A Survey of Five Taft's Flat Neighborhoods:

Victory Circle/Highland Avenue

Watson Plaza

Highland Park

Demers Avenue

Manning Park

Manning Park Extension

Presented to

Hartford Historic Preservation Commission

Hartford, Vermont

By

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Introduction

The Town of Hartford and its Historic Preservation Commission initiated this Historic Sites and Structures Survey (HSSS) as a follow-up to two earlier surveys. In 2013 and 2015, the Hartford Historic Preservation Commission completed two separate surveys. The 2013 Survey focused on properties from the late eighteenth century to the early twentieth century that were not previously surveyed. The 2015 survey focused on properties from the 1920s to the 1960s. Both architectural historians identified six neighborhoods in the area locally referred to as Taft's Flat as possible candidates for historic district nominations to the National Register (NR). This project is an Intensive Level Survey of these neighborhoods that determines their eligibility for listing on the National Register and prioritizes them for future CLG projects. The Hartford Historic Preservation Commission prepared a preliminary inventory of structures to be included in the survey. That inventory included 246 structures and was based on assessor records of approximate dates of construction between 1920 and1949.

The Town of Hartford hired Brian Knight Research, a 36 CFR Part 800-qualified historic preservation consultant, to undertake the work. BKR meets the standards established by the United States Department of the Interior, National Park Service, to fulfil historic preservation work set by the National Historic Preservation Act (NHPA) which protects historic properties and to avoid, minimize, or mitigate possible harm that may result from agency actions. This project is a Federal action as the United States Department of the Interior, National Park Service provided funds through its Certified Local Government Program.

Hartford Background

Hartford is located in the heart of the Upper Valley region and consists of five villages (White River Junction, Hartford Village, Wilder, Quechee, and West Hartford) and several smaller hamlets. First chartered in 1761, Hartford has three major rivers (Connecticut, White, and Ottauquechee), which contribute to a rich agricultural, railroad, and mill history.

The village of White River Junction evolved with the development of the railroad in Hartford between 1848 and 1952. In 1847, the Vermont Central Railway and Connecticut River Railroad began laying track through the village. The first railroad train in Vermont left White River Junction on June 26, 1848, and by the 1890s, White River Junction was one of the essential railroad villages in northern New England. Rail growth stimulated development throughout the village. In 1797, Hartford Village built a dam spanning the White River, transforming the sparsely populated area into the fledgling industrial village. A sawmill and gristmill followed the dam, attracting settlers to the area. The growth of Wilder was linked to the industry associated with the Connecticut River. Eighteenth century Wilder residents used the village waterfalls to operate corn and sawmills. In 1883, a pulp mill was constructed on the Connecticut River and spurred the development of Wilder Village. During the nineteenth century, there were several mills that attracted workers to the area. Quechee's growth was associated with the waterpower of the Ottauquechee River. In 1765, the village proprietors granted 600 acres to the river falls as an incentive to draw mill development. In the 1870s, saw and grist mills were established. West Hartford is the most rural. In the late

eighteenth century, farmers and mill owners settled in West Hartford, and the community grew over time despite destructive floods in 1867 and 1927. [1]

Period of Significance

The buildings that comprise this Historic Sites and Structures Survey covers a period between 1919 to 1969. This period encompasses the late stages of the industrial boom in White River Junction when the mills and railroad industry were robust. The period covers the post-WWI era through the Great Depression and World War II and concludes with the post-World War II building boom. While other Vermont communities declined following the decline of their industrial base, there was a "fairly seamless transition from industrial employment to other types of work such as institutional and technological" in Hartford.[2]

There was a robust housing development in Hartford between 1919 and 1969. The story of this development is common with the surrounding region that also includes Norwich and the New Hampshire communities of Lebanon and Hanover. During the first half of the twentieth century, most of Vermont's town populations were declining. These communities suffered from decreased industrial and decreased use of railroads. The loss of the industrial base and the shift to automobiles in the twentieth century caused economic stagnation and, in some locations, a deep recession.

About the Hartford Historic Preservation Commission

Hartford became a Certified Local Government (CLG) in 1993, and the Town formed the Hartford Historic Preservation Commission (HHPC) shortly after that. Since that time, the HHPC has used several CLG grants to prepare historic district nominations to the National Register of Historic Places for properties throughout the Town's many villages and hamlets. To date, the Town has nine historic districts and approximately 500 buildings listed on the National Register. The historic districts include White River Junction, Hartford Village, Wilder Village, West Hartford Village, Quechee Village, Jericho, Christian Street, the Terraces (WRJ), and Advent Meeting Campgrounds. Past CLG projects have included historic district brochures, a Design Plan and Design Guidelines for Downtown White River Junction, a town-wide barn census, a history video, several oral history projects, and an education program.

Methodology

The project's goals were to document at the intensive survey level as many historic resources throughout the Town of Hartford from the period 1919 to 1969 as possible, given the time and cost constraints.

An initial windshield tour of many of the sites quickly revealed that most of the properties on the list had been altered and lacked architectural integrity. There were very few dwellings that were individually eligible for inclusion in the National Register of Historic Places. While very few of the

[1] Blue Brick Preservation, Inc., Survey *Report: Historic Sites and Structures Survey, Hartford, VT*, August 28, 2013.
[2] Papazian, Lyssa, *Hartford Vermont HSSS Phase 2 - Final Survey Report*, December 15, 2015.

properties are in an original condition sufficient to be individually eligible, there did seem to be several potential districts, based on their collective story of housing development meeting the economic needs of the town during this period. Hartford and the immediate region experienced a significant housing boom during the pre-and post- World War II periods, primarily fueled by area institutions like Dartmouth College, Mary Hitchcock Memorial Hospital, and the Veterans Administration Hospital. It seemed most likely that suburban homes of this period, which most of the buildings are, would not be unique or architecturally intact enough to merit individual eligibility, but the developments and subdivisions that created them were an important story to preserve.

Many, if not most modest houses built during this period are ubiquitous and consistent with national models sold and popularized through vendors like Sears, Aladdin, National Homes, etc. In addition, many local builders interpreted those designs for their local clients and had “plans” to sell as indicated in their advertising.

Photography and field survey: BKR photographed with a digital SLR camera all the properties in the five neighborhoods during the fall/early winter of 2019, after having completed the reconnaissance or "windshield" survey of the 123 properties.

BKR undertook the research to write a historic context for 1919 to 1969 housing and housing developments in Hartford to evaluate the NR eligibility of individual buildings and districts. BKR spent time in the town records researching and copying subdivision plans. BKR read through all the district nominations in Hartford for already written context information for the history of its housing development and looked at properties that are part of the districts. BKR researched nationally for other national register nominations, multiple property nominations, and historic context statements that addressed twentieth-century development. BKR studied house types and styles available during this period.

