

Sites for Historical Interpretation on East Boston's Waterfronts

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For:
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Redevelopment
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INTRODUCTION

This report is an outgrowth of the Amendment to the East Boston Waterfront District Municipal Harbor Plan (EBMHP) prepared in 2008 by The Cecil Group for the Boston Redevelopment Authority (BRA). Part of that project was to include the “identification of locations and opportunities for [historical] interpretation, public art, exhibits, and signage,” and to do so The Cecil Group hired the author as a historical consultant.

In a meeting at the BRA on January 7, 2008, it was decided that the historian’s scope would not be limited just to the sites covered by the amendment—6–26 New Street, Boston East, and 125 Sumner Street—but instead would cover all of East Boston’s waterfronts from Jeffries Point to beyond the Chelsea Street Bridge. In other words, the historian was to recommend sites for historical interpretation on the Jeffries Point, Sumner and Border streets, and Chelsea Creek waterfronts. The historian presented preliminary findings at two workshops: the first, which dealt with the area from Jeffries Point to Central Square, on February 22, 2008, at the Cultural Exchange Center, 80 Border Street and the second, which covered the waterfronts from Central Square to beyond the Chelsea Street Bridge, on October 6, 2008, at the Harborside Community Center, 312 Border Street.

It had originally been thought that the historian would simply recommend sites for possible historical interpretation. But it became increasingly clear that, if these sites were later going to be developed and historical interpretation were going to be required as a public benefit in return for building over tidelands, it would make most sense for the historian not only to locate the sites but also to include information about their history. And that is the origin of this report.

This report contains historical information about all the historical sites that were identified on East Boston’s waterfronts from Jeffries Point to beyond the Chelsea Street Bridge. The major source used to identify these sites was historical maps, particularly Sanborn fire insurance maps since they often include information about a site’s use as well as its owner. These were supplemented with other historical maps of East Boston, the lists of historical sites in the BRA’s 2000 East Boston Master Plan (p. 23) and 2002 East Boston Municipal Harbor Plan (pp. 78–79, Fig. 8-9), and the author’s own knowledge of East Boston.

Once the sites had been identified, an effort was made to research the history of each one. Since many of the fifty-nine sites had had more than one use over the years, this involved trying to trace the history of over a hundred different industries or other entities. Although the report contains a wealth of information about many of the sites, time and the scope of the project simply did not permit complete research on them all, so topics needing further research are listed. For each site, sources of information are also listed and, on the assumption that the information in this report may eventually be used for historical signage, suggestions are made about possible illustrative images in addition to those in this report.

A few words about the organization of this report. The sites are arranged as they were in the workshop presentations, that is, geographically starting at Jeffries Point

and working around the waterfronts to beyond the Chelsea Street Bridge. They have been divided into four sections: Section I – Jeffries Point to Lewis Street, Section II – Lewis Street to Central Square, Section III – Central Square to Condor Street, and Section IV – Chelsea Creek waterfront. Each site is numbered and indicated with the same number on the accompanying diagrams.

In the workshops, the author observed that the sites could also be categorized thematically into those related to shipping, shipbuilding and related industries, other industries, railroads, ferries and tunnels, immigration, or others. These categories, while still valid, especially for the Jeffries Point and Lewis Street to Central Square sections, have not been used in this report. A discussion of these themes that was included in the Amendment to the EBMHP has, however, been included here as an Appendix.

Also included in this report are the overviews of East Boston history that the author recommended be presented at major entry points on the waterfront—Lewis Landing and Liberty Plaza as well as someplace on the Chelsea Creek waterfront. The overview intended for Lewis Landing is really too long to be on a historical sign, since it covers East Boston history in general, but information could be extracted from it. And although it is intended to be on Lewis Landing, as is clear from the text, it has been placed first in this report because it is a good introduction to the history of East Boston. The other two overviews appear in their proper geographic locations.



ACKNOWLEDGEMENTS

The author is deeply indebted to Peter Stott, an industrial historian at the Massachusetts Historical Commission, for the wonderful write-ups he did on some East Boston industries as part of an industrial survey of East Boston in the 1980s. She only wishes that his survey had not been limited to industries with standing remains and that his methodology—identifying company officers in Boston Directories and then using their obituaries in the *Boston Transcript* to learn about company history—had been more productive for her.

She is also indebted to Dick Garver of the BRA and Kate Sullivan for their excellent research on the East Boston rowing clubs, to Charlie Bahne for providing essential information about some railroads, to Suzanne G. Cherau of PAL, Inc. for sending excerpts from her recent reports on the New Street and Boston East sites, and to Valerie Gingrich of the BRA for answering a flurry of last minute questions.

Finally, she would like to thank Steven G. Cecil, Margarita Iglesia, and Kate Robinson of The Cecil Group for helping with and preparing maps for the workshops and for the graphic design and layout of this report.



EAST BOSTON HISTORY — LEWIS MALL

East Boston was once five separate islands in Boston Harbor. Noddles Island, the largest, is where you are now. What was called variously Hog, Susanna, Belle, and Breed's Island is today's Orient Heights. And Governor's, Apple, and Bird islands are now buried beneath fill at the airport.

Noddles Island became part of Boston in 1636 and from 1670 to 1833 was owned by one family. During that time it was leased to a succession of tenant farmers who raised livestock and hay. This bucolic existence came to an end in 1833 when Gen. William Hyslop Sumner (1780-1861), a member of the owning family, acquired the rights to the entire island and formed the East Boston Company to develop it as a new industrial and residential section of the city.

The East Boston Company divided Noddles Island into six sections and laid out straight, wide streets that are named differently in each section. In the First Section, which is Jeffries Point, the streets are named for early settlers and for directors of the East Boston Company. In the Second Section, which includes the triangle between Chelsea and Bennington streets as well as Maverick and Central squares and the area west of Meridian Street, the long northeast-southwest streets are named for European ports and the cross streets for Revolutionary War generals. In the Third Section, which is Eagle Hill, the cross streets named for Revolutionary War generals continue and the long east-west streets are named for Revolutionary War battles including the Battles of Eutaw Springs and White Plains (Eutaw and White streets). The street grid changes on the north side of Eagle Hill; there, the cross streets named for Revolutionary generals continue and the long streets are named for raptors. In the Fourth Section—the north part of the island beyond Eagle and Day squares—the streets are named for poets. Almost all of the Fifth and Sixth Sections are now part of the airport; the Fifth Section was once Wood Island Park and the Sixth once the Basin.

The East Boston Company also took other early steps to encourage the development of East Boston. It started a ferry service to transport residents across the harbor between East Boston and the main part of the city. Between 1833 and 1836 a long ferry wharf was constructed with Lewis Street down its middle, creating eight acres of new land in the process. The ferry ran from the foot of Lewis Street, where you are now. In the meantime, the company had built a large hotel on Maverick Square for summer guests. The company then persuaded the Eastern Railroad, which planned service between Boston and Salem, to enter Boston through East Boston and transport its passengers across the harbor on the existing ferry. Another coup occurred in 1840 when Boston convinced Samuel Cunard to make this city the American terminus for his new transatlantic mail service and, by offering free wharfage, the East Boston Company persuaded the Cunard steamers to dock in East Boston.

The East Boston Company intended industry to be on the waterfronts, and many industries soon developed there, most prominently shipbuilding and repairing. Most shipyards were originally on the Border Street waterfront, the most famous being that of Donald McKay, whose clipper ships sailed to California in record times. Other shipbuilding-related industries included graving (dry) docks, marine rail-

ways, mast and spar yards, and machine and boiler works. In addition, on or near the waterfronts were industries such as iron foundries, saw and planing mills, dye wood works, fish packing and cold storage, paint and chemical works, a block (pulley) factory, and a pottery.

Meanwhile, East Boston had developed residentially. The island first attracted American and Canadian skilled workers, who were employed in the shipbuilding industry. Then, especially in the 1850s, there was an enormous influx of Irish immigrants. The population increased from 5,018 in 1845 to 18,356 in 1860, of which 23 percent in 1855 were Irish-born. By 1885 the population was 29,280. This was the heyday of the Irish in East Boston—they moved from the First Section into the Second and Third, building two- and three-family houses, while second generation Irish tended to live in the Fourth Section. The Irish dominated East Boston politics and had a strong sense of community centered around their churches and parochial schools.

Irish dominance did not last, however. Beginning in the 1890s new floods of immigrants poured into East Boston, increasing the population from 29,280 in 1885 to 62,377 in 1915. First came Eastern European Jews, who initially settled on Jeffries Point and then moved to the Porter-Chelsea streets area. By 1905 East Boston's Jewish community was reportedly the largest in New England. The Jews began to move out soon afterward, however, and were replaced by Italians, who first moved across from the North End and then arrived directly from Italy. The Italians replaced the Jews on Jeffries Point, centered in the area bounded by Cottage, Sumner, Havre, and Gove streets, and also settled on the eastern slope of Eagle Hill and in Orient Heights. By 1915 Italians comprised 27 percent of the population.

In the twentieth century East Boston was affected by several major transportation developments. In 1904 a trolley tunnel, now the Blue Line, was completed under the harbor, making it possible to cross to downtown in seven minutes rather than twenty minutes by ferry. The ferries continued to be important for carrying vehicles, however, until a vehicular tunnel, the Sumner, opened in 1934. The tunnel reduced use of the ferries, leading to the closing of one in 1938 and the other in 1952. It also severely interrupted traffic in the Central Square area, a development that was exacerbated when the adjacent Callahan Tunnel opened in 1961. But the transportation development that has had by far the greatest effect on East Boston is the airport. Opened in 1923 on an area that had begun to be filled in 1915 for a port development, the airport was greatly expanded between 1943 and 1946 by filling over Governors and Apple islands as well as large expanses of flats. The airport was expanded again in 1966 over former Wood Island Park and in the late 1960s when the Bird Island Flats were filled.

Topics for further research:

Recent immigrant groups in East Boston and their places of residence

Concluding statement(s) about East Boston today

DIAGRAM 1: POTENTIAL LOCATIONS FOR HISTORICAL INTERPRETATION — JEFFRIES POINT TO LEWIS STREET 1



LOCATIONS

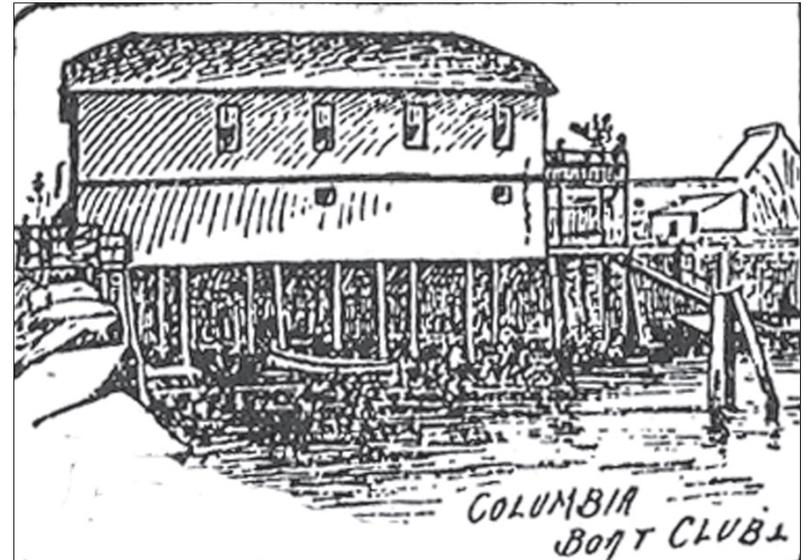
1. East Boston Rowing Clubs
2. Jeffries Yacht Club
3. Navy Fuel Pier Park
4. Immigration Building
5. Simpson's Dry Dock Co./
Bethlehem Shipbuilding Corp.
6. Boston, Revere Beach
& Lynn Railroad Tunnel
7. Boston, Revere Beach
& Lynn Railroad Ferry
8. William Smith & Co. Brewery
9. Golden Stairs



SECTION I. — JEFFRIES POINT TO LEWIS STREET

1. East Boston Rowing Clubs

In 1900 this point was at the water's edge and approximately the site of the floating boathouses of the Everett Boat Club (established in 1878) and the Atlantic Boat Club (1880) as well as of the large boathouse on pilings of the Columbian Rowing Association (1879). Rowing was a very popular activity in late nineteenth-century Boston—so popular that East Boston alone supported six rowing clubs. The East Boston clubs, composed primarily of Irish workingmen, competed against teams from other parts of the city in regattas held not only on the Charles, as they are today, but also near Apple Island, which has since been buried under the fill of the airport. East Boston produced perhaps Boston's most famous oarsman, Frank B. Greer, a four-time national sculling champion and 1904 Olympic champion. The rowing clubs also functioned as social clubs, holding balls and other social events.



Columbia Boat Club 1895

This drawing from an 1895 Boston Globe article shows the Columbian Rowing Association boathouse that was once on this site on pilings. ("Busy Season for Crack Rowing Clubs," Boston Globe, 26 May 1895, 38).

Sources for text:

Garver, Richard, East Boston Rowing, unpublished manuscript on file at Riverside Boat Club archives.

Sullivan, Kate, Timeline of East Boston rowing, unpublished manuscript on file at Riverside Boat Club archives.

“Active Oarsmen,” *Boston Globe*, February 27, 1888, 5

Possible sources of images:

“Rare Racing by Oarsmen,” *Boston Daily*, 19 June 1900, 8 – line drawings of regatta on Charles and of Greer

“Frank Greer Defeats Lewis in Plucky Race,” *Boston Globe*, 3 Sept. 1901, 7 – photo of spectators lining seawall along Charles

“Victorious Day for Jeffries Point Oarsmen,” *Boston Globe*, 5 July 1902, 3 – photo of regatta on Charles w. male hats in foreground

2. Jeffries Yacht Club

The Jeffries Yacht Club was chartered in 1879, joining earlier yacht clubs in Boston such as the Boston Yacht Club, which had been incorporated in 1868, and the South Boston and Dorchester Yacht Clubs. Sailing was a very popular activity in late nineteenth century Boston. Boats from the Jeffries Club raced against those from other clubs at meets held off Boston and ports such as Newport and New York. The Jeffries Yacht Club has always been in this location but not in this building, which is more recent.

This site may also have been used in the late nineteenth century by the Jeffries Point Rowing Association. The rowing association was one of at least six in East Boston at that time and, like the others, was composed primarily of Irish workingmen. Rowing was also a very popular activity in that period and the Jeffries Club competed against others at regattas held not only on the Charles, as they are today, but also near Apple Island, which has since been buried under fill at the airport.

Sources for text:

Boston Daily Advertiser, 1 Jan. 1867, 25 Feb. 1868, 15 June 1868, 16 June 1870.

Garver, Richard, East Boston Rowing, unpublished manuscript on file at Riverside Boat Club archives.

Sullivan, Kate, Timeline of East Boston rowing, unpublished manuscript on file at Riverside Boat Club archives.

3. Navy Fuel Pier Park (Knowles Freeman Fish Company, Collas Whitman & Company, International Glue Company)

The site of the present Navy Fuel Pier Park is on man-made land, which was created sometime between 1888 and 1900 when Marginal Street was extended from Jeffries Street to its present location. Piers were then extended outward from Marginal Street. In 1900 the wharf at the end of Marginal Street was called McDonald's Wharf and had on it the Knowles Freeman Fish Company, which did fish packing. Next to it was Cumming's Wharf with Collas Whitman & Company salt fish and fish packing. In 1927 those two wharves were vacant but the next wharf east, now the point of land in the park, was occupied by the International Glue Company, which manufactured glue from fish. The glue company was still on the site in 1950.

Topics for further research:

Knowles Freeman Fish Co.

Collas Whitman & Co.

International Glue Co.

Navy fuel pier

Reasons for and creation of the park

Sources for text:

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 156.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 54.

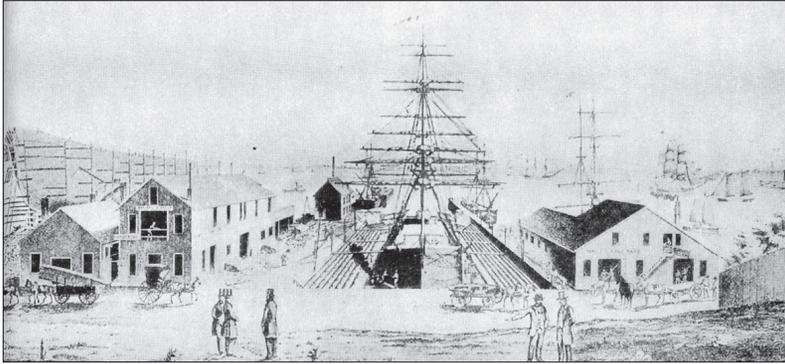
Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 555.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 555.

Boston 200 Corporation, *East Boston* (Boston: Boston 200 Corporation, 1976), 13.

4. Immigration Building

The Immigration Building was constructed in 1919 by the federal government as a place to process immigrants arriving in Boston. A 1911 map, however, indicates an immigration station on the same site.



Simpson's Dry Dock 1854

This 1854 lithograph of Simpson's Dry Dock by Marshall M. Tidd shows the ship Southern Cross in the dry dock while being repaired. (From Sammarco, Anthony M., East Boston. Images of America [Dover, N.H.: Arcadia Publishing Co., 1997], 103).

Topics for further research:

Immigration facility on this site in 1911

Whether this building was Boston's only federal immigration facility between 1919 and the year it closed

What the interior of this building looked like and how immigrants were processed

When and why this building was discontinued as an immigration station

Sources for text:

Plan . . . of East Boston Company, 1911.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 554.

5. Simpson's Dry Dock Company/ Bethlehem Shipbuilding Corporation

In 1853 James E. Simpson (1813–1897), a mechanic at Otis Tuft's machine shop on Sumner Street, purchased this site on Marginal Street and began to construct a wooden dry dock, adding a second timber dry dock in 1855. Two steam pumps were arranged so that they could pump from either or both docks, and by 1874 a third dry dock had been constructed.

In 1854 Simpson received a patent for his timber dry docks, for which he became famous, later building docks for the U.S. Navy and the government of Newfoundland, among others. During the Civil War, his dry dock reportedly repaired the USS *Kearsarge* after her encounter with the Confederate ship *Alabama*. In World War I, the shipyard repaired German ships interned in Boston whose machinery had been purposely damaged by their crews as well as U.S. Navy ships that could not be accommodated in the Charlestown Navy Yard. At this time the largest dry dock at Simpson's was 455 feet long by 81 feet wide, a second dock was 256 feet by 67 feet, and there was a smaller dock for tugs and other small vessels.

In 1922 the Simpson Dry Dock Company was purchased by the Bethlehem Shipbuilding Corporation, which already owned the Fore River Shipyard in Quincy and in 1928 would also purchase the Atlantic Works in East Boston. Bethlehem operated the former Simpson yard during World War II and continued to own it until 1982. It was then acquired by Massport in 1985.

Sources for text:

Stott, Peter, Bethlehem Shipbuilding Corp: Simpson Dry Dock, 256 Marginal Street. East Boston Industrial Survey. On file at Massachusetts Historical Commission, Boston.



Boston, Revere Beach & Lynn Railroad Tunnel

This photo, taken sometime in the early 1900s, shows a Boston, Revere Beach & Lynn train emerging from the 1894 tunnel under Jeffries Point. The 1875 tunnel is to the right. (Lynn Historical Society; published in Sammarco, Anthony M., East Boston. Images of America [Dover, N.H.: Arcadia Publishing Co., 1997], 55).

Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 709.

“James E. Simpson,” *New York Evening Post*, 28 October 1897, 7.

“Dock’s History Dates Back to Civil War Days,” *Quincy Patriot Ledger*, 1 February 1923, 8.

6. Boston, Revere Beach & Lynn Railroad Tunnel

The Boston, Revere Beach & Lynn Railroad (BRB&L) was chartered in 1874 to run along the shore between Lynn and East Boston and then connect to the main part of Boston by means of a ferry across the harbor. The railroad was instigated by residents of Lynn, who were dissatisfied with their existing service on the Eastern Railroad, and land speculators in Revere, who wanted to make that area more accessible. The railroad was built as a narrow gauge in order to save money.

The nine miles of BRB&L track were constructed in just three months in 1875. This included a four-hundred-foot tunnel under Jeffries Point in East Boston. The tunnel was lined with brick arching and the portals were faced with granite. In 1894, when a second track was added as part of an upgrade of the entire railroad, a second tunnel was built adjacent to the first. The BRB&L also owned the right-of-way across Jeffries Point on top of the tunnel, and no buildings were constructed in that right-of-way. This is still true today where the swath of open lots across Jeffries Point is a clear indication of the tunnel underneath. After going through the tunnel, the BRB&L crossed the Basin in East Boston—a large expanse of flats that remained unfilled for many years—to Wood Island, Harborview, and then continued on to Orient Heights and points north.

The BRB&L was a success, each day carrying thousands of commuters as well as visitors to the amusement park that developed at Revere Beach. In 1928 this passenger-only railroad was electrified. Although the steam locomotives were discontinued, the old passenger cars were simply adapted by installing motors and trolley poles. Electrification unfortunately occurred just the year before the beginning of the Great Depression. Ridership declined and in 1939 the railroad declared bankruptcy. The BRB&L finally closed for good in January 1940.

In 1940 the Boston Elevated Railway acquired parts of the BRB&L right-of-way, which were used by its successor, the Metropolitan Transit Authority (MTA), for its 1952 extension of the Blue Line from Maverick Square in East Boston to Wonderland in Revere. Today, in East Boston the Blue Line runs on the old BRB&L right-of-way from Moore Street in Harborview outward. When the BRB&L closed, the tunnel under Jeffries Point was also closed. The west end near Maverick Street was blocked by a dirt berm and the east end hidden behind Building 32 in the Massport shipyard.

Topics for further research:

How the BRB&L tunnels were constructed

Reason(s) for the open right-of-way across Jeffries Point over the tunnels

Sources for text:

Bradlee, Francis B. C., “The Boston, Revere Beach and Lynn Narrow Gauge Railroad,” *Essex Institute Historical Collections* 57 (1921): 272–280.

