

Town of Everett / 1870-1892

By JULIA RICH HOGAN

The Beginnings

To the people in Everett, March 21, 1870 was different from any day that had preceded it. The people did not go about their usual occupations. The stock was fed, it is true, but other than this, the usual chores were not performed. Instead, early in the day the people put on their best clothes, dressed their children in holiday apparel and, just before 10:30 A.M., they headed along the tree-lined, country lanes to the center of the town. From every section of the town they came: from Glendale Farms, from Woodlawn, from Mt. Washington, from Belmont Hill, from the Line and from Mystic Village. At the center of the town they stopped, tied their horses to the watering troughs and proceeded to the Congregational Church on Broadway near the corner of Church Street. Some went into the church, but others waited around in little whispering groups. A quiet air of expectancy prevailed. Even the children sensed the importance of the occasion.

As they stood in little groups in front of the church, the people of the town saw certain persons enter the church. Alonzo H. Evans, respected leader of the town, came first. He was followed closely by Rev. Albert Bryant and Joseph H. Cannell. Hawes Atwood, Columbus Corey, A. Waterman and E. B. Loring arrived shortly thereafter and then Henry W. VanVoorhis, W. H. Lounsbury, George W. Pierce, P. Richmond Pratt, Joseph E. Nichols, Alfred Tufts and Wilson Quint passed into the vestry. Soon, they came so fast that the towns people standing in front of the church could catch but a fleeting glimpse of them. Then the people filed in behind and took seats in the small vestry.

What was the meaning of this congregating of the people? What was about to happen that was so different? What was so vital that it brought the people from their homes, kept them from their occupations, and caused them to assemble together in the square? Suddenly the gavel sounded and the voice of Alonzo H. Evans rang out loud and clear announcing that the first Town Meeting of the new town of Everett had commenced.

The people, of course, had known why they were at the Congregational Church. For seven days preceding the Town Meeting, notices had been posted in all sections of the town which read:

In the name of the Commonwealth of Massachusetts, you are hereby required to notify and warn the inhabitants of said Everett qualified to vote in town affairs to meet at the vestry of the Congregational Meeting House in said Everett, on Monday, the twenty-first day of March instant at eleven o'clock in the forenoon then and there to act on the following articles:

Art. I to choose a moderator.

Art. II to choose all such town officers as towns are by law authorized and required to choose at their annual meetings.

Art. III to see if the Town of Everett will appoint a committee to confer with the Town of Malden respecting the division of the public property, debts, town paupers and state and county taxes, and to adjust all matters between said towns of Malden and Everett.



Edward Everett was born in Dorchester, Massachusetts in 1794. He studied at Harvard and was later named its President. He also served as Congressman, Governor of Massachusetts, and Minister to Great Britain. A noted orator, he gave the main address at the dedication of the cemetery for the soldiers who died in the Battle of Gettysburg, Pennsylvania. His brilliant speech was followed by Abraham Lincoln's "Gettysburg Address." Quick to recognize the immortal words uttered, he was quoted as saying, "President Lincoln has said more in a few minutes than I said in two hours. It will never be forgotten."

We are honored to bear the name of this distinguished son of Massachusetts who died in 1865.

Art. IV to transact such other business as may be legally before them.

And you are hereby directed to serve this warrant by publishing a true copy thereof in some newspaper printed or published in the Town of Malden and by posting up copies thereof all attested by you in three public places in said Everett seven days at least before such time of meeting. . . .

As the people sat in the Meeting House and heard the proceedings of the first Town Meeting they thought of the long fight for division. They thought of the task that lay ahead for them in assuming the financial burden they must bear in taking over the public buildings of Malden. But they were heartened by the apparent common resolve to make the beginnings of the Town of Everett materialize into a successful venture.

The people of Everett gathered in the vestry of the Congregational Church knew they were part of a total population of 2,152 persons, and they reviewed in their minds the type of community they had, the area of the town, and the various segments of it.

It was an agricultural community. The town was dotted with large farms which produced vegetables and fruits in large abundance. A horse-oriented community, the town supplied these fruits and vegetables to its own population and carted the remainder to nearby Boston and north to the towns adjacent to the Newburyport Turnpike. Timber and wood were cut down to furnish supplies for

local building, and brick was produced right here in Everett and was easily available. Rope was also made and stored in Everett and shipped out to northern towns. The northeast section of the town was a real arcadia. Trees of every description filled the area which now includes all of Glendale Park, the Glenwood and Wood-lawn cemeteries, Fuller and Shute Streets as well as all the area in between these points.

Rivers formed the southern, southeastern and southwestern boundaries of the new town. The mother river was the Mystic which ran northwest and then east to an arm of the Malden river, a tributary of the Mystic, and along that arm part way up the Malden Canal from where it took a sharp turn eastwards to land area and Wyllis Avenue in Everett. The Island End River, also a tributary of the Mystic, formed the southeastern boundary of the town. The middle of the river was the dividing line between Everett and Chelsea.

Four streets of importance ran through the new town. What is now Broadway was in 1870 the Newburyport Turnpike, but by the end of that year it had become Charlestown Street. It was an unbelievably beautiful street, all tree-lined, with white houses and white fences, many delicately curved, set back from the street. Charlestown Street (now Broadway) ran then as it runs now except that where Sweetser Circle stands today, Charlestown Street ran at the level of the railroad tracks of the Eastern and Grand Junction Railroad. Chelsea Street, the second street of importance, was different then. East of Charlestown Street, it ran much the same as today. But west of Charlestown Street, Chelsea Street circled and ran down to Main Street between Baldwin Avenue and Winthrop Street. Main Street, on the western side of the town, ran from the Malden line southeastward, as it does today, and ended at the junction of Charlestown Street at the railroad tracks.

