



CITY OF NEWTON CITY-WIDE ARCHAEOLOGICAL RECONNAISSANCE SURVEY: PUBLIC EDUCATION REPORT



Newton Department of Planning and Development
Newton Community Preservation Committee

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CPC website.

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NINETEENTH-CENTURY LIFE IN NEWTON

Though agriculture remained important to the development of Newton, the nineteenth century ushered in a more industrial focus to the Newton area. Population growth was marked by a steady increase in the commercialization of the area. With new forms of transportation linking many towns across the eastern portion of the state and beyond, Newton's growth reflected the success of its agriculture, industry and commercial ventures.

Nineteenth-Century Agricultural Pursuits

As the century progressed, new forms of agricultural venture produced a general change in the economy of the eastern part of the town. In 1790, John Kenrick purchased a 75-acre farm that dated to 1732, when the Durant Family first occupied the property. This farm also incorporated land that had once been a part of Eliot's Praying Indian village, Nonantum. Following his purchase, Kenrick established a nursery on the southwestern slope of Nonantum Hill. While the nursery began as a small private operation, it became a commercial venture in 1794, and was considered the "first nursery of much importance in New England, known particularly for peach trees raised from stone" in 1831. After John died in 1833, his son, William, took over the nursery business. This small nursery began what was to be a part of a much larger nineteenth movement well documented in Newton.



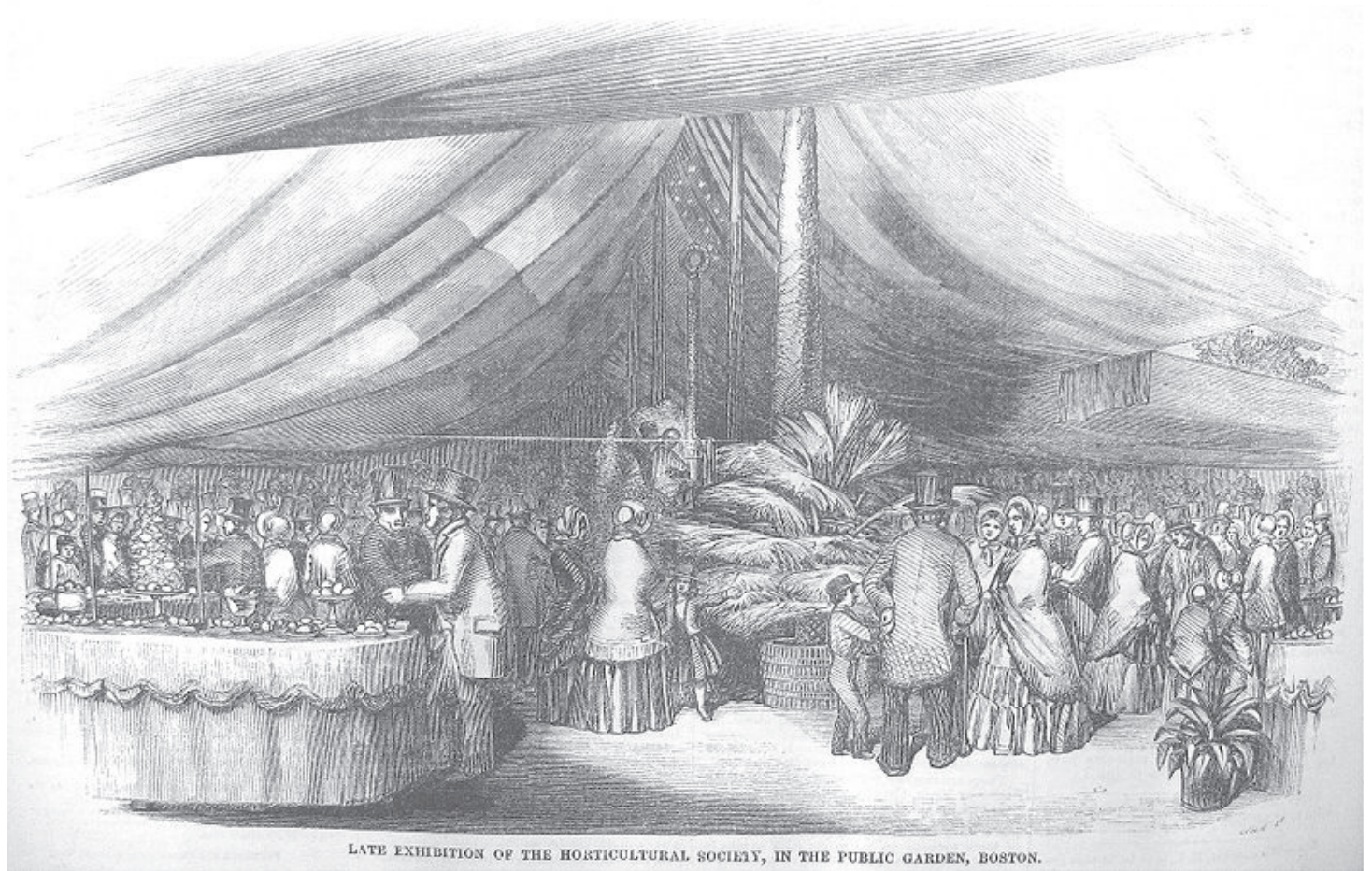
Bird's Eye View of Newton in 1878 (O.H. Bailey & Co.).

The "Garden City"

During the first quarter of the nineteenth century, developing taste for pastoral landscapes as well diversifying plants for ornamental and cash crops were components of "scientific naturalism" and "scientific agriculture." Broadly promoted, these ideas underlay the founding of the Massachusetts Horticultural Society in Boston in 1829.

Change was also occurring in the farming area known as East Newton. This section of Newton, which remained sparsely settled into the nineteenth century, was known for its fine apple orchards, cattle grazing pastures, meadows, swamps, and peat bogs. Historians Sweetser and Lee note that the area was "occupied by the market-gardens of Kingsbury, Hammond, Woodward, and the Stones" until 1850. Throughout the nineteenth century, nurseries and greenhouses became an increasingly important business with market gardens located in areas closest to Boston.

Interest in the pursuits of the Massachusetts Horticultural Society culminated in 1854 with the formation of the Newton Horticultural Society, which was particularly interested in methods of cultivation for a variety of seeds



Meeting of the Massachusetts Horticultural Society at the Public Garden, Boston in the 1850s.

(Image courtesy of http://en.wikipedia.org/wiki/Massachusetts_Horticultural_Society)

and fruits. Prominent leaders of the society were George K. Ward and John Ward, Jr.. The Society had two exhibitions yearly. At the end of June they exhibited ripe, early vegetables, and flowers. Anyone in Newton could exhibit and compete for prizes. During the end of September, the largest exhibit hall in the City was filled to overflowing as people exhibited the products of their farms and gardens. Prizes

were awarded and the exhibit closed with a members' festival considered to be "an occasion of much social enjoyment" according to Sampson, Davenport & Co. in 1875. During the winter months lectures and discussions were given in members' houses throughout the City.

Archaeological Signatures of Nineteenth-Century Farming

Farm complexes usually included a well (extending in some cases 20 to 30 feet deep) or spring house, other outbuildings, yards, paths and roads, a dump, kitchen garden, agricultural fields, orchard, pond, fields, pasture and woodlots bounded by fencing, hedgerows or stone walls. While evidence of some of these elements may be obvious, others such as animal yards may be represented by hard packed earth and relatively artifact free soil horizons. Over time, technological, economic and social changes made certain types of buildings unnecessary or obsolete, consequently they were destroyed or frequently moved and/or readapted “in a practical no-nonsense spirit

The Durant-Kenrick House site is located at 286 Waverly Avenue in Newton Corner. In 1732, the Durant Family purchased a 91-acre parcel for a farm that remained in the family until 1782. While the original purchase included a house and barn, the present house is said to have been built afterwards, between 1732 and 1740. At the time of the death of Edward Durant III, the last member of the family to have owned the property, the estate contained about 60 acres of land with a house and two barns including structures, related outbuildings, and landscape features.