Karr, Ronald Dale, *The Rail Lines of Southern New England: A Handbook of Railroad History* (Pepperell, Mass.: Branch Line Press, 1995), 268–271.

Cheney, Frank J., “The MTA and Rapid Transit,” *Rollsign* 22, no. 11/12 (1985):3, 6, 12.

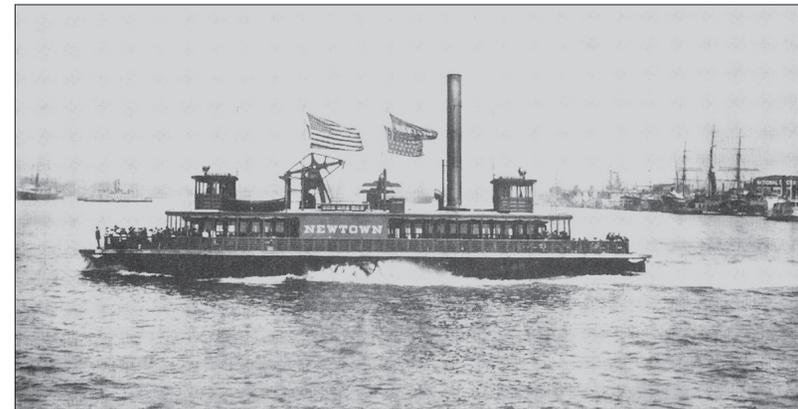
Possible sources of images:

Lynn Historical Society – see Sammarco, Anthony M., *East Boston. Images of America* (Dover, N.H.: Arcadia Publishing, 1997), 54–58 for examples

Bailey, O. H., *View of East Boston, Mass. 1879* (Boston: O. H. Bailey & Co., 1879) – shows train going across the Basin, though not the tunnel

7. Boston, Revere Beach & Lynn Railroad Ferry

The Boston, Revere Beach & Lynn Railroad (BRB&L) was a narrow gauge line that began running in 1875 between Lynn and East Boston, ferrying its passengers across the harbor between East Boston and the main part of the city. The ferry ran between what is now the marina on Marginal Street in East Boston and Rowe’s Wharf on the Boston side. Like the other East Boston ferries, the BRB&L ferry, which was often called the “Narrow Gauge,” was double ended so that it could go back and forth without turning



Boston, Revere Beach and Lynn Railroad Ferry

The Newtown, built in 1908, was one of the Boston, Revere Beach & Lynn Railroad ferries that ran between East Boston, at the right, and Rowe’s Wharf in Boston. (Courtesy of the Boston Public Library, Print Department).

around. Unlike the other East Boston ferries, however, the BRB&L carried only passengers—no vehicles—and charged three cents rather than a penny a ride. The ferry was often crowded, especially on Sundays when people flocked to the Revere Beach amusement park. When the BRB&L railroad closed in 1940, so did its ferry across the harbor.

Sources for text:

Bradlee, Francis B. C., “The Boston, Revere Beach and Lynn Narrow Gauge Railroad,” *Essex Institute Historical Collections* 57 (1921): 272–280.

Possible sources of images:

Boston Public Library, Print Department

Historic New England

The Bostonian Society

[In selecting photos, note that the original ferries were the *Union*, *Oriole*, *City of Lynn*, and *Swampscott* (1882); those in operation in 1921 were the *Dartmouth*, *Ashburnham*, *Brewster*, and *Newtown* (1908)]

8. William Smith & Company Brewery

In the early 1870s, before the Boston, Revere Beach & Lynn Railroad built its tracks across Jeffries Point, there was a brewery on Marginal Street next to the future site of the tracks. At that time the brewery was apparently operated by Conrad Derber. In 1888 it was the William Smith & Company Brewery and in 1900 the William Smith & Sons Brewery Company – Revere Brewery. By 1927 this lot was vacant.

Topics for further research:

Breweries on this site

Sources for text:

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. I.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 149.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 53.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 551.

9. Golden Stairs

The stairs leading from Marginal Street up toward Webster Street were first built sometime between 1888 and 1900. They became known as the “Golden Stairs” either because immigrants could climb them to opportunities in the new land or because immigrants could descend them to jobs on the waterfront—the explanation varies. The stairs have been rebuilt over the years, most recently in 2001.

Sources for text:

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pls. 149, 150.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pls. 53, 48.

10. Grand Junction Railroad and Wharves

The Grand Junction Railroad & Depot Company was chartered in 1847 to link the railroads entering Boston from the north and west with the East Boston waterfront. Originally, the Grand Junction ran from the Boston & Maine freight yards in Somerville through Everett and Chelsea, across Chelsea Creek to East Boston, and then along Bremen Street to the Marginal Street waterfront. There, the Grand



Grand Junction Wharves 1879

This detail from an 1879 bird's-eye view of East Boston shows the Grand Junction Wharves served by railroad tracks and dominated by the large grain elevator at one end. (Bailey, O. H., *View of East Boston, Mass. 1879* [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

DIAGRAM 2: POTENTIAL LOCATIONS FOR HISTORICAL INTERPRETATION — JEFFRIES POINT TO LEWIS STREET 2



LOCATIONS

- 10. Grand Junction Railroad and Wharves
- 11. Immigrants Home
- 12. Cunard Wharf
- 13. Greenway Railroad Corridor
- 14. Boston Sugar Refinery
- 15. South Ferry
- 16. Blue Line Tunnel

Junction built a seawall six hundred feet out from Marginal Street and then filled the intervening area with dirt brought from Chelsea by rail, creating thirty-three acres of new land—land that is now Piers Park. The railroad soon built warehouses on the made land and extended wharves out from it.

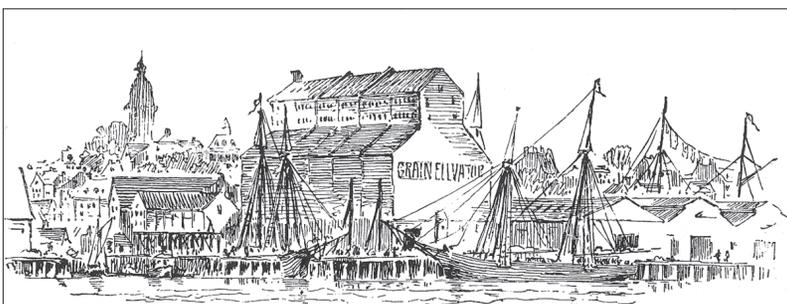
In 1853 the Grand Junction was extended when it created the Union Railroad, another short freight line, which ran from Somerville through Cambridge, across the Charles River (on a predecessor of the railroad bridge that now crosses under the B.U. Bridge), to the Boston & Worcester yards in Allston. But soon after the Union was completed, the Grand Junction went bankrupt in 1856. Finally, in 1869, after the Boston & Worcester had become the Boston & Albany, the latter railroad took over the Grand Junction.

The Boston & Albany soon built a huge grain elevator on one of the wharves off Marginal Street in East Boston and leased other wharves to the Cunard and Leyland steamship lines. On July 8, 1908, all these wharves were destroyed in a huge fire. The railroad quickly rebuilt the wharves in a different configuration than before and erected a new large grain elevator, this time on Marginal Street on the site of today's Piers Park. When the New York Central, which had merged with the Boston & Albany in 1961, merged with Penn Central in 1968, the Grand Junction wharves were included but not when Penn Central was acquired by Conrail in 1976. In 1995–1997 Massport constructed Piers Park on the site as a mitigation for airport impacts on the East Boston community.

Topics for further research:

History of these wharves from 1976 to 1995

Genesis and construction of Piers Park



Grand Junction Grain Elevator c.1882

This drawing, done about 1882 of the Grand Junction wharves, clearly shows the enormous grain elevator that stood until it was destroyed by a huge fire in 1908. (Sweetser, M. F., King's Handbook of Boston Harbor [1888. Reprint, Boston: Applewood Books, 1988], 125).

Sources of text:

Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 629–635.

Karr, Ronald Dale, *The Rail Lines of Southern New England: A Handbook of Railroad History* (Pepperell, Mass.: Branch Line Press, 1995), 275–276.

“East Boston Water Front Swept by Fire,” *Boston Globe*, 9 July 1908, 1.

Bahne, Charles, personal communication to author, 26 November 2008.

Gingrich, Valerie, personal communication to author, 25 November 2008

Possible sources for images:

Engelhardt, Geo. W., *Boston, Massachusetts* (Boston: Chamber of Commerce, 1897), 109 – excellent drawing of all the wharves from Cunard to Leyland before 1908 fire.

Boston Public Library, Print Department has a 1925 aerial of Jeffries Point with the airport in the foreground and the replacement grain elevator in the background.

11. Immigrants Home

The Immigrants Home was founded in 1881 to serve recent immigrants to East Boston. The present building was constructed in 1912, as it says on the façade. It was remodeled in 1972–1973 for elderly apartments and office space.

Topics for further research:

Original location of the home and its function

Reasons for constructing this building

Date this building ceased to be the Immigrants Home

Source for text:

Boston Landmarks Commission, 72–74 Marginal Street, form on file at BLC, City Hall, Boston.

12. Cunard Wharf

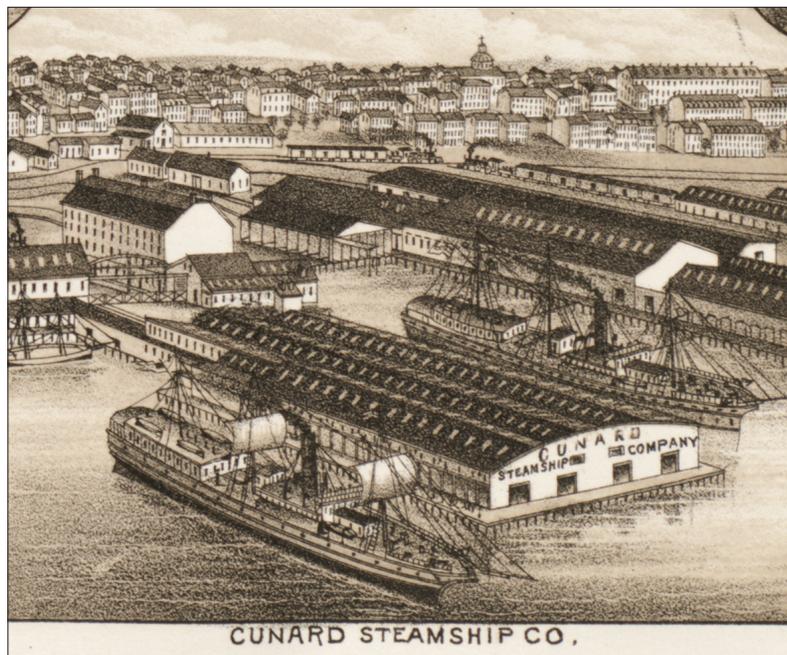
In 1840, when Samuel Cunard began a transatlantic steamship mail service, he chose Boston as its only American port. Jubilant Bostonians celebrated and built a wharf for the Cunard ships in East Boston. The honor was short-lived, however, for in 1847 Cunard shifted its major American terminus to New York City because that harbor was ice-free a greater part of the year. Cunard ships still continued to call in Boston, however, except when service was briefly suspended from 1868 to 1870.

In the late nineteenth and early twentieth centuries, Cunard ships brought many of the immigrants who poured into Boston in that period. By the early 1900s Cunard ships were using a wharf on the site of the one now at the west end of Piers Park. On July 8, 1908, a fire began in the warehouse on that wharf and quickly became a huge conflagration, destroying not only the Cunard wharf but also four wharves southeast of it. The Boston & Albany Railroad, which owned the wharves, quickly rebuilt them, however, and Cunard ships continued to use the East Boston wharf at least into the 1930s.

Sources of text:

Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 619–628.

“East Boston Water Front Swept by Fire,” *Boston Globe*, 9 July 1908, 1.



Cunard Wharf 1879

This detail from an 1879 bird's-eye view of East Boston shows what the Cunard Wharf looked like at that time. (Bailey, O. H., *View of East Boston, Mass. 1879* [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

13. Greenway Railroad Corridor

The long, narrow Greenway park through East Boston is built on the site of former railroad tracks. The first of these railroads was the Eastern. In the early 1830s when proposals were being made for a railroad between Boston and Salem, the promoters developing East Boston urged that the railroad enter Boston through East Boston and then ferry its passengers across the harbor to the main part of the city. This was the route eventually selected for the Eastern Railroad, which was constructed between 1836 and 1838. In East Boston, the railroad ran along Bremen Street to the waterfront. There, the Eastern used the existing ferry that ran between Lewis Street in East Boston and Lewis Wharf on the Boston side. In 1843 the Eastern even built a new ferry wharf in Boston and a hotel on it for its passengers—what is now the Pilot House. Having to ferry its passengers into Boston was a competitive disadvantage with other railroads, however, so in 1854 the Eastern changed its route to enter Boston from the north, crossing the Charles River to a depot on Causeway Street.

Meanwhile, in the late 1840s the Grand Junction Railroad had built tracks along Bremen Street next to those of the Eastern. But the Grand Junction went bankrupt in 1856 and that, coupled with the Eastern's route change in 1854, apparently meant that for a time trains did not use the railroad tracks through East Boston. After 1869, however, when the Boston & Albany acquired the Grand Junction, freight trains once again steamed along Bremen Street on their way to and from the wharves on Marginal Street. In addition, in the 1870s and 80s special trains operated on these tracks to take immigrants landing in East Boston westward, and between 1872 and 1905 the Eastern and then the Boston & Maine revived passenger service through East Boston.

The freight line through East Boston was taken over in 1968 by Penn Central and then in 1976 by Conrail, which operated in East Boston until 1994.

Topics for further research:

Genesis and history of the Greenway park

Sources of text:

Karr, Ronald Dale, *The Rail Lines of Southern New England: A Handbook of Railroad History* (Pepperell, Mass.: Branch Line Press, 1995), 255–263, 275–276.

Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 602–619.

14. Boston Sugar Refinery

The Boston Sugar Refinery was the very first industry established in East Boston. Incorporated in 1834, between that year and 1836 it erected an eight-story brick building on Lewis Street between Webster and Sumner streets. That building con-

tained the steam engine to power the refinery, which soon began producing loaves of refined sugar. In 1850 the refinery expanded into the block between Webster and Marginal streets. The Boston Sugar Refinery remained an important East Boston industry into the late 1880s. By 1900, however, the former sugar refinery buildings were free and bonded warehouses of the National Dock and Warehouse Company.

Topic for further research:

More information about the Boston Sugar Refinery

Sources for text:

Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 679–685.

Eddy, R. H., *Plan of East Boston . . .* (Boston: T. Moore's Lithography, 1837).

Eddy, R. H., *Plan of East Boston, . . .* (Boston: Tappan & Bradford's Lithography, 1851).

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 147.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 46.

15. South Ferry

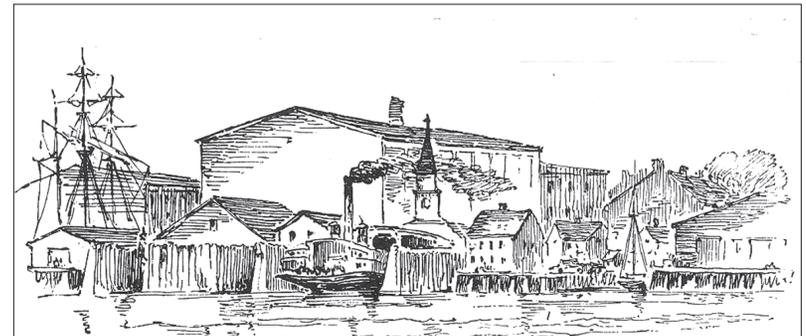
When the East Boston Company began to develop East Boston in 1833, it started a ferry to transport people across the harbor between East Boston and the main part of the city. The ferry originally ran between Lewis Street in East Boston and Lewis Wharf in Boston. The Eastern Railroad joined in operating the ferry after the railroad opened in 1838 on a route through East Boston (where the Greenway now runs), a route that necessitated ferrying its passengers across the harbor. The Eastern even built a new ferry wharf on the Boston side in 1843. The new wharf was located next to Lewis Wharf, and on it the railroad built a hotel for its passengers—what is now the Pilot House. In 1852 the East Boston ferry was taken over by a new company, and in 1853 a rival ferry began operating further north, running between what is now LoPresti Park in East Boston and a slip between Lincoln and Battery wharves in the North End. That ferry became known as the North Ferry and the one at Lewis Street as the South Ferry.

In 1870 the city took over both the South and North ferries. East Boston residents argued that the ferries were a transportation facility like bridges and highways and so, like bridges and highways, should be free. Finally, in 1887 the city set the fare for passengers on the East Boston ferry at one cent. Thereafter both the South and North ferry were often called the “Penny Ferry.” (Other fares set in 1887 included those for horse-drawn carriages and wagons. The fare for a wagon drawn by one horse, for example, was four cents.)



Boston Sugar Refinery

This detail from an 1879 bird's-eye view of East Boston shows the Boston Sugar Refinery buildings—indicated with a number “12.”—as they appeared at that time. (Bailey, O. H., View of East Boston, Mass. 1879 [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).



South Ferry c.1882

Drawn about 1882, this view depicts a South Ferry boat steaming away in its slip at the foot of Lewis Street. The tall building behind it is a warehouse of the National Dock & Warehouse Company on what is now the Clippership Wharf site. (Sweetser, M. F., King's Handbook of Boston Harbor [1888. Reprint, Boston: Applewood Books, 1988], 125).

By the end of the nineteenth century, East Boston residents wanted a faster way to cross the harbor. So between 1900 and 1904 the Boston Transit Commission constructed a trolley car tunnel under the harbor between Maverick Square in East Boston and downtown Boston. The trolley reduced passenger use of the ferries, though the boats were still needed to transport vehicles across the harbor. But when a vehicular tunnel—the Sumner—was completed under the harbor in 1934, use of the East Boston ferries rapidly declined. The North Ferry closed in 1938 and the South Ferry in 1952.

Sources for text:

Bacon, Edwin M. and Arthur P. Gay, *The East Boston Ferries and the Free Ferries Issue* (Boston: W. B. Clarke, 1909).

City Record 44, no. 50 (December 13, 1952).

McKendry, Joe, *Beneath the Streets of Boston: Building America's First Subway* (Boston: David R. Godine, 2005).

Sources for images:

Boston Public Library, Print Department

Historic New England

The Bostonian Society

[In selecting photos, be sure they show South Ferry boats, which included the *Hugh O'Brien*, *D. D. Kelley*, and *Charles C. Donoghue* and *Daniel A. McCormack*, the latter two built in 1926. The *Revere*, *Ben Franklin*, and *Winthrop* were probably also South Ferry boats. See write-ups on the Boston, Revere Beach & Lynn Ferry (#7 above) and North Ferry (#5 in Chapter 2) for lists of boats on those lines. Note that there was also a Chelsea ferry until 1917.]

16. Blue Line Tunnel

In 1897 the Boston Transit Commission proposed building a tunnel under Boston Harbor for a trolley between East Boston and the main part of the city. The trolley would meet demand for faster passenger service across the harbor than that provided by the existing East Boston ferries.

The tunnel, which was the first of its kind in the United States, was to be dug by hand through the earth underlying the harbor. After making borings to locate the best soil, the route selected began on the Boston side under Atlantic Avenue and State Street, then ran under Long Wharf, across the harbor, under the South Ferry landing at Lewis Street in East Boston, and came up in Maverick Square. On the Boston side, the tunnel continued up under State Street with one station under the Old State

House and another at Court Street, the latter connecting to the existing subway at what is now the Government Center station.

Construction of the East Boston tunnel began in May 1900. Workers used a tunneling shield—a cast iron arch that prevented the tunnel walls from collapsing. Concrete was poured inside the shield to form the tunnel arch and then, when the concrete was set, the shield was moved forward into a space that had been excavated by workers wielding picks and shovels. Pressurized air was used to keep water out of the tunnel, making the work dangerous as well as dirty and damp. Tunneling began from the Maverick Square end the same time as it did from Atlantic Avenue. On July 4, 1903, the two ends of the tunnel met under the harbor. The interior of the tunnel was then finished, and trolley service between Boston and East Boston began on December 30, 1904.

The East Boston trolley tunnel was a success. Instead of a twenty-minute ferry ride, the trolley took only seven minutes to travel between Boston and East Boston. Many people began riding the trolley, and ferry use declined. In 1916 the trolley tunnel was extended to Bowdoin Square on the Boston side. By the 1920s the trolleys were operating at maximum capacity, so in 1924 they were replaced by rapid-transit trains. In 1952 the train line was extended from Maverick in East Boston to Wonderland in Revere, the section from Harborview in East Boston outward running on the alignment of the former Boston, Revere Beach & Lynn Railroad. The entire line was renamed the Blue Line in 1965, that color chosen because the line serves communities on the ocean, which is blue.

Sources of text:

Clarke, Bradley H., *The Boston Rapid Transit Album*, Bulletin Number 17 (Cambridge, Mass.: Boston Street Railway Association, 1981).

Clarke, Bradley H. and O. R. Cummings, *Tremont Street Subway*, Bulletin Number 22 (Boston: Boston Street Railway Association, Inc., 1997).

McKendry, Joe, *Beneath the Streets of Boston: Building America's First Subway* (Boston: David R. Godine, 2005).



SECTION II. — LEWIS STREET TO CENTRAL SQUARE

1. Clippership Wharf (Tufts Machine Shop/ National Dock and Warehouse Company)

The Clippership Wharf parcel was never the site of a shipyard that built clipper ships. This area was originally tidal flats, but by 1844 a wharf had been extended out onto the flats and by 1851 had been enlarged. At that time the Boston Steam Flour Mills was on the east side of the wharf and Tufts Machine Shop on the west. Otis Tufts (1804–1869) had moved his machine works to this site in 1845, where he built the *R. B. Forbes*, a large ocean tug that was the first iron steamship constructed in East Boston. He also built stationary and marine steam engines, boilers, and other heavy machinery. Tufts incorporated the Boston Steam-Engine Company here in 1853, though it apparently failed in 1856.