In 1870, the tracks of the Eastern and Grand Junction Railroad entered Everett at the Charlestown line after crossing the Mystic River in the marshes of an island called White Island. Then the tracks traveled west of Charlestown Street over the property now owned by the Monsanto Company and in back of the present M.B.T.A. Station, and then northeastward to a pass station at the junction of Main and Charlestown Streets under the present location of Sweetser Circle, continuing in a northeasterly direction to the town limits at Chelsea. At the beginning of the northeast swing, west of Charlestown Street, the Saugus Branch Railroad swung northwest and then west to Malden, below Main Street.

The section of Everett now called the "Line" was an older part of Everett. It started on the east of Charlestown Street at a road which formed the shape of a bow and eventually derived its name from its shape, i.e. Bow Street. The Thorndike Street School in the "Line" was one of the public buildings taken from Malden when Everett became a town. This fact indicates that the "Line" was a substantial settlement back in 1870. In this area were the

farms of S. S. Lynde, James A. Cochrane, and the Gerrish Family. These properties were broken up and later sold to individual home owners and today many of the houses still stand in the "Line" which were erected before 1870.

Beacham Street, named for James Beacham, early planter of the area, ran from the bow eastward to the Island End River. It did not run to Charlestown Street as it does today; but stopped at Bow Street. Eastward on Beacham Street, the land ran down to a point at the river, called in the ancient days "Wormwood Point", but by 1870 "VanVoorhis Point". H. W. and J. C. VanVoorhis owned all of the land within this area. The family mansion stood on this spot with a beautiful view of the river. Later, this section became a heavy industrial area and the location of such commercial giants as the New England Coke Works, the Eastern Gas and Fuel Associates, and the Colonial Beacon Oil Company, now the Humble Oil and Refining Company. Today, much of the marshland and part of the river have been filled in and new industries replace the marshes and the farm lands. The land now connects with Chelsea and a new produce market has been constructed there which serves the needs of Everett and those of many other cities and towns.

On the western side of Charlestown Street, the Chemical Works stood. Called in 1870 the Chemical Works and the New England Chemical Company, but later called the James A. Cochrane Chemical Works, it was the forerunner of the Monsanto Chemical Company, now the Monsanto Company and stood in the same general area. Hawes Atwood, one of the prime movers in the town's fight for separation from Malden, was an oyster merchant with offices at 41 and 48 Union Street, Boston and he and W. Atwood owned eight acres on White Island, 37 acres on the flats and $2\frac{1}{2}$ acres on the marshes from which they extracted oysters. Here an alley called "Chemical Alley" ran over to Main Street through the flats and on the corner of this alley and Main Street was a "block", meaning a square building of three floors which housed boarders who were working at the plant. At the corner of Charlestown Street and this alley, part of which stands today, was located the home of Captain Stephen Stimpson. Since the river had not been dammed up in 1870, the tide was an important factor for those who lived near the river. A hundred years ago it was possible to walk out to the edge of the river through solid patches of ground in the marshes and look off toward Medford and Somerville. On the land near the Chemical Works, there was a piggery owned by Charlestown, but located in Everett which was in the business of collecting, storing, selling and delivering garbage. Eventually, the town of Everett declared it a nuisance and ordered it to be removed. Soon after Everett became a town, the A. J. Cochrane Chemical Company built a wharf where the piggery had stood at the water's edge. This wharf still stands today, but it is seldom used.

The area west of Charlestown and between Main Street on the north and the Saugus Branch Railroad

on the south is known today as the "Village." In 1870, there was a footpath going to the pass station of the Railroad (called the Saugus Branch) from Main Street. The "Village" itself did not begin to develop until after Everett became a town.

Pierce Avenue was located near the Malden line in West Everett and Wyllis Avenue served as the dividing line between Malden and Everett. The heirs of Charles and William Baldwin owned the land on the corner of what is now Baldwin Avenue. The Baldwin homestead was one of the most beautiful mansions of that day.

Coming straight up Charlestown Street, the triangle of land which now holds the Frederick E. Parlin Memorial Library and the park behind it formed, in 1870, a much wider triangle than it does today. This triangle then ran, with no streets intersecting it, to the junction of what is now Sweetser Circle and Broadway, but what was then the junction of Charlestown Street and Main Street. At its widest point on Main Street, there was a pond between the junction of Main and Charlestown Streets. Many land takings and street widenings have changed the appearance of that triangle. At its narrowest point in the Square stood the Bloomerth Building. The next two lots going toward the present Fire Station held the estate of the Pickering family; this land was later given to the city for a library. Next was the Charlestown Street Schoolhouse, one of the pieces of property allotted to Everett at the time of separation from Malden. Then stood the home of Selectman E. B. Loring where the Fire Station now stands and other homes lined the whole triangle all the way back to Main Street. On the street that presently bears his name, Columbus Corey lived near the Charlestown School.

Tufts Avenue derives its name from Simon Tufts whose mansion stood on that avenue. Captain George Winslow's graceful home was located beyond that of Simon Tufts, on the land that has now become Winslow Street, but which was not a street in 1870. Another name familiar to Everett residents is that of Solomon Corey, and the Episcopal Church on Norwood Street today is on the land which was the farmland and residence of Solomon Corey.

The land which now encompasses that section of Everett Square on Broadway between Norwood and Church Streets, with the exception of the corner lot on Church Street, belonged to the Whittemore family before Everett became a town. Before 1870, they had given to the Congregational Church the land upon which that church now stands, and in 1870, they owned all the rest of the land running around the corner on Norwood Street where the family farm stood. In those days, Norwood Street was part of Chelsea Street. At the corner of Hancock Street, where the Aubrey Manor now stands, stood the home of the first mayor of Everett, Alonzo H. Evans. Evans' home was located where the schoolhouse of the south Malden district had stood for a good many years until it was removed before Everett became a town.