National Register of Historic Places/State Register of Historic Places

The National Register of Historic Places is the nation's inventory of historic places and the national repository of documentation on various historic property types, significance, abundance, condition, ownership, needs, and other information. It is the beginning of a national census of historic properties.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.

There are no properties listed on the National Register of Historic Places or the State Register of Historic Places in the area surveyed. This survey found several potential districts and individually eligible properties:

Saunders Avenue/Highland Park

FIGURE 1 SAUNDERS AVENUE/HIGHLAND PARK

The dwellings on Saunders Avenue within the Highland Park subdivision form a potentially eligible district under Criterion A and C **(Figure #1)**. The district is significant under Criterion A as a collection of homes and an arrangement of streets that convey the needs of Hartford's emerging middle class. Initially, this neighborhood had a few carriage barns or stables. The residents worked nearby in the railyards of White River Junction or other businesses as managers, engineers, clerks, shopkeepers, and highly skilled railroad workers. Eventually, there were small houses with garages that served the needs of a new middle class that could afford a car to commute to neighboring towns for employment in the hospitals, schools, and emerging industries.

It is significant that these homes are similar in massing and overall form, but none of the dwellings are identical, allowing for some individuality for their owners and ensuring variety in the streetscape. Creating the neighborhood in agricultural fields was an intentional plan to address a housing need and take financial advantage of the growing economy. The straightforward linear design of the street plan with no curves and minimal intersections and the development approach of creating unique homes linked by some common threads, represent one method to providing suburban development. The approach taken with this neighborhood is a contrast to the more common style of suburban development using identical homes and curving street plans that became the norm in so many areas.

The district is significant under Criterion C as a distinguishable entity whose individual components may lack distinction. Many homes exemplify styles from the various building periods. Still, as a group they tell a story of development through the popular architectural forms and styles of the periods of the early to mid-twentieth century. While there are examples of identical homes, the builders also chose features and details that link the homes and form a visual thread through the neighborhood. The homes represent a collection of early twentieth century Bungalow, Colonial Revival, Tudor Revival, Dutch Colonial Revival and Craftsmen homes. It is a linear district comprising all of Saunders Avenue and homes at the top of Saunders Avenue but with Gifford Road addresses. While many of the dwellings have lost individual integrity due to loss of original materials, the homes convey a cohesive architectural feeling. [3]

The district has a very good degree of integrity with the massing and the overall design of most buildings remaining intact, while in a number of cases materials have been replaced with synthetics. The replacement materials do not make a property non-contributing because nearly all of them retain integrity of location, setting, feeling, and association. Window, roof and siding replacement has eroded integrity of materials and workmanship, while a few houses still retain integrity of materials and workmanship. The eclectic designs are conveyed in the massing and rooflines, the setback from the street, and setting on the lots, and through the repeated recognizable use of decorative features. [4]

The period of significance for the proposed district is ca. 1906-1950. The period begins with the construction of the first houses in the proposed district and ends with the completion of the last house on the street.

Victory Circle

[3] Papazian, Lyssa, *Crafts Avenue Neighborhood Historic District*, New Hampshire Division of Historical Resources Area Form, 2013.
[4] Ibid.

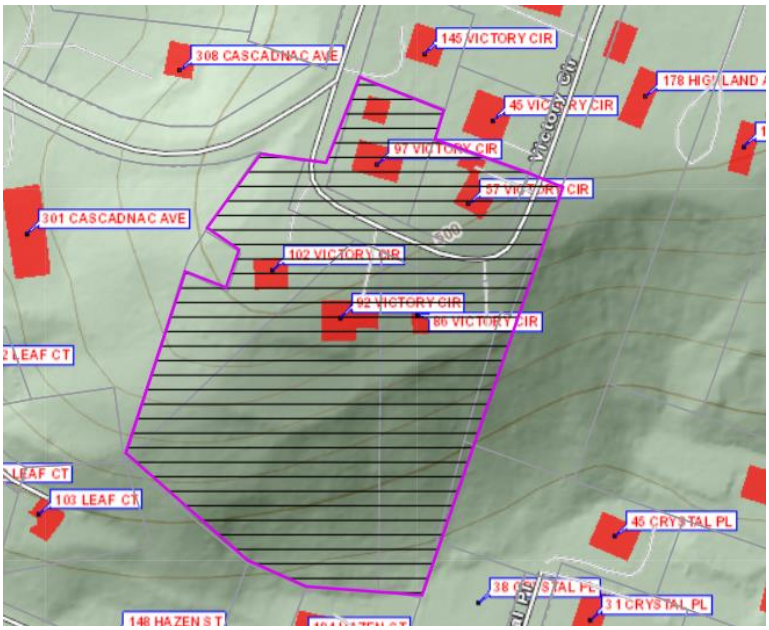

FIGURE 2 VICTORY CIRCLE

There are five homes at the southern end of Victory Circle that comprise a district eligible for the National Register of Historic Places **(Figure #2)**. To address Hartford's housing shortage, Hartford Building Associates, a pilot capital investment group, built five buildings and sold them at bargain rates. The program gained statewide media coverage for its innovative approach to solving a housing problem that gripped the state and nation.

The district is potentially eligible under Criterion A as they represent the suburban growth following World War I. The Hartford Building Associates homes are significant as they represent a unique approach to solving the town's housing struggles. It is a collection of homes that convey the needs and preferences of Hartford's emerging middle class. The houses with garages serve the needs of a new middle class that could afford a car to commute for employment in the hospitals, schools, and other industries. It is significant that these homes are similar in massing and overall form, but none of the dwellings are identical, allowing for some individuality for their owners and ensuring variety in the streetscape. The development approach of creating unique homes linked by some common threads represents one method of providing suburban development.

This district is potentially eligible under Criterion C as the buildings share characteristics of early twentieth-century architecture. Four of the homes were built in the American Four-Square Style, and the fifth is Bungalow Style. While these houses have individually lost architectural integrity due to replacement materials, the five buildings convey a feeling of architectural cohesiveness.

The district is also significant under Criterion C as a distinguishable entity whose individual components may lack distinction. As a group, the houses tell a story of development through the popular architectural forms and styles during the early twentieth century.[5]

The district has a reasonable degree of integrity with the massing and the overall design of most buildings remaining intact, while in a number of cases materials have been replaced with synthetics. The replacement of materials does not make a property non-contributing because nearly all of them retain the integrity of location, setting, feeling, and association. Window, roof, and siding replacement have eroded integrity of materials and workmanship. A few houses still retain integrity of materials and workmanship. The designs are conveyed in the massing and rooflines, the setback from the street, and setting on the lots, and through the repeated recognizable use of decorative features. [6]

The period of significance is ca. 1918-1923. The period begins with the construction of the first houses in the proposed district and ends with completing the last house on the street.