By 1874 the wharf was called Lombard's Wharf and had two arms—the earlier wharf and another to the south on the same wharf as the South Ferry. At that time Lombard's Wharf was occupied by the bonded sugar warehouses and free warehouses of the National Dock & Warehouse Company, which had apparently been established in 1865. The National Dock and Storage Warehouse Company, as it later became known, continued to operate free and bonded warehouses on this wharf until at least 1950. And sometime between 1900 and 1927 half the dock between North and South Piers, as the two arms were then called, was filled in, giving the Clippership Wharf parcel its present configuration.



National Dock & Warehouse Company 1879

This detail from an 1879 bird's-eye view of East Boston shows the four-story warehouses of the National Dock & Warehouse Company on both arms of the wharf next to Lewis Street, now the site of Clippership Wharf. (Bailey, O. H., View of East Boston, Mass. 1879 [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

DIAGRAM 3: POTENTIAL LOCATIONS FOR HISTORICAL INTERPRETATION — LEWIS STREET TO CENTRAL SQUARE



LOCATIONS

1. Clippership Wharf
2. Carlton's Wharf
3. Pigeon & Sons Masts and Spars/
Hodge Broiler Works
4. Lockwood Manufacturing Co./
U.S. Coast Guard Base
5. North Ferry
6. Sumner and Callahan Tunnels
7. Coal Wharf
8. Weeks Wharf/Potter & Wrightington
9. New Street site
10. McKay & Aldus Iron Works
11. Atlantic Works
12. Wigglesworth Machinery Co.
13. Boston East site south of Decatur St.
14. Boston East site north of Decatur St.
15. J. Robbins & Co.
16. McLaren's Shop and Sawmill
17. Sturtevant Saw and Planing Mill
18. Chase's Carpentry Shop

Sources for text:

- Eddy, R. H., *Plan of East Boston* . . . (Boston: T. Moore's Lithography, 1837).
- Eddy, R. H., *Plan of East Boston*, . . . (Boston: Bouvé & Sharpe, 1844).
- Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford's Lithography, 1851).
- Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 706–708.
- Wikipedia, http://en.wikipedia.org/wiki/Otis_Tufts.
- Statistics of Manufactures. [Massachusetts] Public Document No. 36 (1900), 57.
- National Dock and Warehouse Company, Hollis online catalog, Harvard University.
- Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 147.
- Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 45.
- Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 547.
- Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 547.

Possible sources of images:

Winthrop Public Library – has an excellent c.1950 aerial showing the entire Clipper-ship Wharf site with the National Dock Storage warehouses as well as the South Ferry

2. Carlton's Wharf

This site has already been developed and a historical interpretive sign installed. The text on the sign reads:

“Carlton’s Wharf, one of the earliest wharves in East Boston, was built around 1851 by Massachusetts native John K. Carlton. Carlton himself was among the first wave of Bostonians to settle in the nascent, but promising, planned township of East Boston in the 1830s. His prosperous cooperage (barrel making) and fishpacking business occupied the wharf from the early 1850s into the 1870s. Carlton lived close to his business, like many 19th century industrialists and merchants; his home was near the wharf at Sumner and London Streets.

“Joseph Robbins & Company, a coal and wood dealer, moved to Carlton’s Wharf in the late 1870s to serve the burgeoning shipping industry in East Boston. In the 1880s, Lyons, Dupuy & Company, New York-based commission merchants, occupied the wharf and remained here for over 40 years. By 1932, 80 years after the wharf’s construction, it was vacant and was partially demolished.

“The renewal of Carlton’s Wharf as part of the Maverick Landing redevelopment project is an exciting new chapter in East Boston’s history.”

Images used:

1880s photo of ship at Carlton’s Wharf from W. H. Bunting, *Portrait of a Port: Boston, 1852–1914* (Cambridge, Mass.: Belknap Press of Harvard University Press, 1971), 57.

Bailey, O. H., *View of East Boston, Mass. 1879* (Boston: O. H. Bailey & Co., 1879)

3. Brown & Lovell's Shipyard/ Leighton's Shipyard/ Pigeon & Sons Masts and Spars/ Hodge Boiler Works

As early as 1848 George W. Brown and Josiah G. Lovell, shipwrights and caulkers, had a shipyard on a wharf immediately west of Carlton’s, and it remained Brown & Lovell’s Wharf until at least 1874. By 1888, however, the wharf had been acquired by Emery D. Leighton, who continued the shipbuilding and caulking business and also dealt in ship timber, and was known as Leighton’s Wharf.

Just west of Brown & Lovell’s, and then Leighton’s, Wharf was Pigeon & Sons Mast and Spar Yard. The business had been founded in 1838 by Henry Pigeon and Benjamin C. Pool to make masts and spars. By 1852 Pool had dropped out and the business was continued by Pigeon, first becoming Pigeon & Odin and then H. Pigeon & Sons with his sons Henry H. Jr. and Abram. Henry Pigeon Sr. died in 1895 and in 1899 the firm sold the Sumner Street site to Hodge Boiler and moved to the Harborview section of East Boston, where it remained until its yard was destroyed by fire in 1970.

Hodge Boiler had been founded by Ebenezer Hodge (1830?–1891) in 1863 on Liverpool Street near Central Square. Hodge began by supplying boilers to sailing vessels, converting them to steam powered ships. In the 1860s the company expanded into the manufacture of many different kinds of boilers and of iron plate. By the last decade of the nineteenth century the company was producing both locomotive and stationery boilers, including engines for textile mills, smoke flues, water tanks, and standpipes. In 1899 the company purchased the site of Pigeon’s Spar and Mast Yard at 111 Sumner Street and by 1902 had erected a long one- and two-story building there. (Hodge had also apparently acquired the site of Leighton’s Wharf, for the company’s property included that wharf, too.) In the 1950s, as the market for steam engine boilers declined, Hodge began to produce autoclaves—tanks with quick-opening doors used in the chemical processing industry—and they remained its chief product into the 1980s. In 2006 the Hodge buildings were demolished so that the parcel could be developed.

Sources for text:

East Boston Directory, 1848.

Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford's Lithography, 1851).

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. J.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 146.

Engelhardt, Geo. W., *Boston, Massachusetts* (Boston: Chamber of Commerce, 1897), 118.

"Henry Pigeon," obituary, *Boston Evening Transcript*, 11 February 1895, 5.

Seasholes, Nancy S., *Gaining Ground: A History of Landmaking in Boston* (Cambridge, Mass.: MIT Press, 2003), 382.

Stott, Peter, Hodge Boiler Works, 111 Sumner Street. East Boston Industrial Survey. On file at Massachusetts Historical Commission, Boston.

Possible sources of images:

Engelhardt, Geo. W., *Boston, Massachusetts* (Boston: Chamber of Commerce, 1897), 118, 120 – photos of Leighton's shipyard and Emery D. Leighton; photo of Henry Pigeon, Sr.

A good drawing of the Hodge works on Sumner Street exists in an as yet unidentified book

4. Kelley's Shipyard/ Lockwood Manufacturing Company/ Murray Engineering Company/ U.S. Coast Guard Base/ U.S. Quarantine and Recruiting and Examining Stations

The section of LoPresti Park east of an imaginary extension of Border Street was originally the site of Daniel D. Kelley's shipyard. Probably established in 1848, it built a number of ships, including a pilot boat in 1854 that sailed from Boston to San Francisco in 107 days—a remarkably fast passage for such a small ship. Kelley & Company also did ship repairing and by 1851 had constructed one of the early marine railways in East Boston.

About 1880, F. A. Lockwood, a Baptist minister, formed the Lockwood Manufacturing Company to produce machinery for which Lockwood had acquired some patents. The company bought the east part of the Kelley yard and erected a three-story wooden building to house its machine shops, boiler and engine room, offices, and pattern shop. In March 1886 Lockwood exercised its option to buy the rest of the Kelley property, including the marine railway, and then also began building and

repairing steamships. Then, in November 1886 the Lockwood building was completely destroyed by fire. The firm rebuilt and by 1897 was constructing steamships, steam yachts, tow boats, and marine engines, and producing cordage and rope machinery. In 1927, the former Lockwood site was occupied by the Murray Engineering Company, which did ship repairing, and in the 1930s by a U.S. Coast Guard base that included the earlier marine railway. The federal government still used the site in 1950, when it was the quarantine boarding station and an army and air force recruiting and examining station.

Topics for further research:

Lockwood Manufacturing Co. after 1897

Murray Engineering Co.

U.S. stations on this site (coast guard, quarantine, army and air force recruiting and examining)

History of this site since 1950

Sources for text:

Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 691.

Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford's Lithography, 1851).

"About \$200,000," *Boston Globe*, 29 November 1886, 8.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 146.

Engelhardt, Geo. W., *Boston, Massachusetts* (Boston: Chamber of Commerce, 1897), 108.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 41.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 501.

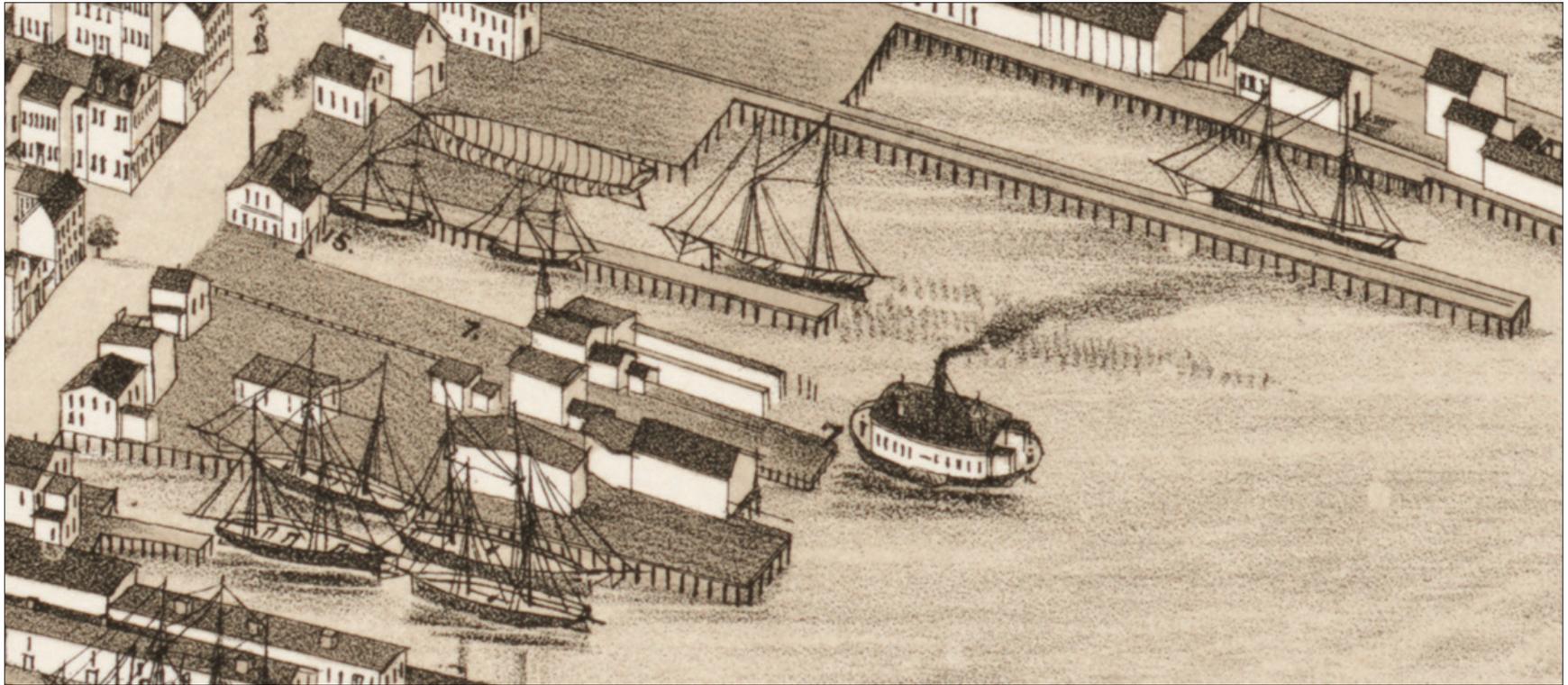
USCG Section Base 5 – East Boston – 1930s. Photo, private collection.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 501.

Possible sources of images:

Bailey, O. H., *View of East Boston, Mass. 1879* (Boston: O. H. Bailey & Co., 1879) – detail of Kelley's marine railway

Engelhardt, Geo. W., *Boston, Massachusetts* (Boston: Chamber of Commerce, 1897), 108 – photo of Lockwood shops and yard



North Ferry 1879

This detail from an 1879 bird's-eye view of East Boston shows a North Ferry boat about to enter its slip at the foot of Border Street. The number "7"s indicate the North Ferry; number "15" is D. D. Kelley's dry dock. (Bailey, O. H., *View of East Boston, Mass. 1879* [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

5. North Ferry

In 1853 ferries began running between this site, which was then at the foot of Border Street next to Kelley's marine railway, and a slip between Lincoln and Battery wharves in the North End to transport peoples and vehicles across the harbor. Called the People's Ferry, the service was started because of dissatisfaction with the other East Boston ferry, which ran between Lewis Street in East Boston and what is now the Pilot House in the North End. But the People's Ferry did not succeed. A huge fire at Battery Wharf in April 1855 destroyed the People's Ferry buildings on the Boston side and, although they were soon rebuilt, the People's Ferry then lost a ruthless fare war with the rival line. So in 1863 the People's Ferry closed. The rival ferry company then began operating ferries on this route in 1868, and in 1870 the city took over both East Boston ferries. This ferry was called the North Ferry and the other one the South Ferry.

Fares were still an issue, however. East Boston residents argued that the ferries were a transportation facility like bridges and highways and so, like bridges and highways, should be free. Finally, in 1887 the city set the passenger fare on the East Boston ferry at one cent. Thereafter, both the North and South Ferry were often called the "Penny Ferry."

The East Boston ferry took twenty minutes to cross the harbor, and by the 1890s East Boston residents wanted faster transportation. So, between 1900 and 1904 the Boston Transit Commission constructed a tunnel under the harbor for trolley cars—now used by Blue Line trains—which ran between Maverick Square in East Boston and downtown Boston. The trolley reduced passenger use of both the North and South ferries, but the boats were still needed to transport vehicles across the harbor. In 1934, however, a vehicular tunnel—the Sumner—opened. Passing right

underneath the North Ferry landing in East Boston on its route between Boston's North End and East Boston, the Sumner Tunnel greatly reduced the use of the East Boston ferries. The North Ferry closed in 1938 and the South Ferry in 1952.

Sources for text:

Bacon, Edwin M. and Arthur P. Gay, *The East Boston Ferries and the Free Ferries Issue* (Boston: W. B. Clarke, 1909).

"Destructive Conflagration," *Boston Daily Atlas*, 28 April 1855, 2.

McKendry, Joe, *Beneath the Streets of Boston: Building America's First Subway* (Boston: David R. Godine, 2005).

Possible sources of images:

Boston Public Library, Print Department

Historic New England

The Bostonian Society

[Note, in selecting photos, that the North Ferry boats were: *Gen. Hancock*, *Gen. Sumner*, *Gov. Russell*, and *Noddle Island*]

6. Sumner and Callahan Tunnels

Between 1931 and 1934 the Boston Transit Commission constructed a tunnel for vehicles under Boston Harbor between East Boston and the North End. The tunnel met a long-standing need for a faster way vehicles could cross the harbor than on the East Boston ferries, which took about twenty minutes. Named the Sumner Tunnel after William Hyslop Sumner (1780–1861), the founder of East Boston, the tunnel passes right under this spot, which was once the North Ferry landing.

The Sumner Tunnel is about a mile long, running in a straight line between Porter Street in East Boston and Cross Street in the North End. The design of the tunnel is similar to the Holland Tunnel in New York City and the Detroit-Windsor Tunnel in Michigan. The Sumner Tunnel was built through the clay underlying the harbor and, like the earlier Blue Line tunnel, was constructed with the use of a tunneling shield—an arch that prevented the tunnel walls from collapsing. One innovation was lining the shield with pressed steel plates reinforced with railroad rails rather than with the usual cast iron segments. Another innovation was the use of a continuous conveyor belt to carry excavated muck from the compressed air environment at the shield face to trucks in normal air pressure at the street level—made possible by an automatic twin airlock arrangement.

The two-lane Sumner Tunnel opened in 1934. To handle the greatly increased traffic flow, a second parallel two-lane tunnel, the Callahan, was constructed between 1959

and 1962 by the Massachusetts Turnpike Authority. Both tunnels then became one-way, the Sumner Tunnel carrying only traffic toward East Boston and the Callahan only traffic toward Boston Proper.

Topics for further research:

Effect of Sumner Tunnel on East Boston ferry ridership

Reasons for and construction of Callahan Tunnel

Sources for text:

Stott, Peter, Sumner Tunnel, East Boston Industrial Survey. On file at the Massachusetts Historical Commission, Boston.

"Boston-East Boston Vehicle Tunnel Design and Construction – I," *Engineering News-Record* (30 June 1932), 917-921.

"Constructing a Soft-Ground Tunnel under Boston Harbor," *Civil Engineering* (Jan. 1961), 42-45.

7. Cunningham's Wharf/ Grant and Morrison Company/ John Morrison coal wharf/ Maritime Coal Company/ Boston Marine Works, Inc.

The point of land in LoPresti Park that extends into the harbor is on the site of what was, in the 1850s, Cunningham's Wharf and a marine railway. By the 1870s the railway no longer existed and the wharf was known as Maverick Wharf. In the 1880s Maverick Wharf had on it coal sheds both for the North Ferry and the Grant and Morrison Company. By 1900 it was known as John Morrison's coal wharf and by 1927 was being operated by the Maritime Coal Company, which had built a large coal bin at the head of the wharf on Sumner Street and installed two hoisting cranes. In 1950 Boston Marine Works, Inc. occupied the former coal wharf.

Topics for further research:

Cunningham's Wharf and marine railway

Maverick Wharf and coal sheds

Grant and Morrison Company

John Morrison's coal wharf

Maritime Coal Company

Boston Marine Works, Inc.

Sources for text:

- Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford's Lithography, 1851).
- Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 146.
- Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 41.
- Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 501.
- Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 501.

8. Week's Wharf/ Potter & Wrightington/ Franklin Engine Company

The westernmost section of LoPresti Park, the section with the basketball courts, is on the site of what was once Weeks's Wharf. In 1837 Ebenezer Weeks began a lobster boiling business and sold about 70,000 lobsters that year. The next year he purchased a wharf in this location and moved his business here, selling about 200,000 lobsters in 1838 and 250,000 in 1839. Ebenezer retired in 1855 and the business was carried on by John S. Weeks and Company, which sold 310,000 lobsters in 1857. During the spring and summer seasons, the firm reportedly boiled 160 kettles, each with 100 lobsters, on this wharf every week. And at the time that the Weeks lobster business was operating on the wharf, Dillaway's graving, or dry, dock was located on its east side.

In 1888 Week's Wharf was occupied by Potter & Wrightington, apparently founded by Henry Staples Potter and Charles W. Wrightington to pack fish and cereals and deal in canned goods. (The canning factory was on New Street.) At that time the former graving dock was known as Ladd's Dock and was apparently used by a shipwright. In 1900 Potter and Wrightington were still on Week's Wharf and the dock, by then called Marquand's Dock, was evidently still used by a shipwright. In 1927, however, Potter & Wrightington had been replaced by the Franklin Engine Company, and hoisting cranes of the Maritime Coal Company had been erected on part of former Week's Wharf. In 1950 the wharf was vacant.

Topics for further research:

- Graving dock and shipbuilding on this site
- Potter & Wrightington
- Franklin Engine Company
- History of this site since 1950

Sources for text:

- Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 705.
- Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 146.
- Engelhardt, Geo. W., *Boston, Massachusetts* (Boston: Chamber of Commerce, 1897), 147.
- Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 41.
- Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 501.
- Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 501.

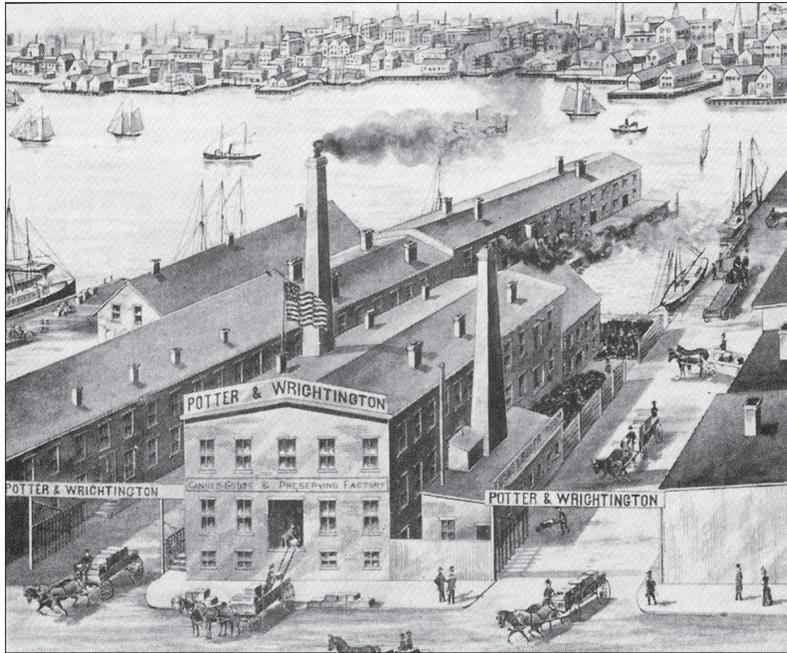
Possible source of images:

- Engelhardt, Geo. W., *Boston, Massachusetts* (Boston: Chamber of Commerce, 1897), 147 – photos of Henry S. Potter and Charles W. Wrightington



Potter & Wrightington 1879

*This detail from an 1879 bird's-eye view of East Boston shows the Potter & Wrightington fish packing sheds and warehouses on Weeks Wharf, now the site of the basketball courts at LoPresti Park. (Bailey, O. H., *View of East Boston, Mass. 1879* [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).*



Potter & Wrightington 1897

This c.1897 drawing shows the Potter & Wrightington canning plant on New Street. While not actually in the present New Street project area, the plant was immediately north of the present three-story Boston Cold Storage building. (Engelhardt, Geo. W., Boston, Massachusetts. [Boston: Chamber of Commerce, 1897]).