The Hancock Street Schoolhouse, which became Everett's at the time of the separation, stood on Hancock Street at the corner of what is now Central Avenue, but was in 1870 Oakes Street. Above Hancock Street, the home of Deacon Calvin Hosmer stood with a brick wall surrounding the property. Deacon Hosmer was a deacon in the Baptist movement in Everett. Behind his property stood the Dean and Swan farms. At the present south corner of Broadway and Ferry Street, the farm of Timothy Murphy stood in 1870. These are some of the homes which stood on the west side of Charlestown Street (currently Broadway) in 1870.

On the east side of Charlestown Street at the corner of what is now Gladstone Street was the home S. S. Lynde had built; in 1870 it was occupied by his children. The only street on the east side of Charlestown between the railroad tracks and Chelsea Street was Second Street. Near Second Street stood the fire engine house across the street from where the park behind the Parlin Library now stands. Across Second Street, the Lewis family had two large lots on the corner. Next was the Baptist Church's temporary home while a new structure was being built. Near where Marion Court was located until recently, the old discarded fire house stood which was taken over by David M. Badger who later built two large blocks, one on each side of Marion Court. Badger made a hall out of the fire station and leased space for the post office. Next to his property stood Whittier's store which sold "spirited liquors for medicinal purposes" along with other things, including fireworks on the 17th of June and the 4th of July. Where the Middlesex Bank now stands on Broadway, Uriah Oakes owned all the property to the corner of Chelsea Street, down Chelsea Street and back almost to Second Street where it met a brickyard of the Edmester family. On the Oakes lot stood his home, farm, and an orchard. At the very corner of Broadway and Chelsea Street stood Oakes store which started off as a shoe store and gradually developed into a grocery store in which the post office was early located. The corner was called Oakes Corner.

The Masonic Building was being built in 1870 where the Associates Building stands today. Cottage Street did not come through to Broadway in 1870, and there was no Mansfield Street in 1870. On Charlestown Street stood Zachariah Mansfield's mansion. Where the Immaculate Conception Church and rectory stand, the Oakes family owned all the land. Summer Street was a shorter street in 1870. The Unitarian Universalist Church was not on the corner of Summer Street then but the farm and house of Phineas Sargent occupied this corner lot. At the corner of High Street stood the mansion of Hawes Atwood where Dr. Harry Stoller's home now stands.

On Chelsea Street next to where the Armory stands today, the mansion of Jonathan Edmester stood, and remains standing today. George W. Edmester lived in it in 1870. It is one of the oldest houses standing in Everett and was built before 1803. It became known in the

late 1800's as the Nathaniel Mead house, as the Mead family bought it from the Edmesters. At least three generations of Meads lived in the house, all doctors, until it was purchased about 27 years ago by Richard Ware. The house contains six fireplaces and an old fashioned oven built into the wall. The wood used to build the beams in this house was cut down from the trees that stood where the Holy Cross Cemetery in Malden now stands. The house underneath the present white clapboards is brick. There is another house attached to the Edmester house by a common wall. It is not known whether they were built at the same time.

Further down on Chelsea Street stood the home of W. J. Partridge near the terrace which now bears his name. At the junction of Ferry and Chelsea Streets were the natural springs that furnished drinking water for the immediate area for some years. A park had grown around these springs, willow trees overhung the area, and it became a place of relaxation and rest. Where Florence Street stands today, a ledge provided the stone which the town used in the early years, and where Malden Street joins County Road a stone house, standing today, marked the boundary line and in back of this was the stone ledge which also provided material for our roads. Below Chelsea St., Vine Street ran down to the streets in lower East Everett near the Chelsea line and the end waters of the Island End River formed a dike at this point. This served as a forbidden swimming hole for the youngsters in the summertime.

In 1870, there were no streets on the east side of Ferry Street, until the Mt. Washington area was reached and there stood Garland, Fremont, Nichols and Harvard Streets. The Andrew Nichols farm stood on the corner of Nichols and Ferry Streets and tons of gravel were removed from this farm in the early years of the town for the streets and sidewalks. On the west side of Ferry Street, between what is now Auburn and George Streets, stood the Ferry Street Schoolhouse, one of the public buildings taken by Everett at the time of separation.

Woodlawn Cemetery occupied a lovely spot at the northeast corner of the town and the only street running through that section of Woodlawn was Elm Street. Lynn and Fuller Streets ran east of the Newburyport Turnpike and a half dozen families lived on Fuller Street, most of them near the Elm Street end. William Fuller owned a large tract of land in the area which bears his name.

Above Glendale Square, the west side of Charlestown Street contained the land and farms of Solomon Shute, extending over almost the entire area to the Malden line. This family was later to give the Shute Library to Everett. On Ferry Street, near the Malden line on the east side of Rich Street, stands the Jonathan Green House, easily recognizable as the same house which stood on the same spot in 1870.

Town Government

The town records of Everett show step by step the formation of the structure of the government of the new

town. The initial town government was made up of a Board of Selectmen of five members, three assessors, five Overseers of the Poor, one Town Clerk, one Treasurer, who was also the Collector, six School Committee Members and six Constables. The Selectmen were to be an appropriating committee whose function was to estimate the amount of money which would be needed for the several departments. The Treasurer also had the job of collecting the taxes. The ordinary business of government was carried out at the town meetings where a warrant listed the business for the day. The Board of Selectmen held regular meetings separate from the town meetings.