[5] Ibid.
[6] Ibid.

Demers Avenue

FIGURE 3 DEMERS AVENUE/LOG SIDING HOMES

There are seven homes on the northeast side of Demers Avenue **(Figure #3)**. J. Fulbright Demers built these homes c. 1938. They have rustic siding with a peeled log simulation with ship-lapped joints. The district is significant under Criterion A as a collection of homes and an arrangement of streets that convey the needs and preferences of Hartford's emerging middle class. The small houses with garages serve the needs of a new middle class that could afford a car to commute to neighboring towns for employment in the hospitals, schools, and industries that replaced the railroads. The development is significant under Criterion C as a distinguishable entity whose individual components may lack distinction. As a group, the houses tell a story of development through the popular architectural forms and styles of the periods during the early twentieth century. The homes share a similar floor plan, materials, and massing. While there are cases of replacement materials, these houses retain integrity of location, setting, design, workmanship, feeling, and association. [7]

The district has a very good degree of integrity, with the massing and overall design of the Demers buildings remaining intact. The replacement of materials does not make a property non-contributing because nearly all of them retain integrity of location, setting, feeling, and association. In most cases, they also retain integrity of design even when some materials have been replaced,

[7] Ibid.

especially the rustic siding with a peeled log simulation with ship-lapped joints. Window replacement has eroded integrity of materials and workmanship though many replacement sashes in the district seem to have retained the characteristic light configuration. A few houses still retain integrity of materials and workmanship. The designs are conveyed in the massing and rooflines, the setback from the street, and setting on the lots, and through the repeated recognizable use of decorative features.[8]

The period of significance is ca. 1937-1938, the period when Demers built the homes.

[8] Ibid.

Watson Plaza /Worcester Avenue

FIGURE 4 WATSON PLAZA/WORCESTER AVENUE

This district is potentially eligible for the National Register of Historic Places under Criterion A and C **(Figure #4)**. The district is significant under Criterion A as a collection of homes and an arrangement of streets that convey the needs and preferences of Hartford's emerging middle class. The houses with garages serve the needs of a new middle class that could afford a car to commute to neighboring towns for employment in the hospitals, schools, and industries that replaced the railroads. Significantly, these homes are similar in massing and overall form. Still, none of the dwellings are identical, allowing for some individuality for their owners and ensuring variety in the streetscape. Creating the neighborhood in agricultural fields was an intentional plan to address a housing need and take financial advantage of the opportunity the growing economy provided. The straightforward linear design of the street plan with no curves and minimal intersections represents an approach to suburban development.

The Watson Plaza/Worcester Avenue Neighborhood is significant under Criterion C as a distinguishable entity whose individual components may lack distinction. As a group, the houses tell a story of development through the popular architectural forms and styles of the periods during the early twentieth century. The district represents a linear district consisting of homes built with similar massing, design, and setback. The majority of the homes are eaves front, Minimal Traditional Style homes.

The district has a good degree of integrity, with the massing and overall design of most buildings remaining intact. In contrast, in several cases, materials have been replaced with synthetics. The replacement materials do not make a property non-contributing because nearly all of them retain

integrity of location, setting, feeling, and association. Window, siding, and roof replacement has eroded integrity of materials and workmanship. A few houses still retain integrity of materials and workmanship. Overall, the designs are conveyed in the massing and rooflines, the setback from the street, and setting on the lots, and through the repeated recognizable use of decorative features.[9]

The period of significance is ca. 1937-1948. The period begins with the construction of the first houses and ends with completing the last house on the street. There are three homes on the street that were built outside the period of significance. #136 Worcester Avenue is a c. 1888 house and was moved to one of the building lots, and two houses - #143 Worcester Avenue and #144 Worcester Avenue - were built post-1948.

[9] Ibid.

Manning Park

FIGURE 5 MANNING PARK AND MANNING PARK EXTENSION

The Manning Park district, consisting of Hanover Street, Wilder Street, and Gifford Road, is potentially eligible for the National Register of Historic Places. Initially laid out in 1906, the development of Manning Park occurred over a period of fifty years, resulting in a wide variety of architecture styles **(Figure 5)**.

The district is significant under Criterion A as a collection of homes and an arrangement of streets that convey the needs and preferences of Hartford's emerging middle class. The houses with garages served the needs of a new middle class that could afford a car to commute to neighboring towns for employment in the hospitals, schools and industries that replaced the railroads. It is significant that these homes are similar in massing and overall form, but none of the dwellings are identical, allowing for some individuality for their owners and ensuring variety in the streetscape. The creation of the neighborhood in agricultural fields was an intentional plan to address a housing need and take financial advantage of the growing economy. The straightforward linear design of the street plan with minimal curves and minimal intersections as well as the development approach of creating unique homes linked by some common threads, represent one method of suburban development.

Manning Park is significant under Criterion C as a distinguishable entity whose individual components may lack distinction. Many homes exemplify the various periods in which they were constructed, but as a group they tell a story of development through the popular architectural forms and styles of the periods of the early to mid-twentieth century.

The houses within the district possess a minimal degree of individual integrity as many buildings have experienced significant modifications and alterations. Most building materials have been replaced with synthetics. The replacement of materials is severe enough to make a building non-contributing. While retaining integrity of location, setting, feeling, and association, there is significant loss of integrity of design. Window, roof and siding replacement has eroded integrity of

materials and workmanship and materials. However, the massing and overall design of most buildings remaining intact. The district as a whole retains integrity. The houses retain a uniform and positioning with the adjacent house.

The period of significance for the proposed district is ca. 1922-1967. The period begins with the construction of the first houses in the proposed district and ends with the completion of the last house on the street.

Manning Park Extension

FIGURE 6 MANNING PARK EXTENSION

The Manning Park Extension district, consisting of northern Gifford Road, is potentially eligible for the National Register of Historic Places under Criterion A and C **(Figure 6)**. Initially laid out in 1906, the development of Highland Park occurred over fifty years, resulting in a wide variety of architectural styles.

The Manning Park Extension district is significant under Criterion A as a collection of homes and an arrangement of streets that convey the needs and preferences of Hartford's emerging middle class. The houses with garages served the needs of a new middle class that could afford a car to commute to neighboring towns for employment in the hospitals, schools, and industries that replaced the railroads. It is significant that these homes are similar in massing and overall form, but none of the dwellings are identical, allowing for some individuality for their owners and ensuring variety in the streetscape. The creation of the neighborhood in agricultural fields was an intentional plan to address a housing need and take financial advantage of the growing economy.