9. New Street site

What is now known as the New Street site was originally tidal flats but has been occupied by a variety of wharves and industries since it was first developed in the 1830s. Originally, most of the wharves were connected with the shipbuilding industry. The area on the south side of the New Street site was apparently sold in 1834 to Samuel Aspinwall, who by 1844 had built a wharf that was a mast-making yard in the 1850s. The northern part of the New Street site was also sold in 1834, originally to Pratt & Cushing for marine railways that served small vessels and by the 1850s was Holmes & Snelling's graving, or dry, dock. North of the dry dock was Miller's Wharf, on which mackerel was sorted and inspected for export in the 1850s.

On the Fourth of July, 1861, a large fire destroyed these wharves, and by then most of the uses had changed. Aspinwall's had a large salt warehouse, Snelling's was still

used by boat builders, and the former Millers, by then called Nickerson's, had a salt refinery, perhaps associated with the fish packing business.

By 1874 these wharves had been rebuilt. The former Aspinwall's was known as the N. Mayo Wharf and had on it a number of unidentified buildings. On former Snelling's Wharf were dyewood mills. Dye wood, or log wood as it was sometimes called, is the heartwood of a tree native to Central America and the Caribbean that has a dark black dye, which was ground to extract the dye. Boston had only two dyewood operations in this period, both on the East Boston waterfront. (The other was north of Central Square.) Northward, the south side of former Nickerson's Wharf—the part in the New Street project area—was also called Mayo Wharf and had a number of buildings.

In 1888 both wharves on the south side of the New Street site were owned by the Atlantic Dye Wood Company, which had apparently been established in 1879. They contained not only facilities for storing dye wood but also a distillery under construction, presumably to extract the dye from the heartwood. On the part of the northern wharf in the New Street area was DeButts and Daggett, fish packers. On the other side of that wharf, outside the New Street project area, was S. N. Mayo fishpacking and warehouses. On New Street itself was Potter & Wrightington's canning works and, on the wharf behind it and to the north, the fishpacking operations and warehouses of the Mitchell Fish Company—both also just outside the New Street area.

By 1900, the former Atlantic Dye Wood property was owned by Merchants Warehouse Company and had a variety of warehouses, and DeButts and Daggett had been taken over by L. Pickert Fish Company, also fish packers. Outside the New Street project area, on the north side of the Pickert Company wharf was F. B. Holder, tin replater (?) (by 1911 it had been replaced by Hodgkins Shoe Company) and the American Arms Company machine shop and storage; Potter & Wrightington's canning works were still on New Street; and the National Fish Company was on the former Mitchell Fish Company site.

In 1908 the Boston Cold Storage Company erected the first of a series of brick and reinforced concrete buildings on New Street at the base of the wharves. The first five-story building was followed in 1912 by a nine-story warehouse and in 1915 by a three-story building next to it. According to a 1914 advertisement, the Boston Cold Storage buildings on New Street included a refrigerating plant situated directly on the waterfront that was especially adapted for the freezing and storage of fish. By 1920, however, Boston Cold Storage had left this site, possibly because the fishing industry had shifted to South Boston after Fish Pier opened there in 1913.

In 1927 both wharves on the New Street site were devoted to fishpacking: the southern wharf owned by the Bay State Fishing Company and the northern still by L. Pickert Fish Company, fish canners. The other side of that wharf, outside the New Street project area, was occupied by the Cambridge Sign Company, which did sign painting. Also outside the project area, the Leonard A. Treat fish warehouse was located on the site of the former Potter & Wrightington canning works. In 1950, although General Seafoods Company owned both wharves in the New Street area,

apparently they were no longer used for fishpacking, for the machinery was being removed from the southern wharf and the northern one was vacant. Meanwhile, the former Boston Cold Storage buildings on New Street, which had been used by smaller tenants, began to be occupied by a succession of confectionery companies, most recently the Cambridge-based Deran Confectionery Company in 1984. In 1997 the buildings were being used by the Pilot Air Freight Company.

Topics for further research:

Reason(s) why Boston's only dyewood firms in the late nineteenth century were located in East Boston.

Sources for text:

Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 701–702.

Eddy, R. H., *Plan of East Boston, . . .* (Boston: Tappan & Bradford's Lithography, 1851).

“Conflagration in Boston,” *New York Times*, 6 July 1861, 9.

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. J.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 146.

Boston Directory, 1879.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 42.

Plan . . . of East Boston Company, 1911.

Stott, Peter, Boston Cold Storage Company, East Boston Industrial Survey. On file at the Massachusetts Historical Commission, Boston.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 502.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 502.

Public Archaeology Laboratory, Inc., East Boston Industrial Survey, 1997. On file at the Massachusetts Historical Commission, Boston.

Cherau, Suzanne, John Daly, and David Robinson, “Cultural Resources Reconnaissance Survey: New Street Development Project, East Boston, Massachusetts” (Pawtucket, RI: PAL, 2008), 66.



Atlantic Dye Wood Company 1879

This detail from an 1879 bird's-eye view of East Boston shows the buildings of the Atlantic Dye Wood Company on the part of the New Street site where the five-story Boston Cold Storage building now stands. (Bailey, O. H., View of East Boston, Mass. 1879 [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

10. McKay & Aldus Iron Works

In 1858, Nathaniel McKay, a brother of famous shipbuilder Donald McKay, in partnership with a Mr. Gallagher, reportedly established a shop to manufacture boilers at the corner of Maverick and Border streets where Wigglesworth Machinery is now located. Gallagher retired in 1860 and Nathaniel McKay then joined with George Aldus. The firm of McKay & Aldus evidently built machinery and iron vessels, most for private use but some also for the federal government. But neither Sumner's 1858 *History* nor an account of an 1861 fire in this area mentions Nathaniel McKay at this location.

The relationship of Donald McKay to this site is also not clear. It is known that Donald McKay built four iron ships for the U.S. Government during the Civil War, including an ironclad monitor, and he may very well have built them here in his brother's yard. One account says that Donald McKay was at this shipyard from 1863 to 1869 and built his last clipper ship, the *Glory of the Seas*, here.

What is clear is that, after Nathaniel McKay and Aldus went out of business in 1866, the Atlantic Works acquired this site in 1869.

Topics for further research:

McKay & Aldus Iron Works

Whether Donald McKay built iron ships and the *Glory of the Seas* at this site

Sources for text:

Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford's Lithography, 1851).

Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 702.

"Conflagration in Boston," *New York Times*, 6 July 1861, 9.

Statistics of Manufactures. [Massachusetts] Public Document No. 36 (1900), 57.

Public Archaeology Laboratory, Inc., East Boston Industrial Survey, 1997. On file at the Massachusetts Historical Commission, Boston.

Ross, Donald Gunn, III, "Era of the Clipper Ships," <http://www.eraoftheclippershps.com/eraweb.html>

Possible sources of images:

If the *Glory of the Seas* was built on this site – 1869 photo of launching *Glory of the Seas* in Bunting, W. H., *Portrait of a Port: Boston, 1852–1914* (Cambridge, Mass.: Belknap Press of Harvard University Press, 1971), 79.

11. Atlantic Works

In 1853, Abishai Miller and other machinists at Otis Tuft's machine shop on Sumner Street in East Boston founded the Atlantic Works to produce boilers and marine engines for the new steamships that were beginning to be built. The Atlantic Works was originally located inland at Chelsea and Marion streets in East Boston, where in 1857 it constructed the huge engines for the iron steamship *Le Voyage de la Mer*, the first iron steamship launched in East Boston. During the Civil War the plant received important government contracts, including one for a monitor, the ironclad Union ships. In 1869 the Atlantic Works moved to the former McKay & Aldus site on Border Street at the corner of Maverick and there constructed tugs, ferries, and lighters. An 1879 bird's-eye view shows the machine, blacksmith, and boiler shops on the property, the last a two-story frame structure with clerestory windows that is also pictured in an 1889 photo. A photo taken in 1878 shows the interior of this shop.

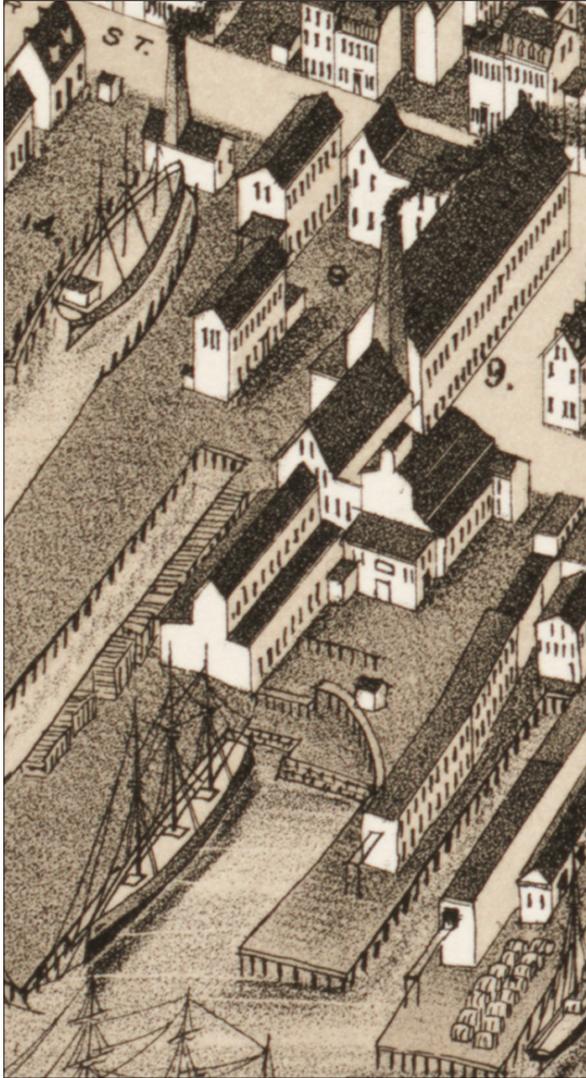
In 1893 the Atlantic Works acquired Robinson Boiler Works, the adjoining property on New Street. This was the site of the earlier East Boston Gas and Iron Company, which existed in 1851 (it was the East Boston Iron Foundry in 1861), and in 1874 was the Boston Car Wheel Company. On this property the Atlantic Works built the still-standing three-story brick and iron boiler fabricating shop that has a large arched doorway facing the harbor, a smaller arched doorway on New Street, and a one-and-a-half story ell on the south, all with stepped parapets on the gable ends.

In 1902 the Atlantic Works purchased the East Boston Dry Dock Company, which occupied the land northward as far as Decatur Street (now part of the Boston East site) on which it had two marine railways. By 1922 the Atlantic Works was the largest private ship repair facility in Boston. That year it merged with the Bertelson & Peterson Company and constructed a large steel floating dry dock, an addition to the small floating dry dock and three marine railways already on the site. It is one of these marine railways that will be preserved at the Boston East Site. And sometime between 1900 and 1927 the Atlantic Works had constructed the present four-story brick building at 80 Border Street for offices and pattern shops.

In 1928 the Atlantic Works was purchased by the Bethlehem Shipbuilding Corporation, which in 1930 built a new brick machine shop at the corner of Border and Maverick streets to replace an earlier shop that had been destroyed by fire. The Atlantic Works continued to produce small coastal steamers and tugs until Bethlehem sold the shipyard about 1950. The southern part of the Atlantic Works site is now occupied by Boston Tow, the 1930 machine shop by Wigglesworth Machinery Company, the building at 80 Border Street by the Cultural Exchange Center and others, and the northern part of the property is now part of the Boston East site.

Sources for text:

Stott, Peter, Atlantic Works, East Boston Industrial Survey. On file at the Massachusetts Historical Commission, Boston.



Atlantic Works 1879

This detail from an 1879 bird's-eye view of East Boston shows the Atlantic Works buildings ("9") on Border and Maverick streets. These were frame buildings that preceded the present brick building with the large arched doorway on the harbor side. (Bailey, O. H., View of East Boston, Mass. 1879 [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library.)

Public Archaeology Laboratory, Inc., East Boston Industrial Survey, 1997. On file at the Massachusetts Historical Commission, Boston.

Eddy, R. H., *Plan of East Boston, . . .* (Boston: Tappan & Bradford's Lithography, 1851).

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. K.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 146.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 42.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 502.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 502.

Possible sources for images:

Bunting, W. H., *Portrait of a Port: Boston, 1852-1914* (Cambridge, Mass.: Belknap Press of Harvard University Press, 1971), 93 – 1889 photo of exterior, 1878 photo of interior

Engelhardt, Geo. W., *Boston, Massachusetts* (Boston: Chamber of Commerce, 1897), 110 – excellent drawings showing exterior and interior of works

12. Wigglesworth Machinery Company

Founded in Cambridge in 1928, the Wigglesworth Machinery Company is a dealer in used metal-working machinery. Since 1955 it has occupied the former Atlantic Works machine shop building at 60 Border St.

Topic for further research:

More information about Wigglesworth Machinery Company

Sources for text:

Stott, Peter, Atlantic Works, East Boston Industrial Survey. On file at the Massachusetts Historical Commission, Boston.

13. Boston East site south of Decatur Street

The section of the Boston East site south of Decatur Street was granted in 1834 to the East Boston Timber Company, which received oak timber and planks from its mills on Grand Island near Buffalo, New York. The company failed in the panic of 1837, however, and the large quantities of lumber available at reduced prices supposedly gave an impetus to the burgeoning East Boston shipbuilding industry.

In 1847 Samuel Hall, a shipbuilder from Duxbury, Massachusetts, purchased part of the former Timber Company site and started the East Boston Dry Dock Company. An 1851 map shows Hall's shipyard with a floating dry dock, although Sumner says the yard did not begin operating until 1853. By 1858 the East Boston Dry Dock property also included a sectional dry dock (one that was pumped out in sections) designed by noted marine engineer Phineas Burgess, a six hundred-foot-long marine railway, and a floating box dock. The marine railway and dry docks were completely destroyed by a huge fire on July 4, 1861, but were obviously rebuilt, for the 1888 map shows the East Boston Dry Dock Company with one marine railway and a floating dry dock. The 1900 map shows it with two marine railways but no dry dock. In 1902 the East Boston Dry Dock Company was acquired by the Atlantic Works, so see the write-up of that company for the subsequent history of this site.

Sources for text:

Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 670–676, 708–709.

Public Archaeology Laboratory, Inc., *East Boston Industrial Survey*, 1997. On file at the Massachusetts Historical Commission, Boston.

“Conflagration in Boston,” *New York Times*, 6 July 1861, 9.

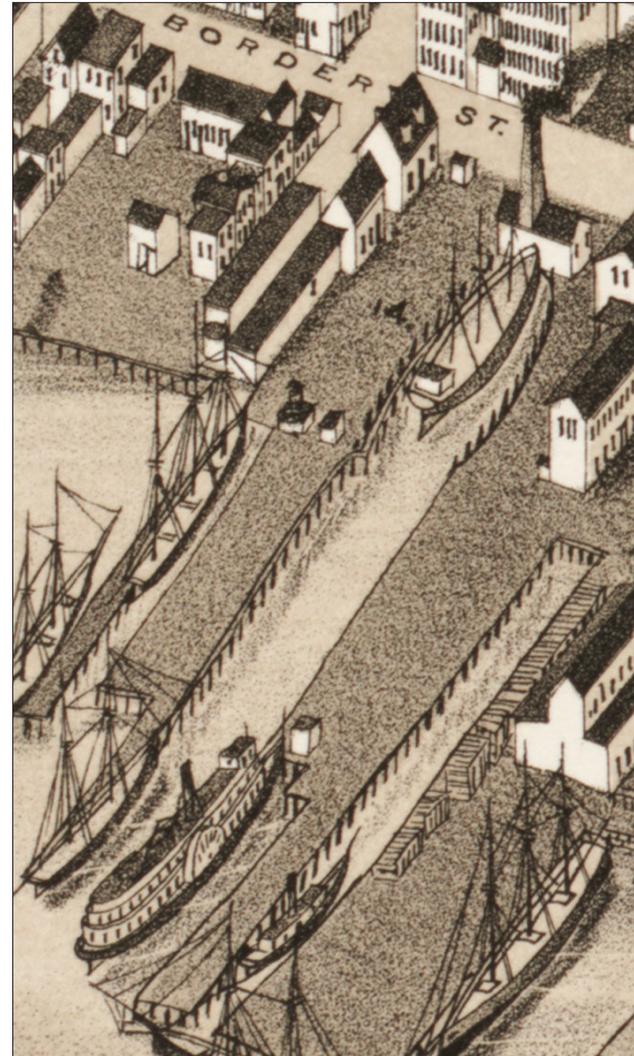
Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford's Lithography, 1851).

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 146.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 42.

14. Boston East site north of Decatur Street

On the section of the Boston East site north of Decatur Street, an 1851 map shows a planing mill and a wharf with a plaster mill on the southern part of the site. In 1852 Samuel Hall, the shipbuilder who operated the East Boston Dry Dock Company on the south part of the Boston East site, leased this part of the site to A. & G. T. Sampson, who operated a shipyard that built several notable ships. Hall himself had another shipyard on the northern part of the site. In 1874 the former Sampson's



Boston East south 1879

This detail from an 1879 bird's-eye view of East Boston shows the buildings and facilities of the East Boston Dry Dock Company south of Decatur Street. One can see the sectional dry dock ("14.") and, to its left and seaward, the floating dry dock. (Bailey, O. H., *View of East Boston, Mass. 1879* [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

shipyard was being operated by Baker & Humphrey and at Hall's shipyard there was a steam sawmill and a coal shed.

By 1888, however, the uses of the site had changed considerably. On the former Humphrey shipyard were a number of small buildings such as a blacksmith and tin shop as well as a pool room and bowling alley. The former Hall property was occupied by the lumber yard and mill of George McQuesten and Company. George McQuesten was a prominent lumber shipper and schooner owner who dealt in southern hard pine brought by schooners from Florida and Georgia. Hard pine was an important material for many of the frame houses constructed in the Boston area in the late nineteenth century. The McQuesten lumber yard in 1888 contained sheds for timber storage, various piles of timber, and an enclosed "log boom" for storing timber in water.

In 1900 the McQuesten Company still dominated the northern part of the site. On the southern part was the Bennett & Lacey Carriage Factory, which had occupied the former blacksmith and wagon shops since 1892. South of the carriage factory, at the foot of Decatur Street, was the kindling wood factory of C. W. York Company, which had also extended a long coal wharf behind the carriage property.

By 1912 the carriage factory buildings had been removed and the kindling wood factory apparently no longer existed, either, leaving only the long coal wharf on the south part of the site. This entire part of the site was occupied by the Burton Furber Coal Company in 1927. About 1915–1916 the Federal Lumber Company had filled and rebuilt the wharves at the former McQuesten yard in the north part of the site, greatly reducing the distance they extended into the harbor, as shown on the 1927 map. In 1950 the United Stevedoring Corporation of New England was on the southern (former Burton Furber) part of the site, and most of the former lumber yard was vacant except for the Dagle and MacMillan Company machine shop, which apparently did ship work.

Topics for further research:

A. & G. T. Sampson shipyard

Hall shipyard (1850s)

Baker & Humphrey shipyard

George McQuesten (and) Company

Bennett & Lacey Carriage Factory

C. W. York Company

Burton Furber Coal Company

Federal Lumber Company

United Stevedoring Corporation of New England

Dagle and MacMillan Company

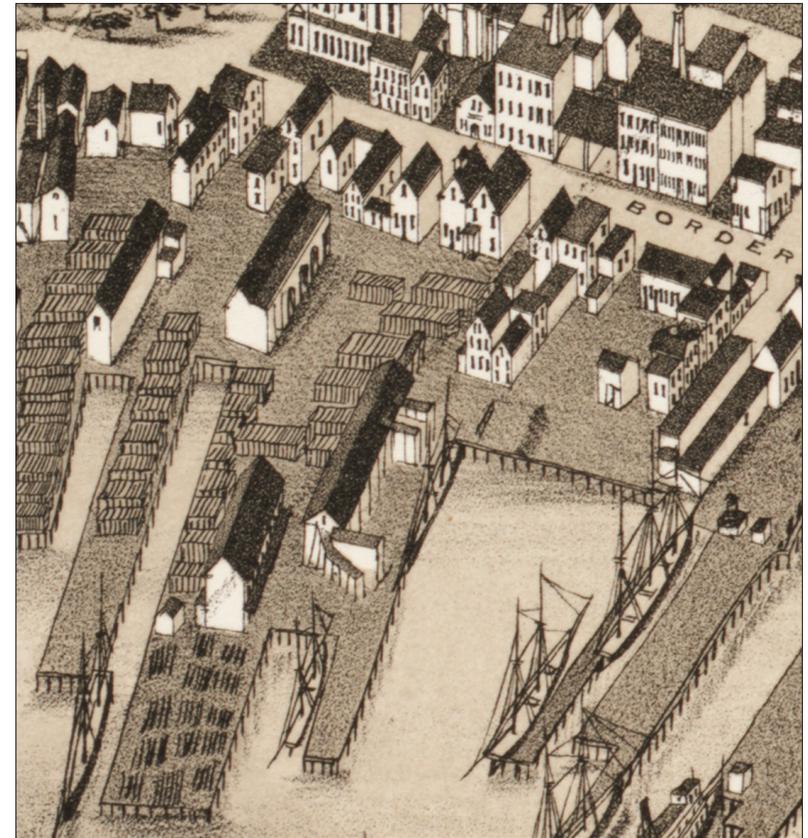
History of this site since 1950

Sources of text:

Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford's Lithography, 1851).