It is important to note those persons who served, in effect, as the founding fathers of Everett. The first town officials of the new town of Everett were:

<i>Moderator:</i>	<i>Treasurer:</i>
Alonzo H. Evans	Daniel Emmons
<i>Town Clerk:</i>	<i>School Committee:</i>
Joseph H. Cannell	George S. Marshall
<i>Selectmen:</i>	Charles F. Atwood
H. W. VanVoorhis	J. H. Whitman
W. H. Lounsbury	Wilson Quint
E. B. Loring	James G. Foster
George W. Pierce	H. M. Currier
P. Richmond Pratt	
<i>Overseers of the Poor:</i>	<i>Constables:</i>
H. W. VanVoorhis	Solomon Shute
E. B. Loring	Benjamin Corey
George W. Pierce	E. B. Edmester
P. Richmond Pratt	Thomas Leavitt
W. H. Lounsbury	George Sargent
	Timothy Murphy

At the second town meeting, the people of Everett felt it desirable to add several more officials to those it had initially created in 1870. Thus, the town eventually got a Public Weigher, Measurer, Sealer of Leather, Fence Viewers, Surveyor of Lumber, Measurers of Wood and Bark, Field Drivers, Pound Keepers, Fire Wards and Assessors. The founders of the town made every effort to see that all important aspects of the life of the town were adequately supervised and regulated where necessary.

After the formation of the actual structure of the town government, it was vital that the new town of Everett get a fair and equitable distribution of the public property which had once belonged to South Malden. The division of the property was made simply on the basis that all buildings were allotted to the town in which the building physically lay. As a result of this distribution formula, several public buildings were allotted to Everett and they were as follows with the valuation noted:

Charlestown Street (Broadway) Schoolhouse .	\$5,000.00
Glendale Schoolhouse	11,000.00
Thorndike Street Schoolhouse	11,000.00
Ferry Street Schoolhouse	4,100.00
Hancock Street Schoolhouse	2,000.00
Poor House and Farm	11,500.00
General Taylor Engine House	1,500.00
Oakes Street Gravel Lots	1,200.00
Winthrop Street Gravel Lots	1,138.00

Personal Property at the Poor House	1,500.00
General Taylor Engine	670.00
Reservoirs	1,000.00
Total	\$37,608.00

The new Town Government met many obstacles. They had no meeting rooms in 1870, and it was not until 1871 that they leased rooms in the newly built Masonic Building. But with the possessions acquired from Malden, the Town Government and the people resident in the town joined together to build a unit which would provide all those services necessary to the proper functioning of a town, and the health, safety, prosperity and well-being of the town's population. Between the years 1870 and 1892 the plan worked well. This is how it was.

Finance

The Treasurer-Collector did not have to expend much effort to collect taxes because the rule established was if taxes were not paid the vote was taken away. Each person wanted to have a voice in the new township, and so the taxes were paid. The Treasurer-Collector was actually a collector. Real, personal, and poll taxes were within his province and he had to go out and get the money. It was not brought into an office, as such a thing did not then exist. He covered the town on horseback and in some cases was regarded as an unpopular fellow. He acted on orders of the Selectmen in depositing funds of the town. They decided in what manner the town funds were to be invested. The Collector was sanctioned to charge delinquent tax payers 20¢ additional for each summons issued by him for non-payment of taxes, but very little was necessary in this regard. By the 1880's the positions of Tax Collector and Treasurer were separated and by 1885 two Auditors were elected to be the ultimate "watch dogs" on the town's money. Down to 1892 there was no change in the procedures followed.

Schools

The year the township was formed, lacking a high school, students were sent to Malden, and their parents paid tuition. In 1870 the town remodeled the Charlestown Street Schoolhouse, later called the Centre School, standing in the Square, so that it could accommodate high school students. In 1874 the Locust Street School was built, in 1887 the Mt. Washington School, in 1881 the Church Street, Thorndike Street Schoolhouses and the Mystic Village Schoolhouse. In 1884 population figures were published by the Town. The number of persons had increased from 2,152 in 1870 to 5,154 persons in 1884. 132 children were born in that year - 70 males and 62 females. There were 965 schoolchildren, and the Town Government immediately started plans for two new schools. The old Glendale Schoolhouse was replaced with a new one in 1885 and the Centre School was built in 1888. Plans for a new High School on Summer Street were being readied in 1889.

Transportation

A new railway sought permission to travel through the town, and before 1870 was over, the Middlesex Horse

Railway ran its tracks into Everett from Malden, traveling along Main Street and intersecting the Eastern and Grand Junction Railroad just west of Charlestown Street then turning sharply southward in a straight line along what is now Broadway and Alford Street. While making it easier for the people of Everett to get into Boston and to Malden, the Railway also had its disadvantages. There were many accidents on this railway. There were numerous cases of horses falling into cesspools and into sewers under construction, necessitating the bringing in of derricks to get the horses out. In the wintertime when the snow was deep, pungs had to be put on the horse cars to facilitate the crossing of the tracks and on many occasions these vehicles were stuck on the tracks and the derricks were again put to use. In one of such accidents, Isaac Wellington of Medford was thrown from his pung and nearly killed. Mr. Wellington was on his way to a meeting with the County Commissioners which was to be held in Everett to discuss a possible road over the Malden River to the Poor House located at what is now the foot of Tileston Street. This road was not built. Instead, the bridge ran from up the river a little way and had a draw and was in the approximate area of the bridge now in existence which passes between the Monsanto Company on the east and Avco on the west.