Manning Park Extension is significant under Criterion C as a distinguishable entity whose individual components may lack distinction. Many homes exemplify the various periods in which they were constructed, but as a group, they tell a story of development through the popular architectural forms and styles of the periods of the early to mid-twentieth century.

The houses within the district possess a minimal degree of individual integrity as many buildings have experienced significant modifications and alterations. Most building materials have been replaced with synthetics. The replacement of materials is severe enough to make a building non-contributing. While retaining integrity of location, setting, feeling, and association, there is significant loss of integrity of design. Window, roof, and siding replacement has eroded integrity of

materials and workmanship and materials. However, the massing and overall design of most buildings remaining intact. The district as a whole retains integrity. The houses retain a uniform and positioning with the adjacent house.

The period of significance for the proposed district is ca. 1951-1972. The period begins with the construction of the first houses in the proposed district and ends with the completion of the last house on the street.

Individual Properties

#238 Gifford Road

FIGURE 7 #238 GIFFORD ROAD

This building is potentially eligible for the National Register of Historic Places under Criterion C. It is a representative example of the Modernist Movement in Vermont **(Figure #7)**

#274 Gifford Road

FIGURE 8 #274 GIFFORD ROAD

This dwelling is potentially eligible under Criterion C as a good local example of a Ranch Style home. Further research is recommended **(Figure #8)**.

#165 Hanover Street

FIGURE 9 #165 HANOVER STREET

This dwelling is potentially eligible under Criterion A as a good local example of a Standard Homes Company design **(Figure #9)**. The building has replacement windows, siding, and roofing, and further research is recommended.

#144 Worcester Avenue

FIGURE 10 #144 WORCESTER AVENUE

This dwelling is potentially eligible under Criterion C as a good local example of a Ranch Style home **(Figure #10)**. Further research is recommended.

#34 Gifford Road

FIGURE 11 #34 GIFFORD ROAD

This dwelling is potentially eligible under Criterion C as a good local example of a Bungalow Style home **(Figure #11)**. Further research is recommended.

#239 Hanover Street

FIGURE 12 #239 HANOVER STREET

This dwelling is potentially eligible under Criterion C as a good example of a Split-Level Style home **(Figure #12)**. Further research is recommended.

#126 Highland Avenue/#176 Highland Avenue / #178 Highland Avenue

FIGURE 13 #176 HIGHLAND AVENUE

FIGURE 14 #126 HIGHLAND AVENUE

FIGURE 15 #178 HIGHLAND AVENUE

These three homes were built between 1919 and 1923. They were built by executives of the Smith Cracker Company. #176 and #178 Highland Avenue may be potentially individually eligible under Criterion C as representative examples of the Colonial Revival Style. The three

houses may be potentially eligible as a district under Criterion A. Under Criterion A, the three dwellings represent early twentieth century development on Taft's Flat. In addition, the homes represent the success of Hartford's business leaders. The three buildings may be potentially eligible under Criterion C as a district.

These buildings have a very good degree of integrity with the massing and the overall design of most buildings remaining intact. The replacement materials do not make a property non-contributing because nearly all of them retain integrity of location, setting, feeling, and association. Window, roof and siding replacement has eroded integrity of materials and workmanship. A few houses still retain integrity of materials and workmanship. The designs are conveyed in the massing and rooflines, the setback from the street, and setting on the lots, and through the repeated recognizable use of decorative features.[10] **(Figures #13-15)**

[10] Ibid.

FIGURE 16 1869 MAP, SHOWING O. TAFT FARM

The Taft's Flat area is to the north of the village of White River Junction. The area rests on a plateau that holds commanding views towards the Connecticut River and White River Junction.

During the late eighteenth century, the Taft's Flat area was predominantly unsettled. By the first half of the nineteenth century, "there were two houses back on the hill," one of them being the Orrin Taft farm.[11] Orrin Taft was the son of Abijah and Betsy Taft who moved to Vermont c.1800. Orrin Taft was born in Hartford in 1826. He lived on the farm with his parents and nine other siblings.

After his father's death, Orrin Taft took over the farm, which consisted of all land on the east side of Christian Street from the White River Bridge in the south to the village of Olcott (Wilder) in the north **(Figure #16)**. The farmhouse was in the vicinity of the present-day St. Paul's Church. A road led from White River Junction up to the Taft farm over what was known as the old sandhill. The hill was always full of "gullies caused by water coming down from the flats above."[12]

In June 1863, 37-year-old Orrin Taft registered for the draft but did not see active service. Three years later, he married Arvilla Martha Galusha. He married Ellen Sarah Nason twelve years later. In 1880, only Orrin and his wife, Ellen, lived on the farm.

Between 1879 and 1892, Taft sold off several parcels of land. These parcels included the former Wilder Post Office site and the White River Falls Corporation mill in Wilder. In 1887, members of the Advent Church purchased six acres of Taft's land. The group was "successful in purchasing the desired parcel of land for under $1,000" located "on the west side of Connecticut River about one

[11] *The Valley Sun*, White River Junction, Vermont, November 13, 1885
[12] *The Valley Sun*, White River Junction, Vermont, January 8, 1886.

mile above White River Junction, and closely adjacent to the Passumpsic railroad."[13] The six founding founded the new White River Junction Adventist Camp Meeting Association, and their initial investment went towards the construction of several buildings and a cloth tent.[14] The religiously oriented summer community held camp meetings on the terrace between the Connecticut River to the east and Mount Olivet Cemetery to the west. These were religious gatherings in a natural setting, characterized by large audiences with on-site camping and lodging.

Up until 1882, Christian Street was the primary thoroughfare leading from White River Junction to Wilder. In 1882, the town built the present-day Taft Avenue, which served as the catalyst for Taft's Flat development. In 1885, there were twenty new houses built in White River Junction. Amongst the houses on Taft's Flat were "Mr. Quimby, on O.A. Taft's flat," and "W.L. McIntire, on Taft's flat."[15] In 1886, the W.L. McIntire & Company was put up for the assignee's sale. Part of its inventory included a "1½ story house with outbuildings and finished, with one acre of land, near Orrin A. Taft's residence."[16]

In 1892, the Catholic Church established the Mount Olivet Cemetery on the northern end of Taft's Flat. Heading north past the cemetery, the road led to the Village of Wilder, which by the late nineteenth century, was a thriving village comprised of mill workers. By 1900, the town installed water pipes along Hartford Avenue in Wilder.