Cherau, Suzanne, John Daly, and David Robinson, "Cultural Resources Reconnaissance Survey: Boston East Development Project, East Boston, Massachusetts" (Pawtucket, RI: PAL, 2008), 41–42, 45, 47.

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. K.



Boston East north 1879

This detail from an 1879 bird's-eye view of East Boston shows many small buildings on the former Humphrey shipyard just north of Decatur Street and, north of it, what became McQuesten's lumberyard with piles of lumber on the wharves. (Bailey, O. H., View of East Boston, Mass. 1879 [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 152.

Bunting, W. H., *Portrait of a Port: Boston, 1852–1914* (Cambridge, Mass.: Belknap Press of Harvard University Press, 1971), 244.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 1.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 503.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 503.

15. Henry Jones & Company/ J. Robbins & Company/ Suffolk Coal Company

The small piece of Border Street waterfront between the north boundary of the Boston East site and Central Square was originally the site of Jones Wharf, apparently built about 1850 by Henry Jones, a lumber merchant in business with E. A. Abbott, who had previously operated at Clifton's Wharf further south on Border Street.

By the 1880s Jones Wharf was occupied by J. Robbins & Company, coal dealers, which had been established in 1844 by Joseph Robbins and in 1879 had been located further south—on Carlton's Wharf on Sumner Street. In 1897 the firm was carried on by Joseph's son Joseph W. Robbins and grandson, also Joseph Robbins. At that time the company had the “latest appliances” for handling coal—coal was unloaded from barges by a modern steam shovel and then taken to sheds in automatic cars that ran on an elevated cable railway. In 1927 the Suffolk Coal Company occupied the former Robbins site and in 1950 it was vacant.

Topics for further research:

Henry Jones & Company

J. Robbins & Company

Suffolk Coal Company

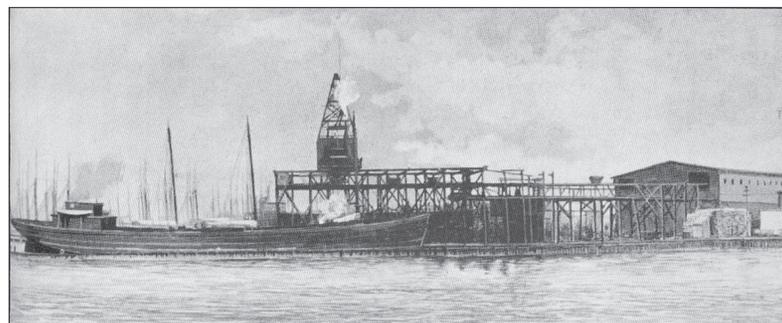
Sources for text:

East Boston Directory, 1848, 1852

Eddy, R. H., *Plan of East Boston, . . .* (Boston: Tappan & Bradford's Lithography, 1851).

Bailey, O. H., *View of East Boston, Mass. 1879* (Boston: O. H. Bailey & Co., 1879).

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 152.



J. Robbins & Company 1897

This c.1897 photo shows the “latest appliances” used by J. Robbins & Company to unload coal on this site—the steam shovel that scooped the coal out of barges and the elevated railway on which it was carried to the coal shed. (Engelhardt, Geo. W., Boston, Massachusetts. [Boston: Chamber of Commerce, 1897]).

Engelhardt, Geo. W., *Boston, Massachusetts* (Boston: Chamber of Commerce, 1897), 128.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 1.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 503.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 503.

Possible source of images:

Engelhardt, Geo. W., *Boston, Massachusetts* (Boston: Chamber of Commerce, 1897), 128 – photo of the Robbins coal dock and elevator wharf

In addition to historical sites on the Border Street waterfront, industrial surveys have also identified some historical industries on Border Street itself.

16. McLaren's Shop and Sawmill

About 1873, two shipwrights, Alexander and John McLaren, built a carpenter shop and a steam saw and planing mill at what is now 141 Border Street. Alexander had been a resident of East Boston since at least 1855, when he was listed in directories as a “joiner,” and by 1861 was identified as a house- and shipwright. In 1882 the McLaren business was described as house building on contract. The McLarens built

over 150 houses in East Boston including their own homes on Princeton Street. They also built factories, mills, and summer houses, some as far away as New Jersey. The company employed an average of forty-five workers and was noted for the fact that all the mechanics were from East Boston. The site continued to be associated with woodworking into the 1920s. The building, which still exists, is three stories with segmental arched windows and hoist doors on the second and third floors.

Sources for text:

Stott, Peter, McLaren Sawmill, 141 Border Street. East Boston Industrial Survey. On file at the Massachusetts Historical Commission, Boston.

Public Archaeology Laboratory, Inc., East Boston Industrial Survey, 1997. On file at the Massachusetts Historical Commission, Boston.

17. Sturtevant Saw and Planing Mill

Next to McLaren's on Border Street was the Sturtevant mill. Sometime between 1851 and 1874, William L. Sturtevant (1833-?), a member of a prominent East Boston industrialist family who had a lumber wharf on Border Street at the foot of Eutaw Street,



Sturtevant Saw and Planing Mill

This photo, probably taken in the 1980s, is of the original Sturtevant Saw and Planing Mill building on Border Street.

erected a three-story brick saw and planing mill on this site. The mill passed out of the Sturtevant family in the 1890s but continued to function as a sawmill into the 1930s.

Topics for further research:

William L. Sturtevant's date of death

Whether the present building on the site is a façade over the original or whether the original was demolished

Sources for text:

Stott, Peter, Sturtevant Saw and Planing Mill, 145-151 Border Street. East Boston Industrial Survey. On file at the Massachusetts Historical Commission, Boston.

Public Archaeology Laboratory, Inc., East Boston Industrial Survey, 1997. On file at the Massachusetts Historical Commission, Boston.

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. K.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 152.

18. Chase's Carpentry Shop

Constructed about 1871 for Samuel York Chase (1820?-1888), a carpenter, this two-story, gable-roofed building at 161-163 Border Street is one of the few frame industrial buildings of its era to survive in East Boston. Chase lived on Eagle Hill from 1855 to 1886 and constructed several buildings in East Boston.

Topic for further research:

More information about Chase's business and the building

Source for text:

Public Archaeology Laboratory, Inc., East Boston Industrial Survey, 1997. On file at the Massachusetts Historical Commission, Boston.



EAST BOSTON HISTORY — LIBERTY PLAZA

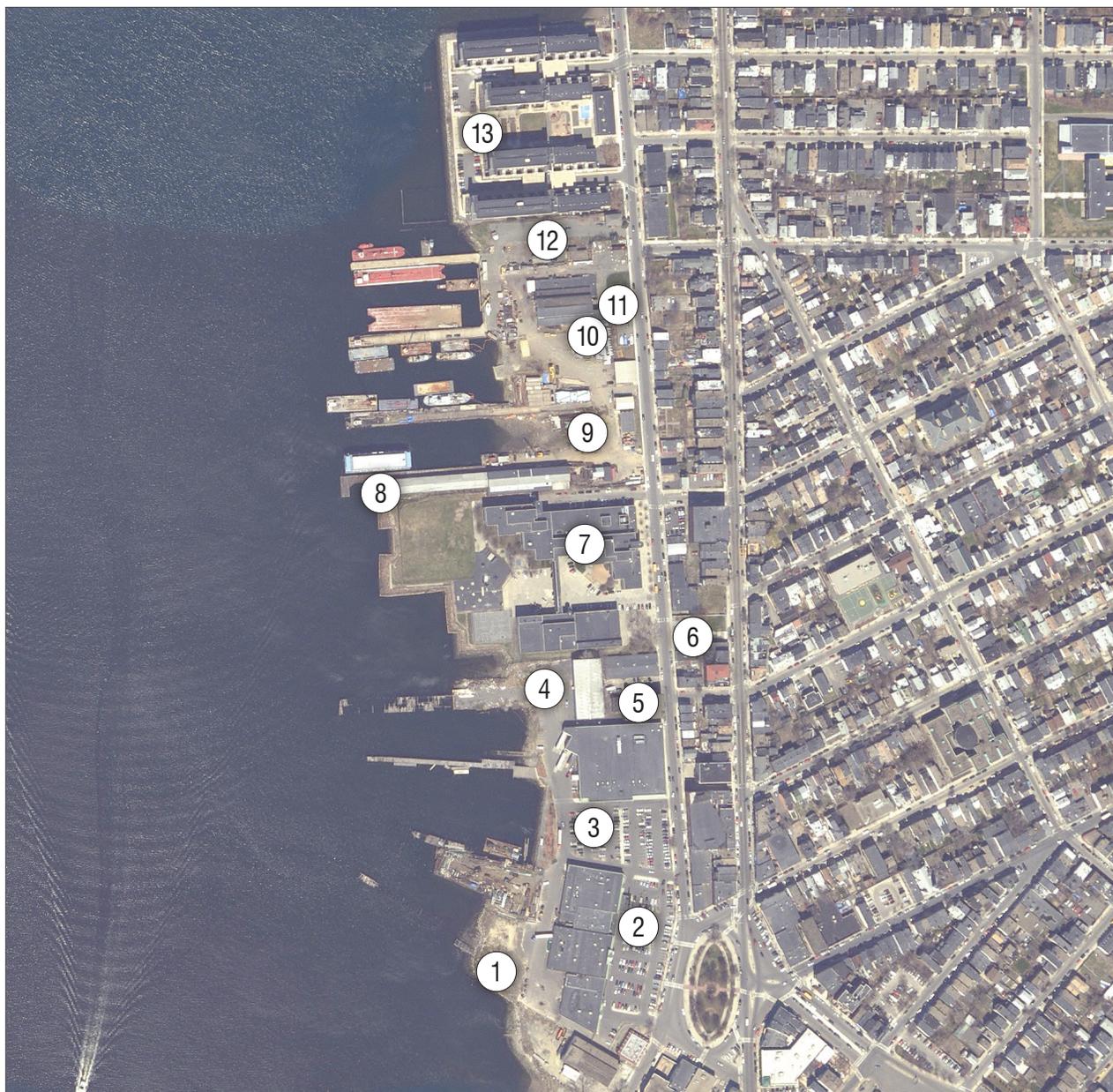
East Boston's Sumner and Border Street waterfronts were the location of many of its early industries, particularly shipbuilding. That industry may have been stimulated by the failure of the East Boston Timber Company in 1837, which left large quantities of oak timber and planks available at reduced prices at its site on Border Street between Maverick and Decatur. By 1850 East Boston had four shipyards capable of constructing several large ships at a time with two more such shipyards planned, five other yards with dry docks and marine railways for building and repairing vessels, many spar and mast making yards, a number of sail makers' and riggers lofts, and numerous shipbuilding-related businesses.

The wooden shipbuilding industry had also been given an impetus by the California Gold Rush of 1849, which had created a demand for faster, larger ships to sail from the East Coast around Cape Horn to California. Clipper ships were developed to meet this demand and some of the most famous clipper ships of the day were built in the Border Street shipyards of well-known builders such as Donald McKay, Paul Curtis, and Robert Jackson. The clipper ship era was the high point of the East Boston wooden shipbuilding industry, but it was short lived. Clippers were not economical to operate, for they required large crews to handle all their sails, and their narrow, pointed hulls, which were designed for speed, could carry only relatively small cargoes. Other factors that contributed to the demise of the clippers were the reduced demand for fast voyages to California in the late 1850s, the growing importance of steam vessels, and the panic of 1857.

After the decline of the wooden shipbuilding industry, some East Boston builders turned to constructing iron steamships while others, such as the Atlantic Works and Hodge Boiler, specialized in manufacturing steamship boilers and engines. Other former shipyards became lumber and coal wharves, particularly along the waterfront behind Central Square. The proximity of these lumber wharves may be the reason that in the late nineteenth century there were a number of saw and planing mills and carpenter's shops on Border Street. Other industries on or near the Sumner/Border streets waterfront included dye wood factories, an iron foundry, and a node of fish packing businesses that developed in the New Street area, perhaps because there had been an early lobster boiling enterprise in that location.

In the later twentieth century, as shipping declined, many of the wharves were abandoned or put to non-maritime uses such as sign painting and plumbing storage.

DIAGRAM 4: POTENTIAL LOCATIONS FOR HISTORICAL INTERPRETATION — CENTRAL SQUARE TO CONDOR STREET



LOCATIONS

1. P. S. Huckins Lumber Wharf
2. Central Iron Foundry
3. Sturtevant & Edwards oil factory/
Jackson's Wharf/lumber wharves
4. Green's/McKie's shipyards
5. John Briggs & Co. paint factory/
Acme White Lead & Color Works
6. West End Street Railway car house
and blacksmith shop
7. Boston Dye Wood & Chemical Co./
New York & Boston Dye Wood Co.
/ Middlebrook Wool Combing Co. /
James S. Munroe shipbuilding & repair
8. William L. Sturtevant lumber wharf/
Wellman Hall & Co. lumber wharf/
Roy B. Rendle Co. piledriving
9. Donald McKay's shipyard/Campbell
& Brooks shipyard/ John M. Brooks
shipyard/W. F. Brown & Co. lumber
wharf/General Ship Corp.
10. Westerbeke Marine Industrial Supplies
11. McKay monument
12. Curtis shipyard/Smith & Townsend's
shipyard/Boston Tow Boat Co./New
England Fuel & Transfer Co./Eastern
Gas & Fuel Associates
13. Lumberyards



SECTION III. — CENTRAL SQUARE TO CONDOR STREET

1. Fettyplace & Bowker shipyard/ P. S. Huckins Lumber Wharf

The waterfront behind the southern part of Central Square—behind today’s Blockbuster Video store—was apparently first developed in the early 1850s. In 1851 it was the location of Fettyplace & Bowker’s wharf and shipyard, presumably owned by William Fettyplace, since he is the only person of that name in the 1852 *East Boston Directory*, and possibly by Albert Bowker, again the only person of that name in the *Directory*, although Bowker was president of the North American Fire Insurance Co. and treasurer of the East Boston Savings Bank.

By 1874, this area was P. S. and J. B. Huckins lumber and timber wharf. Pembroke S. Huckins (1827–1889) had come to Boston from Bangor, Maine, and in the late 1860s started a hard pine lumber business. It was still the Huckins lumber wharf in 1888 and in 1900 and 1927, although in 1900 the firm was P. S. Huckins & Company and in 1927 P. S. Huckins Company. In 1950 the City Fuel Company had an office on Central Square and there was a coal pile on the wharf.

Topics for further research:

P. S. Huckins (and) Company
City Fuel Company
History of this site since 1950

Sources for text:

Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford’s Lithography, 1851).
East Boston Directory, 1852.
Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. K.
“Pembroke S. Huckins,” obituary, *Boston Evening Transcript*, 18 June 1889, 4.
Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 152.
Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 2.
Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 504.
Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 504.



Central Iron Foundry 1879

This detail from an 1879 bird's-eye view of East Boston shows the buildings of the Central Iron Foundry on the waterfront side of Border Street at the north edge of Central Square. (Bailey, O. H., *View of East Boston, Mass. 1879* [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

Sources for text:

Stott, Peter, Central Iron Foundry Storehouse, 246–250 Border Street. East Boston Industrial Survey. On file at Massachusetts Historical Commission, Boston.

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. K.

2. Central Iron Foundry

On the next stretch of waterfront north—behind the present A. J. Wright store at Liberty Plaza—was the Central Iron Foundry. It was established in 1852 by James Gurney (1818–1899), who had learned the trade at Cyrus Alger's iron foundry in South Boston, in partnership with Edwin Dyer. After Dyer retired in 1877, the business was called James Gurney & Company. The firm was noted for its steam and hot water radiators.

The Central Iron Foundry closed in 1912, the foundry buildings were demolished, and its assets were bought by the Boston Stove Company, which moved to Reading. A frame Central Iron Foundry storehouse building on Border Street, erected in 1901 north of the original foundry location, stood until it was demolished for the construction of the present Shaw's supermarket.

The wharf behind the iron foundry was known as J. S. Week's Wharf in 1874 and 1888. It was used as a coal wharf in 1888 and 1900 by A. Gove & Son and in 1927 and 1950 by City Fuel Company.

Topics for further research:

A. Gove & Son

City Fuel Company

History of this site since 1950

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 152.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 2.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 504.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 504.

3. Sturtevant & Edwards Oil Factory/ Jackson's Wharf/ lumber wharves

The 1851 Eddy map of East Boston shows the Sturtevant & Edwards oil factory and wharf on Border Street at the foot of Princeton Street, and the 1852 *East Boston Directory* indicates it was owned by G. Sturtevant and T. Edwards.

In 1874 the site was Jackson's Wharf, presumably where the famous shipbuilder Robert E. Jackson built ships such as the *Great Admiral*, launched in 1869. Sumner says that Jackson began building on Border Street in 1848, although he doesn't list Jackson's Wharf and there is no indication of such a shipyard on the 1851 map. On the 1888, 1900, and 1927 Sanborn maps the former Jackson's Wharf is occupied by various lumber companies—Week and Barri in 1888, various as well as A. Gove & Son coal wharf in 1900, J. M. Simpson & Company in 1927.

Topics for further research:

Sturtevant & Edwards oil factory – type of oil manufactured; whether this factory was related to the Noah Sturtevant linseed oil factory on Meridian Street between Trenton and Eutaw streets about 1843–1855

Location of Robert E. Jackson's shipyard

Week and Barri

A. Gove & Son

J. M. Simpson & Company

Sources for text:

Eddy, R. H., *Plan of East Boston, . . .* (Boston: Tappan & Bradford's Lithography, 1851).

East Boston Directory, 1852.

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. L.

Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 691.

Public Archaeology Laboratory, Inc., East Boston Industrial Survey, 1997. On file at the Massachusetts Historical Commission, Boston.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 152.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 2.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 504.

4. Pratt's shipyard/ William F. Green & Son shipyard/ John A. McKie's shipyard

The 1874 map shows a wharf on Border Street at the foot of Lexington Street with what appears to be a dry dock at the end. Although it is not identified as a shipyard, it may be a successor to Pratt's shipyard which is shown on the 1851 map in this location. By 1888 it was the William F. Green & Son shipyard and in 1900 John A. McKie's shipyard. McKie (1847–1910) had been the foreman at Green's yard and bought the business when Green retired. After McKie's yard closed, a 1911 map shows Joseph McPhee and Company on the wharf, and then it was used for coal sheds and trestles.

Topics for further research:

Pratt's shipyard

William F. Green & Son shipyard

John A. McKie shipyard

Joseph McPhee and Company

Sources for text:

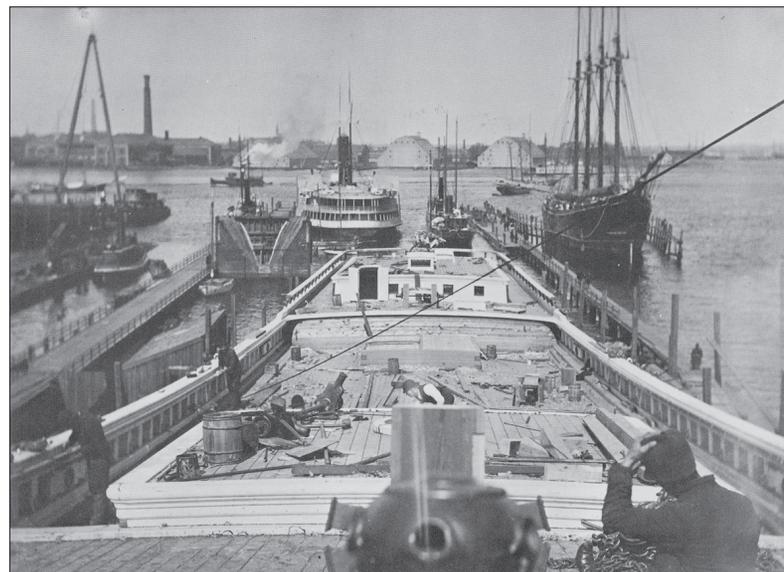
Eddy, R. H., *Plan of East Boston, . . .* (Boston: Tappan & Bradford's Lithography, 1851).

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. L.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 155.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 2.

"John A. McKie," obituary, *Boston Evening Transcript*, 22 June 1910, 6.



McKie's Shipyard

This photo, probably taken in the early 1890s, shows McKie's shipyard with ships being repaired. (Published in Bunting, W. H., Portrait of a Port: Boston, 1842-1914 [Cambridge, Mass.: Belknap Press of Harvard University Press, 1971].)

Plan . . . of East Boston Company, 1911.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 504.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 504.

5. John Briggs & Company paint factory/ Acme White Lead & Color Works

About 1903 the John Briggs & Company paint firm moved to East Boston from downtown Boston, perhaps because the trolley (now the Blue Line) tunnel being constructed under the harbor would make it easier for workers to get to East Boston. Briggs had a popular line of paints and was the first large manufacturer of putty in New England. The company erected a four-story brick building that still stands at 266 Border Street.

The Briggs Company did not remain in East Boston long, however. In 1907 it moved back to downtown Boston and the East Boston building was sold to the Tremont

Paint & Color Works, which was later bought out by the Acme & White Lead & Color Works, a Detroit-based company. About 1933 Acme was absorbed by the Diemant-Levy Company and moved its operations to the Bulfinch Triangle area in Boston. The building has since had a variety of occupants.

Source for text:

Stott, Peter, John Briggs & Co./Acme White Lead & Color Works, 266 Border Street. East Boston Industrial Survey. On file at Massachusetts Historical Commission, Boston.

6. West End Street Railway car house and blacksmith shop

Streetcar service in East Boston was first provided by the Metropolitan Street Railroad, a horse car line incorporated in 1853. The main line ran from the South Ferry, up Lewis Street through Maverick Square, and then along Meridian Street through Central Square to the Meridian Street Bridge. A branch line on Sumner Street connected the North Ferry with Maverick Square. The company's stables were on Meridian Street north of Central Square.