Shortly after the Middlesex Horse Railway was finished, the area that was called the "Village", later "Mystic Village" and later still "Hendersonville" sprang to new life. Soon Tileston and West Streets developed, running from Main Street to the railroad tracks. Today at the foot of West Street may be seen the West Everett Depot which forms the southern boundary of these two streets. Here the Tileston Street footbridge was built, spanning the railroad tracks and there were no fences then separating the depot which became the meeting place of the citizens going either to Boston or north to Malden and beyond. The depot became the immediate area of many serious train accidents. Here one of the two Everett fire fighters to be killed in the line of duty was struck by a train while driving the fire truck. The danger was increased by the fact that many of the citizens of the area walked along the tracks between Malden and Everett and between Everett and Chelsea instead of using the streets because the latter were oftentimes muddy and uneven, while the railroad bed was more or less even. Within three years the Horse Railroad tracks were placed on all the main streets.

Churches

Another plus for the new town was the religious community which started to develop while Everett was still a part of Malden and continued after the separation. All of the town officials were religious, church-going men. The Congregational Church had been in Everett since 1852. Rev. Albert Bryant was pastor of this church in 1870. The Rev. B. K. Russ of Somerville was the first preacher of the Universalist Society in Everett. The Society had been in Malden as early as 1865. It had no

church in Everett in 1870, but met in Badger's Hall in Everett Square. Two years later, they would build their church on the corner of Broadway and Summer Street. The Glendale Union Christian Society was formed by the Young Men's Christian Association. They held services in the Glendale Chapel, but they did not have a church until 1882. In 1888, this Chapel was leased to the First Baptist Church. The Palestine Lodge of Free Masons formed a chapter in Everett before 1870, and in that year held its meetings in the Badger Building, converted from the old fire house. In 1870, their new building was under construction on the corner of Broadway and Chelsea Street and was to become for some time after 1871 the hall which the Town of Everett used for its town meetings. In 1870, the Methodist Church was built in Everett. The first pastor was W. W. Mallalieu, D.D. The church had a Sunday School and a Sunday School Library connected with it. The notice of the incorporation of this church, called The First Methodist Episcopal Church, is found in Everett's town record books. The Baptist Church was having meetings in Everett in 1870 in Mr. Badger's building on Charlestown Street, but no church was built until 1873. The first pastor was Rev. Frank B. Sleeper.

In 1877 St. Mary's Church (now the Church of The Immaculate Conception) was built in Everett, the first Catholic Church. Previously, priests from Malden and Chelsea came to Everett to celebrate Masses, or the residents of Everett went to the churches established in the surrounding communities. St. Mary's was at first a mission church, and it was not constituted a parish until 1885. The first pastor was Rev. Joseph F. Mohan. This church was replaced in 1891, by the church standing today.

In 1887 the Grace Episcopal Church purchased the old farm of Solomon Corey standing then on Chelsea Street, now Norwood Street. The Rev. J. R. Gilliat was the first pastor.

Board of Health

The health of the people of Everett was important to the town fathers and consequently a Board of Health was constituted in 1870. About 1873 a so-called "pest hospital", sometimes called the Smallpox Hospital or the Contagious Hospital, was erected. Persons with smallpox over the years were confined to this hospital, but up to 1890 the number of cases was small. The City of Charlestown in 1870 tried to get permission from Everett to erect a Smallpox Hospital within our borders, but the request was refused.

'Poor'

The largest percentage of people living in Everett were farmers, merchants or manufacturers, and because of this there was very little poverty. An occasional "pauper" is mentioned in the town records as needing assistance and the Overseers of the Poor would place an orphaned child with a family in the town and pay the board for that child until majority was reached. There was a poorhouse or almshouse in the town in 1870 and the building

remained standing for many years below Tileston Street, but there is very little evidence it had much use in the town years.

Assessors

The Assessors in 1870 were William Johnson, James G. Foster and Otis Merriman. They immediately concentrated on establishing assessments and placing valuations on properties. Valuation lists were based on five categories of taxable assets: (1) a person's whole stock in trade, including all goods, wares and merchandise at home and abroad; (2) value of machinery; (3) number of livestock and kind specified and the value (included were horses and cows, assessed anywhere from \$50 to \$300 depending on age and breed); (4) other personal estate such as wagons, carriages, sleighs, furniture, shipping items, income and stables; (5) buildings such as dwellings, barns, shops, sheds, stables. (It is interesting to note that approximately 50% of the population owned a barn.) As an example of the valuation formula used, W. Atwood owned an Oyster House located on White Island. It was assessed for \$100. He also owned 47½ acres of flatlands and marsh, all assessed for \$3,924. This type of land was assessed for approximately \$60 per acre. To be assessed \$50 in 1870 for taxes was an enormous amount of money. The total valuation of real estate was set at \$1,452,850. The tax rate was \$13.30 per thousand. The largest taxpayers included the New England Chemical Company with a tax bill of \$759.43 and N. W. and J. C. VanVoorhis and T. M. Cutter with a tax bill of \$714.23. The total valuation placed on personal property was \$283,529. The total tax for state, county, and town purposes was \$24,845.84. After the first year, the town used some of its surplus funds to lend money to residents of the town at an interest rate of 7% to purchase homes, repayment to be made over a 3-year period.

Militia

The protection of the town was in the hands of the Assessors and the Constables. There was no Police Department. The Assessors had the duty of enrolling the Militia, and each year they enrolled a given number of men based upon population. The number of men enrolled by the Assessors in 1870 was 302.

Constables (Police)

The history of the police in Everett before it became a town in 1870 is buried in the misty past. Its history began with the beginning of the town and at the first town meeting, it was voted to ballot for six constables. The constables who were elected were Solomon Shute, Benjamin Corey, E. B. Edmester, Thomas Leavitt, George Sargent and Timothy Murphy. This was the beginning of the police protection for the Town of Everett. At the second town meeting, the warrant stated "... to see what action the town will take in regard to employing night watchmen." On December 29, 1870, this appears in the town warrant: "... to see what action the town will take in regard to building a lock-up and authorize the Treasurer to borrow money for the same." In 1871,

the number of constables was increased to eight and Samuel P. Whitman, S. J. Cox and John Stimpson were added, with George Sargent not being listed. On April 2, 1870, A. H. Evans and S. J. Cox were appointed special police without pay. On April 22, an expenditure of \$19.50 was approved for four police badges for the constables, and Joseph E. Nichols was appointed a special policeman without pay. On May 7, 1879, the town was looking forward to Celebration Day and secured the services of state constables for the town.