That same year, George Tarbell moved "into his new house on the hill, near his brother-in-law Orrin A. Taft. For the beauty of the scenery, this point compares favorably with the terraces on the south side."[17] Fire destroyed the Tarbell house in 1904.

In addition to the Taft farm, the Dolman farm was also on Taft's Flat. In 1895, the Taft's Flat area and other housing north of the White River,

> Consisted of 67 dwelling houses and one story with an overhead tenement. Of the 67 houses, 34 are occupied solely by the owners and their families. Four houses are each occupied jointly by the owner and the other tenant, one house by the owner and two other tenants. Twenty-six homes are occupied solely by lessees, and two houses are unoccupied. The total number of families in the 65 occupied houses and one store is 74. [18]

Since the description included the area north of the White River, these numbers may have included the housing immediately off Maple Street. With that in mind, there were very few homes on Taft's Flat.

In the case of the Taft's Flat neighborhoods, lot owners built homes "rather than speculative construction by the developer of identical homes for sale."[19] Land records show that developers sold to individuals who built their own homes, choosing their style and form. [20]

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[13] Tucker, William Howard, *History of Hartford, Vermont, July 4, 1761-April 4, 1889: The First Town on the New Hampshire Grants Chartered After the Close of the French War*. Free Press Association, 1889.
[14] Rowe, Marjorie, The Advent Christian Witness [serial] (4 of 11)
[15] *The Valley Sun*, White River Junction, Vermont, October 23, 1885.
[16] *The Landmark,* White River Junction, Vermont, September 11, 1886.
[17] *The Landmark,* White River Junction, Vermont, January 6, 1893.
[18] *The Landmark,* White River Junction, Vermont, August 16, 1895.
[19] Papazian, Lyssa, *Hartford Vermont HSSS Phase 2 - Final Survey Report*, December 15, 2015
[20] Ibid.

Orrin Taft died in 1898 at the age of seventy-one. Much of his estate was bequeathed to the First Universalist System. In 1905, Ellen Taft placed the farmstead on the market. At the time, it consisted of two large pastures and one small pasture, a field containing "about sixty acres and a large acreage of wood and timberlands upon the same."[21] The property also consisted of a farmhouse, two barns, and several other agricultural outbuildings. A 1900 advertisement described the Taft place as having "a brick house, ten rooms, barns and sheds and a large plot of ground."[22] Ralph M. Sanders purchased the farmstead in April 1905.

In the early nineteenth century, there were several industries in the surrounding communities that encouraged housing development. There were mills in Quechee, Bethel, Tunbridge, Lebanon, Wilder, White River Junction, Gaysville, and Springfield; manufacturing facilities in Lebanon, Woodstock, and Windsor; railroad-related industries in White River Junction. Smaller enterprises included sawmills and gristmills in Hartford, Springfield, Norwich, Sharon, Rochester, and Post Mills.

In 1906, Sanders sold a large parcel of land to George Bidwell, who laid out the first Taft's Flat subdivision - Highland Park. Over the next half-decade, developers laid out several more subdivisions. Before World War II, developers laid out the Victory Circle, Watson Plaza, and Demers Avenue subdivisions.

At the turn of the century, there were a few large farms on Taft's Flat, including the former lands of Orrin Taft plus the farmstead of Wilder Pierce. In 1935, Wilder and his wife celebrated their fiftieth wedding anniversary "at their home on Taft's Flat in the afternoon…"[23]In addition, there was the Highland Park development, first laid out in 1906. In early 1920, Willis A. Powers offered several building lots on Taft's Flat. In 1921, Alfred T. Wright,

> Who last spring sold his house on Fairview Terrace to Thomas Wright, one of the new proprietors of the White River Dry Cleaning Co., gives possession today. He is storing his household effects and will continue to occupy one of the rooms in the house until his new residence on Taft's Flat, rapidly nearing completion, is ready for occupancy.[24]

Three years later, Alfred Wright and his wife hosted "a party at their home on Taft's Flat Saturday evening for the employees of *The Landmark."*[25] In 1922, Arthur L. Wood's Electric Store "has the contract for wiring the two new Smith houses on Taft's Flat."[26] That same year, C.W. Waterman

> Completed a building on Taft's Avenue, which he is now occupying as a garage and a store. Mr. Waterman is carrying a general line of groceries in the store, and a little later will be equipped to do all kinds of automobile repairing in the garage. In addition to this service, he has constructed a large shed in the rear of the garage, which he will use as a place to hitch horses.[27]

[21] *Herald and News*, Randolph, Vermont, April 6, 1905.
[22] *The Landmark,* White River Junction, Vermont, September 28, 1900.
[23] *Rutland Daily Herald*, Rutland, Vermont, November 15, 1935.
[24] *The Landmark,* White River Junction, Vermont, September 15, 1921.
[25] *Rutland Daily Herald*, Rutland, Vermont, October 14, 1925.
[26] *The Landmark,* White River Junction, Vermont, May 4, 1922.
[27] *The Landmark,* White River Junction, Vermont, August 24, 1922.

Within a few months of completing his building, Waterman offered "furnished steam-heated rooms also storage spaces for cars."[28] By 1924, businesses sprouted up on the flats, including Harold Barnes' auto repair shop, located in the Waterman garage. Pierce Pond was on Taft's Flat, which was used every January for harvesting ice. In 1921, Ordway & Dutton purchased from Smith & Sons "the location known as Pine Oak Lodge where they will erect a garage to take care of autos which they expect to place a jitney service. Later in the summer, it is planned to erect a new bungalow on the present site of the camp."

Most of the commercial enterprises fronted Hartford Avenue. In 1922, there were only three businesses. They were Charles Whitcomb, auctioneer; F.I. Palmer, fancy goods and groceries; and Rollin Goss, physician. As Goss and Whitcomb were one-person operations, the only business was Palmer's groceries.

When America entered World War II, Taft's Flat businesses had barely increased since 1922. Palmer's General Store continued to operate, and Norman Tenney was a veterinarian. That same year, *The Landmark* advertised "exceptionally fine building lots on Taft Avenue."[29] During the 1930s, there were several automobile-related businesses, including Dexter Charbonneau's trucking business, Arnold Chapman's garage, and Dulac's garage. In 1943, Haselton's Market was on Taft's Flat. There were also two shipping/ trucking companies - one owned by Sherman Manning and the other by Dexter Charbonneau.

Following World War II, the Manning Park and Manning Park Extension subdivisions were laid out and developed. These subdivisions contributed to improved living conditions of the middle class and extended the American dream of suburban life and homeownership to an increasing number of Americans.[30] At this time, the economic activity on Taft's Flat had increased dramatically. In 1946, Raymond Trainor moved his law practice from the Colodny Building in downtown White River Junction to #1 Taft Avenue, which was considerably closer to his home on Worcester Avenue.