In 1887 the Metropolitan Railroad was acquired by the West End Street Railway, which planned to electrify the Boston horse car trolley system. Soon afterward, the West End erected the brick building still at 283 Border Street as a car house and blacksmith shop. When the West End Street Railway was acquired by the Boston Elevated Railway in 1897, so was this building, and the building continued to be owned by Boston Elevated until it was sold about 1927.

Topic for further research:

Use of this building since 1927

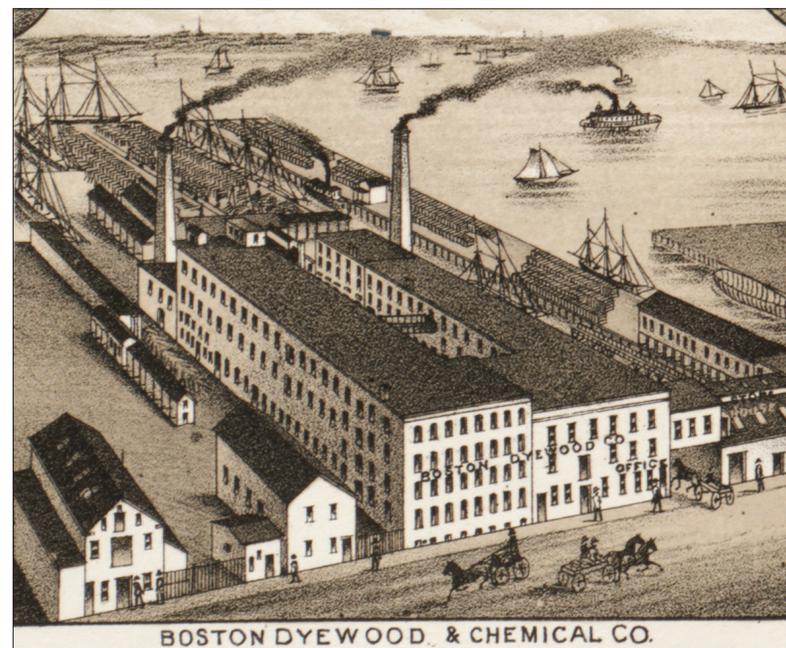
Sources for text:

Stott, Peter, West End Street Railway, 283 Border Street. East Boston Industrial Survey. On file at Massachusetts Historical Commission, Boston.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 155.

7. Boston Dye Wood & Chemical Co./ New York & Boston Dye Wood Co./ Middlebrook Wool Combing Co./ James S. Munroe ship-building & repair

The Boston Dye Wood & Chemical Company was apparently established in 1868 with offices on Milk Street in downtown Boston and mills on Border Street at the base of a wharf between Lexington and Eutaw streets where the Umana Middle School is now located. Dye wood, or log wood as it was sometimes called, was the heartwood of a tree native to Central America and the Caribbean that had a dark black dye, which was ground to extract the dye. Boston had only two dye wood firms in this period and both were located on the East Boston waterfront. (The other was on the New Street site.)



Boston Dyewood & Chemical Company 1879

This featured view from an 1879 bird's-eye view of East Boston shows the Boston Dyewood & Chemical Company buildings on Border Street with the stack of the distillery at the left and of the ovens on the right. (Bailey, O. H., View of East Boston, Mass. 1879 [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

The 1874 and 1888 atlas maps clearly show the dyewood mills and wharf on Border Street. In 1892 the firm became the New York Dyewood Company and in 1894 the New York & Boston Dye Wood Company. At that time it advertised that it dealt in dyewoods, extracts, dyestuffs, and aniline colors, and also had offices in New York City and Philadelphia. In 1899 New York & Boston Dye Wood advertised that it dealt in quebracho extract for tanning, dyewood extracts, and was the sole U.S. and Canadian agent for Actien-Gesellschaft Für Anilin-Fabrikation. The 1900 Sanborn shows piles of dye wood on the wharf.

In 1914 the Middlebrook Wool Combing Company, which had been incorporated in Rhode Island in 1912, took over the former dyewood mills on Border Street, which it used for wool scouring, and remained there until 1927. During this time the wharf was apparently vacant. In 1950 the mill building was being used for storing plumbing supplies and James S. Munroe shipbuilding and repair occupied the wharf.

Topics for further research:

Reason(s) why Boston's only dyewood firms in the late nineteenth century were located in East Boston

Reason(s) why New York & Boston Dyewood Co. left this site

Middlebrook Wool Combing Co.

James S. Munroe shipbuilding

History of this site since 1950

Sources for text:

Boston Directory, 1867, 1868, 1891, 1892, 1894, 1899, 1914, 1927.

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. L.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 155.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 3.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 505.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 505.

8. William L. Sturtevant lumber wharf/ Wellman Hall & Co. lumber wharf/ Roy B. Rendle & Co. pile driving

In 1851 the flats on Border Street between Trenton and Eutaw streets were owned by Noah Sturtevant (1806–1862), who had a large linseed oil factory on Meridian Street between Trenton and Eutaw. By 1874 a lumber wharf owned by William L. Sturtevant (1833–?), Noah's nephew, had been built at the foot of Eutaw Street on these flats. William Sturtevant's lumber wharf, which had probably been constructed in connection with his saw and planing mill further south on Border Street between Decatur Street and Central Square, remained in 1888.

In 1900 what was still called Sturtevant's Wharf and was still a lumber wharf was owned by Wellman Hall & Co. By 1927 the Roy B. Rendle & Company pile driving operation was located on the former lumber wharf and was still there in 1950.

Topics for further research:

William L. Sturtevant's date of death

William L. Sturtevant lumber wharf

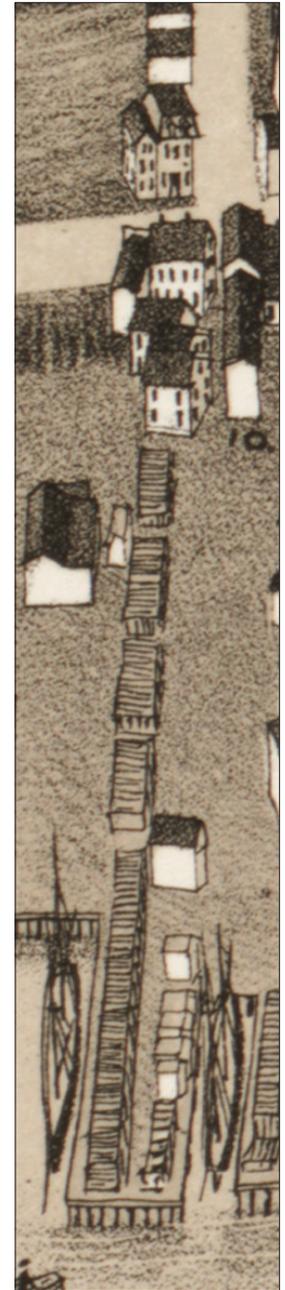
Wellman Hall & Co.

Roy B. Rendle & Company

History of this site since 1950

Sturtevant Wharf 1879

This detail from an 1879 bird's-eye view of East Boston shows Sturtevant's lumber wharf, lined with piles of lumber, extending into the harbor at the foot of Eutaw Street between Boston Dyewood & Chemical ("10.") on the right and the former McKay shipyard on the left. (Bailey, O. H., View of East Boston, Mass. 1879 [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).



Sources for text:

Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford's Lithography, 1851).

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. L.

Stott, Peter, Sturtevant Saw and Planing Mill, 145-151 Border Street. East Boston Industrial Survey. On file at Massachusetts Historical Commission, Boston.

Pubic Archaeology Laboratory, Inc., East Boston Industrial Survey, 1997. On file at the Massachusetts Historical Commission, Boston.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 155.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 3.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 505.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 505.

9. Donald MacKay's shipyard/ Campbell & Brooks shipyard/ John M. Brooks shipyard/ W. F. Brown & Company lumber wharf/ General Ship Corporation

In 1845 Donald McKay, a Nova Scotian who had come to East Boston from Newburyport via New York City, bought land on Border Street north of Eutaw and established a shipyard. There McKay designed and built his famous clipper ships. McKay's ships set a number of records: the *Flying Cloud* (1851) made the voyage from New York to San Francisco in eighty-nine days, the *Champion of the Seas* (1854) sailed 465 nautical miles in one day, and the *James Baines* (1854) sailed around the world in 133 days and from Boston to Liverpool in twelve days, six hours. These clippers as well as several dozen others were all built in McKay's shipyard on Border Street near Eutaw between 1849 and 1857.

During the Civil War McKay constructed four iron ships for the U.S. Government including an ironclad monitor. He may very well have built these ships at his brother Nathaniel's McKay & Aldus Ironworks at Border and Maverick streets. And if Donald McKay was at that shipyard from 1863 to 1869, as one account says, that may be where he built his last clipper, the *Glory of the Seas*, launched in 1869. Another account, however, says that Donald McKay was at the shipyard on Border Street north of Eutaw until 1868.



Donald McKay's shipyard 1855

This photo of Donald McKay's shipyard, probably taken in 1855, shows the amidships section of a large ship under construction at the left and piles of lumber in the foreground. (Published in Bunting, W. H., Portrait of a Port: Boston, 1842-1914 [Cambridge, Mass.: Belknap Press of Harvard University Press, 1971].)

After McKay left his shipyard on northern Border Street in 1868, it became Campbell & Brooks shipyard. About 1877 John M. Brooks, who had been a foreman at McKay's yard, set up his own shipbuilding business on the site. Brooks was a fine shipbuilder in his own right and constructed many wooden ships and barks including one of the last square-riggers launched in Boston, the *Holliswood* in 1893. In the late 1890s Brooks moved to another yard, although the 1888 Sanborn indicates that his yard on Border Street was "not in operation" even at that time. That map also shows that the flats north of the shipyard site had been filled in and were a timber yard.

The 1900 Sanborn shows that the former shipyard was by then W. F. Brown & Company's lumber wharf and the flats north of it still a timber yard; the 1927 Sanborn shows the shipyard site vacant and Smith Piling & Teaming Company on the former timber yard; and the 1950 Sanborn shows General Ship Corporation, another shipbuilder and the last one on the Border Street waterfront, on both the former shipyard and timber yard sites.

Topics for further research:

Whether McKay's yard eventually extended to White Street or was just at this site at 336 Border Street

Whether McKay built the *Glory of the Seas* at this site

Campbell & Brooks shipyard

John M. Brooks shipyard

W. F. Brown & Company

Smith Piling and Teaming Company

General Ship Corporation – type of work done; year they left this site

Sources for text:

Joseph Noble to Donald McKay, 1 January 1845 (Suffolk Deeds 553:82).

Ebenezer Atkins to Donald McKay, 1 January 1845 (Suffolk Deeds 553:84).

Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford's Lithography, 1851).

Morison, Samuel Eliot, *The Maritime History of Massachusetts, 1783-1860* (1921; reprint, Boston: Northeastern University Press, 1979), 327-373.

Clipper Ships Built in the United States: Massachusetts. [http://www.bruzelius.info/nautica/Shipbuilding/Shipyards/Clippers\(MA\).html](http://www.bruzelius.info/nautica/Shipbuilding/Shipyards/Clippers(MA).html)

Pubic Archaeology Laboratory, Inc., East Boston Industrial Survey, 1997. On file at the Massachusetts Historical Commission, Boston.

Statistics of Manufactures. [Massachusetts] Public Document No. 36 (1900), 57.

Bunting, W. H., *Portrait of a Port: Boston, 1852-1914* (Cambridge, Mass.: Belknap Press of Harvard University Press, 1971), 90.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 155.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 3.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 505.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 505.

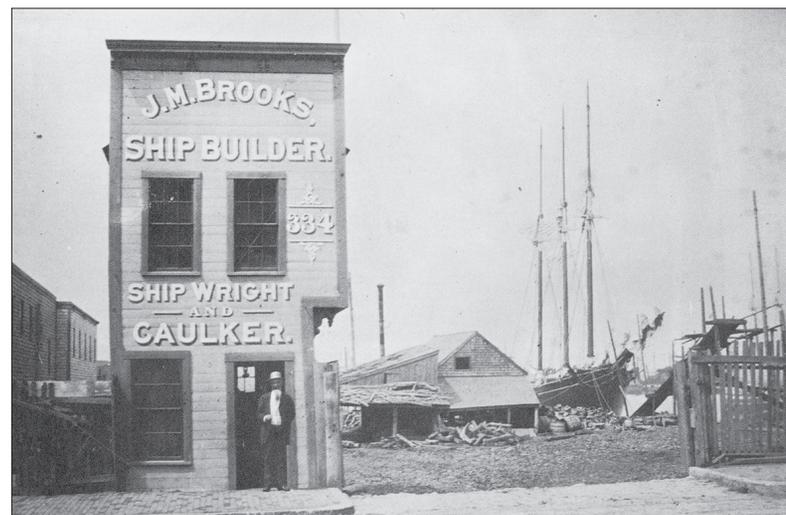
Possible sources of images:

Bunting, W. H., *Portrait of a Port: Boston, 1852-1914* (Cambridge, Mass.: Belknap Press of Harvard University Press, 1971), 75 – 1854 daguerreotype of *Champion of the Seas*



Donald McKay

This 1854 lithograph shows Donald McKay, the renowned builder of clipper ships, at the height of his fame during the clipper ship era.



John M. Brook's shipyard

*John Brooks had been a foreman in McKay's shipyard, and, after McKay left in 1868, set up a shipbuilding business first with a partner and then, about 1877, by himself at the 334 Border Street site. Brooks was a fine shipbuilder in his own right and probably built the schooner in the background of this photo. (Published in Bunting, W. H., *Portrait of a Port: Boston, 1842-1914* [Cambridge, Mass.: Belknap Press of Harvard University Press, 1971].)*

10. Westerbeke Marine Industrial Supplies

Westerbeke Marine Industrial Supplies is apparently the last shipbuilding-related establishment on the Border Street waterfront.

Topics for further research:

More information about Westerbeke – when it was established; its relation, if any, to General Ship Corp.; what it does, etc.

Source for text:

Pubic Archaeology Laboratory, Inc., East Boston Industrial Survey, 1997. On file at the Massachusetts Historical Commission, Boston.

11. McKay monument

The monument to Donald McKay immediately north of the walk leading from Border Street to the Westerbeke building was apparently erected in 1970 by the General Ship Corporation. If research confirms that McKay's yard did not extend this far north, the monument should be moved to the area that was his shipyard (see above), perhaps placed in conjunction with additional interpretive material about McKay.

Topic for further research:

Whether or not this monument is on land once part of McKay's shipyard

Source for text:

Inscription on monument

12. Curtis's shipyard/ Smith & Townsend's shipyard/ Boston Tow Boat Company/ New England Fuel and Transfer Company/ Eastern Gas & Fuel Associates

In 1852 Paul Curtis, who had built the clipper ship *Witchcraft*—one of only eighteen clippers that sailed from the East Coast to San Francisco in less than one hundred days before 1861—in Chelsea in 1850 and five more clippers in Medford between 1850 and 1852, moved his shipyard to East Boston to a site he had bought in 1851 on Border at the foot of White Street where Ideal Collision is now located. There Curtis built ten additional clipper ships between 1852 and 1857.

In 1873 the shipyard was being operated by Curtis & Smith and James T. Townsend, though by 1888 it was labeled “formerly Smith & Townsend's shipyard.” By 1900 the former shipyard site was occupied by the Boston Tow Boat Company, in 1927 by the New England Fuel and Transfer Company, and in 1950 by Eastern Gas & Fuel Associates.

Topics for further research:

Transition from Curtis & Smith and James T. Townsend shipyard to Smith & Townsend's shipyard

Boston Tow Boat Company

New England Fuel and Transfer Company

Eastern Gas & Fuel Associates

History of this site since 1950

Sources for text:

Morison, Samuel Eliot, *The Maritime History of Massachusetts, 1783-1860* (1921; reprint, Boston: Northeastern University Press, 1979), 339 n.3, 344.

Clipper Ships Built in the United States: Massachusetts. [http://www.bruzelius.info/nautica/Shipbuilding/Shipyards/Clippers\(MA\).html](http://www.bruzelius.info/nautica/Shipbuilding/Shipyards/Clippers(MA).html)

Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford's Lithography, 1851).

Israel Lombard to Donald McKay, 25 June 1851 (Suffolk Deeds 622:175).

Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 691-692.

Boston Directory, 1873.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 156.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 4.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 506.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 506.

Possible sources of images:

Bailey, O. H., *View of East Boston, Mass. 1879* (Boston: O. H. Bailey & Co., 1879) – detail of the shipyard

13. Lumberyards

The area west of Border Street where Shore Plaza East is now located—that is, from between White and Eagle to north of Falcon—had not been filled in 1851. By 1874, however, the flats had been filled as far as Falcon and were the site of the National Bridge and Iron Works. By 1888, the made land extended north of Falcon and a lumberyard was located on it. At the southern end of the site were a number of woodworking shops—the Towle & Perry house furnishing and cabinet shop, a second shop with N. Littlefield & Company planing on the first floor and A. G. Rice's box factory on the second, and a third shop with N. Littlefield & Company sawing on the first floor and McHugh & Snow box factory on the second.

In 1900 the lumberyard was operated by P. S. Huckins & Company, which had a large lumber wharf behind Central Square (see #1 above). In the woodworking shops, the B. H. Murray planing & saw mill occupied the shop formerly the Littlefield and Rice establishments, and H. Drake, a builder, was on the first floor and the A. L. Snow box factory on the second floor of the shop previously occupied by Littlefield and McHugo & Snow.

By 1927 the shops had been demolished and a George McQuesten Company planing and saw mill was in the lumberyard area. McQuesten was a major importer and dealer in southern hard pine and had a large lumber wharf near Central Square on what is now the Boston East site. In 1950 there was still a McQuesten planing & saw mill in the lumberyard. The McQuesten yard was reportedly later destroyed by fire.

Topics for further research:

National Bridge and Iron Works

Towle & Perry cabinet makers

N. Littlefield & Company planing and saw mill

A. G. Rice box factory

McHugh & Snow box factory

B. H. Murray planing and saw mill

H. Drake, builder

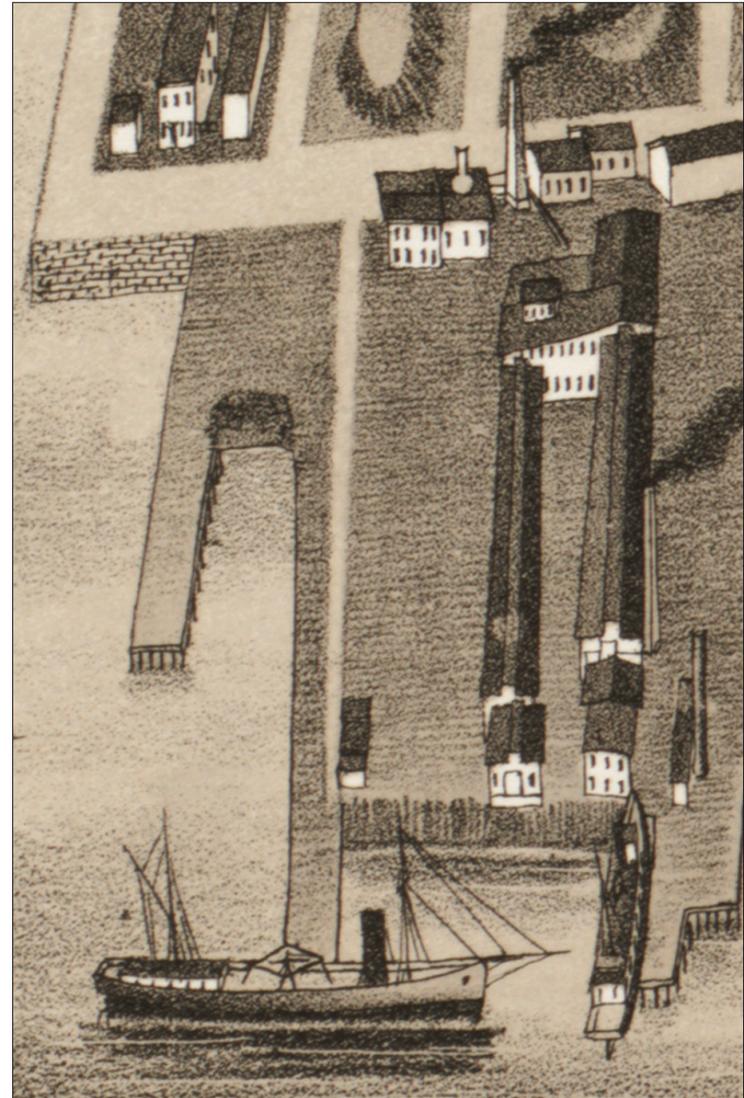
A. L. Snow box factory

Fire at McQuesten lumberyard at this location

Shore Plaza East – date and reasons for construction

Sources for text:

Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford's Lithography, 1851).



Lumberyards between White and Falcon streets 1879

This detail from an 1879 bird's-eye view of East Boston shows the long shed of the lumberyard between White and Falcon streets and the associated saw and planing mills and box factories on the south part of the site. (Bailey, O. H., View of East Boston, Mass. 1879 [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. L.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 156.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 4.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 506.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 506.

Bunting, W. H., *Portrait of a Port: Boston, 1852-1914* (Cambridge, Mass.: Belknap Press of Harvard University Press, 1971), 244.



EAST BOSTON HISTORY — CHELSEA CREEK

The Chelsea Creek waterfront developed later than East Boston's other waterfronts. As late as the early 1850s, only three wharves had been built between Meridian Street and the Chelsea Street Bridge and only two industries were located on that stretch of waterfront. Between that time and the 1880s, however, the flats north of Condor Street began to be filled in and various industries were established on the made land. Unlike the other East Boston waterfronts, the Chelsea Creek waterfront did not become a locus of shipyards, probably because it developed after the height of the East Boston shipbuilding industry and because it did not front on the harbor. Although there was one shipyard and one spar yard on Condor Street, the prominent nineteenth-century industries that located along Condor and Eagle streets included an iron foundry, a block manufacturer, a pottery, a sash and door factory, and a chemical and color works. Gas works were located at Eagle Square as early as the 1870s and that area has remained a locus of gas and oil tanks.

