

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

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

1. Name

historic ~~Historic Resources~~ of Stoneham ^{MRA} (Partial Inventory; Historic and Architectural)

and/or common Same

2. Location

street & number Incorporated City Limits of Stoneham N/A not for publication

city, town Stoneham N/A vicinity of

state Massachusetts code 025 county Middlesex code 017

3. Classification

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

4. Owner of Property

name Multiple: See Continuation Sheet

street & number

city, town Stoneham N/A vicinity of state Massachusetts

5. Location of Legal Description

courthouse, registry of deeds, etc. Middlesex County Courthouse

street & number 40 Thorndike Street

city, town Cambridge state Massachusetts

6. Representation in Existing Surveys

Inventory of the Historic Assets
title of the Commonwealth

has this property been determined eligible? yes no

date 1979 federal state county local

depository for survey records Massachusetts Historical Commission

city, town Boston state Massachusetts

7. Description

Historic Resources of Stoneham, Stoneham, MA

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date N/A

Describe the present and original (if known) physical appearance

INTRODUCTION

Boundaries for the Stoneham Multiple Resource Area are the incorporated city limits of Stoneham, Massachusetts, an area of six square miles bounded by the towns of Wakefield, Winchester, Melrose, Medford, Malden, Woburn, and Reading, Massachusetts. Located in eastern Middlesex County, Stoneham is 5-1/2 miles north of Boston, in one of the oldest settled areas of the state.

Topographically, Stoneham is a high plateau marked by numerous hills and small ponds. The highest elevation is that of Bear Hill, at 317 feet above sea level. Stoneham's small hills, bowls, and vales are part of the Boston Basin, at an average of one hundred and sixty feet above sea level. Some hills are composed of metamorphic quartzites and slates and igneous extrusive felsites. Others are huge granite intrusions. A great seam of white limestone, partly metamorphosed to marble, intersects Stoneham, creating the limestone and marble quarries from which the early settlers obtained them. The pine, hemlock, oak, and cedar stands through which the first settlers travelled were quickly depleted, and no native vegetation is observable today. Small ponds and swamp areas trapped between the hills are drained by small streams. No major watercourses intersect the town; the most prominent water feature at settlement and today is spring-fed Spot Pond. Several natural springs appear in the northern and eastern portion of the town; one, near Spring Street, supported a bottling works for several decades. The streams of the first settlement period also supported small saw and grist mills, but the groundwater supply was lost with the creation of public water reservoirs in the late nineteenth century. The ruggedness of the natural landscape in and surrounding Stoneham is well documented in early settlers' written accounts, and also exclaimed in early twentieth century suburban land promoters' advertisements. The latter tactfully noted the limits of access due to natural barriers of rocky ridges and ponds, but praised the picturesque home settings provided by the "Seven Hills" of Stoneham.

Politically, Stoneham originated as part of the immense Charlestown grant of 1658. As the northern end of that grant, it was referred to as Charlestown End. It was incorporated as an independent town in 1725 with boundaries approximating those of today. Minor adjustments along the east and west peripheries took place primarily during the mid 19th century. Annexation of part of the town (west) by Wakefield in 1889 accounted for a temporary population loss in what was otherwise a major growth period.

Today Stoneham is a suburban town with an industrial heritage located on the primary northern access of metropolitan Boston (I-93). During the 17th century it was an isolated agrarian settlement. Sparse development occurred during the 18th century with some surviving period houses on peripheral roads. Establishment of the Andover-Medford Turnpike in the early 19th century reoriented the existing town center to Main Street and stimulated local prosperity in the shoe industry. Primary development occurred during the second half of the 19th century when Stoneham's manufacturing growth was greater than any community's in Middlesex County except Cambridge and Somerville. At the turn of the century, as the shoe industry stagnated, Stoneham's landscape was reshaped by two new factors: suburbanization to the north, and creation of the 700-acre Middlesex Fells Reservation to the south. Suburbanization was accelerated in the mid 20th century by construction of two major highways on Stoneham's borders: Route 128 (now I-95) to the north and I-93 to the east.

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COMMUNITY DEVELOPMENT PATTERNS

The factors which contributed to present day Stoneham's appearance are discussed below by period. Please refer to historic map series for specific locations.

1640-1725: Stoneham Before Incorporation

Earliest settlement of the area which later became Stoneham is recorded by 1640, with permanent settlement after 1670. Prior to incorporation as a town in 1725, Stoneham functioned as a remote farming community of Charlestown End. Charlestown, settled in 1629, originally included Winchester, Woburn, Malden, Everett, Burlington, Wilmington, Somerville, Melrose, and parts of Medford, Cambridge, Arlington, and Reading.

The earliest pattern of development, observable primarily in the northeastern section of town, was created by merging existing Native American trails with the Colonial land division system to create the first road network.

[REDACTED]

The earliest European land division practice consisted of range lines running east and west, in quarter mile divisions, following the open field system of medieval England. The ranges extended to Main Street and Richardson's Lane; north of the divided lands were the Charlestown Farms, a 600 acre tract set off and retained by corporate Charlestown for lease to individual settlers.

A view of Stoneham in the late 17th century would have shown very few buildings and no nucleated town center. Most structures were dwellings, with a few specialized buildings such as a grist and saw mill.

[REDACTED] Extant buildings from this period are vernacular in character with heavy timber frames, five-bay facades and central chimneys (ca 1716; #116; 1720, #11). Physical evidence of early land division exists in several lengths of stone wall in the northern portion of the Town which are the remains of original range lines. No native sites are known.

1725-1806: Stoneham, A Separate Town

Incorporation of the Town in 1725, when the population numbered approximately 250, resulted in the first concentration of settlement at the intersection of two early routes; meeting-house, school, and tavern were built near present day Summer and William Streets. Nevertheless, most settlers remained dispersed throughout the northeast and southeast sections of town, occupied primarily in farming and shoemaking. Throughout the 18th century private roads were poor and public roads improved only slowly. By the time of the Revolution, there were approximately 75 dwellings, and Stoneham could best be characterized as a thinly settled, poor community. Town residents could point to few monuments indicating the growth or wealth of the Town. The first meetinghouse of 1726 was described only as a "plain" building, "36 X 40 feet with galleries on 3 sides." Charlestown relinquished all claims to Stoneham in 1760, including the large tract of agricultural land in the northern section of town which had been retained after the 1725 incorporation, and called Charlestown Farms or Charlestown Plantation. No institutional, commercial, or industrial structures remain from this period. Houses which were

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characterized by timber-frame construction and a central chimney plan throughout the period also have a poor survival rate. The major surviving landscape feature is the Old Burying Ground (1728, #802).

1806-1840: Rural Village to Industrial Town

Until the construction of the Medford-Andover Turnpike (now Main Street) in 1806, Stoneham remained relatively isolated from its neighbors, due to rough topography and poor roads. The Turnpike brought new trade and activity through the geographical center of town, and focused development of the community along the new north-south axis. It also resulted in a doubling of the population by 1830 when it reached 732.

Stores, public buildings, and shoe shops were thereafter located along the new Main Street, and a network of streets with an urban rather than rural density was created adjacent to it. The previous meetinghouse and schoolhouse sites to the east were abandoned in favor of a Main Street location for the meetinghouse. The construction of the First Congregational Church (#51) at Main and Common Streets in 1840 formally marked the importance of the new town center. This Greek Revival building was the most sophisticated yet built in Stoneham and heralded a new era of style-conscious architecture, particularly for the rising class of shoe manufacturers. Six school districts were created in 1836 in recognition of the town's growing population and its obligations to that population. The schoolhouses, one of which survives today as a much altered private house, were 1-1/2 story, single room structures with belfrys over their gable ends.

Along Pond, Summer, and Warren Streets, farmland was subdivided and shoemakers built a variety of small frame cottages, usually gable roofed, with simple Greek Revival details. Lot lines were drawn in a random manner, following the curving paths of old routes such as Summer, Pond, and Pleasant Streets as well as straight new streets such as Gerry. At the town center, no common was set off as a public space, although the spacious Congregational Church lot probably functioned as such. In Central Square, at the intersection of Main, Franklin, and Central Streets, commercial buildings were constructed of wood, with simple Greek Revival details. No significant masonry structures existed at this time. The major building remaining from this period is the First Congregational Church (#51). The earliest houses which survive in any number in Stoneham are from this period and are mainly simple examples of the Greek Revival style, side-hall type.

