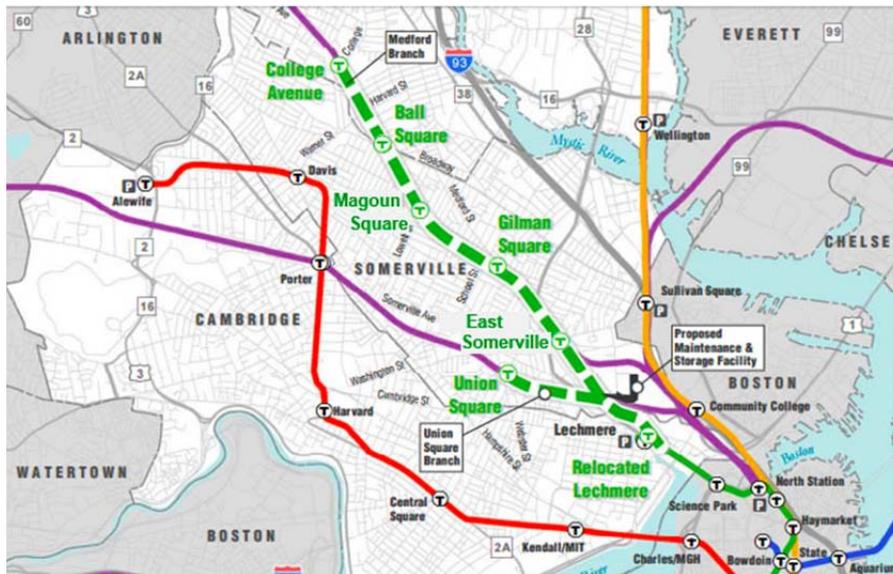
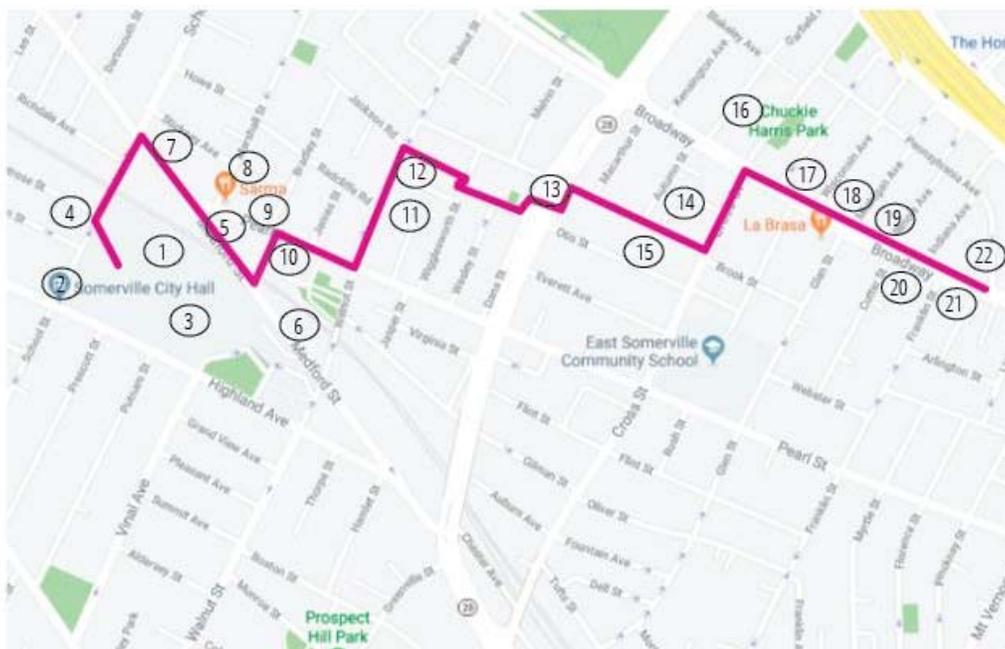