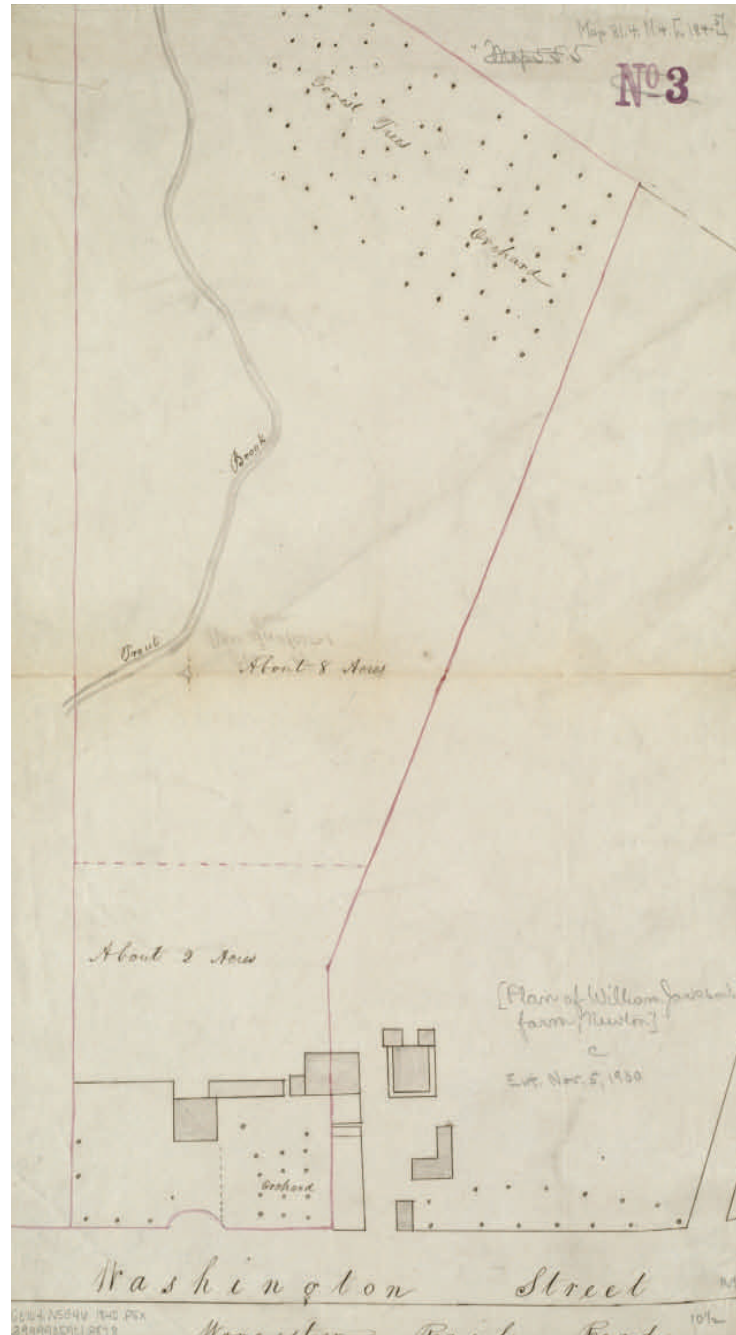


An archaeologist from UMass Boston documents a brick-lined cellar structure discovered at the Durant-Kenrick house during the 2011 field school. Associated artifacts indicate the cellar dates to the mid-nineteenth century and may have been used to store dairy products.

of farm improvement and modernization” according to historian Thomas Hubka.

Farmstead sites are likely to contain hidden foundation features reflecting construction and use of houses, sheds, barns, outbuildings, privies, dumps, gardens, plantings, animal yards and paths, and artifacts reflecting diverse activities and occupation sequences. Associated landscape elements may also include gardens, agricultural fields, stone walls, stone dumps, tree lines, hedgerows, orchards and groves. Specific types of outbuildings are defined by Thomas Hubka and divided into six categories: animal shelters, produce storage, vehicle storage, home industry, domestic structures and miscellaneous stores, mills, and cabins. The number and variety of these outbuildings and features relates to the financial viability of the proprietor and period of development of the farmstead.

The remains of water management systems may also be present, such as drainage trenches, culverts, levees, artesian wells, wells, water plants, pumping stations, and water mains. The remnants of the agricultural communities of the eighteenth and nineteenth centuries are still visible, and evidence of Newton’s agricultural heritage is preserved either in the few remaining standing structures, or as archaeological features.



Plan of the William Jackson farm in 1840.

The Jackson Homestead site is located at 527 Washington Street at the intersection of Jackson and Washington Streets in Newton Corner. Evidence exists of both Native American and Contact Period settlers. Boston University identified evidence of Native American activity in 1988. In 1998, Archaeologists Zeising and Clements identified evidence of a potential 1670/1690 foundation and midden deposits (kitchen waste), as well as 1809 construction methods consisting of landscaping, grading, and leveling. Further potential for archaeological features and landscaping elements dating to the earliest homestead exist, suggesting that extreme care should be taken with any subsurface modifications.

The Newton History Museum at the Jackson Homestead has detailed information about the site, much of it available online. The museum houses diverse collections of local significance, including the Jesse Fewkes collection of Native American artifacts. The Jackson Homestead archaeology collection lists 1,084 artifacts. Among these artifacts is a Late Archaic quartz projectile point known as a Squibnocket Triangle dating to about 4,000 years ago. The Homestead, also a stop on the Underground Railroad, is listed on the National Register of Historic Places.



Nineteenth-Century Overland Transportation

The development of transportation networks underlay substantial changes in settlement patterns in Newton into the twentieth century. Ease of transport and proximity to Boston were important factors in the growth of the town's village system.

Roadways

Some changes and improvements to travel and roadways can be attributed to the advent of the turnpike system around 1794, but were limited at best. As towns developed so too did the roadway system with the construction of county roads and town ways. While the county roads ran from farmstead to farmstead, public town ways were laid out for the benefit of the community. Continuing improvements in road construction and repair techniques allowed for increasing travel and transportation of goods, but there continued to be struggles.

An 1806 letter written by Mary Wilder recounts her trip from Flint's Pond in Lincoln to the area of Walden Pond in Concord. She noted that the paths were overgrown with shrubs that ran "through an intricate woods, which extends over part of Lincoln and Concord." Her party was lost in the woods for over two hours even though they were only

Nineteenth-century roads often provided less than ideal travel conditions.

three miles from her house in Concord Center. Unlike their eighteenth-century counterparts, roads constructed in the later part of the nineteenth century were capable of supporting a growing commerce. Nevertheless, in an essay read at the Massachusetts Horticultural Society near the end of the nineteenth century entitled "The Improvement and Ornamentation of Suburban and Country Roads" Newton resident Daniel Denison Slade discussed in great detail construction and maintenance procedures that should be taken due to the "miserably poor and ill-constructed roads" of the area. Throughout the mid-nineteenth century, the road network, or lack thereof, reduced cohesion in civic affairs as each village center provided its residents with essential needs.

In the early nineteenth century, stage coaches from the west ran through Newton Corner while others ran from Upper Falls to Boston through Newton Centre providing a connection to Boston for those doing business at the Falls. The stage left the Upper Falls daily at nine and left Boston daily at three for the return trip. Following the opening of the railroad, a stage coach connected the Upper Falls with the railroad station at West Newton while another stage coach connected Newton Centre with the stations at Newton Corner.

Railroads

The Massachusetts Senate and the House of Representatives passed an act in June 1831 that established the Boston & Worcester Rail Road Corporation as a private stock company. While initially constructed to be a locally oriented rail line, it was envisioned as the trunk of a great rail network radiating from Worcester to New York and the West. The corporation's directors had complete freedom in selecting the route and the location of the stations. Engineer John Fessendon, who surveyed the line, and agent William Jackson, who was responsible for procuring the land, determined the route and location of the stations. Construction for the line began in 1832, and the first scheduled passenger train traveled from Boston to Newton on April 17, 1834. Railroad stations were located at Angier's Corner (Newton Corner), Hull's Crossing (Newtonville) and Squash End (West Newton) (Rowe 1930). With its emphasis on passenger rather than freight service, the Boston & Worcester was so successful as the first railroad to cater to local needs that over 26,000 persons either boarded or left trains at the Newton Corner station by 1866.

In 1862, the Boston & Worcester and the Western Railroad, which had completed a line to Albany in 1842, merged to form the Boston & Albany Railroad. From 1881 to 1894, the Boston & Albany embarked on



Trolley Car on the Newton & Boston Street Railway.

(Image source: <http://freepages.history.rootsweb.ancestry.com/~dickbolt/TrolleyCarNewtonville.jpg>)

Near the end of the nineteenth century, street railways began to provide another means of improved transportation over horse-drawn carriages. These trolleys are also associated with the first wave of commuters who could now travel quickly to their job locations and recreational resorts. The first street railway in Newton, the Waltham and Newton Street Railway Company, opened in 1866. This form of transportation was so popular that nearly every year brought a new request for a franchise to run from one village to another (Rowe 1930). With the new trolleys, commuting to Boston became more practical and commonplace leading to population growth in Newton.

a program of improvements to the line's physical facilities with the construction of 32 new passenger stations. Architect H. H. Richardson designed nine of the stations, and 23 were designed by his successors Shepley, Rutan, and Coolidge. In conjunction with this program of railroad improvement and beautification, the Boston & Albany hired Frederick Law Olmsted to design landscape settings for many of the new stations establishing what became known as the Boston & Albany program of "railroad gardening." Newton, like many other cities, benefited from this program.

The next rail line to pass through the town was the Charles River Railroad, which was established in 1852. Traveling from Brookline to Needham, the railroad passed through the south side of the town making the stages from the Upper Falls to Boston unnecessary. While the line first focused on transporting gravel from Needham for use in filling in the Back Bay, it changed its focus to passenger service in the 1870s. In 1886, the Circuit Railroad was constructed connecting the Charles River Railroad from Newton Highlands with the main line of the Boston & Albany.