By 1872, the lock-up had been established in the Masonic Building in Everett Square and a note in the town records states "lock-up not heated." In 1873, the lock-up keeper made \$25 per year. In 1874, Benjamin Corey was keeper of the lock-up and he was appointed to "have charge of tramps" and was paid \$25 per year for each office, which was raised to \$50 for each office later that year. Blankets were furnished to those who were locked up. In 1874, the town appropriated money for four more blankets. In 1875, James E. Manser was appointed a policeman. His hours were from 10 A.M. to 10 P.M. and his pay was \$2 per day. Before 1875, there was apparently no organized police force as such, because in that year it was suggested in the town warrant "... to see if the town will authorize the Selectmen to establish a police watch force for the protection and good order of the town." Up to 1875 there was apparently no heat in the lock-up as a stove was ordered. In 1876, T. C. Edmester was the lock-up keeper and was put in charge of tramps at \$130 per year. Before 1880, the police carried no protection and in that year, police officers Samuel Emerton and T. C. Edmester were authorized to carry revolvers and billies when on duty.

Living today in Everett is Mrs. Alice Florence (Shute) Porter, widow of Ernest R. Porter who died in 1954, and daughter of Solomon Shute, the first constable of Everett. Mrs. Porter was born on August 18, 1873 in a house, still standing, which was built in 1867 by her father. Mrs. Porter has a large cast-iron pair of handcuffs which were used by Solomon Shute as constable. Attached to the handcuffs is a large key, about four inches long, which was used to lock the offender into the cuffs. These were the first handcuffs used in Everett.

In 1881, new by-laws were approved for the town and it was stated that the town shall elect annually three or more constables and the Selectmen may appoint two or more police officers, the salary to be left to the discretion of the Selectmen. Police regulations were defined at the time and stated that no person would be allowed to pasture any cattle on any street except his own and then only with a keeper. No person would be allowed to drive cattle on the sidewalks except in passing through. Nothing in the way of rubbish was to be discarded on the streets and sidewalks. No person could leave wagons, carts, or other vehicles, or coal or wood on a street or sidewalk overnight without a light. No horse or animal could be driven through the streets at more than seven miles per hour. No one would be allowed to injure any

tree, park or plants on the streets of the town nor hitch any horse to the boxing thereof. No coasting on the streets or sidewalks was allowed. There was a \$5 penalty for hitching on to any hind part of a vehicle or carriage. No person was to throw snowballs or other missiles. No person was to play football or other games on the town streets or sidewalks, or make any alarming noise, or to join any assemblage on the streets or sidewalks to the annoyance of persons passing - \$5.00 for each offense. No bon-fires were to be allowed without written consent. No person was to fire any gun, cannon or pistol not relating to military exercise - \$5.00 each offense. No person in the state of nudity was to bathe in any waters of the town in the sight of others. Children between 7 and 15 wandering in public places, not in school and with no occupation, shall be sent to the House of Employment and Reformation at Lowell. Any child staying away from school without permission was a truant. This child was to be reported to parents and if pledge given of conformance, the police may accept the same and give the child another chance. These were the violations considered punishable then and the violations which the police enforced.

It is evident that in 1881 there was no serious crime in Everett. This may account for the fact that in the town government, and in the early days of the city government, the police department received the least of any other department in equipment, personnel and attention. This seemed to change to some extent shortly, because in 1883 the Selectmen were considering the employment of "Mr. Samuel Emerton or some other person" as police officers for the protection of property and for the peace of the town during the hours when the night watch were not on duty. The increase in police violations in 1883 may have been caused by the increase in population which in that year stood at 4,810 persons of which 965 were school children.

In 1884 Joseph E. Nichols and Joseph S. Parlin were appointed special police without pay and they apparently operated from the lock-up which was located in Masonic Hall in Everett Square. In 1891 before the town became a city, a complaint was made by the occupants of the Badger Blocks, newly erected on both sides of what was up to recently Marion Court, on Broadway where the Star Market is being erected, that "sand in the lock-up yard is all falling through the shed and coming into the yard on Second Street". This was about the time the Police were occupying the discarded old fire station which stood on the site of the present police station.

By 1890 crime had increased. There were the usual truants, but, in addition, there were tramps and people coming in from other towns with no means of support. These were housed overnight at the Everett House, still standing near the junction of Broadway and Sweetser Circle, while disposition was made of their offense. There was a great deal of vandalism in the breaking of windows and stealing of fruit from the many orchards. There were many stolen and runaway horses and

wagons. There was some serious crime, but the number of such violations was insignificant.

Fire Wards, General Taylor Engine Company

Although some of the services transferred to Everett at the time of separation from Malden needed reorganization, this was not true of the fire fighting system. The records of the legendary General Taylor Engine Company No. 4 show that at separation Everett received both the General Taylor Engine and the General Taylor Engine House. This Engine Company, named for Zachary Taylor, famous general of Mexican War fame and later President of the United States, existed in South Malden prior to 1840, the recorded records going back to 1851. An almost militaristic tone characterized the Company. Every aspect of the everyday lives of the members was rigidly controlled. Fines were levied for infractions of the many rules and for any dereliction of duty. In 1886, fifty-two names were on the roster of the Company which was then led by the twenty-six-year-old Columbus Corey. Ninety-eight percent of the Company were age twenty-one to twenty-six. Of the fifty-two members of the Company, only five were paid. The balance were "call men", paid only when they worked.