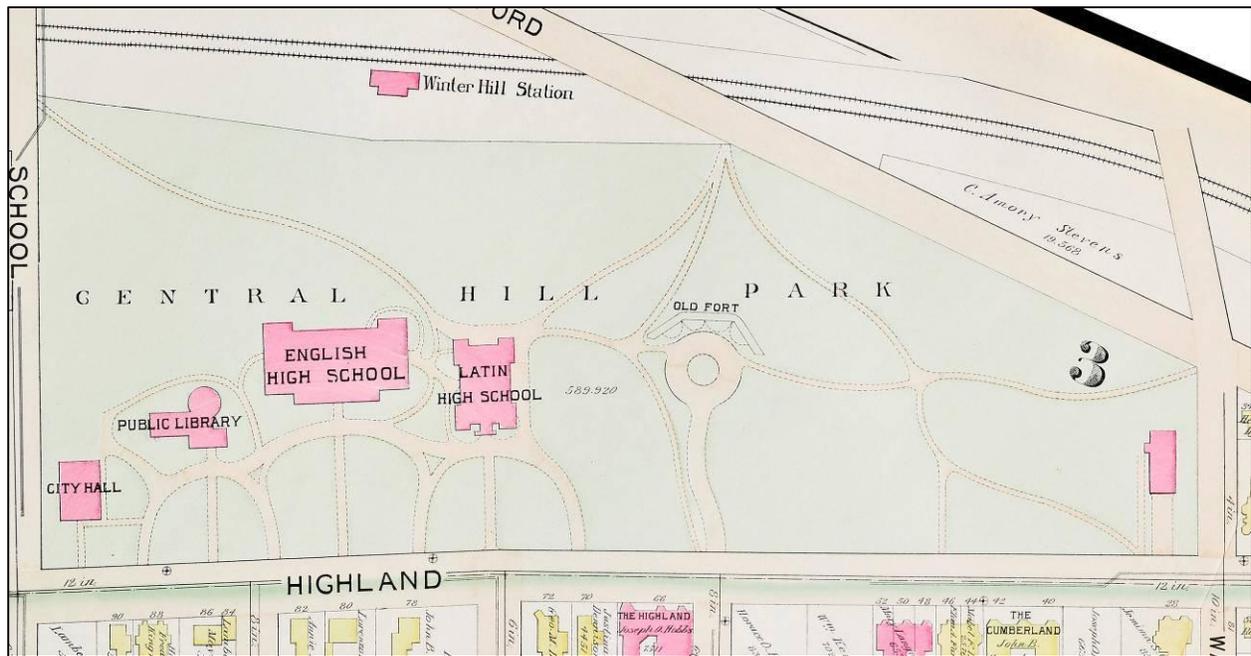
“Walking Tour: Gilman Square and East Somerville: A Historical Look Before the GLX Arrives”

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Once the Green Line Extension (GLX) arrives in 2021, the new link from Somerville to Boston will transform the urban fabric of Somerville’s neighborhoods, especially around two of the transit stops -- Gilman and Union Squares. This tour runs through those parts of Winter Hill and East Somerville that include the Gilman Square and Broadway commercial districts. The intent is to showcase outstanding examples of mid-19th to early-20th century buildings of both residential and commercial design, and observe how these buildings have adapted as Somerville has evolved. Questions to consider include what are the historic preservation priorities? What are the key historic buildings of these commercial districts? How might buildings be adaptively reused to serve residents and commuters into the next decade and beyond?





(G.W. Bromley Atlas of Somerville MA, Plate 001, 1895)

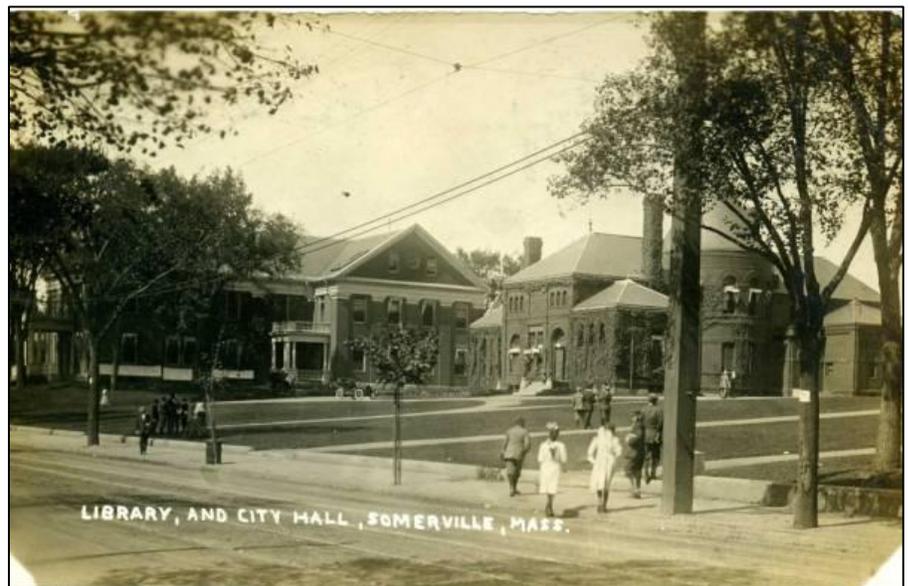
1. The Municipal Civic Center in Central Hill Park, atop Central Hill.

Central Hill is between Highland Avenue and School, Walnut and Medford Streets. Several prominent buildings lie here: City Hall, the comprehensive Somerville High School, and Central Library, as well as a collection of civic sculptures, offset by the City's oldest public green space, Central Hill Park. During the late 1700s, this hilltop land was called "the Church lots" because it was owned by the First Church of Charlestown. It was later purchased in 1870 from Jacob Sleeper of Boston, one of the founders of Boston University, at a cost of \$38,000 to the Town. Central Hill Park was the only dedicated parkland in Somerville pre-dating the City's incorporation in 1872. While Central Hill has remained the civic center of the community for over 150 years, it has undergone many alterations, demolitions and changes of use to the buildings atop it. Old photographs, for example, depict a high school, library and fire station that predate their modern counterparts. The north side of this civic campus has an outstanding panoramic view of Winter Hill over the rooftops of Gilman Square edifices. The middle of the park represents the site of the French Redoubt where troops gathered at the onset of the American Revolution, determined to overthrow their British oppressors.