1840-1880: Industrial Prosperity

During this major period of significance, Stoneham's shoe and leather industries grew rapidly, creating the primary residential and industrial patterns of land use visible today. The population doubled in the decade 1840-50, slowed during the Civil War, then doubled again by 1870 to 4,513. Growth was primarily at the town center with peripheral areas remaining relatively undisturbed. With the transformation of the shoe manufacturing industry from a home to factory process, numerous factories appeared along Main Street. Designed to use steam power in the manufacturing process because Stoneham lacked sufficient watersites, the majority of factories were built between 1850 and 1880. Most were three or four story wood frame buildings, with low-pitched gable roofs, and clapboard siding. Decorative detailing was limited to a dentil course at the cornice line with

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few exceptions. The relatively large size and attendant tall smokestacks were the most distinguishing features of the mid 19th century shoe factories. The preference for single family homes established earlier in the century continued as workers' cottages were built between William and Summer Streets, primarily at the eastern side of Main Street. Many residential examples of the period remain but industrial survivors are few and heavily altered.

Stoneham was without direct rail service until 1861. In 1846, however, the Boston and Maine Railroad reached Melrose, on the eastern border; horsecoaches connected Central Square with Highland Station in Melrose via Franklin Street, but this system quickly proved inadequate for both passengers and industry. Several Stoneham Branch Railroad Companies were formed, and were finally successful in providing direct service to town in the early 1860s. Although the railroad served the community's needs, it did not exert a strong force on its physical character primarily because much of its residential and industrial appearance had already been determined.

Many other changes during this period exerted a profound influence on Stoneham's physical fabric, transforming a sleepy agricultural hamlet into an up-to-date, self-contained industrial town. The Stoneham Five Cents Savings Bank, three modern, two-story schools (#247), and an Almshouse (#113) were built in the 1850s. With the industrial and commercial growth of the town, Central Square changed dramatically as small wood frame stores and shops were replaced by larger and more up-to-date brick buildings. The construction of the Chase (#42), Dow (#46), Whittier, and Hersam (I.O.O.F) Blocks (#43) in the '60s and '70s created a style-conscious town center with fashionable mansard-roofed, three and four story structures.

Although most industrial activity was concentrated on or near Main Street, the "Red Mills" of Haywardville, near Spot Pond, were busy with rubber manufacture between 1850 and 1870 resulting in a small settlement of workers near the Melrose border. Spot Pond was also the site of a summer colony of Boston businessmen. Their stone mansions (#1 & 4, ca.1850-65), were sited on large tracts of forested land on both sides of Woodland Road. These houses rivaled the Main Street mansions of Stoneham's factory owners in both size and elaboration, and represent the town's most sophisticated architectural examples.

1880 - 1930: The Suburban Community

Just as the preceding period had been marked by industrial expansion, this one was to be characterized by suburbanization. The late '80s and early '90s were a period of great public investment and improvement, as new suburban development was anticipated. After the arrival of the Stoneham and Wakefield Street Railway Company connecting Wakefield and Arlington and the Eastern Massachusetts Street Railway Company connecting Stoneham with Sullivan Square in Charlestown in the '90s, portions of Stoneham began to develop with homes for businessmen and clerks who commuted daily to Boston and surrounding towns. Although many suburban tracts were platted, particularly in the northern and eastern sections of town, most did not fill rapidly. Many of the potentially attractive home-sites were taken with the allocation of 700 acres around Spot Pond to the Middlesex Fells Reservation in 1893. This act created an image of Stoneham as a public recreational spot rather than a potential private suburban community. Nevertheless, suburbanization

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helped Stoneham's population to reach 6,400 in 1893, and 7,489 by 1915.

The Lincolnville section west of Main Street, Franklin Street, Maple Hill, High Street, and Columbia Park areas were settled in the '90s and until after the turn of the century. The architectural styles evident in these areas reflect the Queen Anne and Colonial Revival tastes popular in suburban areas. A new emphasis was given to large home lots and landscaping, particularly in the Maple Hill and High Street areas.

Some new factories were added in the '80s and '90s, and the 1895 Business Directory listed twenty shoe manufacturers. However, the industry suffered a decline in the early twentieth century and by 1925 only three large factories remained. The shoe factory buildings were gradually converted to other uses then heavily altered or demolished. New public buildings, such as schools and churches (#34) were built at the town center, and a Carnegie Library (#35) was constructed at the corner of Main and Maple Streets. However, Main Street's mixture of fine residences, factories, and commercial buildings was compromised with the demolition of many of the houses and factories, the decline and eventual discontinuation of the street car, and increased automobile traffic.

Post 1930: Recent Development

Stoneham experienced substantial population growth well into the 1930s, reaching a total of 10,841 by 1935. The Depression briefly reversed that trend, but the population doubled again between 1940 and 1965. This expansion of numbers led to constant residential construction and the development of a commercial strip along North Main Street. This pattern is typical of the Boston area as a whole during recent decades, where urban cores have been reshaped by decay and abandonment while peripheral areas have been altered by rapid, sprawling development. A major factor affecting Stoneham during this period has been construction of superways, particularly Route 128 (I-95) to the north and I-93 to the east.

ARCHITECTURE

This section, on Stoneham's architecture, is organized by building type. Its first and longest sub-section examines the residential structures which form the bulk of Stoneham's building stock. After discussing general characteristics, specific nominated examples are noted. Numbers in parentheses refer to date and inventory number [e.g. (1880, #25)]. The observations in this section are based on the result of the Stoneham survey and conclusions of the state survey team's report on the Boston region.

RESIDENTIAL BUILDINGS

Most of Stoneham's housing stock was created in the 19th century, particularly that near the town center. Single family frame buildings predominate, creating a series of low-density neighborhoods. Residential areas of Stoneham, partially because of the diagonals cut by early routes, often have houses built over a 200 year period along a single block.

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With the exception of those areas subdivided and settled after 1850, a block on streets such as Elm or Summer might contain a settler's circa 1750 house, several Greek Revival and Italianate workers' cottages from the mid 19th century, a few turn of the century Queen Anne residences, a variety of Period Revival houses from the 1920s, as well as several capes or ranches. As a rule, workers' houses were concentrated near Main Street's factories and commercial center. Few houses, if any, were built by the factories for workers, leaving nor "factory town" imprint on the residential character of Stoneham. Only a few blocks such as Gerry Court, and sections of Emerson and Pine were built up with cheap speculative housing.

Function rather than fashion has dictated the design of the majority of dwellings built through the 19th century. This means that few could be characterized as innovative or ahead of their time. The most likely candidate for this title is the William Bailey Lang House (#1), a ca. 1845-48 Italianate stone cottage which was illustrated in and extolled by A. J. Downing's "The Horticulturist." The bulk of Stoneham's buildings were either contemporary - of their time, or traditional - behind their time. Stoneham is highly unusual for preserving large numbers of simple buildings from the mid-late 19th century, especially since a rather large sampling is fairly intact in terms of materials, setting, and massing.

In addition to generally conservative architectural treatments, the choice of building materials reflects both a lack of wealth and limited access to high-styled finishes and details. Wood frame buildings, with clapboard or shingle sheathing predominate. Slate roofing was limited to the finest houses and a few commercial blocks. Few residences were of masonry construction, and use of this material was otherwise limited to foundations, retaining walls, curbing and posts. No houses built of brick are known to have existed prior to 1920. No architects are documented in the design of any 19th century houses, but it is likely that the fine houses of Main Street, known today only from photographs, were the work of architects. The Main Street houses' high styled treatment and careful craftsmanship link them to the traditions of larger urban centers. Several builders and local carpenters, but no architects, advertised in the local business directories between 1861 and 1900. Local carpenters such as John Spencer seem to have been responsible for the decorative work on many Italianate and Queen Anne houses. By 1893, there were two lumber yards, twelve carpenter-builders, and a number of paper hangers, painters, and roofers serving the community.