The arrival of the railroads and street railways or trolleys within Newton proved to be a catalyst for village development in a number of areas. The Boston & Worcester Railroad, running through the northern part of town, firmly established the villages of Newton Corner, Newtonville, West Newton, and Auburndale. While the south side of the town did not benefit from the Boston &

Worcester Railroad, the establishment of the Circuit Railroad stimulated growth in the area, leading to the development of the villages of Chestnut Hill, Newton Highlands, and Waban. As a result of the rail activity, suburban development increased as did the development of recreational areas such as Newton Golf Course and Norumbega Park.

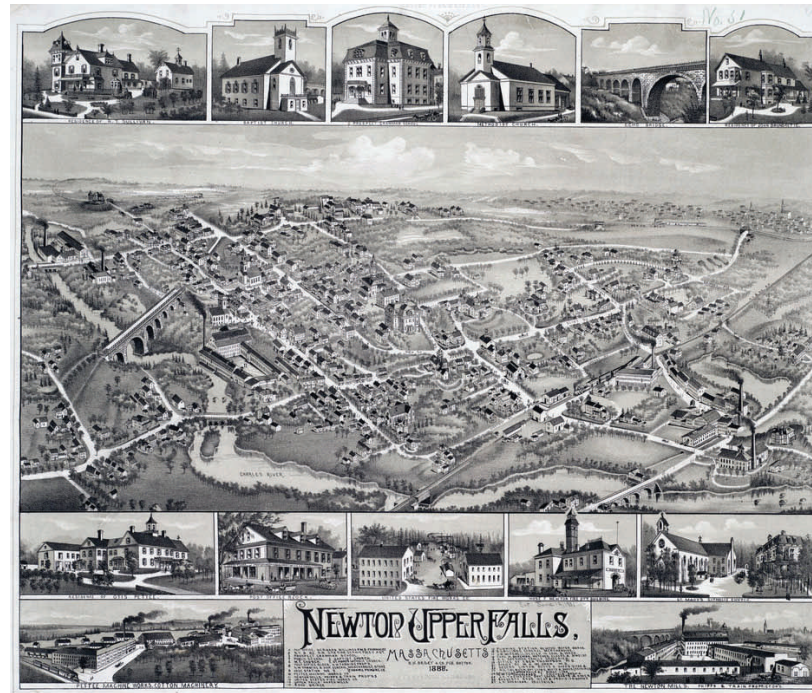
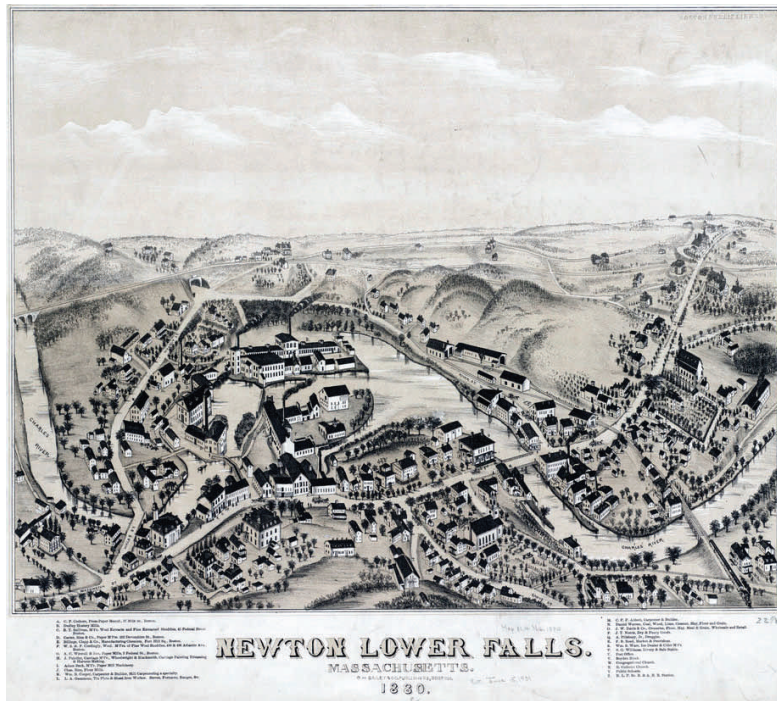
Archaeological Evidence Related to Transportation

Archaeological remains of sites associated with historic overland transportation corridors, including early roads, trails, bridges, rail stations and railroad lines (with their worker's camps, signals and switches) are expected to include activity areas marked by artifacts and features along the margins of the travel corridors. Rail yards and switching stations, in particular, have great potential significance to inform archaeologists about nineteenth-century engineering developments. Sites may also be residential and transportation related. This includes homes that were built along roadways or depots along the railroad. Sites may include a diverse array of artifacts, reflecting the activities of the people who resided along the roads or traveled on them. Stone walls, posts, gates, monarch trees, and relict domestic plantings may also represent significant landscape features associated with historic transportation routes.

Nineteenth-Century Economy and Industry

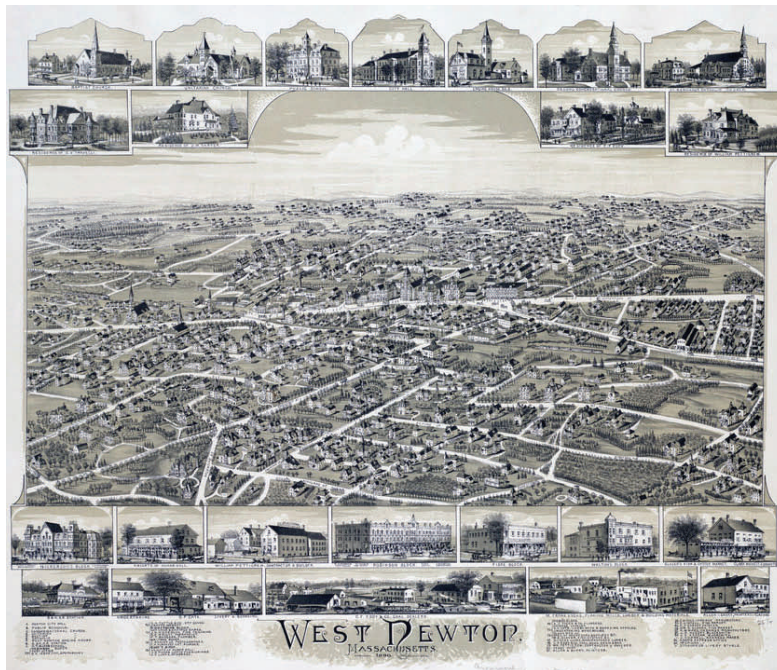
Newton's location along the Charles River assisted in the expansion of its economy and industry, namely the development of mills. The presence of sufficient waterpower encouraged development of one or multiple mills along a water source. Some mill complexes evolved from suppliers of a few commodities into larger production centers. Subsidiary industries such as blacksmith shops, carpentry shops, cooper shops, tanneries, textile mills, and iron manufacturing companies formed around this economy and stimulated the establishment of other community elements such as post offices, civic buildings, taverns, and stores. In effect, the mill became the nucleus around which the village and settlement cluster developed. In many locations, two to three generations worked in turn at the family industry, and owners sometimes provided workers with housing with rent usually deducted from the employee's pay.

As opposed to the grist and saw mills of the seventeenth and eighteenth centuries, a typical large nineteenth-century mill was a complex of two or three story buildings where different aspects of the process took place and different machinery was located. The lower level of the mill usually contained the power plant and the turbine-housing pit.



Industries Along the Upper Falls of the Charles

Success of mill production in the late eighteenth century continued into the nineteenth. With the War of 1812, and the Embargo Acts prohibiting the importation of foreign goods, the development of the American industries like the textile industry



Bird's Eye View of Newton Lower (top left) and Upper Falls (top right) and West Newton (left) in the nineteenth century (O.H. Bailey & Co. 1880, 1888, 1890).

Industrial sites were typically positioned where there was access to raw materials, transportation routes for movement of goods, and/or water sources for power. Newton's tremendous industrial development during the nineteenth century resulted from the water power potential of the Charles River.

expanded. Money, once invested in shipbuilding and foreign trade, was used to establish local cotton and textile mills as well as other industries and associated businesses.

In 1823, a large cotton mill called the Elliot Manufacturing Company was established on property previously used for a screw factory, wire mill, and annealing shop. This large complex continued to grow. Under the direction of Superintendent Pettee, one of the inventors and manufacturers of cotton machinery in America, a foundry was constructed on the site for making machinery for cotton mills.

In 1841, Pettee purchased all the property of the Elliot Manufacturing Company including the cotton factory and workers' housing. The company built most of their cotton machinery on site as well as that of other early cotton mills, such as the Boston Manufacturing Company of Waltham, and the Jackson Mills in Nashua, NH. Not only did Pettee employ hundreds of workers, but he was also instrumental in getting the railroad constructed from Brookline to the Upper Falls. When Pettee died in 1853, his business along the upper falls included a cotton factory containing 9,000 spindles, a machine shop employing 300 workers, and a steam furnace for iron casting employing about 15 workers. Cotton manufacturing continued on the site until 1884. Then, from 1886 to 1962, silk manufacturing took place. In 1962, the buildings were acquired for a variety of commercial ventures, some of which still exist. The area became known as Echo Bridge Park.