Central Hill in 1895.

2. City Hall.

The **City Hall** building has changed significantly over time, with a series of alterations and adaptive reuse additions. The nucleus of this pressed brick building is a high school built in the Greek Revival style in 1852. In 1866, six years before Somerville was incorporated as a City, Town officials moved their offices from a building on Forster Street to the second floor of this high school atop Central Hill. In 1873, the Police Court moved out of City Hall



into a new headquarters on Bow Street, and a public library was installed in its former space. In 1885 the library moved into a building of its own, located between City Hall and a Latin School. The first major enlargement occurred in 1896 when a rear wing designed by Thomas T. M. Sargent was added behind the Highland Avenue side of the building. In 1924 a second, more radical alteration occurred using the designs of Ritchie, Parsons and Taylor, a Boston architectural firm. The orientation and size of the building was changed with the addition of a large north wing that housed a chamber for the Board of Aldermen on the second floor. This resulted in symmetrical east and west facades, as well as a generally more imposing appearance. The gable end pediment of the original building was removed and a third story was added. The entrance was relocated to the original main block where it still remains. Key elements include Classical Revival details such as the two colossal Ionic columns set *in antis*, the broad wood spandrels between the first and second story windows, and the addition of a clock tower, spire and weather vane. Columns are '*in antis*' when they stand between square piers call *anta*.

3. Somerville High School.

The City of Somerville is building a **new Somerville High School** at the site of the existing one, using municipal bond funds and a significant reimbursement grant from the Massachusetts School Building Authority. The new campus is designed to offer a state-of-the-art, innovative, and nurturing learning environment to the City's high school students for decades to come, while serving as a premier community resource and gathering space. Built in the 1800s, Somerville High School is the oldest High School in the state that has not undergone renovations. Approved in April of 2018, the design is expected to cost \$256 million dollars. The plan is to demolish most of the school and replace it with a new 322,000 square foot LEED Silver Certified energy efficient building.



(Rendering of the new Somerville High School campus, 2018)

Turn now onto a path leading from City Hall to School Street.

4. Montrose Apartments.

Situated across the street from Somerville City Hall are the **Montrose Apartments at 156 School Street**. Designed in a mix of the Queen Anne and Colonial Revival styles in 1893-1894, the Queen Anne features are seen in the three-story oriel windows in the corners that project beyond the nearly full-story brick basement. The main entrance is located within a narrow recess at the center of the clapboard façade, with a front door surmounted by a graceful Colonial Revival fan light window. Noteworthy ornamentation is seen beneath the roof cornices of

GEORGE D. GOODRICH,
OFFICE AND YARD, 58 WEBSTER AVENUE, SOMERVILLE.
(Near Union Square Station, on Fitchburg Railroad, and adjoining Union Glass Works.)
Somerville Office, Telephone 117.
Boston Office, 68 WATER STREET, Telephone 851.
Drain Pipe,
Land Tile,
Chimney Tops,
Wind Guards,
Fire Brick.

New England Agent for
GILT EDGE
AKRON
SEWER AND DRAIN PIPE.

A large stock of all sizes and shapes of every kind, always on hand.
Also, LAND TILE for underdraining land.

Five Clay
Stove Pipe,
Chimney Flue
Lining, Etc.
Lime & Cement.

the facades facing School and Montrose Streets. Here, two horizontal rows of rectangular panels enliven these long, continuous boards.

The Montrose Apartments provide evidence of George D. Goodrich's success as a local industrialist. He was a major supplier of building materials in Somerville, and his office and industrial plant was located at 58 Webster Street in the Union Square section of the City, near both the Union Glass Company and the Union Square train station. Undoubtedly, some of his products were used to construct 156 School Street, including drain pipes, stove pipes, chimney pots, wind guards, fire proof brick, lime, and cement. (See advertisement above from the 1892 Somerville Directory). Goodrich's business began around 1880 and continued into the early 20th century. Goodrich moved from his home in Boston to Somerville in 1894, setting up housekeeping in his own Montrose Apartments, where his widow Clara lived into the 1920s. His Montrose neighbors at the time included the manager of a men's clothing business at Bowdoin Square in Boston, a salesman, a fixture contractor, a shipper, a bookkeeper, a sheet metal worker, and the building's manager. The apartment building was just steps away from the Winter Hill train station which was then a significant selling point to prospective renters, as it will likely be again with the opening of the Gilman "T" stop just around the corner.

Continue to descend down School Street and turn right onto Medford Street into Gilman Square.



Postcard view of Gilman Square in 1906 with the Knights of Malta Hall, center, and the tower of St. Ann's Roman Catholic Church peeking behind it, and the Stickney Building, no longer extant, adjoining it.