The men of this Company went to fires completely uniformed. Frequently they fought fires with the sound of music played by bands which also answered the fire alarm. The hoses were made of leather, the engine was hand-operated, and the sources of water were the reservoirs, creeks, wells or rivers located within the area of the fires. If no water was available, the records were marked, "Did not participate, scarcity of water". In wintertime the engine was carried to fires by sleds over the snow. Wherever the Company went, a collation was prepared, consisting in most cases of chowder. In all cases, the home engine house was the scene of a repast following the fire.

The first mention in town records of the fire-fighting service is on April 8, 1870, when Joseph A. Swan, John Stimpson and Thomas S. Hoye were elected and accepted the Office of Fire Ward. On April 11 an appropriation was made of \$300 for the operation of the Engine Company. By 1878 a new steamer had been ordered, and a new Company, called The Steamer Company, was formed. It consisted of twelve men plus a hook and ladder Company of eight men. The driver of the steamer, B. L. Dennette, was paid \$1.50 per day for every day of the year. On May 30, 1878, the Board of Fire Engineers met for the ceremony of receiving the new steamer and ceremoniously went to Malden to unload it, after which they took up the line of march toward the home Engine House where it was weighed by Uriah Oakes and found to total 4,130 pounds. It was cleaned up and taken to the local reservoir, then located at what is now the corner of Broadway and Norwood Street, to be tested. The citizens gathered to watch and were amazed that it could produce a perpendicular stream of water which rose 160 feet into the air. Afterwards a

"bountiful collation" was prepared at the Engine House. The fire protection of the town remained in the hands of the two fire companies until 1892.

Streets and Sidewalks

From the Town Meetings of 1870 and 1871, a pattern of care, maintenance and building of streets developed which later provided a strong basis for the streets of later years. Eventually sidewalks were put in and still later sewers were installed. There were, of course, no sidewalks at the time of the founding of the town. The streets were dirt roads.

On April 8, 1870, it was voted that "Mr. Benjamin Corey be Superintendent of Highways" and voted also that "Mr. George W. Pierce be a committee to confer with Mr. Benjamin Corey and make the best bargain possible with him in relation to employing him." It was further voted that "Mr. Pierce be instructed not to exceed \$3.50 per day in his offers to Mr. Corey" and that "the Superintendent of Highways be authorized to procure tools as may be needed in repairing the highways." Mr. Corey finally accepted the position at \$3.00 per day. The following were the first workers on the highways of the town: William Crimmins, Michael Farmer, Oliver Edmester, Tim Edmester, Edward Murray, Michael Sullivan, John Mulligan, John Lynch, J. and F. McDonald, John Morrill, Patrick Murphy, Michael Griffin and Charles Sharkey.

In October of 1870, the Town of Everett made a report to the State Board of Agriculture and at that time the Town stated that there were 26 miles of public highway and that repairs cost \$4,000. There were five surveyors, and gravel was the kind of material used.

For some years after the township was established, and for some years after the city was incorporated, the materials used in the streets were dug, processed and manufactured in Everett, some from the gravel lots which the town took over from Malden at Oakes Street and at Winthrop Street. The town ledge at County Road provided stone for the roads and soon a stone crusher was put to work there. Gravel from the gravel pits was mixed with the stone, and the streets were spread with this mixture. In 1884 a ledge was removed from the Nichols farm at the corner of Nichols and Ferry Streets, and the stones from this ledge were also used on the roads. A sprinkler was purchased to water the streets, operated by four horses and two men, and after the streets were watered they were scraped to make them even.

The brickyards of Edmester on Second Street and of Washburn on Bow Street provided the bricks used in the sidewalks on the established streets. These lasted for some few years, but they then became irregular in shape and moved up in height, becoming a hazard, and then wooden planks were placed over them to keep them even.

Engineering and Surveying

When the town was newly formed, men were selected who had knowledge in many areas. Each Selectman

became an engineer and a surveyor. In laying out new streets they depended upon the plans, dating back some years before 1870, of N. N. Sargent, Town Clerk of Malden. Dudley P. Bailey and George O. Washburn were map makers for the town. The Selectmen, with their aid, established the boundary lines of proposed streets, the erection of bridges, and the perambulating of bounds. There was no continuing Office of Town Engineer. Soon the Selectmen realized help was needed, and the Offices of Road Commissioner and Surveyor were established. As late as 1881, when new by-laws were published by the Town, no mention was made of an Engineer or an Engineering Department. The Engineering Department was established in 1893. The present City Engineer is Thomas Deleo.

Water

Among the reasons given for the separation from Malden in the presentation before the state legislature, water was one of the main issues given as a basis for the separation. "... The municipal wants of the two sections are different. Malden, against the nearly unanimous vote of South Malden, has voted to introduce water from Spy Pond. South Malden now has the Mystic River within its limits and needs no additional supply." In the warrant of March 28, 1871 it is stated that one of the pieces of business of the up-coming town meeting is "to see what action the town will take in regard to the supply of pure water from the City of Charlestown and pass upon any notes upon the same as may be deemed expedient. . . ." The Town Meeting of that year appointed Everett's first Water Board or Board of Water Commissioners as they were then called. On the first board were: Otis Merriam, A. Waterman, L. P. True, W. H. Lounsbury, and George S. Marshall.

Eventually, drinking water was introduced into the town from the Mystic Lakes. It took two years to complete the job, at a cost of around \$90,000. Water pipes were laid throughout the town, on the opposite side of the streets from where the gas pipes had been put some years before.