DIAGRAM 5: POTENTIAL LOCATIONS FOR HISTORICAL INTERPRETATION — CHELSEA CREEK WATERFRONT



LOCATIONS

1. Shipyards/scrap yards
2. Bay State Dredging Co.
3. Boston Electric Light Co./Condor Iron Foundry Co./ Gibby Foundry Co.
4. Boston & Lockport Block Co.
5. Mast and spar makers
6. New England Pottery Co./Boston Pottery Co./East Boston Potteries, Inc.
7. Steam laundry/Eastern Dredging Co./G. H. Breyman & Bros. Dredging/State Fuel Co./Hess Fuel
8. Glendon Rolling Mill/ Glendon Co./ Boston Sand & Gravel/ Condor St. Urban Wild
9. W. Swift & Co. Color & Chemical Works
10. West End Street Railway/Boston Elevated Railway/MTA power station & repair shop
11. Boston Ice Co.
12. East Boston Sewage Pumping Station
13. Battle of Noddles Island and Chelsea Creek

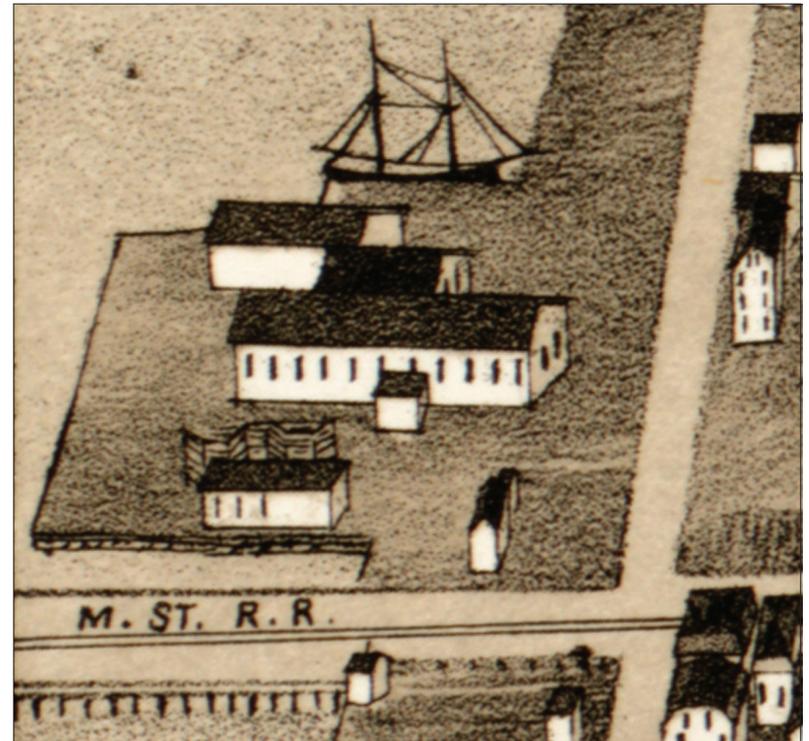


SECTION IV. - CHELSEA CREEK WATERFRONT

1. Shipyards/ scrap yards

The flats north of Condor Street just east of Meridian had not been developed by 1851. By 1874, however, they had been filled and a large wharf extended into Chelsea Creek. In 1888 it was called Cutler and Ward's Wharf, perhaps indicating that it had been built by Cutler & Ward, who had owned the flats in 1851, and was the location of D. J. Lawlor's shipyard.

By 1900 two-story frame houses, which still remain, had been built on the former shipyard area on Condor Street and there were sheds on the wharf area behind,



Condor Street shipyard 1879

This detail from an 1879 bird's-eye view of East Boston shows the wharf north of Condor Street, which is at the right, just east of Meridian Street, which is at the bottom, on which D. J. Lawlor's shipyard was located in the 1880s. "M. St. R. R." stands for Metropolitan Street Railway, the horse car line that operated on Meridian Street until taken over by the West End Street Railway in 1887. (Bailey, O. H., View of East Boston, Mass. 1879 [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

one of which was for spars. A 1911 map shows W. H. Ellis on this site. By 1927, Nay Street had been put through behind the houses, and the Plymouth Company, a manufacturer of dye stuffs, was located on its south side behind the houses. On the north side of Nay Street—the wharf area—was a scrap yard. In 1950, the Plymouth Company was still on the south side of Nay Street and there were a few sheds on the north. The latter area is today a junk yard.

Topics for further research:

Cutler & Ward

D. J. Lawlor shipyard

W. H. Ellis

Plymouth Company

Sources for text:

Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford's Lithography, 1851).

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. L.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 157.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 6.

Plan . . . of East Boston Company, 1911.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 508.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 508.

2. Bay State Dredging Company

The 1900 Sanborn shows that the flats behind present 62 Condor Street, which had not been filled as late as 1888, had been filled in, the present two-story residence built on Condor, and that the Bay State Dredging Company occupied the rear of the property. A 1911 map shows the Eastern Coal Company on this site. By 1927 Bay State also occupied the front (Condor Street) part of the lot and used the former residence as an office. This was also the case in 1950.

Topics for further research:

Bay State Dredging Co. and its possible role in early 20th c. landmaking

History of this site since 1950

Sources for text:

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 157.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 6.

Plan . . . of East Boston Company, 1911.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 508.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 508.

3. Boston Electric Light Co./ Condor Iron Foundry Co./ Gibby Foundry Co.

About 1886 the Citizens Electric Light Company (called Boston Electric Lighting Company on the 1888 Sanborn) built a one-story building at what is now 80 Condor Street, and it is shown on the 1888 Sanborn map. By 1900 the original building had been enlarged or replaced and was clearly the East Boston power station for the Boston Electric Light Company. This is apparently the red brick building with monitor roof that still stands at 80 Condor. The flats behind this building, which had not been filled in 1888, had been filled by 1900 and Bay State Dredging occupied the rear of the property.

Meanwhile, about 1892 the Condor Iron Foundry had been established on the adjacent lot to the east and had built several one- and two-story buildings that are shown on the 1900 Sanborn map. A 1901 ad for the Condor Iron Foundry said it manufactured iron castings and had many patterns in stock for gears, sheaves, truck wheels, boilers, grate bars, rolls, flanges, derricks, balance wheels, cleats, punches and shears, and other products. In 1902, after Boston Electric Light had been acquired by Boston Edison, Condor Iron took over its building. And it may have been at this time that the adjacent one-story monitor-roofed reinforced concrete building with the attached three-story reinforced concrete storage building at the rear—both of which still exist—were erected.

In 1904 George H. Gibby, who had been the treasurer of Condor Iron and had a brass foundry on Border Street, established the Gibby Foundry Company as the successor to Condor Iron. A 1904 ad said that Gibby manufactured all kinds of

iron and brass castings. Gibby used the former Electric Company brick building as the brass foundry and the adjacent concrete monitor-roofed building as a machine shop. Sometime between 1905 and 1910 Arthur W. Gibby, who had been treasurer of Mechanics Iron Foundry in Roxbury, joined the firm as president. A 1910 ad said that, in addition to castings, Gibby manufactured Crescent and Thayer heaters. In 1927 Gibby, which still manufactured iron and brass castings, had enlarged the foundry building on the adjacent lot to the east. By 1950 A. W. Gibby occupied only the former electric company part of the property—the foundry on the adjacent lot to the east having been demolished—and used the present red brick building at 80 Condor Street for bronze and aluminum castings. The former Gibby Foundry buildings are now an auto body shop.

Topics for further research:

When the brick building at 80 Condor St. was built and by whom

History of this site since 1950

Sources for text:

Stott, Peter, Boston & Lockport Block Company. East Boston Industrial Survey. On file at Massachusetts Historical Commission, Boston.

Boston Directory, 1901, 1904, 1905, 1910.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 157.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 6.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 508.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 508.

4. Boston & Lockport Block Company

In 1840, Samuel Loud (1818?–1892), who had come to Boston in the 1830s from Portsmouth, New Hampshire, began manufacturing wooden pumps and tackle blocks on Fulton Street in the North End with partner Elijah H. Bagnall. In 1885 they incorporated the Bagnall & Loud Block Company as “the sole U.S. manufacturer of metaline and improved roller bushed tackle blocks.” In 1888 they merged with the Penfield Block Company of Lockport, New York, becoming the Boston & Lockport Block Company, which advertised wooden and steel tackle blocks, pumps, differential hoists, baggage trucks, and other handling equipment. That same year the company

moved to Condor Street in East Boston, where it erected several frame buildings on land and a wharf that had been created sometime between 1851 and 1874.

By 1900 these buildings had been enlarged and in 1907 were replaced with a four-story reinforced concrete building on Condor Street, which still stands, that housed wood and metalworking shops and, behind it, a one-story concrete forge shop, now demolished. The one-story connecting brick power plant and chimney still remain, however.

In 1920 Boston & Lockport Block built a two-story brick building on the east side of Brooks Street, which also still stands, which had a machine shop on the first floor and woodworking shop on the second. In 1930 the company employed nearly two hundred workers. In the mid-1970s Boston & Lockport Block was absorbed by the Brewer-Titchener Corporation and moved to Cortland, New York. The buildings have since had smaller tenants.

Sources for text:

Stott, Peter, Boston & Lockport Block Company. East Boston Industrial Survey. On file at Massachusetts Historical Commission, Boston

Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford's Lithography, 1851).

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. L.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 157.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 6.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 508.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 508.

5. Mast and spar makers

Sometime between 1851 and 1874 a wharf was extended into Chelsea Creek east of Brooks Street and a mast yard located on it. In 1888 this was Young & Caldwell mast and spar makers. In 1900 this sparyard was being run by the Boston Spar Company and in 1911 by Pigeon Company. By 1927 the Boston & Lockport Block Company had built their two-story building on Condor Street (see above) in front of the former spar yard, the flats around the latter had been filled in, and Boston & Lockport Block presumably owned that back part of the lot as well.

Topics for further research:

Young & Caldwell

Boston Spar Company

History of this site since 1911

Sources for text:

Eddy, R. H., *Plan of East Boston, . . .* (Boston: Tappan & Bradford's Lithography, 1851).

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston,*

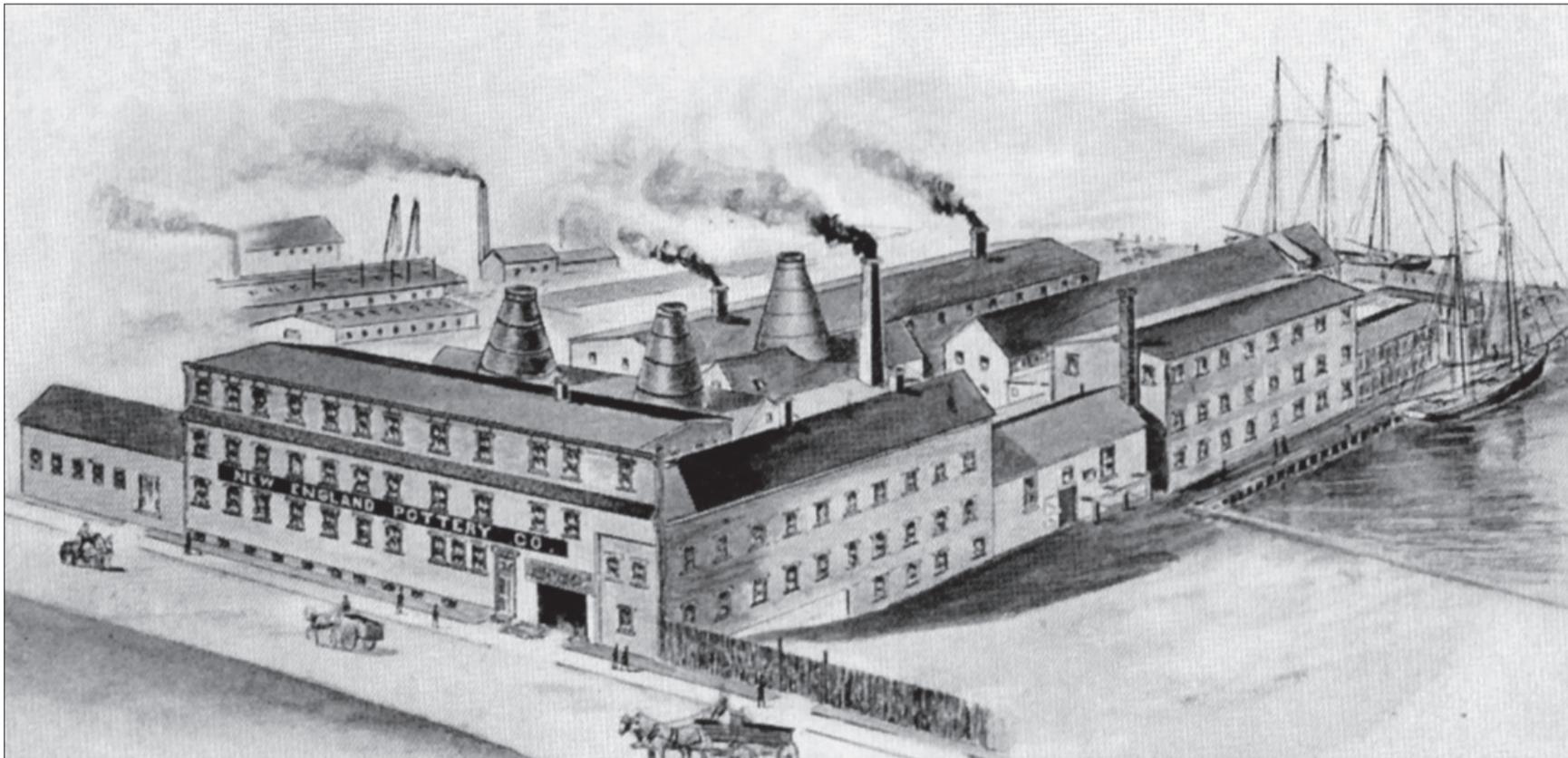
City of Chelsea, Revere and Winthrop (Philadelphia: G. M. Hopkins & Co., 1874), Pl. L.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 157.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 7.

Plan . . . of East Boston Company, 1911.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 509.



New England Pottery Company 1897

This c.1897 drawing shows the New England Pottery Company and its three kilns on Condor Street. The buildings on the east (near) side were used for molding and for grinding glazes and clay; the building on the west (far) side was used for drying, molding, and decorating. Clay was stored in the buildings at the back of the property near Chelsea Creek where ships unloaded supplies. Because not much filling had been done north of Condor Street, the water was much closer to the street than it is today. (Engelhardt, Geo. W., Boston, Massachusetts. [Boston: Chamber of Commerce, 1897]).

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 509.

Possible sources of images:

Bailey, O. H., *View of East Boston, Mass. 1879* (Boston: O. H. Bailey & Co., 1879) – detail shows wharf and buildings

6. Boston Earthen-ware Manufacturing Company/ East Boston Crockery Manufacture/ New England Pottery Co./ Boston Pottery Co./ East Boston Potteries, Inc.

The 1851 map shows Salt & Mear’s Pottery wharf between Brooks and Putnam streets—the only development at that time on the Condor Street waterfront between Meridian and Knox (now Glendon) streets. Sumner says the pottery was not established until 1854, however, and this is the founding date usually cited in later pottery ads. In any event, Sumner says the pottery was established by Frederick Mear, an English potter, assisted by William F. Homer as the Boston Earthen-ware Manufacturing Company and manufactured earthenware and fire bricks. He goes on to say that in 1857 the pottery was leased to J. H. Lord & Co., who installed steam power, and the name changed to the East Boston Pottery. In 1868 the East Boston Crockery Manufacture, W. F. Homer proprietor, advertised that it made white glaze, porcelain lined, yellow, and Rockingham wares. The pottery, with three kilns and other buildings, is clearly shown on the 1874 Hopkins map.

In 1876 the pottery apparently changed hands, becoming the New England Pottery Company under the direction of Thomas Gray and L. W. Clark and manufacturing white granite and C.C. [meaning cream-colored—lighter than late eighteenth-century cream-colored earthenware, it is called “whiteware” by most historical archaeologists] table and toilet wares. By 1888 the made land on which the pottery was located had been extended and the pottery continued to manufacture whiteware, in the late 1880s adding “porous cells for electrical purposes” and by 1902 also “stock for water filtering.” By 1900 the New England Pottery had extended the filled wharf area further and added some buildings.

Beginning in 1915 the pottery apparently underwent some new changes of ownership. That year the firm was listed in the *Boston Directory* as the Boston Pottery, in 1917 it was not listed at all, and from 1918 to 1920 it was called the Malden China Company. From 1921 on it was again listed as the Boston Pottery. The 1927 Sanborn map indicates that by then the pottery had five kilns and had consolidated near Condor Street, leaving the back part of the lot, which had been filled in further, vacant.

At the end of the 1920s there was apparently yet another change of ownership. From 1928 until 1931 the site was vacant. In 1932 the firm was listed as East Boston Potteries, Inc., which had been incorporated in 1930 with David Shulman as president and Naomi Goldstein as treasurer and produced chinaware. By the late 1930s Goldstein was both president and treasurer. In 1950, the last year the pottery was listed in the *Directory*, the Sanborn map indicates that East Boston Potteries, Inc. did crockery decorating and was located just in one building on Condor Street with one kiln at its west end. In that year the back of the property was owned by the State Fuel Company and was part of a tank farm. The site continued to be owned by State Fuel and the Consolidated Fuel Company until at least 1960 and later became the Hess Oil site.

Topics for further research:

History of the pottery in the 20th c.

Whether the existing one-story brick building next to 130 Condor Street is the c.1927 kiln

Sources for text:

Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 710.

Eddy, R. H., *Plan of East Boston, . . .* (Boston: Tappan & Bradford’s Lithography, 1851).

Boston Directory, 1868, 1876, 1888, 1902, 1915, 1917–1921, 1927–1932, 1937, 1950, 1960
“Trenton’s Potteries,” *New York Times*, 29 March 1873.

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. L.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 157.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 7.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 509.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 509.

Possible sources of images:

Bailey, O. H., *View of East Boston, Mass. 1879* (Boston: O. H. Bailey & Co., 1879) – detail showing pottery

7. Steam laundry/ Eastern Dredging Co./ G. H. Breymann & Bros. Dredging/ State Fuel Co./ Hess Oil

Both the 1874 and 1888 atlas maps show a building on the north side of Condor Street just west of Putnam, and the 1888 map identifies it as a steam laundry. By 1900 this building was being used as an office by the Eastern Dredging Company, which had apparently filled in some of the rear of the lot and extended two piers from it. In the 1890s Eastern Dredging had been engaged in filling the South Boston Flats, making the land where the office buildings east of the World Trade Center are now located. By 1927 the dredging operation was owned by G. H. Breymann & Brothers and the former laundry building was being used to store rigging. By 1950 the front part of the property was virtually vacant, the rear had been filled in, and, behind a dike, were the tanks of the State Fuel Company, later Hess Oil.

Topics for further research:

the steam laundry

Eastern Dredging Co.

G. H. Breymann & Brothers Dredging

Dates of the various landmakings on this site

State Fuel Company

Hess Oil – including dates its tanks were removed and the property acquired by the city

Sources for text:

Hopkins, G. M., *Atlas of the County of Suffolk, Massachusetts. Vol. 4th: East Boston, City of Chelsea, Revere and Winthrop* (Philadelphia: G. M. Hopkins & Co., 1874), Pl. L.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 157.

Seasholes, Nancy S., *Gaining Ground: A History of Landmaking in Boston* (Cambridge, Mass.: MIT Press, 2003), 314.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 7.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 509.

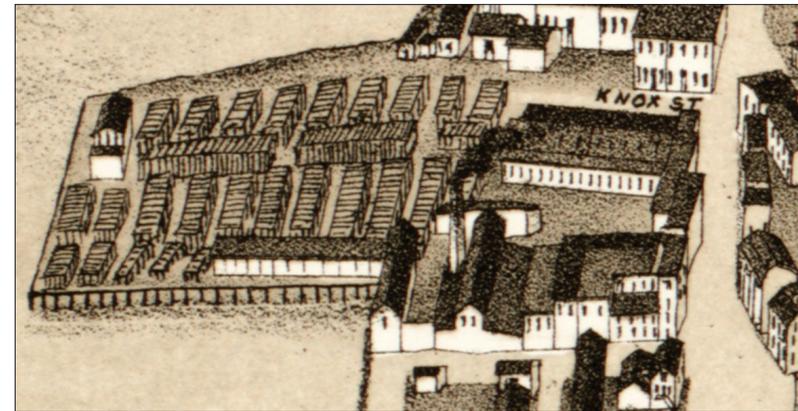
Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 509.

8. Glendon Rolling Mill/ Glendon Company/ Boston Sand & Gravel/ Condor Street Urban Wild

As early as 1851 the Glendon Rolling Mill had a sizable building on Eagle Street just east of Knox (now Glendon) Street and had filled a large wharf in front of it that extended all the way out to the harbor line. In 1873 the Glendon Company began to be listed in the Boston *Directory*. An 1879 ad indicates that it was a lumber dealer that carried doors, sashes, blinds, gutters, conductors, wood molding of all descriptions, and manufactured all kinds of builders' wood work. In 1888 there was a sash and door factory, presumably of the Glendon Company, on Glendon Wharf, which was covered with piles of lumber. In 1900 Glendon Wharf was vacant.

By 1927 Condor Street had been put through across the wharf, Boston Sand & Gravel had a machine shop on the wharf area north of Condor, and the city Street Department had sheds on the lot that is now a playground. In 1950 Boston Sand & Gravel had a sand and gravel yard north of Condor, and the playground had been established south of it.

In 1980 the city acquired the Boston Sand & Gravel property and transformed it into the Condor Street Urban Wild, which opened in 2003.