Stoneham has provided an unusual opportunity to examine a group of modest residential forms from the 19th century. Buildings which serve as outstanding examples of particular architectural styles, or as characteristic building types associated with important local persons or the development of particular areas have been nominated individually.

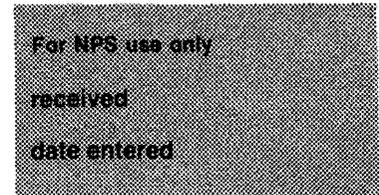
Settlement Period

Stoneham was sparsely settled throughout this period so few houses were built, even fewer remain and only a handful preserve an intact appearance. Photographs, therefore, are the source of much of the information contained in this section.

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First Period (1640-1730)

Houses built during the First Period followed the general type of construction developed in the Massachusetts Bay Colony. Heavy, handcut timber frame buildings covered with wooden clapboards provided the first settlers with a basic dwelling. A two or two and one-half story, central chimney plan, usually one room deep seems to have been chosen for many early houses. Second story windows are framed into heavy boxed cornices. Door frames were simple wooden strips, sometimes with projecting lintels.

Representative of Stoneham's earliest extant houses reflect its isolated position as well as its limited agricultural and rural economy. The best preserved are the lean-to form Millard-Souther-Green House, 218 Green Street, (ca 1717, #116), and the standard, five-bay, one room deep Jonathan Green House, 63 Perkins Street (1720, #11). These buildings are located along the earliest travelled routes of the town in peripheral areas.

Georgian Period (1725-1780)

Houses built during the Georgian period, generally retained the central chimney plan favored by earlier builders. From photographs of now-razed houses, characteristic heavy pedimented doorways are evident, along with 12/12 or 12/8 double hung sash windows. The best remaining example is the Elisha Knight House, 170 Franklin Street (ca.1750, #20) which remains in agricultural use. Another is the Locke-Baldwin Kinsley House, 45 Green Street (ca.1744, #142). Like the houses of the preceding period, these are located in the eastern half of the town, in the north, and central quadrants.

Federal Period (1780-1840)

Houses of the Federal Period, like those of the Georgian, have stylistic details which show a rural vernacular influence. They differ in their use of central hall plans, a feature which appeared much earlier in more stylistically advanced areas. According to town historian Silas Dean, there were approximately 55 houses built between 1790-1835. These houses are characterized by gable roofs with short returns at the eaves, two story elevations, twin rear wall chimneys, and five or three bay facades with central entrances. Exterior millwork is of simple profile, producing a characteristically taut surface. Entrances are often lit by glazed transoms. Examples of the Federal Period vernacular are represented by the Jesse Tay House, 51 Elm Street (ca.1810; #100) and the Caleb Wiley House on 125 North Street (1826; #65). Characteristically, these were the houses of a shoemaker and a farmer. Stoneham had no monied classes, prior to the rise of the mid 19th century shoe factories, who might have built more elegant and innovative residences.

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Industrial Period (1840-1880)

The preference of single family dwellings is marked. As noted elsewhere in this nomination, boarding houses provided housing for some single workers, but there was a lack of factory owned housing. It is not known how large the transient population was, but it appears that many workers in a town of less than five thousand were able to own their own homes. The prevalent house type of this period is the builder-designed, 1-1/2 or 2 story frame house with gable roof and three bay facade. A key change in this period is the shift from symmetrical central hall plans to side hall plans, although many of the more traditional dwellings continued to use a center hall and entry. Depending on the date of construction, details are usually of Greek Revival or Italianate derivation. Many are astylistic, with no distinguishing details or stylistic references; these are the simplest workers' houses. Clapboard or shingle cladding was the standard original exterior material. Houses of this period are found throughout the town, but particularly in the Summer and Pond Street, and Warren and Wright Street areas. A notable remaining feature of many of these houses is their granite curbing which sets them off from the street.

Greek Revival Style (1820-1850)

The Greek Revival style exists in a number of residential forms in Stoneham, most of which are very simple 1-1/2 story cottages. One represents a transition from the Federal Period and has a five bay facade centered around an entry with 3/4 side lights, a gable roof, wide frieze, and twin interior chimneys. Examples are 391 William Street (1820 #74), 342 William Street (ca. 1830, #76), and 107 William Street (ca. 1820, #176). A latter example of this same form is 9 Warren Street (ca. 1850, #303) whose date is revealed in heavy corner pilasters and pedimented dormers. Another similar type exhibits a full front porch formed by the overhang of the roof. Two excellent examples, both dating from ca. 1840 are 269 Green Street (#117), and Silas Deane House, 8 Pine Street (#197). The final type, and generally the latest in date, is the side hall variety which has its focus on the gable end to assume a pedimented silhouette. Examples are the Maxwell House, 58 Elm Street, (1850, #95), and 2 Middle Street (1860, #250). The most elaborate remaining Greek Revival style residence is the Sweetser House, 434 Main Street (1845-50, #36) which faces a flush-boarded gable end to the street and features wide pilasters supporting a heavy entablature, full length first floor windows and a one story Ionic porch. These houses are scattered on some of the same peripheral roads as those of earlier periods, but many more are clustered near the center of Main Street.

Gothic Revival Style (1840-1860)

A few picturesque cottages such as those popularized in the publications of Andrew Jackson Downing and other mid-century designers were built in Stoneham but most have been substantially altered. The best example of Carpenter-Gothic architecture is a small cottage with lancet arched windows at 114 Marble Street (1850, #294).

Octogons (1850s)

In the 1850s three of Stoneham's most unique buildings appeared. These Octagon houses,

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drawn from Orson Fowler's The Octagon House: A Home For All, were built between 1850 and 1855. All are of wooden frame construction and clapboard covered. The most elaborate is the cupola-topped Pine Street house built by Enoch Fuller, and later owned by G.W. Trowbridge, a local shoe manufacturer (1850, #256). A second well preserved example is the William Bryant House (#131); the third has been altered.

Italianate Style (1845-1870)

The years during which the Italianate style was popular were prosperous ones for Stoneham, so numerous examples remain. As was the case with the Greek Revival Style, a number of types can be identified; but in this instance, not all are simple. Some of the earliest examples are located on the eastern shore of Spot Pond and represent a conscious attempt to follow the romantic precepts of Andrew Jackson Downing. These buildings were constructed of locally quarried granite by well-to-do Bostonians and are substantial in execution. Examples are the William Bailey Lang House, Lakeview Drive and Woodland Road (ca.1850, #1), and the John Bottume House, 4 Woodland Road (ca.1850, #4). Another relatively elaborate Italianate type was constructed later in the period for local manufacturers. These are distinguished by complex massing seen in plan (T or L-shaped) and roofline, and boldly articulated facades. Examples are the Buswell House, 481 Main Street (ca.1875, #31), the Onslow Gilmore House, 477 Main Street (ca.1875, #32), the Amasa Farrier House, 55 Central Street (ca.1865, #173), the R.P. Turnbull House, 6 Pine Street (ca.1865, #196) and 34 Chestnut Street (ca.1875, #322).

The most common Italianate houses carried over the forms of the Greek Revival style and are distinguished primarily by bracketed cornices, oriel windows and more vertical proportions. Some like 32 Franklin Street (ca.1850 #209), 1 Winthrop Street (ca.1874, #280) the Charles Buck House, 68 Pleasant Street (ca.1880, #222), and the Williams-Lin-scott House, 357 Williams Street (ca.1850 remodelling of 1712 structure, #75) assume a traditional center entry form. Others, exhibiting the more contemporary side-hall configuration, are represented by 57 Central Street (ca.1870, #174), and the Samuel Chamberlain House, 3 Winthrop Street (ca.1864, #281).

With the exception of the early houses on Spot Pond, Stoneham's examples of the Italianate style are clustered around central Main Street, particularly on its eastern side. It is important to note that many houses of this style retain granite curbing and posts, enhancing their relationship to the street.

