _____ |
| 25. Dogget, Solon, House | Entered in the National Register | for Keeper Helen Byers 9/20/89 |
| | | Attest _____ |
| 26. Dorothy Q Apartments | Entered in the National Register | for Keeper Helen Byers 9/20/89 |
| | | Attest _____ |
| 27. Elks Building | Entered in the National Register | for Keeper Helen Byers 9/20/89 |
| | | Attest _____ |
| 28. Faxon House | Entered in the National Register | for Keeper Helen Byers 9/20/89 |
| | | Attest _____ |
| 29. First Baptist Church of Wollaston | Entered in the National Register | for Keeper Helen Byers 9/20/89 |
| | | Attest _____ |
| 30. Fore River Club House | Entered in the National Register | for Keeper Helen Byers 9/20/89 |
| | | Attest _____ |

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

**United States Department of the Interior**
National Park Service

AUG 7 1989

# National Register of Historic Places
# Continuation Sheet

Section number _____ Page _____

Multiple Resource Area
Thematic Group

Name Quincy MRA
State Norfolk County, MASSACHUSETTS

| Nomination/Type of Review | | Date/Signature |
|---|---|---|
| 31. Glover House | Entered in the National Register | ~~Keeper~~ Attest 9/20/89 |
| 32. Granite Trust Company | Entered in the National Register | ~~Keeper~~ Attest 9/20/89 |
| 33. Halloran, John, House | Entered in the National Register | ~~Keeper~~ Attest 9/20/89 |
| 34. Hardwick House | Entered in the National Register | ~~Keeper~~ Attest 9/20/89 |
| 35. Hersey, Ebenezer B., House | Entered in the National Register | ~~Keeper~~ Attest 9/20/89 |
| 36. House at 105 President's Lane | Entered in the National Register | ~~Keeper~~ Attest 9/20/89 |
| 37. House at 15 Gilmore Street | Entered in the National Register | ~~Keeper~~ Attest 9/20/89 |
| 38. House at 20 Sterling Street | Entered in the National Register | ~~Keeper~~ Attest 9/20/89 |
| 39. House at 23--25 Prout Street | Entered in the National Register | ~~Keeper~~ Attest 9/20/89 |
| 40. House at 25 High School Avenue | Entered in the National Register | ~~Keeper~~ Attest 9/20/89 |

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

**United States Department of the Interior**
National Park Service

AUG 7 1989

# National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Multiple Resource Area
Thematic Group

Name Quincy MRA
State Norfolk County, MASSACHUSETTS

| Nomination/Type of Review | | Date/Signature |
|---|---|---|
| 41. House at 32 Bayview Avenue | Entered in the National Register | ~~Keeper~~ Dolores Byrne 9/20/89<br>Attest _____ |
| 42. House at 92 Willard Street | Entered in the National Register | Keeper Dolores Byrne 9/20/89<br>Attest _____ |
| 43. House at 94 Grandview Avenue | Entered in the National Register | Keeper Dolores Byrne 9/20/89<br>Attest _____ |
| 44. Jewell, David L., House | Entered in the National Register | Keeper Dolores Byrne 9/20/89<br>Attest _____ |
| 45. Lennon, Edward J., House | Entered in the National Register | Keeper Dolores Byrne 9/20/89<br>Attest _____ |
| 46. Marsh, Charles, House | Entered in the National Register | Keeper Dolores Byrne 9/20/89<br>Attest _____ |
| 47. Marsh, Edwin W., House | Entered in the National Register | Keeper Dolores Byrne 9/20/89<br>Attest _____ |
| 48. McIntire, Herman, House | Entered in the National Register | ~~for~~ Keeper Dolores Byrne 9/20/89<br>Attest _____ |
| 49. Miller, Edward, House | Entered in the National Register | for Keeper Beth L. Savage 3/8/90<br>Attest _____ |
| 50. Munroe Building | Entered in the National Register | ~~Keeper~~ Dolores Byrne 9/20/89<br>Attest _____ |