In 1783, Jonathan Bixby constructed another dam and a rolling mill on several acres of land below the falls. Bixby produced scythes from bog iron dug in nearby lowlands. Bixby sold the property to Rufus and Davis Ellis, who constructed a new rolling mill on the site in 1799, under the name of the Newton Iron Works. In 1809, they constructed a new factory on the property that produced cut nails and steel products. In 1813, a cotton mill was constructed, and in 1823, a new company was formed under the name of the Newton Factories. In 1850, after the cotton mill was destroyed by fire, a nail

The Ware Papermill/Crehore Mill site is located at 2276 Washington Street in Newton Lower Falls. This was the first paper mill constructed in Newton Lower Falls. The mill was acquired by Lemuel Crehore between 1825 and 1845 and was known as the Crehore Mill. The mill was sold in 1919 and continued in production until 1938.

factory was built in its place in 1853. By the 1850s, it was estimated that mills along the upper dam produced as much as 1,500 tons of bar iron and 500 tons of cut nails.

The tremendous growth in this area can be appreciated when comparing population demographics showing six families living in the area prior to 1800 and about 1,300 living in the area by 1850. A number of other businesses, including a paper mill, grist mill, and planing and molding mill conducted business until 1873 when the complex was destroyed by fire and never rebuilt. In 1888, a building was constructed near Quinebequin Road that was used by the Newton Rubber Company, the International Tire Company, the Leather Tire Goods Company and the Acme Broom-Works before it too was destroyed by fire in 1907. Aside from an associated raceway no structures from these businesses exist.

Industries along the Charles River and Silver Lake

Important businesses were operating by Silver Lake from the mid-nineteenth century. A stocking and hosiery mill known as the Dalby Mills Company was constructed by Englishman Thomas Dalby in 1852. Following the Civil War, Dalby's company failed, and the property was bought by the Nonantum Worsted Company in 1867. The company produced worsted yarn and proved to be the largest business in the area. The company was so busy that it relied on hundreds of workers to run its steam-powered spinning machines. In 1896, the company went bankrupt and the property was taken over by the Saxony Worsted textile firm in 1912. The company closed its doors by 1930. In 1866, the Silver Lake Company manufactured solid braided cord and steam packing for three years before failing.

After the Revolutionary War, David Bemis constructed a bridge to Watertown (present-day Bridge Street), and in 1778, Bemis and Enos Summer built the original dam along the Charles River by the bridge. A paper mill was constructed by the dam in 1779 under the ownership of Bemis, and businessmen from Boston and Hartford.



Quarried stone rubble associated with the Bemis Mill site, Bridge Street.

After becoming owner of two-thirds of the business in 1781/82 he ran it with his son, Luke. After Bemis's death in 1790, Luke jointly owned the business with his brother Isaac, until Isaac's death in 1794. Luke continued making paper until 1821 when he sold the business to his brother Seth. During his ownership, Luke obtained most of his machinery and workers from Europe. After he lost the mill in a fire, the Legislature of Massachusetts made a special grant allowing him to rebuild his business. In 1847, the mill was sold to William Freeman, who in turn sold the property to the Aetna Mills, a woolen company that operated the mill property into the twentieth century (David Bemis also owned property on the Watertown side of the river that was run by his son, Seth, after his death and eventually brought together by Freeman and sold to Aetna Mills).

Industrial Effects on Settlement Patterns

Industrial development in Newton was concentrated in three village areas: Newton Upper Falls, Newton Lower Falls, and Nonantum (formerly North Village, then renamed after the Nonantum Worsted Company). By the mid-nineteenth century the villages of Newton Upper and Lower Falls were firmly established. Nonantum/North Village does not appear as a village on either the 1853 (Shields) or 1856 (Walling) map suggesting that it was a small village area more reminiscent of a mill with associated worker housing.

The Bemis Mill water power system is located by Bridge Street in Nonantum. In 1778, David Bemis and Enos Summer built a dam and paper mill along the Charles River at Bridge Street in present-day Nonantum. Following Bemis' death in 1790, the paper mill was first run by his son Luke and then purchased by his other son, Seth in 1821. Previously Seth had been experimenting with a number of innovations in his father's mill on the Watertown side of the river. After purchasing the paper mill he constructed the rolling stone dam – the first of its kind in America. The dam, presently under the control of DCR, was breached in the 1940s and remains in that condition allowing a passage way for anadromous fish.



The 1845 Bemis Mill is a historic manufacturing building in the village of Nonantum.
(http://en.wikipedia.org/wiki/File:NewtonMA_BemisMill.jpg)

Archaeological Evidence of Industry

Archaeological mill sites may contain foundation features reflecting sequences of construction, use, expansion, repair, rebuilding after a fire; associated work yards, log yards, sawdust piles, sheds, outbuildings; dumps; and related industrial water management features including canals, tail races, penstocks, dams or wheel pits. Associated landscape elements may also include stone walls, roadways, bridges, and nearby structures such as resi-

dences for mill owners and employees. Artifacts may include architectural debris, industrial elements and machinery (e.g., grinding wheels or rollers, turbines, governors, clutches, flywheels, shafts, hoppers, grain elevators, hullers, blowers, gears, drive and pulley belts), tools, and refuse. Mills can provide significant data pertaining to the structural features of site, evolution of the technology of their operation, types of equipment and issues of procurement, products and distribution, scale of operation, seasonality of work, proprietors and

workers, and social and economic changes.

With changes in technology in the nineteenth century, and depletion of the local timber, many local industrial works expanded or adapted their activities to other industries, such as textile mills, iron works, boot and shoe making. Railroad links to Boston and New Hampshire further invested Newton with successful manufacturing industries. Factories, warehouses, railroad stations, and service buildings were built along the Boston and

New Hampshire lines. The increased number of factories in the nineteenth century required a larger labor pool. In response, the population of Newton increased, as did the number of foreign-born residents, including skilled workers. With the loss of the mills, the population declined, although the village continued as a small residential community.

Today, surviving industrial buildings, ruins, foundations and subsurface archaeological deposits remain as evidence of industrial ventures that made important contributions to the physical development, economic wealth and social infrastructure of Newton.

Abandoned iron related industries can be important archaeological sites. Extensive archaeological excavations at the Saugus Iron Works, undertaken by Roland Wells Robbins between 1848 and 1953 exposed a variety of cultural features reflecting the site's iron working activities, including engineering, factory design, and methodology, technology, and operations.

Evidence included stone foundations of the blast furnace, stone lining fragments of the furnaces, remnants of wood frames that supported wood and leather bellows, Mill machinery parts, crucibles, weights, Tools such as hammers, rollers, slitters, discarded iron bars, castings representing the variety of products, slag, and charcoal representing the fuel source. Evidence preserved in the ground may reveal the nature of iron working sites. Their complex



Remnants of the Spring/Trowbridge gristmill along Smelt Brook, active through the nineteenth century.

patterning reflects site function and denotes sites, and can provide information on the critical role of iron making in the seventeenth and eighteenth centuries, and its legacy in the early history of Newton.

Nineteenth-Century Religious Societies

The table below summarizes the numerous religious societies that developed in Newton throughout the nineteenth century.

<u>Date</u>	<u>Religious Society</u>	<u>Church Location</u>
1812	Protestant Episcopal	-St. Mary's Church, Newton Lower Falls (1814)
1827	Unitarian Society	-Meeting house, Newton Upper Falls (1827/1828)
1828	First Methodist Society	-Began to use Unitarian Meeting house in Newton Upper Falls in 1832
1841/2	Universalist Society	-Meeting house, Newton Upper Falls
1848	Ecclesiastical Council	-Eliot Church, Newton Corner
1848	Unitarian Society	-Village Hall and Davis Tavern until church constructed on Washington Street in West Newton (1902)
1851	Unitarian Society	-Worshipping at Union Hall, Newton Corner
1874	Baptist Myrtle	-Baptist Church, West Newton
1899	Roman Catholic	-First major Catholic Church, Newton Centre

St. Jeans Church site is located at 243 Watertown Street on the north side Watertown Street to the east of Pearl Street intersection in Nonantum. Constructed in the end of the nineteenth century by French-Canadian residents of Nonantum, it was the first and only Roman Catholic church that was organized as a French-speaking National Parish in Newton. The Church was razed in the twenty-first century.

Nineteenth-Century Burial Grounds

The South or Evergreen Burying Place was established in 1802 along Dedham Street near Sherbourne Road. This is considered the town's first non-sectarian burying place. The original 3/4th-acre parcel was purchased from

Capt. David Richardson by proprietors of this section of the town, part of which was marked into 29 family lots. The burying place was sold to the town in 1833, and in the same year an additional 3/4th-acre was given to the town by Amasa Winchester.

After St. Mary's Parish was incorporated in 1813, Samuel Brown gave two

acres of land for a church and cemetery. Located in Lower Falls, the Lower Falls Cemetery is the resting place of the early members of the church and their families.

The Newton Cemetery, originally called Grove Hill Cemetery, is located on Walnut Street to the south of Commonwealth Avenue. The Newton Cemetery Corporation was organized in 1855. It designed and developed the grounds in accord with the rural cemetery movement. While the cemetery originally encompassed 30 acres, it now contains over 100 acres, and is still in use.