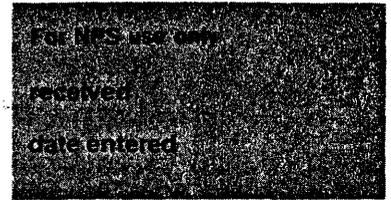
Second Empire Style (1860-1880)

The Second Empire style was chosen by Stoneham's factory owners for their Main Street or west side mansions, built between 1860 and 1880. The best surviving examples are the Lorenzo Hawkins Cottage, 1 Cedar Street (ca.1870, #330), and the Thomas H. Jones House, 34 Warren Street, (ca.1878, #276). Both houses are of wooden frame construction, with

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richly detailed exteriors, patterned slate roofs, and elegant carriage houses. Characteristically, these homes are west of Main Street, in areas favored by factory owners. The earliest Second Empire mansions, now razed or totally altered, were large frame buildings with concavely curved Mansard roofs and ornamental roof cresting. Other good remaining examples of the style are the A. Durgin Cottage, 113 Summer Street (ca 1870, #221), the George Cowdrey Cottage, 42 High Street (ca 1865, #262), and the Charles Gill House, 76 Pleasant Street (ca 1860, #227). As was the case with the more prevalent Italianate style houses, these structures were clustered near the center of town.

Vernacular Workers' Houses

In addition to the relatively well defined stylistic examples from Stoneham's industrial past already described, there are a number of vernacular houses which have been associated with workers, particularly shoemakers. These modest and fragile resources, while not of note architecturally, represent the heart of Stoneham's past. Most are single family since Stoneham's industry did not generally sponsor housing, but two intact double houses remain: the John Steele House, 2-4 Montvale Street (ca 1880-85, #53), and the Benjamin Hibbard House, 5-7 Gerry Street (ca 1850, #248); both of these exhibit some Italianate features. Well preserved and documented single family residences include 19 Tremont Street (ca 1860, #122), the Michael Foley Cottage, 14 Emerson Street (ca 1855, #204), the David Kenney House, 67 Summer Street (ca 1850, #236), 6 South Marble Street (ca 1810, #292), and the C.H. Brown Cottage, 34 Wright Street (ca 1840, #312).

Suburban Period (1880-1930)

Houses of this period are generally concentrated in areas which developed after 1880 particularly those adjacent to train and streetcar stations. Stoneham's industrial boom was winding down during this period so merchants and salesmen who commuted to Boston (rather than locally employed workers) were the first residents of many of these houses. The houses of this period are characterized by a new openness of plan with room placement and size related to use rather than proximity to a fixed heating source (the chimney). The functionalism of the open plan is reflected in the irregular exterior appearance of late nineteenth century houses. This is especially true for houses in the Queen Anne and Shingle Styles. After 1900, a return of the rectilinear, symmetrical lines and traditional center hall plans of the Colonial and Georgian Revivals spelled an end to the fluid informality of the late 1880s and early 1890s.

Queen Anne Style (1880-1900)

Stoneham's Queen Anne styles houses are characterized by complexity of form including corner towers, porches, and balconies, patterned shingles and mixed materials. Unlike houses of the preceding period, they are concentrated in newly developing subdivisions on the periphery of town: Columbia Park at the eastern end of Franklin Street, Mt. Discovery at the western end of Maple Street, and Farm Hill at the northern end of High Street. While none can be considered innovative, they do represent an excellent cross-section of contemporary examples of the style. Four types are evident among the nominated examples. The simplest retain a by now traditional side-hall plan embellished

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with prominent verandahs and decorative shingling: the Bernard Cogan House, 10 Flint Street (ca 1885, #344). A more well developed type has a more open plan and is generally more complex in appearance with corner towers and numerous cross gables: the Patrick Cogan House, 48 Elm Street, (ca 1890, #94), and the Walter Keene House, 28 High Street, (ca 1900, #356). Another type exhibits some Stick Style details: the S.A. Hill House, 31 Chestnut, (ca 1895, #327) and the Newton Lamson House, 33 Chestnut Street (ca 1887, #328). The final type reveals the influence of the Shingle Style in overall shingled textures and smoother lines: the Franklin Jenkins House, 35 Chestnut Street (ca 1895, #329).

Twentieth Century Styles (1900-1930)

Residential construction was limited during this period, consisting primarily of modest, single family Craftsman derived houses with few examples of the more ambitious Dutch Colonial or Colonial Revival styles. In the teens a few bungalows, derived from California pattern books, appeared in the outlying areas, but none are of outstanding design. Period Revival houses, built in newly developing sections after World War I, are generally without distinction. In the teens, the town's first architect, Stoneham-born Elmer R.B. Chapman advertised his Boston architectural office. However, he seems to have had few local commissions. His own home, a Colonial Revival design with a strong English influence, has been altered.

Although houses of this period were surveyed, none have been included in the nomination because they are not outstanding in terms of their architectural design, and because they were constructed after Stoneham's major period of significance.

NON-RESIDENTIAL BUILDINGS

Stoneham was a remote, sparsely populated, agricultural community through the early nineteenth century. Therefore, it is not surprising that only a handful of early domestic structures exist, and that no examples of other building types remain in recognizable form which date before the mid-nineteenth century. In general, non-residential buildings have had a poor survival rate; those which do survive are often altered to a greater or lesser degree. This statement is particularly true of industrial and commercial buildings which will be discussed first.

COMMERCIAL BUILDINGS

With few exceptions, Stoneham's commercial architecture is geographically limited to Central Square and adjacent portions of Main, Franklin, and Center Streets. At the height of development, ca 1885, Main Street was a mixture of fine homes, factories, small shops, and commercial blocks. Between the time of construction of the Medford-Andover Turnpike (Main Street) in 1806 and ca 1860, Main Street was a collection of wood frame hotels, stores, and factories. The elegant Italianate and Second Empire homes of Luther Hill, Arad Gerry and Charles Tidd contrasted with the simple commercial buildings.

Stoneham's earliest extant commercial buildings date from the mid-century; these important survivors at the town center were constructed of brick in the Italianate and Early Romanesque Revival style. The earliest, the Second Empire style Dow Block (1864; #46) was the

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first significant brick structure to be built in the Square. The design of smaller shops and stores was similar to houses with gable roofs and two story elevations. The commercial blocks housed a variety of shops, offices, small manufacturing concerns, and town offices.

Only two railroad stations survive in Stoneham. The original Farm Hill Station, a gambrel-roofed building, was moved from its original location to the present Central Street site and converted to residential use. The existing Franklin Street Station, at Pine and Franklin (1894; #211) replaced an earlier gambrel-roofed station shown on the 1879 Bird's Eye View of Stoneham. This well detailed, brick, Richardsonian Romanesque Structure was built for the Boston and Maine Railroad.

Of interest to both the history of transportation and commercial architecture are the Neo-classic service stations built by the Jenny Oil Company in the Boston area. Stoneham's station is well preserved. The high dome and Corinthian columns of the original design served as advertising symbols for the Colonial Oil Company as well as ornamental details on the all-concrete buildings (1920; #33).

INDUSTRIAL BUILDINGS

The first industrial buildings were the shoe shops, called 'ten footers', small wooden frame buildings, usually 10' X 10', or 10' X 14'. Several shoemakers worked within this small space, each at a shoebench. Several small outbuildings still scattered throughout Stoneham may have been used as shoe shops, but the best preserved and documented example is located behind the Stoneham Historical Society Museum (ca. 1850, #191A). These buildings were in use in the eighteenth and early nineteenth century, and were often joined to a dwelling as the harness shop ell of the Baldwin-Kinsley House on Green Street (1744; #142). Central shops, maintained in dry goods stores and homes as well as separate buildings, gradually took over the function of some of the small 'ten footers.'

Larger factories, built after 1850, were of wooden frame construction with large windows for maximum light and ventilation. Water tanks towered over most of the steam powered factories. The Lyman Dike and Co. factory in Central Square (1850) is one of the earliest surviving examples, but is unfortunately heavily altered. The tanneries, which occupied a great deal of land for drying racks in addition to the tannery buildings, are gone.

The most stylish of the shoe factories was the Renaissance Revival shoe factory of John Hill and Company, ca. 1858. The elaborate facade known through photographs was destroyed in a series of 20th century remodellings.