In 1937, the United States Post Office started delivering to Taft's Flat. In 1947, the State of Vermont created the Vermont State Police, establishing eleven barracks throughout the state. One of them was on Taft's Flat. A year later, the state closed the White River Barracks, forcing officers to work from their homes.

During the 1950s, Taft's Flat businesses included Trumbull-Nelson Construction, Fellows Electrical Service, Covell the Painter, Adams Electrical Service, and Norman Tenney, a veterinarian. Tenney's home was also on Taft's Flat, where he had a hill that was popular for skiing and sledding. Reflecting the increased use of the automobile, there were related businesses such as Arnold's Garage, Dulac's Auto Repair, and Labelle's Service Station. By 1962, Kelton Motors specialized in the sale of GMC trucks and tractors.

In 1950, the Town of Hartford explored sites for a new middle school. After researching the existing site and the airport site, the board chose the Harvey Lot on Taft's Flat. Two years later, the town completed the construction of the school. In 1963, the ground was broken for a new Episcopal Church. By the time of the Vietnam War, the area was fully developed.

[28] *The Landmark,* White River Junction, Vermont, October 5, 1922.
[29] *The Landmark,* White River Junction, Vermont, December 20, 1922.
[30] Intensive Level Historic Resources Survey of Selected Resources Town of Amherst, New York, September 2017.

Taft's Flat Neighborhood: Highland Park

One of the first initiatives of a new neighborhood was the Highland Park subdivision, located on the west side of Hartford Avenue. George Bidwell of Hartford, Connecticut, laid out lots in 1906. He was also responsible for the 1919, 67 lot development, Riverview, in Charlestown, New Hampshire. Highland Park created 57 lots and four short streets. The main street created was Saunders Avenue leading perpendicularly west of Taft's Avenue. The other short cross streets were Wilder, Hanover, and Fairview (now Gifford Road). The houses on these lots stylistically appear to be from c.1906 to c.1935 with bungalows, some Craftsman-style homes, and several of the type popularized by Sears in the early twentieth century decades. [31]

Some of the earliest houses in the park were three c.1906 dwellings: The Colonial Revival Style home at #62 Saunders Avenue, the American Four-Square Style home at #116 Saunders Avenue, and the late Queen Anne Style dwelling at #95 Saunders Avenue. It appears that World War I paused development in Highland Park and then resumed in the 1920s.

Many speculators purchased the lots and then sold them to individuals. For example, William Z. Eaton purchased several lots from Bidwell in 1910. Eaton sold the empty lot to Robert Logan in 1922, who then built a house. David Pingree, who owned land in both the Highland Terrace and Highland Park subdivisions, bought large portions of the development and sold them speculatively. In 1923, Arthur and Margaret Southwick "purchased two building lots on Highland Park of D.A. Pingree and expects to build soon."[32]

This neighborhood is a good representation of an early twentieth-century subdivision. It consists of middle-class houses. All the resources within the area are residential properties and associated secondary buildings, such as garages and utility sheds. Houses are almost entirely one or one-and-one-half stories, predominately built using wood frame construction.[33]

An element of early- to mid-twentieth-century residential suburbs are their relationship with transportation, and this development was related to the growth of Taft's Flat and Hartford Avenue. This development also links to the economic growth spurred by local industries and institutions such as the Boston & Maine Railroad, Mary Hitchcock Hospital, and local industries.[34]

The neighborhood retains its original spatial organization as laid out by the original subdivision, and the architectural forms and styles reflect the trends of residential design and house construction[35] **(Figure #17).**

Highland Park Significance

[31] Papazian, Lyssa, *Hartford Vermont HSSS Phase 2 - Final Survey Report*, December 15, 2015.
[32] *The Landmark*, White River Junction, May 20, 1923.
[33] Crockett, Lindsay L., Jaime L. Destefano and Michelle K. Taylor. *Bluefields Historic District National Register Nomination Davidson County, Tennessee.* United States Department of the Interior, National Park Service, 2017.
[34] Ibid.
[35] Ibid.

Saunders Avenue within the Highland Park subdivision is potentially eligible under Criterion A & C. It consists of the entirety of Saunders Avenue plus sections of Gifford. The majority of the buildings have lost individual integrity. It is significant as an example of a uniformly planned, pre-World War II, suburban design in the town of Hartford, Vermont. It is significant under National Register Criterion A as a group of properties associated with events that have made a substantial contribution to the broad patterns of our history. It reflects the growth and development of the Town of Hartford during the years leading up to World War I. The district is significant under Criterion C as a distinguishable entity whose individual components may lack distinction. Many are examples of homes from the various periods in which they were constructed, but as a group, they tell a story of development through the popular architectural forms and styles of the periods of the early to mid-twentieth century.

Highland Park Residents

The residents of the neighborhood were middle class in income, who were able to own their own homes. They typically had management or skilled jobs in the major West Lebanon and White River Junction industries of the railroads, hotels, stores, mills, and light manufacturing. It was the growth of the railroad in the late nineteenth century that created the demand for this sort of housing.[36]

Charles Sawyer was an electrician for the telephone company (#40 Pierce Street). In May 1921, Loren F. Terry (#34 Gifford Road) "purchased two building lots on Taft's Flat and will soon build a bungalow for a home." Born in Canada, Terry came to the United States in 1862. He worked in Hartford as a jewelry merchant. Olin & Nellie Hill purchased #43 Saunders Avenue in 1924. Olin Hill was an automobile mechanic. In 1921, Roscoe Wilmot purchased #27 Saunders Avenue. Wilmot was a bookkeeper for an automobile garage and town treasurer and postmaster for White River Junction. Otto and Florence Jorgenson purchased #27 Hanover Street in 1958. Born in Denmark, Jorgenson came to the United States in 1907. He was a carpenter who specialized in building houses. By the 1950s, he worked for Renehan-Akers Construction Company. William Menut (#148 Saunders Avenue) was the proprietor of a hardware company, and his wife, Mildred, was a stenographer for Railway Mail. In 1922, Arthur and Margaret Southwick purchased #93 Hanover Street. Southwick worked for the Central Vermont Railroad. Clyde Austin (#6 Gifford Road) worked for the railroad. Robert and Florence Logan purchased #66 Wilder Street in 1922. Robert Logan was an agent for the Ryder Express Company. Howard and Michael Aulis are the earliest known occupants of #116 Saunders Avenue. Howard Aulis was a yard conductor for the railroad. Raymond Chase (#79 Gifford Road) was a cashier at a local bank.