Archaeological Evidence of Undocumented Burials

Unrecorded burial sites may be identified through archaeological investigation. Cemeteries represent subsurface deposits in the form of graves, and may be accompanied by constructed elements in the form of markers, stone boundary walls, or other elements. Unrecorded burial sites represent a powerful secular burial tradition. Cemeteries can provide important information on culture, history, family kinship, religion, and trends in the treatment of the deceased. In addition, grave inscriptions contain valuable anthropological data on genealogy, marriage, health and disease, and systems of belief. According to early custom,

The Newton Corner Baptist site was located on the northwestern corner of the intersection of Washington and Hovey Streets. A church was constructed in this location “when, in 1862 or 1863, the workmen were excavating for the foundation, the remains of five Indians and several ancient copper coins were found, about two feet below the surface, which indicated that the spot might have been used anciently for an Indian burying ground.” Smith further provides the following description:

The ground where the remains were found, for about six feet in length and one foot in width and depth...The jaw-bone referred to was a curiosity in itself, containing a full number of teeth and double all round, the front as well as the back ones. I took it to two or three dentists, who never saw the like, and pronounced it wonderful...The coins were given away to the boys... one, I think, was of the date of 1720 or 1729, - the period of George I of England... There were also one or two arrow heads, which I was unable to get hold of, notwithstanding much inquiry among the men and boys.

The present First Baptist Church in Newton Centre (built in 1888 - see photo) is at a different location.



The 1888 First Baptist Church in Newton Centre. The author of My Country, 'Tis of Thee, Samuel Francis Smith, was minister of the church from 1842 to 1854.
(http://en.wikipedia.org/wiki/File:First_Baptist_Church_in_Newton_2008-11-01.jpg)

burials were established on private property, associated with the families who homesteaded the property, and occupied the nearby residences. Later, neighborhood, town, and churchyard cemeteries were established. Historian Thomas C. Hubka affirms, “A cemetery is perhaps a more fitting symbol for true neighborhood cohesion than a school district, because burial in neighborhood plots usually indicated a degree of cooperation or shared

principles on the part of the neighbors who chose to be buried together.”

Occasionally, graves are discovered outside cemetery walls, which may reflect distinctions in economic class, race, social status, or church membership. For example, often slaves and paupers were not buried in the hallowed cemetery grounds, and were buried outside of the town or family burial grounds, or alternatively they were buried elsewhere. Also, Native American graves



East Parish Burying Ground is a historic cemetery located in the village of Newton Centre. It is listed on the National Register of Historic Places.

(Images courtesy of Brian Lever)

and cemeteries sometimes are encountered during construction (see sidebar on prior page). Such sites are extremely sensitive and significant locations. In compliance with state laws, the accidental discovery of any human remains must be reported immediately to the authorities.

Data contained on gravestones and remains in subsurface contexts within the cemeteries in Newton have the potential to contribute to an understanding of local families who once lived here, and the historic burial practices of the era. Several of these cemeteries are also significant as preserved historic elements in the area due to the loss of historic period farms and structures, and late twentieth century construction. Moreover, these cemeteries are significant as they retain integrity of location and design, materials and workmanship. Historic and archaeological research has the potential to provide evidence of funerary objects and unmarked graves through evidence on the ground surface, and recovered in an archaeological context. Of particular concern is the potential occurrence of any unmarked graves positioned outside the formal boundary walls of the known cemeteries. With the possibility of changes in the cemetery borders through time, there is potential to encounter unmarked burials outside cemetery walls that may reflect distinctions in economic class, race, social status, church membership, or other practices (e.g., slaves, paupers, convicts, disease victims, animals). As such, areas within 25 feet of these cemeteries are considered sensitive.

African-American Heritage in Newton

The first law in Massachusetts with regard to the “Liberty of Servants” dating to 1648 stated that :

“There shall never be any bond slaverie, villinage, or Captivitie amongst us, unless it be, lawful Captives, taken in just warres, and such stranger as willingly selle themselves, or are sold to us.”

The above law partly reflected the state of indentured servants who were typically young unskilled laborers who came to America under contract to work. They were usually farm laborers or house servants, for an employer, for a fixed period of time in exchange for their ocean transportation, food, clothing, lodging and other necessities. Many indentured servants were abused, and like slaves, they could be sold by their employer. Trade with the West Indies appears to have led to the beginnings of enslaved captive blacks in Massachusetts in the seventeenth century. According to a seventeenth-century letter of inquiry regarding slavery no “more than three ships in a year, belonging to Boston, were ever employed in the African trade.”

The first slaveholder in Newton is believed to have been Edward Jackson, whose 1681 will and inventory listed two manservants who were valued at 10 pounds.

The Pettee Homestead/Amos Lawrence Farm and Homestead (NEW-HA-10) is located near the main quadrangle on the Boston College Chestnut Hill Campus. Timelines, Inc. located the site in 1994 during a review of historic maps and documentary sources during archaeological testing of the campus. The name of the site was derived from its two owners. Amos Lawrence bought this land in 1864. He was a textile manufacturer and an antislavery activist. Deacon Pettee bought this homestead from Lawrence. Prior to Lawrence, this land may have been used as a market-garden and is the location of, or in close proximity to, the Eleazer Hammond Homestead.

Between 1710 and 1786, thirty-four slaves, who are believed to have been from, or descendants of African slaves who came to Massachusetts through the West Indies, were listed in the wills and inventories of Newton residents. It is likely that there were other captive Africans in Newton at that time period. While most people on the Newton list owned either one or two slaves, Deacon William Trowbridge owned four. The fact that a minister or deacon of the church had captives was not unusual at that time.

By the last quarter of the eighteenth century, anti-slavery sentiment was running high. Several unsuccessful attempts were brought before the House of Representatives “to prevent the unnatural and unwarrantable custom of enslaving mankind, and the importation of slaves into this Province.” Several of these attempts were actually made by enslaved African-Americans. With the passage of the 1780 Massachusetts Constitution, whose first article in the Bill of Rights stated “All men are born free and equal,” slavery was essentially abolished.

While most African-American slaves took advantage of this situation to ask for and receive their freedom, others including the aged and infirm, decided to remain with the families where they had lived for all or most of their lives. This latter situation likely occurred in Newton as one slave was listed in the will and/or inventory of Madam Gibbs in 1783, Josiah Hall in 1786, and Judge Abraham Fuller in 1794. The last slave in Newton is believed to have been General Hull’s servant, Tillo, who was buried near General Hull in the East Parish Burying Ground. In the nineteenth century, William Jackson’s homestead became a stop on the Underground Railroad, providing runaway slaves a safe haven on their trip from the south to Canada.

Archival research and field investigations confirming captive and free individuals of African descent in Newton serve to debunk the widespread myth that there were no slaves in the North. Archaeology can also

fill in gaps in the limited historic record and provide indicators on how enslaved and free people of African descent managed their ethnicity and cultural traditions in the face of adversity.

In Newton, the African-American neighborhood surrounding the Myrtle Baptist Church was recently recognized as an Historic District, and is listed on the National Register of Historic Places. Collaboration with the Myrtle Baptist community could help to develop questions about the history and daily lifeways of this community that can only be answered through archaeological investigations of the church grounds and the houselots of the neighborhood residences. The results of such work would provide an important supplement to existing historical documents and local oral tradition.



The Myrtle Baptist Church Historic District is on the National Register of Historic Places. The neighborhood developed around the Myrtle Baptist Church on Curve Street after it was constructed by African American community members in 1875.

(Image source: http://www.ci.newton.ma.us/jackson/seeking-freedom/01_myrtle-baptist.html)