There are no more remaining buildings from the ice industry which flourished on the north and east shore of Spot Pond in the mid and late nineteenth century. However, the Italianate residence of the man who first shipped ice from Boston area ponds to the tropics, Frederick Tudor, still stands on the eastern shore of the Pond (1850; #1). Spring water bottling works and a beverage industry operated around the springs of the Felspa and Spring Street area, but the suburban subdivisions now cover the area.

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RELIGIOUS BUILDINGS

Stoneham has several churches of note built in the nineteenth century, three of which remain in unaltered form. These buildings are among the most architecturally significant structures in the town and represent all phases of its major development period. The earliest, the First Congregational Church at the corner of Main and Church Street (1840; #51) was the third house of public worship replacing two earlier buildings located near Spring and Pleasant Streets. The stark Greek Revival facade of the third church was influential in the design of residences in the years immediately following its construction, although its four square, pilastered design is encountered less often than the usual porticoed form. The Unitarian congregation built a Stick Style church in 1869 at Central and Common Streets. This frame building has an outstanding tower and spire with elaborate trusswork (1869; #172). The First Baptist Church Chapel of 1870 was replaced by the present First Baptist Church, 461 Main Street (1892; #34). This red brick Romanesque church with slate roof and exquisite stained glass was designed by L.B. Volk and Sons of Brooklyn, New York. It is Stoneham's earliest documentable architect-designed building. St. Patrick's Catholic Church was built in 1888. The original design had three cusped and crocketed entrance hoods but is now unfortunately heavily altered.

CEMETERIES

The Old Burying Ground (1725), the Stoneham Cemetery (1850), Lindenwood Cemetery (1861), and St. Patrick's Cemetery (ca,1870) have served the community during its history. The Burying Ground, at Pleasant and William Streets, (#802) contains the gravesites of most of the town's early settlers. Around some of the grave lots is found the only remaining nineteenth century cast iron fencework in Stoneham, which has otherwise completely disappeared from the landscape. The Stoneham Cemetery was abandoned for cemetery use and used as the site of the 1901 High School. Lindenwood Cemetery remains an excellent example of a picturesquely planned cemetery, designed by local surveyor Amasa Farrier, who worked in the style of Cambridge's Mt. Auburn Cemetery. Additional research is needed, however, to substantiate its eligibility for listing in the National Register.

PUBLIC BUILDINGS

Stoneham's earliest extant public building is the Second Town Hall (1826), now a private residence, moved from its original site near Pleasant and Spring Streets and heavily altered. One of Stoneham's first district schools has also been altered for residential use, but remains on the original site at Warren and Hancock Streets; six one-room schools were built in 1835 and this is the only survivor. Large appropriations by the Town in the 'fifties for educational facilities resulted in the construction of three four-room schoolhouses. Two of these, the East and South Schools, remain. The original Italianate treatment of the South School remains relatively intact (1856; #247). In 1852 a large Almshouse was erected, replacing an older building known as the Poor Farm (1852; #113). The simple Greek Revival style is typical of town building projects of the period. The most elaborate public buildings of the nineteenth century, the Second Empire High School of 1871, was razed.

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In the twentieth century, public funds produced the Carneige Library (1904; #35), and a Renaissance Revival fire station with a bracketed Tuscan hose-drying tower (1916; #45).

At the edge of Spot Pond, the Metropolitan District Commission built a Renaissance Revival pumping station in 1906-1923. This outstanding building relates to work of the Commission in the metropolitan area, rather than the traditions of Stoneham (1906-23; #5).

ARCHAEOLOGY

A number of historic and prehistoric archaeological sites are known to be located within the town of Stoneham.

[REDACTED]

Of particular historic interest are the archaeological remains of the industrial center of Haywardville. Although never systematically investigated, some of the structural and landscaping features associated with the former industries there can be partially observed. Others are probably buried under more recently developed woodland soils. Archaeological research in Haywardville could provide valuable information about its varied industries which had operated from the late 18th to late 19th centuries. Analysis of archaeological data from Haywardville could be useful in addressing questions concerning the shift in economic patterns which occurred in the 19th century when the Andover-Medford Turnpike increased Stoneham's involvement in a wider sphere of trade and commerce. Investigation of this site could be particularly important to Stoneham since other areas of industrial activity were located in the densely developed town center.

[REDACTED]

These lithic materials [REDACTED] have been identified in artifact collections from the region in and around Stoneham.

[REDACTED]

METHODOLOGY

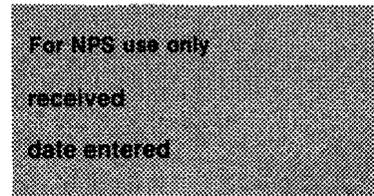
The survey on which this nomination is based was carried out between March and June 1979. It is architectural and historical in focus, and based on extensive research about the shoe industry and the individuals who shaped it. It does not include potential archaeological sites.

The survey was conducted by Carole Zellie, an architectural historian employed by the Town. Every street in Stoneham was viewed for structures of architectural significance. Approximately 500 structures were noted in the initial survey, and approximately 400 researched further. Town histories, manuscripts, biographical records, plat maps, and some interviews provided this information, and these sources are noted in the bibliography. The survey resulted in a draft Multiple Resource nomination and initial selection of sites to be included, as well as a book entitled, "Stoneham, Massachusetts: A Shoe Town."

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Following this intensive, building-specific survey, the town was examined by the interdisciplinary state survey team as part of the Boston Area Study Unit. (Results published in "Historic and Archaeological Resources of the Boston Area: A Framework for Preservation Decisions.") That broadly based survey confirmed many of the earlier observations and served to establish Stoneham's place within the context of the surrounding towns.

MHC staff used the data gathered in both surveys to evaluate the significance of Stoneham's remaining historic structures and to prepare the final Multiple Resource nomination. The main criteria employed in the selection of resources were a high degree of physical integrity, local architectural excellence, and associations with Stoneham's major period (1840-1880) and theme (shoe manufacturing).

8. Significance

Historic Resources of Stoneham, Stoneham, MA

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

Specific dates See Inventory Forms **Builder/Architect**

Statement of Significance (in one paragraph)

INTRODUCTION

The Stoneham Multiple Resource Area includes 67 individually nominated buildings representative of an early Colonial agricultural settlement which developed into a small 19th century shoe manufacturing center. Stoneham is remarkable within the Boston area for the remaining density of its 19th century fabric. Primarily vernacular in character, most of its buildings and streetscapes have been altered to some degree. Nevertheless, a surprising number of structures, especially the simple homes of shoe workers, remain intact. The architectural and historical significance of Stoneham's remaining buildings is closely associated with the growth and development of the shoe industry, from earliest settlement to the late 19th century. Geographical isolation, small population, locally controlled industry and investment, and a stable workforce all contributed to the town form visible today. As a whole, the Stoneham Multiple Resource Area possesses integrity of location, design, materials, and workmanship, and meets criteria A, B, and C of the National Register of Historic Places.

COMMUNITY DEVELOPMENT

Stoneham Before Incorporation: 1640-1725

Before its incorporation as a town, Stoneham functioned as a remote and sparsely populated farming community at the northern edge of Charlestown (settled 1629-1630), called Charlestown End. It was not settled until after 1658 when most of this frontier land was divided and apportioned to Charlestown taxpayers; 600 acres in the northernmost section, known as Charlestown Farms, were retained by corporate Charlestown.

Six known settlers quickly took advantage of the newly opened lands, favoring the northeast section because of its proximity to the South Reading Meetinghouse, established in 1644. These early settlers included four farmers: John Gould, Thomas Green, Patrick Hay, and Thomas Gery; and two masons: Richard Holden and William Bicknell. The latter two were associated with the rich marble deposits on Marble and Summer Streets.

By 1700 the most thickly settled portions of Stoneham were at the outskirts, and there had been no organized movement for incorporation as an independent town. Nineteenth century historians of the town wrote, "The foundations of Stoneham were laid, not by men of culture and wealth, but by the brawn and culture of laborious yeomen."