5. Gilman Square: The Evolution of a Commercial/Industrial/Residential Enclave (1885-1930).

Who was Gilman Square's namesake? The Square is named in recognition of the long service of a City Hall employee, Charles E. Gilman (1809-1888). He was born in Shrewsbury, MA, and later held jobs with the Boston and Lowell Railroad and the New England Bank of Boston. He moved to Somerville in 1838 and early on resided in a modest, wood-frame house which still stands at 108 Gilman Street. He served for forty years as the town and later as the city clerk, and reportedly over time amassed a considerable real estate portfolio in the Walnut Street area.

The availability and later absence of rail transportation has been a primary factor in the economic fortunes of Gilman Square. In 1835, the Boston and Lowell Railroad made its inaugural run through Somerville. By 1840, a wooden station house containing the residence of the station master and a waiting room for passengers had been constructed. It served the community until a more stylish and substantial stone station replaced it in 1888. (See images of both on the next page.) Despite the early presence of a railroad station, and an even more prominent one later, the development of Gilman Square lagged for decades because Charles Gilman and other wealthy real estate developers, such as Oliver Tufts and Rufus Stickney, held on to their subdivision lots until after the Civil War. Then the financial Panic of 1873 further delayed building construction in the area until around 1880. Gilman Square did not have an

architectural identity recognizable as a commercial district until the 1890s, which may be attributed to electric trolley service starting in the area around 1890.

One milestone in Gilman Square's rise to prominence was the construction of the **Stickney Building** which was located next door to the **Knights of Malta Building** at Medford and Pearl Streets. Rufus Stickney was a partner in Stickney and Poor, a company with a national reputation for delicious mustard and spices. Although a bit removed from the Square, the completion of St. Anne's Roman Catholic Church (late 1890s) to the northwest, at Medford and Thurston Streets, was a sign that the Gilman Square area was maturing. By the late 19th century Gilman Square was host to a newspaper called *The Citizen* whose offices aptly resided in the Citizens' Building on the southeast side of the Square (since demolished), and by 1903 it even boasted a College (see below).



Early 20th century postcard of Gilman Square.

6. The Knights of Malta Building.

Although losses of important public buildings over time have resulted in major gaps in Gilman Square's streetscape, **The Knights of Malta Building**, built in 1896, still stands at **343 Medford Street** on the north side of Gilman Square. It housed a charitable organization with roots dating back to Europe in the Middle Ages. This yellow brick building with brownstone and galvanized iron trim is a major landmark by virtue of its 4-story height and distinctively angled main facade that complements the bend in the intersecting path of Pearl and Medford Streets. The main façade is also enlivened by Classical Revival ornamental elements. Particularly noteworthy is the equestrian bas relief near the top of the main façade which apparently alludes to the early good deeds of the Knights of Malta, also known as the Knights of the Order of St. John.

This organization has roots dating back to 1085 in Malta, an island in the Mediterranean located between Sicily and Tunisia in North Africa. The original mission of the Knights was to provide protection for pilgrims who made their way between Europe and the Holy Land during the Crusades. Over time, the Knights became a multi-chapter charitable organization focused on aiding the poor and the sick within their communities. By the late 19th century, the Knights of Malta had organizations in virtually every part of the U.S. and continued their commitment to help the less fortunate. The Knights of Malta building typifies a 19th century commercial/institutional block containing space within to provide a meeting hall for social and charitable organizations.

The Knights of Malta Building was also the first home of Fisher College, which was located on this Square from 1903 to 1939 when it moved to its present location on Beacon Street in Boston's Back Bay. Originally called the Winter Hill Business College, its curriculum stressed vocational preparation. The College currently has campuses in North Attleboro and New Bedford.

7. Uhhg dgg P xugrfn #P rqudfk Irrgv, Z krchvddh Jurfhu| Z duhkrxvh.

This industrial building at **350 Medford Street** is characterized by a planar tan brick facade contrasted by cast stone trim, and piers at several levels. Its main entrance is enlivened by a circular medallion with a terra cotta inset of a lion's head. The distinctive building was built around 1929. It housed the Reed and Murdock Company, which benefited from a location that was near to both railroad and highway transportation, and enabled it to move its food products fast and efficiently. The plant produced nut butters—especially peanut butter. Indeed, Somerville has a long history of specializing in the manufacture and sales of food products, including dairy products, pickles, mustard, nut butters, and now, quite famously, Marshmallow Fluff. The Reed and Murdock Company began in Dubuque, Iowa during the 1850s and originally outfitted wagon trains with food products bound for the Far West.

8. The Litchfield Block.

The Litchfield Block at the corner of **Marshall and Pearl Streets** was built in 1891. It was designed to contain a commercial use at ground level, with three floors of apartments above. Its primary design interest lies within the brick billet work in the panels above the fourth story windows. The building was named for the Civil War veteran and retail grocer James A. Litchfield. Mr. Litchfield was born in Lunenburg, Maine in 1844. He enlisted in the Union Army's 4th Massachusetts Volunteers at age 18 and served until the war's end. He returned to Boston as a First Lieutenant, and in 1866 he launched a retail grocery business on Leverett Street in Boston. In 1885, he moved his store to Somerville into an old wooden building at Pearl and Marshall Street (since demolished). When the Litchfield Block opened in 1891, it apparently attracted the attention of his colleagues who elected him to serve a two year term as President of the Boston Retail Grocers Association.