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

**United States Department of the Interior**
National Park Service

AUG 7 1989

# National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Multiple Resource Area
Thematic Group

Name Quincy MRA
State Norfolk County, MASSACHUSETTS

| Nomination/Type of Review | | Date/Signature |
|---|---|---|
| 51. Nelson, John R., House | Entered in the National Register | Keeper Delores Byrne 9/20/89<br>Attest |
| 52. New England Telephone Building | Entered in the National Register | Keeper Delores Byrne 9/20/89<br>Attest |
| 53. Newcomb Place | Entered in the National Register | Keeper Delores Byrne 9/20/89<br>Attest |
| 54. Nightengale House | Entered in the National Register | Keeper Delores Byrne 9/20/89<br>Attest |
| 55. Nightengale, Solomon, House | Entered in the National Register | Keeper Delores Byrne 9/20/89<br>Attest |
| 56. Nowland, J. Martin, House | Entered in the National Register | Keeper Delores Byrne 9/20/89<br>Attest |
| 57. Pinkham House | Entered in the National Register | Keeper Delores Byrne 9/20/89<br>Attest |
| 58. Pratt--Faxon House | Entered in the National Register | Keeper Delores Byrne 9/20/89<br>Attest |
| 59. Quincy Electric Light and Power Company Station | Entered in the National Register | Keeper Delores Byrne 9/20/89<br>Attest |
| 60. Quincy Police Station | Substantive Review | for Keeper Beth L. Savage 3/1/90<br>Attest |

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

**United States Department of the Interior**
National Park Service

AUG 7 1989

# National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Multiple Resource Area
Thematic Group

Name Quincy MRA
State Norfolk County, MASSACHUSETTS

| Nomination/Type of Review | | Date/Signature |
|---|---|---|
| 61. Quincy Savings Bank | Entered in the National Register | for Keeper Delores Byrne 9/20/89<br>Attest |
| 62. Quincy Water Company Pumping Station | Entered in the National Register | for Keeper Delores Byrne 9/20/89<br>Attest |
| 63. Record, Jonathan Dexter, House | Entered in the National Register | for Keeper Delores Byrne 9/20/89<br>Attest |
| 64. Reed, Timothy, House | Substantive Review | for Keeper Beth L. Savage 9-20-89 KR<br>Attest |
| 65. Richards, Alfred H., House | Entered in the National Register | for Keeper Delores Byrne 9/20/89<br>Attest |
| 66. Salem Lutheran Church | Substantive Review | for Keeper Beth L. Savage 9-20-89<br>Attest |
| 67. Sheppard, Eben W., House | Substantive Review<br>DOE/OWNER OBJECTION | Determined Eligible<br>for Keeper Eligible - Beth L. Savage 9-20-89<br>Attest |
| 68. Sidelinger, George E., House | Entered in the National Register | for Keeper Delores Byrne 9/20/89<br>Attest |
| 69. South Junior High School | Entered in the National Register | for Keeper Delores Byrne 9/20/89<br>Attest |
| 70. Spear, Seth, Homestead | Entered in the National Register | for Keeper Delores Byrne 9/20/89<br>Attest |

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

**United States Department of the Interior**
**National Park Service**

AUG 17 1989

# National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Multiple Resource Area
Thematic Group

Name Quincy MRA
State Norfolk County, MASSACHUSETTS

| Nomination/Type of Review | Date/Signature |
|---|---|
| 71. White, Charles E., House — Entered in the National Register | for Keeper Delores Byrne 9/20/89<br>Attest _____ |
| 72. Winfield House — Entered in the National Register | for Keeper Delores Byrne 9/20/89<br>Attest _____ |
| 73. Wollaston Branch, Thomas Crane Public Library — Entered in the National Register | for Keeper Delores Byrne 9/20/89<br>Attest _____ |
| 74. Wollaston Fire Station — Entered in the National Register | for Keeper Delores Byrne 9/20/89<br>Attest _____ |
| 75. Wollaston Theatre — Entered in the National Register | for Keeper Delores Byrne 9/20/89<br>Attest _____ |
| 76. Wollaston Unitarian Church — Entered in the National Register | for Keeper Delores Byrne 9/20/89<br>Attest _____ |
| 77. Baxter--King House — Entered in the National Register | Keeper Delores Byrne 11/13/89<br>Attest _____ |
| Masonic Temple | |
| 78. Masonic Temple — Entered in the National Register | Keeper Delores Byrne 11/13/89<br>Attest _____ |
| 79. Pettengill, C.F., House | Keeper Delores Byrne 11/13/89<br>Attest _____ |
| 80. Woodward Institute | Keeper Delores Byrne 11/13/89<br>Attest _____ |

81. Smith, A.C., & Co. Gas Station Sub St. Review 2/23/94