[36] Papazian, Lyssa, *Crafts Avenue Neighborhood Historic District*.

FIGURE 17 THE FIRST PHASE OF HIGHLAND PARK SUBDIVISION, SAUNDERS AVENUE

Hartford Area Builders

Until the mid-twentieth century, it was difficult for the average American to attain homeownership. By the early twentieth century, several organizations made homeownership possible for many moderate-income families by offering installment plans that required a small down payment and monthly payments. These include building and loan associations, real estate developers, and companies, such as Sears & Roebuck, which were in the business of selling mail-order houses.[37]

At this time, the housing construction industry comprised a large number of independent, small-scale builders. The typical house builder constructed approximately four single-family houses per year, with only a few builders capable of building as many as ten homes per year.[38]

> The small scale of production paralleled comparably low demand in most regions of the United States, due to the difficulty of financing the purchase of a single-family house. Lending institutions rarely financed more than 60 to 70 percent of the purchase price, with mortgages of 5 years or less that ended with a balloon payment. These terms prevented much of the middle class and nearly all of the working class from buying homes or required many years of patient saving prior to making a purchase.[39]

As was the case for the Taft's Flat area, the development process started with a significant parcel of agricultural land. The land was large enough to be subdivided into individual lots for detached, single-family homes and equipped with improvements in streets, drainage, and utilities, such as water, sewer, electricity, and telephone lines.[40]

Local firms such as the Trumbull-Nelson Company of Lebanon, New Hampshire, Cummings Construction Company of Woodsville, New Hampshire, and White River Junction companies such as the Renehan-Akers Company, and the Lambert Construction Company may have been responsible for some of Taft Flat's new homes. Additional Hartford area builders were Frederick Demers, J. Fulbert Demers, Phil Demers, E.N. Davis, Clyde Densmore, Placid Adams, D. Irving Shepard & Son, Otto Jorgenson, George Porter, Millard Uline, John Wilder, and Harold and Ronald Potwin.

E.P. Sargent of Norwich sold lumber and built houses. In September 1893, A "Mr. Sargent of Norwich built five houses on Hartford Avenue. [41] W.C. Peavey was a White River Junction builder who specialized in slate roofs. In West Lebanon, Mrs. G.E. Beyerle specialized in the sale of a new wall material – sheetrock. Smith & Chellis of Claremont, New Hampshire, and Sanville & Son of Lebanon may have built homes in Hartford.

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[37] McClelland, Linda Flint, *Historic Residential Suburbs in the United States, 1830-1960 National Register of Historic Places Multiple Property Documentation Form,* United States Department of the Interior, National Park Service.
[38] Weiss, Marc, *The Rise of Community Builders,* Columbia University Press: New York, New York, 1987.
[39] Hope, Andrew, "Evaluating the Significance of San Lorenzo Village, A Mid-twentieth Century Suburban Community," *CRM Journal*, Summer 2005.
[40] McClelland, Linda Flint, *Historic Residential Suburbs in the United States, 1830-1960.*
[41] *The Landmark,* White River Junction, Vermont, September 8, 1893.

Placid Adams owned a building materials and construction business, with his brother, Benjamin Adams, on Depot Row in White River Junction. A 1921 advertisement stated:

> P.E. Adams – Paints, Varnishes, lumber, builder's materials. Don't know as you can get any table delicacies around there, but if you will telephone 57 perhaps "P.E." can give some valuable suggestions on buying just at this time **(Figure #21)**.[42]

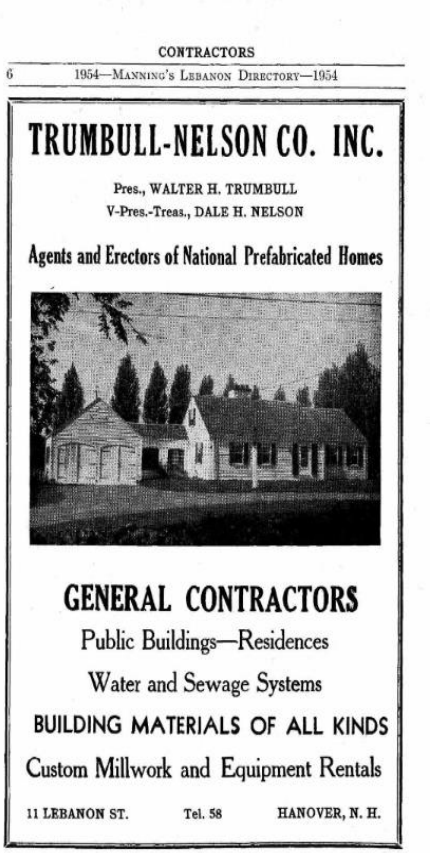
FIGURE 18 1919

They specialized in lumber, shingle, sash, and was a dealer of Cornell Wood-Board. Adams owned several buildings on South Main Street, near the first site of St. Anthony's Parish. Adams built the five Hartford Building Associates Homes on Victory Circle.

In addition to the Adams Brothers, the LaFountain Woolson Company on Bridge Street in White River Junction provided building materials for local builders **(Figure #18)**.

[42] *The Landmark*, White River Junction, Vermont, November 10, 1921.

Walter H. Trumbull started his construction business in 1917. His first commercial project was an automotive garage on Allen Street in Hanover, New Hampshire. Trumbull hired Dale Nelson of Norwich in 1926. Three years later, they built the large 600 seat theater for the laborers building the hydroelectric dam in East Barnet. Nelson and Trumbull became partners in 1944. In 1952, the company had offices on Hartford Avenue on Taft's Flat **(Figure #19)**.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6 1954—MANNING'S LEBANON DIRECTORY—1954

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FIGURE 19 1 1954 TRUMBULL-NELSON

J. Fulbert Demers, assisted by his sons Fulbert and Frederick, designed and erected many of the homes on Demers Avenue. J. Fulbert Demers and his wife Bernadette immigrated to the U.S. from Canada in 1907. Demers started a lumberyard at the north end of Wilder 1913.

In 1937, Demers bought a large tract of vacant land on Taft's Flat and erected several homes. Demers also built several homes across Hartford Avenue in the Highland Park neighborhood, including #17 Hanover Street and #135 Hanover Street.

In 1963, Phil Demers, a son of J. Fulbert Demers, designed and built the house at #1 Demers Avenue. He was a carpenter for Dulacs Woodworking Shop in Lebanon and built many area homes. He used cement blocks as a building material, building block homes at #32 Demers Avenue and #829 Hartford Avenue. After working for Dulac's Building Supply for 26 years, he became the Johnson's Home Center manager in West Lebanon. He was remembered by many for his expertise in building and high-quality customer service. Many looked to him for advice when tackling a home project.