9. The Telephone Company Building.

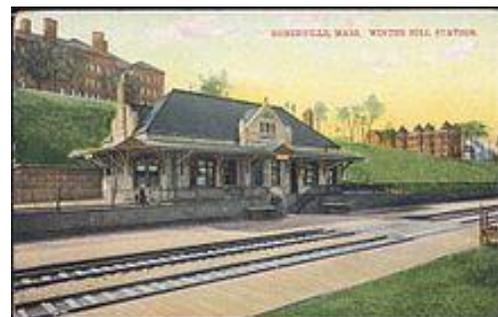
The Telephone Company Building on the corner of **Bradley and Pearl Streets** was built in 1904 and designed by the architectural firm Densmore, LeClear, and Robbins. Its yellow brick surfaces are characterized by a pleasing severity with simple cast stone sills and lintels, and a continuous lintel course above the basement windows. The flat roof has a deep galvanized iron cornice. This building once known as the Bradley Street Exchange was the main exchange for the New England Telephone Company from 1904-1933, and handled 14,250 calls per day. The first exchange was located in a drug store at Temple Street and Broadway.



*Across Pearl Street from the Litchfield building pause to look at the future site of the **Winter Hill Station**. The GLX will encompass a short spur from Lechmere Station in East Cambridge to Washington Street and Union Square in Somerville, while the longer line will extend from Lechmere in Cambridge to College Avenue in Medford, adjoining a portion of the Tufts University campus.*



(Left) 1880s photograph of the first Winter Hill station located at Gilman Square. (Right) 1908 postcard of the second Winter Hill station, built in 1888.



10. The Kemp Nuts Factory.

The Kemp Nuts Factory at 226 Pearl Street was built between 1920 and 1924. The utilitarian design is reminiscent of the Bauhaus and Art Deco styles, characterized by the factory's boxy brick walls that are pierced by casement windows. This enterprise was founded in 1913 at 172 School Street in Somerville, and then relocated to Skilton Avenue by 1917. The Kemp Company moved to a third building at the intersection of Walnut and Gilman Streets that was demolished in the early 2000's and was replaced with the Edward Leathers open space. This structure reportedly served as Kemp's residence and workplace briefly, until he moved to Carlisle in 1929. Edward F. Kemp manufactured "Golden Glow Salted Nuts and Nut Candies", which were sold in Boston area chain stores called the "Golden Glow Shops." An illustrated ad from the 1927 Somerville Directory depicts an amusing image of a nattily attired golfer swinging his golf iron into a tree, causing a large nut to fall on his head. Kemp nuts remained in business until at least the 1950s. *Photo by Ben Wight of Pearl Street Studios, the former home of the Kemp Nuts factory.*



Confectioners—Nuts—Nut Goodies



Factory: 225 Pearl Street, Somerville



After rounding the northeast corner of the Kemp Nuts Building walk south to Ed Leathers Community Park. In 2008, a vacant lot was transformed into a small, multi-purpose park that encompasses a walking/bike path, off-leash dog area and open space for active play. Turn left (east) in the park and walk to Walnut Street. Looking across Walnut Street, please notice the distinctive, long narrow proportions of a ca. 1840 house at 108 Gilman Street, corner of Walnut and Gilman Street. The original owner of this house was Charles. E. Gilman, long-time Somerville City Hall employee and namesake of Gilman Square.

Although considerably altered, the Prospect Hill building retains its basic form with wall surfaces enlivened by bowed oriel windows. No longer evident are the large plate glass windows of the original storefronts and trim elements.

Walnut Street, one of Somerville's ancient range ways dating back to the 1680s, was bordered on each side, as well as south and north of Highland Avenue, by undeveloped land until as late as the 1840s. The initial residential development of Walnut Street occurred a few decades before the Civil War, coinciding with the early years of Somerville becoming an independent town from Charlestown in 1842. Most of the development, with several noteworthy exceptions, took the form of generously proportioned 19th century residences with features associated with the Italianate and Mansard styles. These houses were built for the business elite within the new town, and accordingly boast granite and fieldstone walls, as well as granite fence posts.

11. 135 Walnut Street.

The house at 135 Walnut Street was built ca. 1859 -1860 for William Veazie, a book seller of Somerville. He purchased Lot No.6 on the 35-lot Abraham M. Moore Plan of April 25, 1859. According to a deed of July 31, 1860 Veazie paid another bookseller William Lee of South Bridgewater \$3,000.00 for a house on said lot. The original Italianate end gable form of the house was altered by a large elliptical one-story addition which projects from its northwest corner. Although vinyl siding hides the original trim elements, one can still envision what the house looked like when William Veazie moved into the house just before the outbreak of the Civil War.