Prior to the introduction of water from the Mystic Lakes, wells and reservoirs were the source of water. There were many springs in Everett, but with the passage of time, these streams seemed to dissipate. This was true of the Everett Springs, located at the junction of Ferry and Chelsea Streets. By 1881, the Water Board under directions from the Selectmen were in search of a cheaper way to provide water and the inquiry culminated in the formation of a company, owned by Alonzo H. Evans and Irving A. Evans, called the Everett Springs Water Company. This Company bought the land of the ancient Everett Springs, erected a Spring House on the grounds, and this House was open for the public to draw water during specific hours and at all times a small stream was let run so that water could always be secured. Eventually, before 1885, new ways of securing cheaper water were

sought since the Everett Spring House was not providing enough water for public use. Many avenues were tried, but long after the turn of the century, Everett was still using water from the Mystic Lakes.

Lighting

The Malden and Melrose Gas Light Company was founded in 1854. Everett at that time, of course, was part of Malden. The gas mains were placed in the streets from 1856 to 1857, so that when Everett became a town in 1870 the gas pipes were already installed. However, gas lighting was not then existent in Everett, and the streets were lit by oil-fed lanterns suspended from poles. A lamplighter was employed by the town. The interior lighting in 1870 was by kerosene lamp. Before 1875 lighting on the main streets of the town was by gas, with the side streets lit with the old oil-fed lanterns. By 1880, interior gas lighting had been introduced generally, although homes in the higher elevations and side streets still used the old lighting method.

The Malden Electric Light Company was formed in 1886. The proposed electric service included the Town of Everett. In 1886 there were 131 houses with electric lights in Everett, Medford, Malden and Melrose. For the year ending June 30, 1889, 13 customers in Everett were billed for electric service. Stores received the first interior lighting and then homes, and at first lights were left on only ½ hour at a time in order to preserve power. Contrary to the way gas was installed, which first went into the streets and then into the houses, electricity went into the houses first and then into the streets. However, no further progress was made in the installation of electricity before 1892.

Literary Needs

With some of the mundane needs of the town on the way to being solved, attention focused on the literary needs of the people. There was no newspaper in the town in 1872. It was necessary to advertise legal matters in the Charlestown Advocate and the Malden Messenger, and information the public needed was relayed to them by posted notices, a very unsatisfactory arrangement. In 1873 the Everett Free Press started publication, and in 1885 the Everett Herald (today known as the Everett Leader-Herald News Gazette) published its first newspaper. These two events solved the problem of news circulation.

The first effort to establish a Library in Everett was made in 1871. At that time a sum of money was received toward this goal, but it was not until 1878 that another move toward this end was made. 400 books were contributed in that year, Directors were appointed, and a room was rented in the Odd Fellows Building in Everett Square. This was a private enterprise, but in 1880 the Town of Everett took over the library and maintained it at public expense. Thus the Everett Public Library came into being.

Burials

When Everett became a town no burial lot was included with its list of public property. Those living in South Malden in the west part of the area before 1870 were buried in the Bell Rock Cemetery in Malden near the Center, and those living in the rest of what was then South Malden were buried in Woodlawn Cemetery. Woodlawn, as a Cemetery, dates back to 1851. Situated on 100 acres of ground, it was described as a "rural cemetery" and the roads to it described as "all good and remarkable for their quietness". It was a hunting area, rich in wildlife. The town records of Everett indicate that in 1870, 1876 and in 1879 the town attempted to buy from three to eight acres of land for a cemetery of its own. However, this wish was not to be fulfilled until 1890. Many of Everett's most prominent men of the 1870-1890 era are buried in Woodlawn Cemetery. Among these is Deacon Calvin Hosmer, for whom Hosmer Street is named.

In 1890 the Town of Everett decided to purchase land for a Town Cemetery, and a purchase was made of Wellington Towle of acreage in the northeast section of the city, and Glenwood Cemetery was founded as a public service enterprise to be maintained and operated by the Town. On May 7, 1890, \$5,000 was appropriated from Town Warrant, and the first interment was made on June 3 of that year. When laid out, a carriage entrance led into the grounds. Today a wrought iron fence 1,750 feet long encloses the grounds. There are approximately 16,300 square yards of roadway, and a greenhouse is situated on the east side bordering Washington Avenue. There are between 26 and 28 thousand plants grown there which are used in beautifying the cemetery and in decorating public properties. Separate memorials and burial lots are set aside for veterans of all wars. The

Trustees of Glenwood Cemetery are Louis Rutledge, Chairman, Roger DiSciullo, Elmer Knowlton, Joseph Maddox and Frank Schena. Edward A. Trask is Superintendent. Columbus Corey and Uriah Oakes, old founders of the town, are buried in this Cemetery.

Last Days of the Town

The purchase of the land for the Glenwood Cemetery was the last act of importance the town would make because when the population figures were tallied at the end of 1891 and submitted to the Selectmen it was evident that the town was eligible to become a city. A petition was made to the Massachusetts Legislature seeking to incorporate as a city, and that body passed "An Act to Incorporate the City of Everett" (Acts 1892, Chaps. 354, 355):

The inhabitants of the town of Everett, in case of the acceptance of this act by the voters of said town as herein-after provided, shall continue to be a body politic and corporate under the name of the City of Everett, and as such shall have, exercise and enjoy all the rights, powers, privileges and immunities, and shall be subject to all the duties and obligations pertaining to and incumbent upon the said town as a municipal corporation.

Other sections of the Acts required (1) that the question of acceptance of incorporation be voted upon in a general election, (2) that if acceptance was decided by the people then the city was to be divided into six wards, (3) that warrants were to be issued by the Board of Aldermen to the voters calling for an election of a mayor, a city council composed of two branches — a Board of Aldermen and a Common Council and a School Committee, and (4) that such an election be held.

The people did approve the incorporation on June 11, 1892 and with that approval Everett became a City.