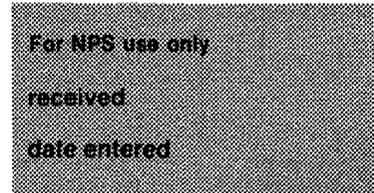
Stoneham, A Separate Town: 1725-1806

By 1725, the Stoneham area had approximately 250 inhabitants, one sawmill, one grist mill, one schoolhouse, and about fifty houses scattered throughout the rocky, forested land of Charlestown End. During that year, 54 men petitioned the General Court to set off the area as a separate town. The remoteness of the area from the established meetinghouses

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of Charlestown and South Reading necessitated such a petition, as the Act of Incorporation recognized. With the Act, Charlestown relinquished claim to Stoneham, but retained ownership of Charlestown Farms; that claim was held until 1760. The name Stoneham seems to have been taken from Stoneham, England. This place name, and other selected by early settlers, reflects their English, Scottish and Irish ancestry.

Following incorporation, Stoneham was able to tax approximately 65 polls, construct a house of worship, establish a burying ground, and hire a minister and schoolmaster. The only remainder of this original town center at William, Spring, and Summer Streets is the Old Burying Ground (1726, #802).

During this period, Stoneham was part of a network of small villages and towns in which shoe manufacture was a foundation of the economy. Shoes were made in home shops, often in small buildings called "ten-footers." Individual artisans produced shoes for middlemen, who sold them in a larger market, usually in Boston. The middlemen supplied materials as well. This handicraft stage ended with the central shop in the early 19th century. Despite the efforts of farmers and shoemakers, Stoneham is recorded as one of the poorest towns in 18th century Middlesex County, a condition which did not improve until the mid 19th century.

Rural Village to Industrial Town: 1806-1840

The transformation of Stoneham from a farming village with large tracts of land to a nucleated town with a thickly settled village center was triggered by construction of the Medford-Andover Turnpike in 1806. The construction of this major toll road which ran 3-3/4 miles through the length of Stoneham (along the present north-south route of Main Street) changed both the use of the land and the economy of the town. The Turnpike became Stoneham's first direct link with larger regional markets and commercial trade. Its appearance was crucial in transforming Stoneham's incipient shoe industry from a handicraft stage to a central shop phase.

This central shop phase, which occurred in the 1830s and 1840s heralded more specialized and mechanized developments. The central shops created in the 1830s formed the nucleus of the large shoe factories and tanneries which appeared two decades later. Men such as Luther and John Hill, Ira Gerry, and Allen Rowe consolidated the work that independent shoe makers previously performed in their own small shops. These "central shops" were often contained in the general stores of the proprietor or in the residence of the central shop owner. In addition to shoe manufacturing, William Tidd and W. Bloomer began the tanning and currying of leather in a Central Square tavern basement, moving to larger quarters as the business grew.

Although Stoneham's first "factories" were very modest in scale, they were producing 380,000 pairs of shoes valued at \$184,717 by 1837. At this time, Stoneham was one of the twenty-four Middlesex County towns whose chief industry was the manufacture of shoes, but unlike many others, its population remained relatively low (615 in 1820, 732 in 1830, and 1,017 in 1840).

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Nevertheless, Stoneham's 1837 output of 380,000 pairs was the largest number in the county, and was produced by a workforce of 260 men and 186 women.

Some of the public service facilities required for self-sufficiency were built or acquired in the 1830s. During this period six district schools were created (1836), a fire engine was acquired and a public stage coach line from Stoneham to Boston was started (1833). Although these represented substantial improvements to the town, they were but a shadow of what was to come in ensuing decades.

Industrial Prosperity: 1840-1880

The pattern established in the preceding period created the framework for the profound changes which occurred in Stoneham in the mid 19th century. The population of shoe workers and manufacturers along with a diversifying economy helped to create a small manufacturing center which barely resembled the earlier town.

In the 1840s and 50s Stoneham's first large shoe factories and tanneries were built, establishing the town's competitive role in the region's booming shoe manufacturing market. Stoneham's industries expanded at this time because horse and steam power became readily available, making up for the town's lack of water power. With few exceptions, the families who built and controlled the burgeoning shoe and leather industries, the Hills, Tidds, Gerrys, and Dikes, were Stoneham-born. Many of Stoneham's industrial elite were inventor-mechanics, and introduced new machinery and manufacturing methods into their factories. John Hill and Company, one of the first to use machinery in the manufacture of shoes, built its modern machinery-equipped factory at 426 Main Street in 1858. This was reputed to be one of the first shoe factories in the U.S. to employ steam power for labor saving purposes. (This once elaborate Italianate style structure still stands in a completely altered state, serving as a furniture store.) In the 1850s Lyman Dike and Company built its first shoe factory in the next block of Central Square and William Tidd and Company added to its small tannery on Pine Street, near the eventual location of the railroad. By 1865, 450 men and 290 women were producing shoes at a greater rate than that of any other city or town in the county except Somerville and Cambridge. By 1875 shoe production was valued at over \$2 million. In the same year there were five substantial tanneries which produced a product worth over \$560,000.

In the fifties, the Irish immigrants who would contribute importantly to the local labor force began to arrive. Many new Irish shoeworkers settled in the southeastern section of town within the circle formed by Summer, Franklin, and Main Streets, or along Warren or Tremont Streets. Housing for workers was not provided by the factories, and few tenements were built. Small, single family cottages remained the standard workers' housing type through the end of the 19th century. A substantial number of these houses remain, and those which are best preserved are included in this nomination.

Stoneham's expanding industry was aided by the introduction of rail service during this period. The Boston and Maine Railroad reached Stoneham's eastern border by 1846 with horse coach service to the town center. This service proved inadequate so there was great local agitation to run the Boston and Maine or Boston and Lowell directly to Stoneham. Consequently, three separate Stoneham Branch Railroad Companies were formed in 1847, 1851, and

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1859. The last company, consisting of J.T. Winchester, John Hill, Allen Rowe, Jr., Cyrus Hay, J.P. Gould, Alpha Richardson, Reuben Locke, Jr., and George W. Dike, was successful in bringing the railroad to Stoneham. The first section was completed in 1861 as far as Farm Hill, and continued to Franklin by the Boston and Lowell, who bought it outright in 1870.

Stoneham exhibited many other signs of growth during this period. A fashionable Italianate structure housing the Town Hall and a school was built between Common and Tidd Streets in 1846. (This survives in an altered state as a private home.) The Stoneham Five Cents Savings Bank was founded in 1855, providing an important local source of credit for merchants and manufacturers. A new Almshouse (#13) was built on Elm Street in 1852, replacing the outdated Poor Farm. Further town expenditure was made in 1854-55 for the construction of three modern, two-story schools on Central, Spring, and Gerry Streets. The South School, 11 Gerry Street (#247) remains intact. Town directed beautifications were few, but the Road Commissioners did encourage the citizenry to plant shade trees along public ways.

Two offshoots from the mainstream of development occurred during this period, both located near Spot Pond. One was the now vanished industrial village of Haywardville on Spot Pond Brook; Haywardville represents Stoneham's only major industrial development to depend on water power. This site was used from the late 18th century to manufacture such diverse products as snuff, spice, chocolate, and satinets. Its large scale development began in 1840 when Elisha Converse started a rubber mill which was sold to Nathaniel Hayward in 1858. Hayward was known as one of the inventors of the vulcanization process and as the first person to obtain a patent for rubber footwear. His Connecticut factories were the largest rubber footwear producers in the country for many years. In 1860, the Haywardville Mills employed 30 men and 8 women. The company produced 14,000 rubber boots, 50,200 rubber shoes, 672 dozen rubber pails and buckets, 64 chamber pots and 500 spittoons valued at \$153,800. When Hayward acquired the Converse factory he operated it as the Haywardville Rubber Works, known locally as the Red Mills. A number of houses and a tenement were erected for the mill workers. The Mills prospered until 1870 when Spot Pond was converted to a reservoir for the towns of Malden, Melrose, and Medford by the Spot Pond Water Company.