William Veazie was a native of New Hampshire who was born in 1829. He came to Somerville in 1852 and for many years was associated with John Wilson & Sons, a Cambridge printing and publishing house. He was also involved in real estate, developing Sunnyside Road and Veazie, later to become Radcliffe Road in eastern Winter Hill. He also developed the row of five wood-frame row houses at the corner of Central and Medford Streets in 1889. Mr. Veazie lived at 135 Walnut Street until the early 1900s. Later owners included Mary and Leonard Baer who is listed as a "brew-master" at a brewery located in Charlestown. Evidently the house was subdivided into a two-family residence during the late 1920s. By 1930, its occupants were salesman Robert J. Steeves and dentist W.E. Whittier.

12. John Ayre House.

141 Walnut Street is in the most original condition of the Italianate residences bordering Walnut Street, south of Pearl Street. Here, symmetry is emphasized in the very balanced main facade complete with a central entrance bay flanked by two-story polygonal bays. The columned porch exhibits paired, possibly replacement columns. The house is surmounted by a steeply pitched mansard roof which retains its original slate shingles. There are brackets at the cornices of the bay windows and roof eaves. Indeed the Italianate style, which was popular in the United States from around 1850-1885, is sometimes called the Bracketed style. A low field stone retaining wall capped by slabs of granite is still intact at the Walnut and McGregor corner.

141 Walnut Street was the residence of John F. Ayer, a partner in a Charlestown lumber dealership during the 1860s and early 1870s. The house has not been firmly dated via a deed search, but it was likely built during the late 1860s. Members of the Ayer family lived here until ca. 1880. From the mid-1880s until the early 1900s members of the David L. McGregor family lived here. Mr. McGregor's work is described as "leather", which could mean working in a tannery or boot and shoe dealership. From the early 1900s until the 1930s, G. Wallace Gunter, a carpenter, is listed at this address. During the 1940s, a salesman named Willis F. Ledieu is listed at this address.

Turn the corner onto McGregor Avenue and stroll along one of Somerville's most picturesque lanes.

Far from appearing as a wider "avenue," this narrow lane is lined by an interesting collection of modest residences and outbuildings dating from the mid-19th century to the early 20th century. McGregor Avenue was cut through the land of the leather dealer D.L. McGregor, formerly the land of J. F. Ayre. The vernacular housing bordering McGregor was probably built for workers at the Skilton Pickle factory that was located further north on the west side of Walnut Street. Among McGregor's interesting structures is an early 20th century garage that stands behind 141 Walnut Street. This diminutive structure has been repurposed as a "tiny house," complete with a bank of paneled doors on the north end gable. Further

evidence that this has been a residence for many decades is seen in the leaded glass windows of the west wall—a once utilitarian building now has the appearance of a charming cottage.

From McGregor Avenue, meander eastward via Wigglesworth and Otis Street to the footbridge over the McGrath and O'Brien Highway.

13. McGrath Highway.

Constructed as the **Northern Artery** in 1926, this partially elevated “super highway” of its day is part of Route 28 which extends from Eastham on Cape Cod northward to New Hampshire. The Northern Artery was later renamed as the **Monsignor O'Brien Highway** in Cambridge and the **McGrath Highway** in Somerville. Possibly the only highway in the United States that is named for two different Roman Catholic priests, this thoroughfare provides distinct boundary lines for the East Somerville, Winter Hill and Prospect Hill neighborhoods of Somerville. This highway also had an enormous impact on Somerville's economy, encouraging commercial concerns like the A&P Grocery Stores Food Distribution complex to locate near its path in order to better facilitate distribution of products within the Boston area and beyond.

On the east side of the McGrath and O'Brien Highway continue one block north and turn right onto Bonair Street. Walk past an unusual example of a ca.1870 towered Mansard-roofed cottage at 11 Bonair Street.

14. 11 Bonair Street.

This dwelling is characterized by a formal tripartite street façade with a towered central bay that culminates in a distinctive double-pitched roof. It appears that all of the slate roof shingles on the main façade remain intact. The best evidence indicates that the occupants of this house were employed in the building trades or local industrial concerns. The first owner/resident was James H. Higgins, a painter that lived here from ca.1870-1875. By the mid-1890s, Martha O'Brien owned this cottage, followed by William H. Burt, well driver (1903) and Charles S. McCarthy, tinsmith, and Grenade Curcio, moulder by 1920.

Continue a short distance on Bonair Street and turn right at Cross Street, in order to admire the Edgerly Education Center.

Cross Street was the second of eight rangeways that were set out east of Powder House Square during the 1680s. The rangeways provided farmers and travelers with access to farms located between the major east-west highways of Broadway and Washington Street/Somerville Avenue. Cross Street was referred to as “Three Pole Lane” until well into the 19th century.