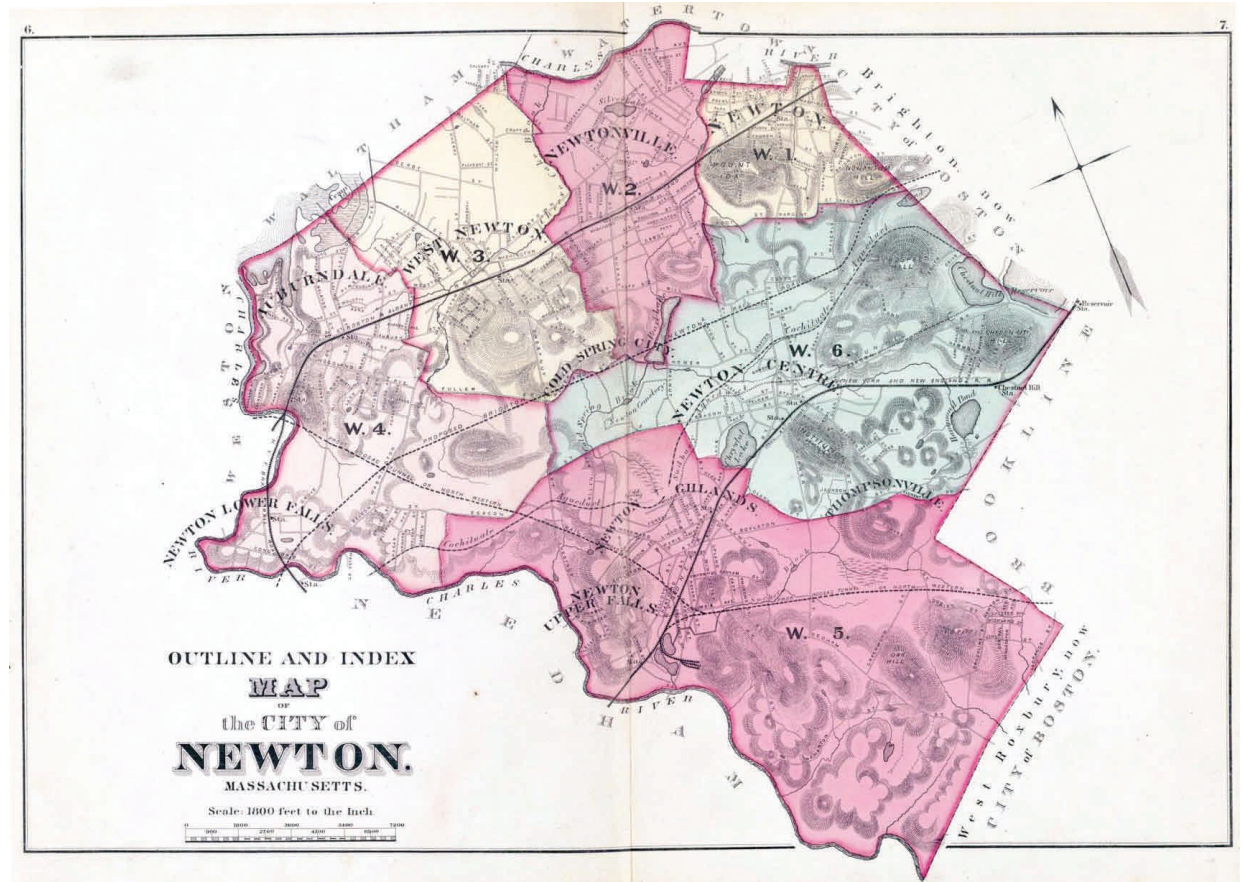
The General William Hull Residence/Nonantum House site is located east of intersection of Washington and Galen Streets in Newton Corner. This house was a residence, but also served the community as a school, hotel, and tavern. It was the residence of General William Hull (1781-1805); taken over by Susannah Rawson for one of the first female seminaries in the United States (1805 – 1837); enlarged by John Richardson around 1837; opened as the Nonantum House hotel; and served as a tavern from 1850 to 1865. It was razed in the 1930s.

Nineteenth-Century Population Growth

As seen in the table below, Newton's population grew steadily through the mid-nineteenth century and then grew rapidly following the arrival of the railroads. Fledgling villages, such as Newton Corner, Newtonville, West Newton, and Auburndale benefited from the construction of a train depot. The commuter rail system to Boston made Newton attractive as a residential area, and led to an increase in real estate activities and population growth.

<u>Year</u>	<u>Population</u>
1800	1,491
1810	1,709
1820	1,850
1830	2,377
1840	3,351
1850	5,258
1870	12,835
1875	16,105

Members of the Lee family who had inherited much of the original Thomas Hammond homestead in east Newton recognized the economic potential of selling off portions of the property. In the 1850s, the Lees laid out new roads, built new homes, and advertised the sale of plots in the area they called "Chestnut Hill." Even though these advertising attempts did not



Map of the City of Newton (1874), showing the ward lines which made up Newton at the time.

bring large numbers of new residents to the town, several important families moved into the area. The arrival of the Charles River Railroad with passenger service to the southern end of Hammond Street, and the opening of Beacon Street mid-century, followed by the opening of Commonwealth Avenue by the end of the century encouraged residential development in the south part of the town. The landscape changed in various ways. Larger farms became further subdivided with the development of

residential communities, such as those developed under the guidance of William Jackson (North Auburn Dale Land Company and Waban Park). Wealthy estates were constructed in the area of Chestnut Hill (including those of Amos Lawrence and Leverett Saltonstall), Newton Center (including those of Gardner Colby and George Schrafft) and later along Commonwealth Avenue between Chestnut Hill and Newton Centre, and from West Newton Hill to Auburndale. Chestnut Hill

resident Daniel Denison Slade dealt with issues pertaining to increasingly smaller lot sizes in a number of articles including “The Principles of Landscape Gardening, as Applied to Small Suburban Estates.” His 1895 book “The Evolution of Horticulture in New England” refers to Newton as the “Garden City.” By the end of the century, Newton had become one of the earliest American suburbs.

Nineteenth-Century Civic Institutions

Schools

In 1808, the town was divided into seven school wards (east, west, north, south, south-west, Centre and the Falls). By 1840, Newton had 11 public schools. In 1851, the first high school division was established and the grammar school building in Newton Centre was shared between the two divisions. This was soon followed by high school classes in West Newton, Upper Falls, and Newton Corner. When Newton’s population surpassed 8,000, state law mandated a dedicated facility for high school instruction. In 1859, the town voted “to erect an edifice for the accommodation of a Pure High School.” The high school, constructed in Newton, opened in September of 1859.

Three private schools were opened in 1825, including Marshall S. Rice’s school, the Newton Female Academy, and the



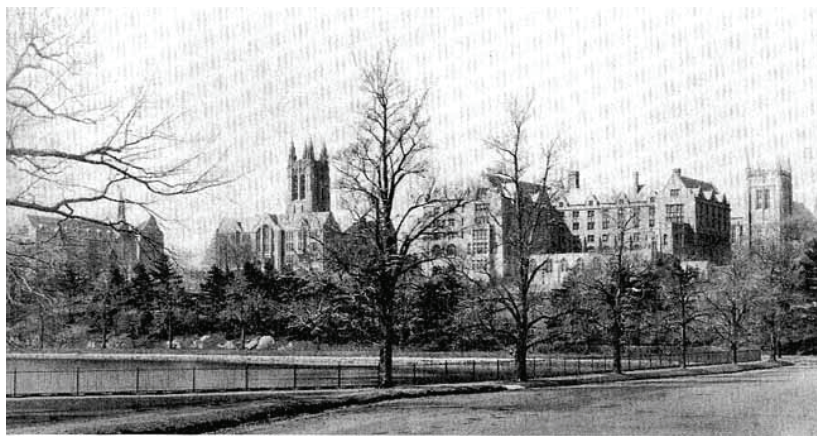
The Newton public high school was built in Newtonville in 1859.

(Image source: <http://media.point2.com/p2a/htmltext/2e37/8be0/5d02/ac4135a78a942ffb9516/original.jpg>)

Theology Institute for the Baptists of New England. Since the Baptist Educational Society located its theological institute in Newton, the City identified itself as a community with high educational standards and excellent educational institutions. From 1848 to 1853, the State Normal School, located in the basement of the Town Hall, began its operation through the efforts of Newton resident Horace Mann who at the time was the Secretary of the Massachusetts

Board of Education. The school proved to be a catalyst for growth in West Newton as many families and prominent individuals moved to the area including Nathaniel T. Allen (educator), William Parker (superintendent of the Boston and Worcester Railroad), E. S. Cheeseborough and W. S. Whitewell (engineers).

Passenger rail service to the town led to the development of a number of educational institutions. Around 1851, the Auburndale Female Seminary opened in order to provide “the best facility for ornamental and athletic culture.” The women studied Shakespeare, natural sciences, art and music, bookkeeping, and the construction of bonnets. In 1852, the school was named after founder Edward Lasell (now Lasell College). In 1854, the West Newton English and Classical School, best known as the Allen School, was opened at Nathaniel Allen’s house in West Newton. The school attracted students from the area as well as abroad due to its experimental curriculum augmenting classroom work with field trips and learning by experience. One of the first kindergartens in the United States was also established here in 1863.



Boston College and the Lawrence Basin.

(Image source: <http://www.bahistory.org/Reservoir.html>)

Boston College acquired the Newton School of the Sacred Heart (the former estates of George Shrafft, Henry Harriman and Gardner Colby) for their law school campus.

Boston College

In 1907, the Reverend Thomas Ignatius Gasson, then president of Boston College located in Boston’s South End, suggested to the Jesuit Provincial that the college purchase “a magnificent site on Commonwealth Avenue” in Newton’s Chestnut Hill, known locally as the Amos Lawrence Farm. The college’s main structures were constructed between 1913 and 1924, and expansion continued in the area through 1949. In 1973,

Post Offices

The first post office was opened in Newton Lower Falls in 1816 in John Pigeon’s country store. The post office was serviced by three stages a week to Boston. Following the arrival of the railroad, post offices were established in Newton Corner and Newton Centre. Located in the village store, the post office provided the locals with a spot to visit daily and interact with their neighbors.

Libraries

The City’s first library dates to 1798 with the inception of the West Newton Social Library. The proprietors paid an initial fee of \$3.00 to use the library, and then 25 cents a year to borrow a book a month. The library’s collection of 165 books focused on history, travel, and theology as well as some poetry. In the 1820s, the Adelphian Library was established in Seth Davis’s school. When Davis sold the school, the books that had not been transferred to the vestry of the First Church in Newton Centre were moved to the West Parish Meeting House in West Newton. A library was established in 1816 at the West Newton Athenaeum, whose mission was to promote “liberal culture and social improvements, as well as a Library Association.”