The other development on the eastern shore of Spot Pond was totally different in character and consisted of large estates for wealthy Boston businessmen; it was called Wyoming. The gentlemen who erected homes here followed the romantic precepts of A.J. Downing, who described the area thus in his 1849 "Horticulturist:"

"Wyoming is a charming rural neighborhood, 6-1/2 miles north of Boston. Being located on the margin of one of the most picturesque lakes in New England, it has lately become quite celebrated for the variety of its natural scenery."

Joseph Hurd of Charlestown was the first to seek suburban retreat here, followed by William Foster, James Eaton and William B. Lang. Foster offered subdivided lots at auction, but Lang built an elaborate, granite, Italianate style house called Langwood (ca.1845-48, #1). Lang, a Boston iron and steel dealer, was also an amateur architect, and designs for his villa were published in 1847 in Downing's "Horticulturist." Wyoming remained an attractive enclave of estates until about 1880 when Langwood was converted to a summer resort hotel.

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During this period, Stoneham's population continued to expand; it doubled between 1840 and 1850, going from 1,017 to 2,085; then doubled again by 1870, reaching 4,513. Settlement continued in the same pattern as the preceding period, heavily concentrated at the town center around Main Street.

The Suburban Community: 1880-1930

During this period, Stoneham underwent a second transformation, from a manufacturing town to a suburban community. This change was gradual, however, as the town's industrial base remained fairly strong through the early 20th century and suburbanization was slowed by relatively poor public transportation and the creation of the huge Middlesex Fells Reservation in the town's southern third. Although the character and population of the town changed radically, it continued to prosper, and public improvements flourished.

At the beginning of this period there were 26 firms listed in the Business Directory as "shoe manufacturers" with several dozen allied industries, such as boxmakers, curriers, and tanners. Additionally, Stoneham's industries showed diversification in the early 1880s primarily through the E.L. Patch Company which produced chemical and pharmaceutical preparations. Other non-leather industries included pencil sharpeners, carriages, saws, and tennis and baseballs. The baseball manufacturer used the by-products of both shoe and rubber industries, as well as the skilled hand-stitchery of local women shoeworkers.

There were rapid turnover in shoe factory ownership during this period; a local historian reported in 1891 that there were only a few firms which had been in existence 20 years before. The older industrial elite continued their influence over town business through real estate and finance if no longer in shoe manufacture. During this period and the preceding years as well, Stoneham appears to have been without serious labor disputes and was relatively unaffected by the strikes which idled many shoe manufacturing centers. In 1891, there were 26 firms engaged in shoe manufacture, most of them operating in multi-story, wood frame factories with anywhere from 25 to 365 hands. Nearly half of the companies had been established in the 1870s; 7 in the 1880s; 6 between 1890-91. Almost all dealt in women's and children's shoes. The shoe business continued to be the leading industry of the town, with 59,664 cases of shoes manufactured.

By 1925, there were only three large shoe factories remaining: J.J. Grover's, formerly John Hill and Company; Hebert Shoe, formerly T.H. Jones; and P. Cogan and Son, still controlled by the family of the original founder. The combined output of these factories was approximately one half million pairs. The Fletcher Box Company produced 3,600,000 boxes and E.L. Patch produced 1/2 million dollars worth of drugs and medicines. Despite the output of these factories, Stoneham gradually ceased to be a manufacturing community as Southern factories overtook the production of the Northeast.

During the 1880s and 1890s Stoneham anticipated suburban growth and a boom in the real estate market as did many other towns in close proximity to Boston. Despite these hopes, Stoneham's initial growth was slow due to several factors. One, which has already been discussed, was the continuing strength of its home industry and the already dense development to its central portion. Another was transportation. Compared to surrounding towns the services of both steam and electric commuter railway were slow in arriving.

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Various promotional pieces of the period make many apologetic but optimistic references to the difficulties. One writer concluded that "the hills and vales of Stoneham and vicinity interfere somewhat with rapid transit no doubt, but they make this one of most beautiful and healthful parts of the State and the residents of this section would certainly not do away with them if they could." By 1900, the difficulties had been overcome; full electric streetcar service to Boston was in operation and all of Stoneham's streets had been improved. The few minute ride to Boston was a pleasant one which coursed through the newly created Middlesex Fells Reservation (1893). Unfortunately, the Reservation itself became the second impediment to suburban growth, by usurping 700 of the town's most picturesque and promotable acres.

The 1583-acre Middlesex Fells Reservation was created in the 1890s by the Metropolitan Parks Commission (now Metropolitan District Commission), as one of several such public preserves in the 37 member municipalities. In the words of a contemporary, the MPC was created in 1892 "in consequence of a strong public sentiment that in order to assure to the public the enjoyment of landscape beauties and the opportunities for ample recreation in the open air essential to the well being of a great urban population some form of organized cooperation between the various municipal units of the Boston metropolitan group was necessary." In 1893 the town of Stoneham voted to donate 726.15 acres to the reservation joining the towns of Malden, Melrose, Medford, and Winchester. The nationally known firm of Olmsted, Olmsted, and Eliot was responsible for design of the parklands and roads within the reservation and the firm prepared an exhaustive inventory of the geology, flora, and fauna of the area. The creation of the Fells around Spot Pond caused Stoneham to become identified more as a public recreational spot than a potential private suburban community.

Despite these difficulties, several outside investors promoted subdivisions in the town's northern third in the late 1890s. Columbia Park near Franklin Street on the Melrose border, Mt. Discovery near Maple Street, and Farm Hill at the top of High Street were among the largest. Characteristically, the new subdivisions were at the periphery of the compactly built central village area. Although platted, these subdivisions were never fully realized.

Financed by a still strong industrial base and spurred by visions of suburban utopia, the late 19th and early 20th centuries were a period of great public improvement and investment. A public water system was installed in 1882, the Board of Selectmen contracted for the first electric street lights in 1890 and in 1905 the first telephone exchange was installed with 146 subscribers. As previously noted, street railways arrived in the 1890s connecting Stoneham with Boston and surrounding towns and public streets were improved with paving and sidewalks. The 20th century saw the construction of several major public buildings which, for the first time, were designed by architects. A high school, designed by Ritchie, Parsons and Taylor, was built on William Street in 1901. The Stoneham Public Library (#35) was built at the corner of Main and Maple Streets in 1903, financed by a \$15,000 gift from Andrew Carnegie. A Renaissance Revival Style fire station (#45) was built at the corner of Central and Emerson Streets in 1916. The most important building, architecturally, was the M.D.C. Pumping Station (#5) designed by Shepley, Rutan and Coolidge for a site on Spot Pond in 1906.

(Continued)

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Post 1930: Recent Development

Stoneham experienced substantial population growth well into the 1930s, reaching a total of 10,841 by 1935. The Depression briefly reversed that trend, but the population doubled again between 1940 and 1965. This expansion of numbers led to constant residential construction and the development of a commercial strip along North Main Street. This pattern is typical of the Boston area as a whole during recent decades, where urban cores have been reshaped by decay and abandonment while peripheral areas have been altered by rapid, sprawling development. A major factor affecting Stoneham during this period has been construction of superways, particularly Route 128 (I-95) to the north and I-93 to the east.

9. Major Bibliographical References

Dean, Silas, A Brief History of the Town of Stoneham, MA, From Its First Settlement to the Year 1843. Sentinel Press, Stoneham, 1870.

Stevens, Williams B., History of Stoneham, MA, Whittier, Stoneham, 1891.

Manuscripts in the Stoneham Historical Society Collection.

1830 hand-drawn map of Stoneham in the Stoneham Historical Society Collection; 1858 "Gerry Map" in the Stoneham Collection; 1874 Walker Atlas of Middlesex County and later atlases.

10. Geographical Data

Acree of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UMT References

A

Zone	Easting			Northing					

B

Zone	Easting			Northing					

C

Zone	Easting			Northing					

D

Zone	Easting			Northing					

E

Zone	Easting			Northing					

F

Zone	Easting			Northing					

G

Zone	Easting			Northing					

H

Zone	Easting			Northing					

Verbal boundary description and justification

The multiple resource area consists of the incorporated city limits of Stoneham.