15. Edgerly Educational Center.

The **Edgerly Educational Center at 8 Bonair Street**, on the corner of Cross Street, was built in 1935 as the John A. Dickerman School, a mammoth educational facility which replaced a much smaller Victorian Era School. The building was originally named after World War hero John A. Dickerman, who was a Somerville resident who served with great distinction during World War I. The school's name was discontinued much later in its history and renamed the Edgerly after John Edgerly, who for many years was the chairman of the Somerville School Committee.

Stylistically, the Edgerly Educational Center is a restrained example of a mixed Georgian and Art Deco public building. These two architectural styles are not typically seen in combination with each other. The Art Deco style was cutting edge in America, when it was introduced ten years earlier at the Paris Exposition of 1925. The Georgian Revival had been part of the American design scene since the late 1800s when Americans began to discover and value their own antique architecture rather than looking only to European influences.

The Dickerman School is symbolic of the City of Somerville's long-term commitment to offering its citizens the best possible trade school education. In a city where industry has played a pivotal role in the overall prosperity of the community, City officials have recognized that a skilled trade education is the key to the long-term economic well-being of Somerville. As early as 1910, a vocational or trade school was begun in Somerville, and by the end of the decade, the U.S. Government recognized the work of the City's

vocational program as it applied to returning WWI soldiers--recognition that was forthcoming despite the less than ideal conditions of the vocational education facility. City officials were eager to provide new quarters for the trade school. In 192?, the Superintendent recommended a new school comprising three units--vocation, continuation and elementary schools, situated on the site of the old Edgerly School on Cross Street between Otis and Bonair Streets. The old Edgerly School was demolished in 1934, and the cornerstone of the new Dickerman School was laid at the northwestern corner of Cross and Bonair Streets in 1935. Completed by 1937 from designs by a yet-to-be identified architect, the new school was built at a cost of almost \$400,000. Its floors and walls are composed of concrete, exhibiting innovative fire-proof construction for its time,. The Dickerman School encompassed nearly 100,000 square feet which occupies a lot totaling 41,457 square feet. The exterior of the building is dark red New England brick with cast stone cornices, belt courses, window sills and copings. The building included both state of the art electrical equipment and an interior, automated telephone system.

The segment of the school devoted to the vocational education program contained eight shops, two academic classrooms, two drawing rooms, a lunch room, and auditorium which doubled as a gym. The following trades were taught: Carpentry, Machine, Auto Mechanic, Printing, Drafting and Electrical. The Continuation program contained four shops and two classrooms. The elementary school segment was built to house five classrooms, two special classrooms, a kindergarten room, and a playroom.

From the Edgerly Education Center head north on Cross Street and then turn east on Broadway.

Laid out in 1636, **Broadway** was likely the second highway built in the area after the Washington Street/Somerville Avenue highway later known as Milk Row. Sometimes called "Menotomy's Road," it ran westward from Charlestown Neck, now Sullivan Square. Here it connected with Main Street and continued into Medford. During the 1790s, Broadway achieved its current length, extending all the way from the Charlestown border to the settlement at Menotomy (present-day Arlington). Initially bordered by farmsteads, Broadway would come into its own as a commercial thoroughfare after horse-drawn trolleys



were introduced to the highway in 1858, and later electric trolleys (1890).

Trolley service encouraged commercial development along Broadway in East Somerville and residential construction in the section south of this Colonial-era thoroughfare. The dawn of the Automobile Age during the first quarter of the 20th century left its mark in East Somerville as garages, auto body shops and gas stations were built along Broadway and Washington Street.

16. Sieman Klous Row Houses.

This group of buildings at 8,10,12,14 and 16 East Cross Street were constructed at the request of Sieman Klous, a brick maker and land developer. Klous owned the first building to catch fire in the Great Fire of Boston in 1872, as well as the land between the rear lot lines of Austin Street and Foss Park, originally known as Broadway Park from 1865 to 1880. Although these row houses have suffered over time with multiple ownerships and prolonged disinvestment, one can still see the fine bones and Mansard style essence of these *circa* 1880 row houses.

17. Former Fire Station, current Somerville's Senior Center. (Photo to the right)

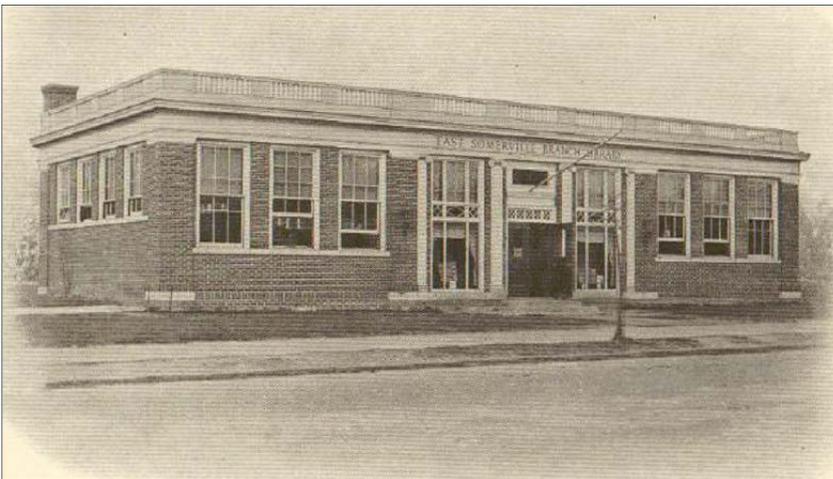
This red brick building was built in 1895 as Fire House Engine No. 2. It may be difficult to envision this use due to the removal of its crenellated tower and battlements, making it resemble more of an Italian palazzo. Its construction as a fire station is indicative of the high density development of East Somerville after 1890, which corresponded with the introduction of the electric trolley. Towards the end of the 20th century, the building became a recreational facility to serve both the community's seniors and youth.