In 1865, a free library was proposed for the town by Dr. David K. Hitchcock, money was raised by subscription, and the library was constructed in Newton Corner and opened in 1870. Branch libraries were then opened in West Newton in 1894, in Auburndale and Newton Centre in 1900, and in Newton Upper Falls in 1901. Eventually a library opened in each village. The present library on Homer Street replaced the 1870 library, and all branch locations were closed in the twenty-first century.

Other Civic Institutions

Civic structures, which were built in response to increased population and community development, include the town hall and other municipal and public buildings. Following considerable controversy between the East and West Parishes, the town hall was moved from Newton Centre to the location of the former West Parish Meetinghouse in West Newton in 1848. The population of the town had grown rapidly, and at the 1873 annual town meeting it was decided to petition the Legislature for a City charter. Following a town vote, Newton became a City in January 5, 1874. Ward lines were drawn, elections were held for municipal offices and by an almost unanimous vote James F. C. Hyde was elected mayor. In 1932, the geographic center of the City was determined, and City Hall was moved to its present location on Commonwealth Avenue.

As early as 1711, contributions were collected for the care of the poor. While a vote was taken in 1732 to build a work house for the poor, the facility was not constructed until 1764 in present-day Auburndale. After several years the structure was sold and a new location, consisting of 40 acres in present-day Waban, was purchased. By the end of the nineteenth century the poor house had been moved to Winchester Street.

The Waban Poor House site is located at Waban Playground in Waban. Circa 1840 the town purchased property from the Collins family in order to construct a new poor farm as the one in Auburndale was getting too small. The new poor farm – also known as an almshouse, encompassed the entire area of present-day Waban playground as well as some of the surrounding area north of Beacon Street. The complex contained several structures including barns, administrative offices, housing and a school (the Roger Wolcott School). By the end of the century the poor farm was moved to Nahanton Park. With the exception of the school, the buildings were taken down in 1902 and the foundation of the former poor house lies beneath Waban playground.

City Utilities and Services

A notable change in the City's topography occurred during the 1860s when the Chestnut Hill Reservoir was constructed to improve the water supply of the City of Boston. The Chestnut Hill Reservoir and Pumping Station are elements in a larger complex of structures that include the Cochituate Aqueduct, the Low Service Pumping Station, the Sudbury Aqueduct Terminal Chamber and a number of gate

houses, service structures, roadways and walkways.

The reservoir was constructed from 1865 to 1870 to supplement the water supply of the Cochituate Aqueduct (1845- 1848, Boston's first water-supply aqueduct). Using a natural basin, the Chestnut Hill Reservoir was constructed in two parts separated by an earthen and stone dam. The western or Lawrence Basin was located in Newton and named after Amos Lawrence, the owner of the land on which the basin sat. Boston College purchased the basin in 1949, and it was filled in the 1950s in order to develop a new sports stadium, which replaced the athletic field that had been located near McElroy Hall. The other basin, Bradless Basin, located in Boston, remains untouched. The buried, and otherwise hidden remains of the aqueduct system are an important aspect of the City's engineering history and their location should be considered before additional sections are destroyed by development. The City's public documents identified sewerage removal as a major problem in the last quarter of the nineteenth century. In 1885, Newton was one of only two communities in the Commonwealth that did not have a board of health. As the disposal of waste flowage was particularly acute in thickly settled areas, it was recommended by the mayor that the City purchase and control equipment, including odorless excavators, for the prompt removal of the contents of vaults and cesspools at a minimum cost to the citizens. It was felt that this would lead to more frequent removals,

and thus would contribute to the health of all citizens. In the financial report for that year, the City had paid \$10.00 to the Newton Odorless Excavating Company for cleaning its own vaults. In 1886, the mayor noted that the Metropolitan Drainage Commission was developing a plan for the drainage of the valleys of the Charles, Mystic, Neponset, and Blackstone rivers and that the results of those studies would be of value in determining the best method for sewage disposal in Newton. The Metropolitan Sewerage Bill was adopted by the Legislature in 1890 following which the City began the installation of the public sewerage system. More populated areas, such as West Newton, were done first and less densely populated areas, such as Chestnut Hill, did not have sewers installed until 1900. Though not a glamorous aspect of the City's past, the nineteenth century City and private cesspools are potential repositories of archaeological data. Not only can they provide data about nineteenth century engineering methods, but in some cases medically relevant evidence of the various pathogens that afflicted the City's citizens may be preserved as well.

Taverns, Inns, Hotels, and Other Recreational Sites

Taverns provided respite for both travelers and townsfolk who could “enlarge their mental horizons” enjoying a drink with those passing through the town.



Canoeing on the Charles River, 1905.

(Image source: <http://www.ci.newton.ma.us/jackson/canoeing/index.asp>)

The more well known taverns within the town included: Angier's at what became known as Angier's Corner (now Newton Corner), White's at West Newton, Thorton's and

Bacon's by the Worcester Turnpike (now Newton Highlands), the Manufacturers Hotel at Upper Falls, Hoog's and Wale's Inn at Lower Falls. In 1831, Seth Davis constructed the Railroad Hotel in West Newton in an area that served as a transfer point from the first railroad to stages that went further west. The Peacock Inn, later known as the Nonantum House, opened around 1837 in Newton Corner, and was popular with people from Boston.

As Newton's population increased from the mid- to late nineteenth century, recreation became an important aspect of life. Newton began to outgrow its rural character as “. . . several patrician families from Boston moved into the neighborhood and developed a delightful and refined social life.” By the end of the century, the links of the Newton Golf Course were laid out on Gardner Colby's estate with a club house erected on the northern portion of the property.

Transportation improvements also led to new recreational ventures. Adam Claflin, president of the Commonwealth Avenue Street Railway Trolley, wanted to build an amusement park at the end of his line, and

in 1897, Norembeaga Park was opened. More than 12,000 people attended the park on opening day. Built near the Riverside Recreational Grounds in Weston, the area attracted tens of thousands of people on a weekly basis with more than 5,000 canoes berthed on the Charles River between Newton Lower Falls and Waltham. Eight boat houses and a canoe factory were built along the Charles. As the boundary between Weston and Newton was the middle of the river, a police detachment was formed that could make arrests anywhere on the river. The police took over McVicar's Boathouse (now the DCR boathouse) and installed jail cells and a small office. The population of

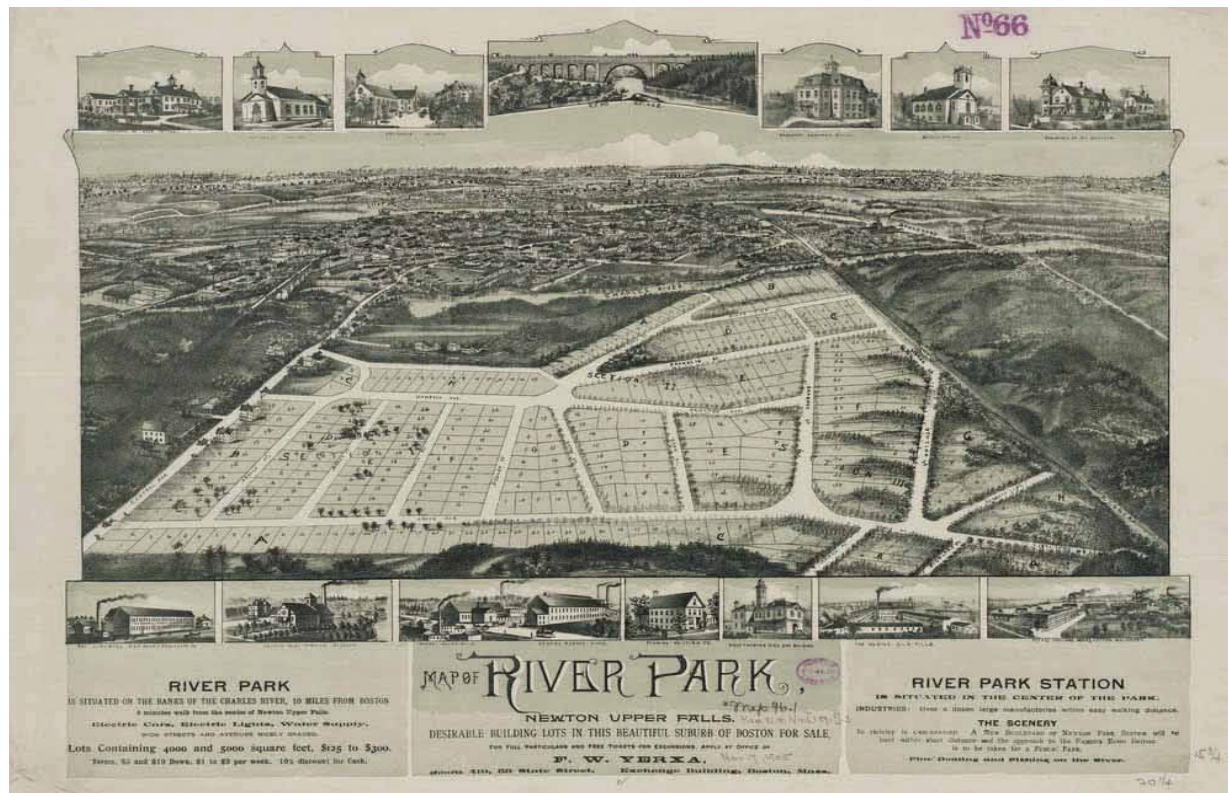
the recreational facility peaked in the 1920s. Norumbega Park passed through several owners in the 1900s, and closed in 1963. In 1966, the Marriot Hotel bought the property.