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

state	code	county	code

state	code	county	code

11. Form Prepared By

name/title Candace Jenkins, Preservation Planning Director with
Carole Zellie, Consultant to the Stoneham Historical Commission

organization Massachusetts Historical Commission date June 1982

street & number 294 Washington Street telephone (617) 727-8470

city or town Boston state Massachusetts

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature *Peter L. Weseloh*

State Historic Preservation Officer

title Massachusetts Historical Commission

date 2/22/84

For NPS use only

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

date

Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior
National Park Service

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date entered _____

Continuation sheet

Item number

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Multiple Resource Area
Thematic Group

dnr-11

Name Stoneham Multiple Resource Area
State Middlesex County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

- | | | | | | |
|-----|-----------------------------------|---|--|----------------------|----------------|
| 1. | Lang, William Bailey, House | Substantive Review
DOE/OWNER OBJECTION | Deferral Eligible
Keeper | <u>MacBryde</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 2. | Martin-Maxwell Estate | Substantive Review
DOE/OWNER OBJECTION | Deferral Eligible
Keeper | <u>MacBryde</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 3. | Sweetser, Warren, House | Substantive Review
DOE/OWNER OBJECTION | Deferral Eligible
Keeper | <u>MacBryde</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 4. | Almshouse | Entered in the
National Register | <input checked="" type="checkbox"/> Keeper | <u>Delores Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 5. | Beard, Padilla, House | Entered in the
National Register | <input checked="" type="checkbox"/> Keeper | <u>Delores Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 6. | Boston and Main
Railroad Depot | Entered in the
National Register | <input checked="" type="checkbox"/> Keeper | <u>Delores Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 7. | Bottume, John, House | Entered in the
National Register | <input checked="" type="checkbox"/> Keeper | <u>Delores Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 8. | Brown, C. H., Cottage | Entered in the
National Register | <input checked="" type="checkbox"/> Keeper | <u>Delores Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 9. | Bryant, William, Octagon
House | Entered in the
National Register | <input checked="" type="checkbox"/> Keeper | <u>Delores Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 10. | Buck, Charles, House | Entered in the
National Register | <input checked="" type="checkbox"/> Keeper | <u>Delores Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |

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Multiple Resource Area
Thematic Group

Name Stoneham Multiple Resource Area
State Middlesex County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

- | | | | | | |
|-----|-----------------------------|-------------------------------------|----------|--------------------|----------------|
| 11. | Buswell, Clara, House | Entered in the
National Register | ✓ Keeper | <u>Selma Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 12. | Chamberlain, Samuel, House | Entered in the
National Register | ✓ Keeper | <u>Selma Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 13. | Cogan, Bernard, House | Entered in the
National Register | ✓ Keeper | <u>Selma Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 14. | Cogan, James, House | Entered in the
National Register | ✓ Keeper | <u>Selma Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 15. | Colonial Beacon Gas Station | Entered in the
National Register | ✓ Keeper | <u>Selma Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 16. | Cowdrey, George, House | Entered in the
National Register | ✓ Keeper | <u>Selma Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 17. | Daniels, Blake, Cottage | Entered in the
National Register | ✓ Keeper | <u>Selma Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 18. | Dean, Silas, House | Entered in the
National Register | ✓ Keeper | <u>Selma Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 19. | Dow Block | Entered in the
National Register | ✓ Keeper | <u>Selma Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |
| 20. | Durgin, E. A., House | Entered in the
National Register | ✓ Keeper | <u>Selma Byers</u> | <u>4/13/84</u> |
| | | | Attest | _____ | _____ |

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Multiple Resource Area
Thematic Group

Name Stoneham Multiple Resource Area
State Middlesex County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

21. Farrier, Amasa, Boardinghouse

Entered in the
National Register

for Keeper Delores Byers 4/13/84

Attest

22. Farrier, Amasa, House

Entered in the
National Register

for Keeper Delores Byers 4/13/84

Attest

23. First Baptist Church

Entered in the
National Register

for Keeper Delores Byers 4/13/84

Attest

24. First Congregational Church

Entered in the
National Register

for Keeper Delores Byers 4/13/84

Attest

25. First Unitarian Church

Entered in the
National Register

for Keeper Delores Byers 4/13/84

Attest

26. Foley, Michael, Cottage

Entered in the
National Register

for Keeper Delores Byers 4/13/84

Attest

27. Foster, Walter K.,
House

Entered in the
National Register

for Keeper Delores Byers 4/13/84

Attest

28. Fuller, Enoch, House

Entered in the
National Register

for Keeper Delores Byers 4/13/84

Attest

29. Fuller, William Griffin,
House

Entered in the
National Register

for Keeper Delores Byers 4/13/84

Attest

30. Gill, Charles, House

Entered in the
National Register

for Keeper Delores Byers 4/13/84

Attest

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Multiple Resource Area
Thematic Group

Name Stoneham Multiple Resource Area
State Middlesex County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

31. Gilmore, Onslow, House

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

32. Green, Jonathan, House

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

33. Hawkins, Lorenzo D., House

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

34. Hibbard, Benjamin, House

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

35. Hill, Sidney A., House

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

36. House at 6 S. Marble St.

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

37. House at 19 Tremont St.

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

38. House at 391 Williams Street

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

39. House at 114 Marble Street

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

40. House at 269 Green Street

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

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Multiple Resource Area
Thematic Group

Name Stoneham Multiple Resource Area
State Middlesex County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

41. House at 107 William Street
Entered in the
National Register

fu
Keeper Melva Byers 4/13/84

Attest

42. Jenkins, Franklin B., House
2 Middle St.)
Entered in the
National Register

fu
Keeper Melva Byers 4/13/84

Attest

43. Jenkins, Franklin B., House
(35 Chestnut St.)
Entered in the
National Register

fu
Keeper Melva Byers 4/13/84

Attest

44. Jones, John, House
Entered in the
National Register

fu
Keeper Melva Byers 4/13/84

Attest

45. Jones, Thomas W., House
Entered in the
National Register

fu
Keeper Melva Byers 4/13/84

Attest

46. Keene, Walter, House
Entered in the
National Register

fu
Keeper Melva Byers 4/13/84

Attest

47. Kenney, David, House
Entered in the
National Register

fu
Keeper Melva Byers 4/13/84

Attest

48. Lamson, Newton, House
Entered in the
National Register

fu
Keeper Melva Byers 4/13/84

Attest

49. Locke-Baldwin-Kinsley
House
Entered in the
National Register

fu
Keeper Melva Byers 4/13/84

Attest

50. Lyon, T. U., House
Entered in the
National Register

fu
Keeper Melva Byers 4/13/84

Attest

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Multiple Resource Area
Thematic Group

Name Stoneham Multiple Resource Area
State Middlesex County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

51. Metropolitan District Commission
Pumping House

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

52. Millard-Souther-Green House

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

53. Oddfellows Building

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

54. Old Burying Ground

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

55. Shoe Shop-Doucette Ten
Footer

Representative Review

Keeper

Paul Ann Dwyer 4/13/84

Attest

56. Steele, John, House

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

57. South School

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

58. Stoneham Firestation

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

59. Stoneham Public Library

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

60. Tay, Jesse, House

Entered in the
National Register

for Keeper

Delores Byers 4/13/84

Attest

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Multiple Resource Area
Thematic Group

Name Stoneham Multiple Resource Area
State Middlesex County, MASSACHUSETTS

Nomination/Type of Review

Date/Signature

61. Turnbull, R. P., House

Entered in the
National Register

for
Keeper

Arlene Byers 4/13/84

Attest

62. Wiley, Caleb, House

Entered in the
National Register

for
Keeper

Arlene Byers 4/13/84

Attest

63. Williams-Linscott House

Entered in the
National Register

for
Keeper

Arlene Byers 4/13/84

Attest

64. Williams, Micah, House

Entered in the
National Register

for
Keeper

Arlene Byers 4/13/84

Attest

65. Wood, Charles, House

Entered in the
National Register

for
Keeper

Arlene Byers 4/13/84

Attest

66. Wright, Elisha, Homestead

Entered in the
National Register

for
Keeper

Arlene Byers 4/13/84

Attest

CENTRAL Square H.D.

Keeper

4/17/90

Attest

Keeper

Attest

Keeper

Attest

Keeper

Attest