18. Park Garage Company.

This building (1914) at **161 Broadway**, is typical of an early 20th century garage, which was primarily used for the storage of cars. Features include pick-up and delivery services, a gas pump, and waiting rooms. The original owners were Arthur N. Park and Fred R. Curtis. The structure had space for 40 cars, a machine shop located in the basement for repairs, two 500-gallon gas tanks, a car rental business, and also a showroom for Ford, Marmon, and Marathon cars. The garage even had a 1914 Packard limousine for rental!

19. East Somerville Branch Library.



Built in 1918, this **Branch Library** is a satellite of the Central Library atop Central Hill. It is at the **corner of Broadway and Illinois Avenue**. Somerville's public library system began in 1871, the year the community incorporated as a city. The East Somerville branch was organized in 1912 in a commercial space located at 153 Perkins Street. Formal establishment of the East Somerville Branch Library was associated with the explosive residential growth that

occurred during the World War I era when two-family dwellings were built in mass numbers along the streets that were named after American states. Its establishment may also have been a by-product of the early Automobile Age when people began to rely on cars to perform errands, such as dropping off library books. Architecturally, this library is noteworthy for the simple rectangular masonry form, as well as its Classical Revival ornamentation that includes Ionic and Doric pilasters, and a heavy entablature below the cornice of the roof. The building was funded by Andrew Carnegie, the Pittsburgh, Pennsylvania steel magnate. A Scotland native, Carnegie funded hundreds of fine libraries throughout Great Britain and the United States during the period of 1895-1930. Carnegie attributed his business success to his early access to the private library of a wealthy family in his hometown.



20. Franklin Building, northwest corner of Franklin Street and Broadway.

Built in 1919 from designs provided by an unknown architect, the Franklin Building is a brick and concrete commercial building with stylistic references to the Classical Revival, as well as elements that anticipate the Art Deco Style. Originally this building was associated with banking—more specifically with the Winter Hill Cooperative Bank and the Somerville Institute for Savings. In the 1950s and 1960s, Royal Furniture was a real top notch furniture store that sold only the best quality. The first floor was the showroom.

21. Columbia Building.

This yellow brick structure was constructed in 1902 by the Columbia Associates, a 50 member fraternal organization whose president was J. S. Newcomb, a Somerville realtor. Designed in the Colonial Revival Style by E.L. Clark, it was built to house 5 stores on the ground floor, with a club room, club offices, and other club-related rooms on the second floor. The construction in yellow brick is indicative that the trend for lighter-hued bricks had reached Somerville by the early 1900s. The monochromatic, gleaming white Boston Public Library by McKim, Mead, and White of 1888-1896 is a prime example of this sea change in American design. Building materials other than dark red brick or brownstone began to figure significantly in the construction of American public buildings after the Chicago World's Fair or Columbian Exposition of 1893. Dubbed "the white City" because all of its pavilions were constructed of white building materials, the appearance of the Fair had a profound effect on architects and other tastemakers of the day. The commercial concerns of the Columbia Building during the early 20th century included a real estate company, drug store, beauty shop, dentist, and the like. Other fraternal organizations that have used this building include the Paul Revere Lodge, Home Circle, and the Knights of Honor.



22. Hurst's Broadway Theatre, now Mudflat Studios.

The original structure was built in 1915 at **79-83 Broadway**. By the late 1920s, Somerville had as many as six theatres. Today, there is only one still in operation as a theatrical venue, at the Somerville Theatre in Davis Square. Hurst's was built for the Star Theatres Incorporated by the Somerville Home Building Association. The theatre had a capacity of 1,850 seats and continued operation until the late 1940s. In 1933, Arthur N. Viano, who built the Teele Square Theatre, owned the Broadway under the name of "Viano's Broadway." The theatre was located behind a façade of storefronts, a fairly typical arrangement at that time.



The building was totally renovated in 2011 to accommodate the current Mudflat Studios, first organized in East Cambridge in 1971. It is a non-profit organization dedicated to providing space and instruction for adults and children to produce pottery. Mudflat serves as an important community resource whose classes draw many people from the Greater Boston area to East Somerville.

Thank you for taking this tour! For additional information, contact the staff of the Somerville Historic Preservation Commission within the Office of Strategic Planning and Community Development, via www.somervillema.gov/historicpreservation or 617-625-6600, extension 2500.