Glendon Company 1879

This detail from an 1879 bird's-eye view of East Boston shows the large wharf north of Eagle Street on which the Glendon Company had a factory that manufactured wood work. One can see the stack of the planing mill as well as piles of lumber on the wharf. Note that Condor Street had not yet been put through across the wharf to what was then Knox and is now Condor Street. (Bailey, O. H., *View of East Boston, Mass. 1879* [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

Topics for further research:

Glendon Rolling Mill

Construction of Glendon Wharf

Glendon Company

Occupants of site between Glendon Company and Boston Sand & Gravel

Boston Sand & Gravel's use of this property

Reasons city acquired this site

Reasons for and creation of Condor Street Urban Wild (including explanations of the features in the park)

Sources for text:

Eddy, R. H., *Plan of East Boston*, . . . (Boston: Tappan & Bradford's Lithography, 1851).

Boston Directory, 1873, 1879.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 161.

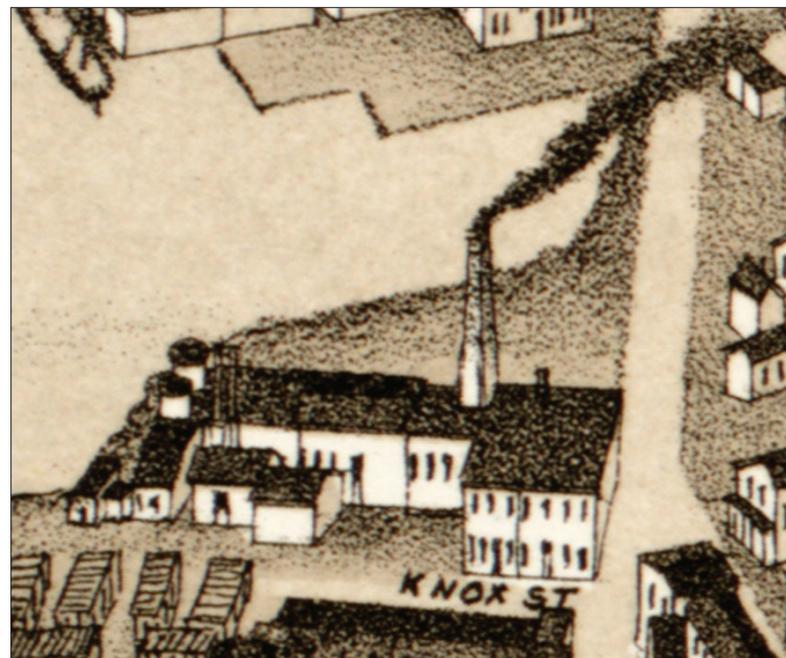
Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 9.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 514.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 514.

9. W. H. Swift & Company Color & Chemical Works

In 1873 William H. Swift (1850–1899), who had previously worked at a ship chandler's, formed the William H. Swift and Company with C. Linzee Tilden and started a business as commission merchants and manufacturers' agents for the sale of dry colors, pigments, albumen, prepared blood, lactrin, starch, and hemlock bark extract. They were also the agents for Stein, Hirsch & Company of Chicago, which converted blood from the stockyards to albumen and dye, the Cook Extract Company of Perth, Ontario, and the Boston Color Works. Their factory was on Eagle Street on made land immediately east of Glendon Wharf. By 1881 they also had a factory in Durham, New Hampshire, and were manufacturing colors and chemicals, which, according to a *Directory* ad, included: acetic acid, blue vitriol, nitrates of lead, pulp and dry colors, paris green, sugar of lead, and all products for the distillation of wood alcohol. An 1888 ad was similar but added that the company manufactured acids, chemicals, colors, and wood alcohol. The firm's factory in East



W. H. Swift & Company 1879

This detail from an 1879 bird's-eye view of East Boston shows the W. H. Swift & Company plant on Eagle Street just east of Knox (now Condor) Street in which it manufactured acids, colors, and products for distilling wood alcohol. (Bailey, O. H., View of East Boston, Mass. 1879 [Boston: O. H. Bailey & Co., 1879]. Courtesy of the Norman B. Leventhal Map Center at the Boston Public Library).

Boston is shown on both the 1888 and 1900 Sanborn maps. A 1911 map indicates that by then it was the Merrimac Chemical Company.

By 1927 the former color and chemical works lot was vacant and in 1950 was being used by the city sanitary division, a use similar to the present one by the city DPW. The presence of a former chemical works next to the present Condor Street Urban Wild may explain the extremely high lead levels found at the latter site that necessitated its being capped with the present artificial hill.

Topics for further research:

Dates the Swift and Merrimac companies left this site

Sources for text:

“William H. Swift,” obituary, *Boston Evening Transcript*, 22 May 1899, 11.

Boston Directory, 1873, 1881, 1888.

Sanborn Map and Publishing Co., *Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map and Publishing Co., 1888), Pl. 161.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 9.

Plan . . . of East Boston Company, 1911.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 514.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 514.

10. West End Street Railway/ Boston Elevated Railway/ MTA power station and car barn

The West End Street Railway began to electrify Boston trolley lines in 1889 but did not begin to electrify the East Boston part of the system until 1894. In that year the company built a small brick power station on Eagle Street just east of the Swift Color & Chemical Works (see #9 above). The building, designed by Providence engineer F. P. Sheldon, had terra cotta coping, granite sills, and a tile roof and was intentionally quite plain because the railway was losing money at that time. Frame car barns were also built in 1894 immediately east of the power station. When the West End Street Railway was acquired by the Boston Elevated Railway in 1897, this building, with a rear addition added in 1907, remained the power station for the East Boston trolleys. It continued to be the East Boston power station when the trolleys using the tunnel under the harbor between Maverick Square and downtown Boston were replaced with rapid transit trains in 1924 and again when the Boston Elevated Railway became the Metropolitan Transit Authority (MTA) in 1947. In 1951 the frame car barns were replaced with brick buildings, and as late as the mid-1980s this plant was still supplying power to the Blue Line.

Topic for further research:

Date and reason(s) why the 1894 brick power station was demolished

Sources for text:

Stott, Peter, West End Street Railway: East Boston Power Station. East Boston Industrial Survey. On file at Massachusetts Historical Commission, Boston.

Sanborn-Perris Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn-Perris Map Co., 1900), Pl. 9.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 514.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 514.

Possible sources of images:

Photo of the 1894 power station and car barns

11. Boston Ice Company

The Boston Ice Company was apparently established in 1866 and for many years supplied customers with natural ice cut in the winter from ponds in Chestnut Hill, Dedham, Wellesley, Sharon, Wakefield, Ayer, North Chelmsford, and North Grafton, Massachusetts, and in Newton Junction and Milton, New Hampshire. The ice would then be stored until warmer months. In 1909 the company began to manufacture ice, using distilled water and steam power, at a plant on Howard Street in Boston. At the end of 1922 the company modernized the plant to use filtered water and electricity to manufacture ice and in 1923 built a new plant on Heath Street. In 1927 Boston Ice began a large modernization program, selling its natural sources and building six new plants in Boston, Chelsea, East Cambridge, and Malden. By 1930 there were also refrigerated outlets in East Boston, Forest Hills, West Roxbury, and South Boston.

The 1950 Sanborn shows that the brick building now at 370 Eagle Street was owned then by the Boston Ice Company; the building is not on the 1927 Sanborn.

Topics for further research:

Date of construction and original function of building at 370 Eagle Street

Date Boston Ice Co. left this building

Subsequent uses of this building

Sources for text:

Stone, Orra, *History of Massachusetts Industries*, vol. 2 (Boston and Chicago: S. J. Clarke Publishing Co., 1930), 1380–1382.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1927), Pl. 519.

Sanborn Map Co., *Insurance Maps of Boston, Massachusetts. Volume 5: East Boston, Charlestown* (New York: Sanborn Map Co., 1950), Pl. 519.

12. East Boston Sewage Pumping Station

The sewage pumping station on Chelsea Creek just upstream from the Chelsea Street Bridge was originally built in 1894–1895 as part of the North Metropolitan system, one of the three sewerage systems constructed between the 1880s and first decade of the twentieth century to modernize Boston's method of disposing sewage. Before that time Boston sewers had simply discharged raw sewage at the nearest shoreline from where the sewage was supposed to have been carried away by the ebb tide—actually much of it was brought back by the incoming tide and sat festering on the flats at low tide. The late nineteenth/early twentieth century systems installed intercepting sewers to collect the sewage before it was discharged and carry it to a pumping station. There the sewage was pumped up so that it flowed by gravity into an outfall sewer where, still raw and untreated, it was discharged into Boston Harbor.

The East Boston pumping station handled sewage not only from East Boston but also from all the rest of the north system—Woburn, Stoneham, Winchester, Arlington, Belmont, part of Wakefield, Somerville, Cambridge, Medford, Melrose, Malden, Everett, Charlestown, Chelsea, Revere, Winthrop, and Lexington—which was carried to the pumping station by a sewer under Chelsea Creek. The East Boston station then pumped the sewage up about fifteen feet using unusual centrifugal pumps manufactured by the Allis-Chalmers Company of Milwaukee. These pumps were so successful that Allis-Chalmers later advertised them as “Boston Type” pumps. From there sewage flowed by gravity through sewers under Orient Heights, Winthrop, and across Shirley Gut to the Deer Island pumping station, which still stands on the southwestern shore of that island. There the sewage was raised about eleven feet so that it could flow by gravity through the outfall sewer to its point of discharge near Deer Island Light.

The East Boston Pumping Station was seriously damaged during the Chelsea fire of April 12, 1908. It was then rebuilt and enlarged, the work completed in 1911. The pumping station continued in operation until 1989. Even as late c. 1980 two of the original pumps were still in place and one was still in use.

Topics for further research:

When and why this station was discontinued

Use of the original pump in the 1980s

Status of the building and pumps today

Sources for text:

Stott, Peter, MDC Sewage Pumping Station. East Boston Industrial Survey. On file at Massachusetts Historical Commission, Boston.

Metropolitan Sewerage. [Massachusetts] Public Document No. 45 (1898), 69–71.

1909 Annual Report of the Metropolitan Water and Sewerage Board. [Massachusetts] Public Document No. 57 (1909), 158–159.

13. Battle of Noddles Island and Chelsea Creek

The section of Chelsea Creek upriver from the Chelsea Street Bridge was the scene of one of the earliest engagements in the Boston area during the American Revolution. Like all the other early Boston-area engagements that occurred in the period between the confrontations at Lexington and Concord on April 19, 1775, and the Battle of Bunker Hill on June 17, 1775, this one began as a raid for provisions on a Boston Harbor Island.

According to Sumner, on May 27, 1775, American Colonel Stark was sent with three hundred men to clear the livestock from Noddles and Hog islands so that these provisions would not be taken by the British. After the patriots had driven three or four hundred sheep inland from Hog Island, now Orient Heights, they crossed to Noddles Island, now the main part of East Boston, to capture cattle from the British there. At this point the British sent a schooner armed with sixteen small guns accompanied by eleven barges of marines up Chelsea Creek to cut off the patriots. General Gage also sent British reinforcements across the harbor from Boston, and the two forces drove the patriots back to Hog Island. Patriot general Putnam then came to the aid of the Americans with three hundred men and two guns. The fight lasted all night but, although fresh British troops arrived from Boston, the patriots forced the crew of the schooner to abandon her and flee and drove back the other vessels. The patriots took the schooner's artillery, burned her, and then retired to the mainland.

Many “first’s” have been claimed for this engagement, which is variously called the Battle or Battles of Noddles Island and Chelsea Creek. It was clearly not the first such engagement in the immediate Boston area, for the so-called Battle of Grape Island—sparked by an attempt to gather hay for British horses—occurred on May 21, 1775. The events on Noddles Island and Chelsea Creek may, however, have been the first use of artillery in the Boston area. Whether this engagement should also be considered the first “naval” battle of the Revolution needs to be determined by naval historians.

Sources of text:

Sumner, William Hyslop, *History of East Boston* (Boston: J. E. Tilton Co., 1858), 367–381.



APPENDIX

The historical sites on East Boston's waterfronts can be categorized not only geographically, as they are in the main body of this report, but also thematically. Although these themes have not been addressed specifically in this report, as explained in the Introduction, they may be helpful in future interpretation of the sites identified in the report, so a discussion of them is included here. This discussion first appeared in Appendix 1 (pp. 100–103) of the Amendment to the East Boston Waterfront District Municipal Harbor Plan prepared by The Cecil Group for the Boston Redevelopment Authority.

Overall Themes

Most of the historical sites on the East Boston waterfronts, including those sites on the New Street and Boston East parcels, can be grouped into several overarching historical themes. These themes help organize the individual sites into frameworks that explain their relation to other historical sites and to the development of East Boston. The overall themes suggested for this study are:

Shipping (freight and passenger)

Shipbuilding and related industries

Other industries

Railroads (freight and passenger)

Ferries and tunnels

Immigration

East Boston history

The following discussion will explain the relevance of each of these themes to the development of East Boston's waterfronts and then will identify the specific historical sites on the New Street and Boston East parcels, pointing out the overall themes to which these sites are related.

Shipping (freight and passenger)

The Marginal, Sumner, and Border Street waterfronts in East Boston originally had the advantage, in comparison with most other waterfronts in Boston, of fronting on a relatively narrow margin of tidal flats. This meant that wharves could be extended to deep water rather easily, making East Boston a deepwater port. By the early 1850s, less than twenty years after the development of East Boston had begun, there were substantial wharves on the Marginal and Sumner Street waterfronts, many of them utilized for shipping. Prominent among the early shipping wharves were those of the Grand Junction Railroad off Marginal Street (now Piers Park) and of the Cunard Line, whose wharf was between Orleans and Cottage streets, approximately along the east side of present Pier 1. The Cunard Line had begun service in

1840 with Boston as its only American port—grateful Boston businessmen built a large pier for it on the Marginal Street waterfront. In 1847, however, the line shifted its American port to New York City because the latter was more ice-free during the winter. Cunard did have passenger service at its East Boston wharf in the late nineteenth and early twentieth centuries, however, and apparently carried many of the Eastern European Jewish and the Italian immigrants who poured into Boston during this period. The Grand Junction was chartered in 1847 and by the early 1850s had filled in a large area in front of Marginal Street and constructed a number of wharves. In 1869 the Grand Junction was taken over by the Boston & Albany, and that railroad operated large grain elevators on the Marginal Street site in the late nineteenth and early twentieth centuries. The Border Street waterfront did not have as many shipping wharves, perhaps because this waterfront was devoted primarily to shipbuilding from the 1840s on or because the tidal flats extend out further there.

Shipbuilding and related industries

East Boston was the center of Boston's wooden shipbuilding industry in the 1840s and 50s—the heyday of the clipper ships. Shipyards and related industries lined the Border and Sumner Street waterfronts. Notable among these were Donald McKay's yard on Border Street between Monmouth and Eutaw and Samuel Hall's East Boston Dry Dock Company on the present Boston East site. After the wooden shipbuilding industry was ended by the panic of 1857 and the rise of iron-hulled steamships, East Boston continued to be a locus of ship construction and repair. In the later nineteenth century, there were shipyards with marine railways and drydocks not only on the Border and Sumner Street waterfronts but also Simpson's Dry Dock Company on Marginal Street on the site of the present Massport shipyard and a shipyard on Condor Street. In addition, there were a number of shipbuilding-related industries on the waterfront, such as the Atlantic Works, which built marine steam engines and iron-hulled vessels at its site on Border Street, and Hodge Boiler Works, which manufactured ship boilers and moved from Liverpool to Sumner Street in 1902. Ship repair continued to be an important East Boston waterfront industry in the twentieth century. The Atlantic Works purchased the former East Boston Dry Dock Company site on Border Street in 1902 and by 1922, with a number of floating dry docks and marine railways, was the largest private ship repair facility in Boston. In 1928 Bethlehem Shipbuilding purchased both the Atlantic Works and the Simpson sites and operated both shipyards during World War II. More recently, General Ship Corporation operated a repair facility at the site of the original Donald McKay yard on Border Street. The only remaining shipyard now in East Boston is Massport's on the site of the former Simpson/Bethlehem yard on Marginal Street.

Other industries

In addition to industries related to shipbuilding, a number of other industries were located near the waterfront on Border and Condor streets. On Border Street, there

was a node of businesses associated with house construction between Maverick Street and Central Square of which two buildings survive (McLaren's Shop and Sawmill at 135–139 and Chase's Carpentry Shop at 161–163). Between Central Square and Condor Street were a 1903 paint factory and c. 1890 car house of the West End Street Railway. On Condor Street were a variety of industries including an iron foundry, a company that manufactured wood and steel tackle blocks, a pottery, a sash and door factory, and a power station and car barn of the Boston Elevated Railway Company. In contrast to the other waterfronts, there do not seem to have been non-shipbuilding industries near the Marginal Street (Jeffries Point) waterfront, perhaps because the East Boston Company originally prohibited manufacturing or business on Jeffries Point house lots.

Railroads

In 1838 the Eastern Railroad began service between Boston and Salem (extended to Portland in 1842), entering the city through East Boston on tracks that ran the length of Bremen Street to the waterfront (now the Greenway) and then ferrying its passengers across the harbor to the North End. In 1847 the Grand Junction Railroad was chartered, originally to connect the freight yards of the Boston & Maine in Somerville with the wharves on the East Boston waterfront. The Grand Junction entered East Boston over a bridge just upriver from the Chelsea Street Bridge and then used the Eastern's tracks. By 1851 the Grand Junction had filled and constructed a large wharf complex on the Marginal Street waterfront (now Piers Park). The Eastern changed its route in 1854 to enter Boston through Charlestown and the Grand Junction went bankrupt in 1856. In 1869, however, the Grand Junction merged with the Boston & Albany and the latter then used the tracks through East Boston. In the late nineteenth and early twentieth centuries, the Boston & Albany operated large grain elevators on the Marginal Street waterfront. Most recently, the rail alignment through East Boston was used by Conrail. Meanwhile, in 1875 the Boston, Revere Beach & Lynn (BRB&L) Railroad, a narrow gauge, had opened to serve Lynn residents in competition with the Eastern and to encourage the development of Revere. The BRB&L brought its passengers from Rowe's Wharf in Boston across the harbor by ferry. Passengers then boarded trains that ran through a tunnel under Jeffries Point and across the Basin on some of the same alignment as today's Blue Line. The BRB&L finally closed in 1940.

Ferries and tunnels

When the East Boston Company began to develop East Boston in 1833, it provided ferry service across the harbor between East Boston and the main part of the city. The ferry originally ran between Lewis Wharf in the North End and Lewis Street in East Boston. In 1843, however, after the Eastern Railroad had become a co-owner of the ferry, it built a new wharf for the ferry in the North End at what is today's Pilot House. In 1853 a rival ferry, called the People's Ferry, started service between

the foot of Border Street in East Boston and Lincoln's Wharf in the North End. After a ruthless fare war, the People's Ferry closed in 1863, but service on this route reopened in 1868 when it was acquired by the other ferry company. In 1870 the city took over both ferry lines, the one at Border Street known as the North Ferry and the one at Lewis Street as the South Ferry. After years of dispute about fares, in 1887 the city set the passenger fare at one cent. Thereafter, both the North and South Ferry were sometimes called the "Penny Ferry." Meanwhile, the Boston, Revere Beach and Lynn (BRB&L) Railroad, which opened in 1875, ran a ferry to carry its passengers across the harbor between Rowe's Wharf in downtown Boston and a wharf in East Boston on the site of the present marina on Marginal Street. From that point, the railroad ran through a tunnel constructed under Jeffries Point before emerging north of Everett Street and then proceeding across the Basin. The BRB&L ferry continued to operate until the railroad closed in 1940.

By the early twentieth century there was a demand for faster transportation between East Boston and the main part of the city. A trolley tunnel was thus built under the harbor, opening in 1904. On the East Boston side, the tunnel ran right under the South Ferry wharf, emerging in Maverick Square. Although the tunnel reduced passenger use of the ferries, they were still needed to carry vehicles between East Boston and downtown. In 1934, however, a vehicular tunnel—the Sumner—was built across the harbor, this time running right underneath the North Ferry wharf on the East Boston side. The tunnel reduced use of the ferries and the North Ferry closed in 1938. The South Ferry continued to operate until 1952. In 1961 a second tunnel, the Callahan, opened next to the Sumner to provide two additional traffic lanes, enabling each tunnel to become one-way.

Immigration

Like the rest of Boston, East Boston was populated by immigrants. In the 1840s, the early years of its development, these immigrants were primarily Canadian skilled workers, many of whom worked in the shipbuilding industry. In the 1850s there was an enormous influx of Irish, and by 1855, 23 percent of the population of East Boston had been born in Ireland. The Irish spread from Jeffries Point into the Central Square, Eagle Hill, and Harborview areas, and dominated East Boston politics and life through the 1880s. In the 1890s, Eastern European Jews began to arrive in large numbers, settling first on Jeffries Point and then in the Porter/Chelsea Street area. By 1905 they reportedly constituted the largest Jewish community in New England, but many soon began to move away. They were replaced by Italians, who began moving across from the North End in large numbers about 1905 and later came directly from Italy. The Italians reportedly settled first on Jeffries Point and then spread out; by 1915 they comprised 27 percent of the population and were centered in the area bounded by Cottage, Sumner, Havre, and Gove streets. Various historical sites are associated with the immigration to East Boston, most of them located on Marginal Street: the Immigration Building (1919), Golden Stairs, and Immigrants Home (1912 though first established in 1881).

East Boston history

Although the above themes cover many important facets of East Boston's history, none explain the overall history of East Boston and how the themes relate to it. It is therefore recommended that at the two proposed ferry landings and major gateways to Harborwalk—Lewis Landing and behind Liberty Plaza—there be interpretive panels about East Boston history. These panels should explain the early history of Noddles Island, the formation of the East Boston Company in 1833 to develop it as a new residential and industrial section of the city, and its subsequent development.