Nineteenth-Century Settlement Patterns

By the end of the nineteenth century, Newton Corner, Newtonville, West Newton and Auburndale, all located along the Boston & Albany Rail line, continued to expand outwards from the village center. While Newton Upper Falls appears much as

it did in 1856, Newton Lower Falls had expanded towards the river, and the industrial area by Silver Lake emerged as North Village. Population statistics from 1875 indicate that Upper Falls was more densely settled than Lower Falls. Also of note is the growth of Newton Highlands, the third most populated village, bridging the distance between Newton Upper Falls and Newton Centre. Newton Corner, the most populated village is the City's commercial center while West Newton, the second most populated village, is the City's civic center.

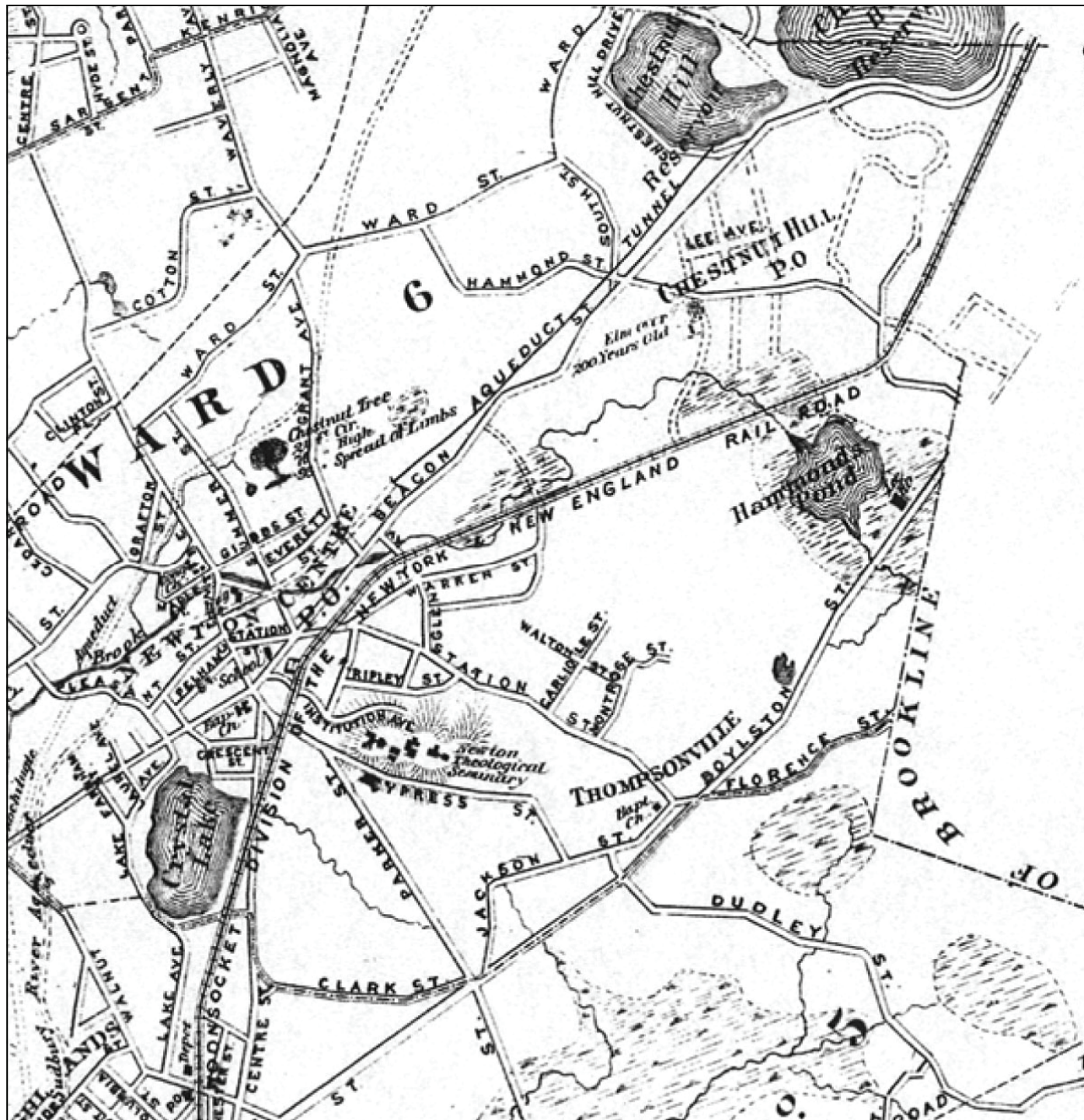
Also of note on the 1875 map is the planned development of Chestnut Hill and the fledgling village of Thompsonville.



Population of the Villages in 1875

Newton Corner	4,336
West Newton	3,199
Newton Highlands	3,159
Newtonville	2,283
Newton Centre	2,180
Upper Falls	1,520
Auburndale	1,258
Lower Falls	940

Proposed River Park Subdivision - developing the modern settlement pattern, 1890 (Anonymous).



Close up of Ward 6, showing the Chestnut Hill Reservoir, the residential development of Chestnut Hill, and the Village of Thompsonville (Beers Atlas 1875).

Archaeological Signatures of Nineteenth-Century Life

Archaeological evidence for neighborhood transitions over time could be encountered within Newton. Historic and archaeological investigations can yield information on the former inhabitants' social, cultural, and economic status, as well as descriptive data on individuals, such as sex, age, stature, health, diet, and pathologies. Archaeological evidence for changing social structure often includes changes in material culture. These include the disposal of household goods as they are replaced by the new residents, changes in architectural details (e.g., additions to floor plans, demolition of unused outbuildings), and neighborhood reconfiguration of single-family residences to tenements or boarding houses with the introduction of immigrant populations.

Current historical and archaeological research is focused on people of everyday life or what archaeologist James Deetz referred to as “all of America’s common folk” in addition to prominent men and women. Research indicates that past inhabitants of Newton were gentlemen, farmers, ironworkers, millers, mill workers, educators, tavern and inn keepers, craftsmen, merchants and traders, laborers, and immigrants. This wide range of people produced a large variation of artifacts,



Bird's Eye View of Newton Centre in 1897 (O.H. Bailey & Co.).

which can be used to construct indices of social status and wealth. Choices made concerning the property, home, and individual items such as furnishings, dress, and diet “ensure and reinforce” one’s social and political standing. Consumer goods reflected trade and market trends to which particular individuals had access. In effect, such goods represented the “essential accoutrements” of one’s rank and prosperity. Household goods from cutlery,

ceramics, containers and bottles and personal items such as kaolin wig curlers, fancy metal buttons, and copper clasps may appear in the archaeological record. Artifacts representing the lifeways of residents of Newton have the potential to be encountered in a variety of settings above as well as below the ground surface.

<u>Resident</u>	<u>Accomplishment</u>
John Jackson	First permanent resident; donated land for first meeting house and burial ground; one of the first deacons of the church.
Lt. John Spring	Constructed the first grist mill; donated land for the second meetinghouse; held numerous town offices.
Rev. John Eliot, Jr.	First minister of the First Parish Church from 1664 to 1668.
Judge Abraham Fuller	Operated a large farm; ran a private grammar school prior to 1760; involved in local and state politics serving as representative to the Constitutional Convention, and Judge of the Court of Common Pleas.
Daniel Hastings	Gravestone carver.
John Kenrick	Farmer; started a fund for the needy and poor; member of Anti-Slavery Society; began one of the finest nurseries in America, and son William carried on the family business.
Susannah Rawson	Opened the first female academy; author.
William Jackson	Served as a representative to the National Congress and the president of the town's first bank; influential in getting the Boston & Worcester Railroad through Newton; land speculator.
Otis Pettee	Manufactured cotton mill machinery; instrumental in getting railroad to Upper Falls.
David Bemis	Constructed bridge over Charles River; developed mill activity in Nonantum.
Francis Lee	Around 1850, devised a plan to divide his uncle's farm and lay out roads and house lots creating a new community called "Chestnut Hill."
Seth Davis	Teacher; author; politician; operated private school and hotel in West Newton.
Nathaniel T. Allen	Ran the progressive and liberal Allen School; devoted to temperance and slavery reform.
James F. C. Hyde	First mayor, held a variety of town offices, never lost an election, responsible for Circuit Railroad connecting two sides of the City, organized the first improvement society in the country, also owned real estate and insurance business.