AN ALL-CONCRETE (except for the roof) house on Franklin Street, Winooski, may be the wave of the future for low-cost housing in the area. Costs of this experimental two-bedroom house being built by Frederick Demers, will run about $12,500. Demers believes he can reduce costs to $10,500 with future projects.

FIGURE 20 C.1969

In the 1950s, Frederick Demers built a house at #208 Hanover Street, #134 Hanover Street, #158 Hanover Street, and #123 Hanover Street. Frederick started a cement block business in the 1930s in West Lebanon and then later in Winooski. He built several area concrete blockhouses, such as the first house on Seminary Hill, W. Lebanon in 1945-46, and later some in Burlington **(Figure #20)**.[43] Demers moved to Winooski, where he built all concrete homes in Winooski, Vermont. He also was

[43] Papazian, Lyssa, *Hartford Vermont HSSS Phase 2 - Final Survey Report*, December 15, 2015.

active in the urban renewal efforts in Winooski.

Clyde Densmore may have built the two homes at #305 Gifford Road. He may have also built the c.1959 Rogenski House on 36 Division Street and the c.1955 house at 35 Fern Street in the Wilder Village Historic District in Hartford.

Pippin Industries, a manufactured home dealership, purchased the lot at #51 Wilder Street and built the existing building in 1967.

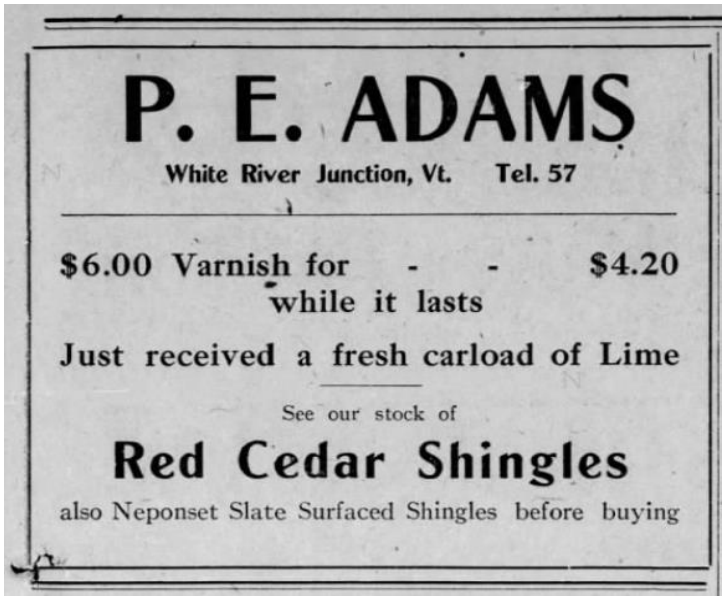

FIGURE 21 *THE LANDMARK*, 1923

The Cummings Construction Company of Woodsville, NH, built two houses on Highland Avenue. They were a two-story frame type, and of artistic design."[44] These houses were #126 and #176 Highland Avenue. The Cummings Construction Company started in Ware, Massachusetts, in 1879. The company "grew rapidly and by 1890 it was working throughout the northeast, building large industrial facilities, bridges, and hydro development projects. By 1920, the emphasis changed from heavy industry to general building for manufacturing plants, churches, banks, schools, colleges, universities, and hospitals."[45] Hartford projects included the 1913 bridge crossing the White River and the First National Bank.

[44] *The Landmark*, White River Junction, Vermont, April 27, 1922.
[45] H.P. Cummings Website, 5 High Street, PO Box 269, Woodsville, New Hampshire.

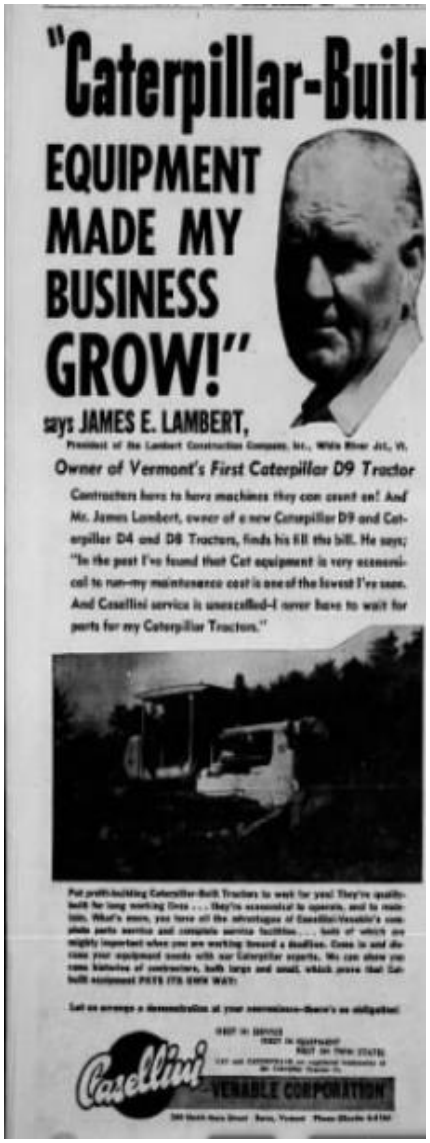

FIGURE 22 C.1956

Lambert Construction Company purchased the #145 Hanover Street lot in 1948. Based in White River Junction, the company specialized primarily in highway and bridge projects. The company built the drawbridge between Grand Isle and North Hero in 1950 and the reconstruction of the Mendon highway in 1946. There is no evidence that the company engaged in the construction of single-family residences **(Figure #22)**.

Developers R.G. Elliott and Donald E. Renehan of White River Junction purchased three lots in the Worcester Avenue subdivision in the 1930s. They owned a development company called R.G. Elliott & Company which was also responsible for developing the Crafts Avenue Neighborhood in West Lebanon.[46] A graduate of Hartford High School, Renehan initially worked for Adams and McNichols, specializing in stone monuments. He then worked for the Champlain Realty Company, a subsidiary of the International Paper Company. He was also a Hartford selectman. Elliott also owned a building supplies company that most likely provided the supplies for these buildings.

In 1948, Donald and Alice Renehan formed the Renehan-Akers Company with Rodney and Ruth Akers. The company, which was "to engage in the general contracting and building business," had offices in the H.A. Perkins/Twin State Fruit Building in downtown White River Junction.[47] The company purchased the lot at #82 Saunders Avenue in 1953 and most likely built the existing house.

Almo and Harriett Cerutti purchased the lot at #128 Wilder Street in 1962. In 1952, Almo Cerutti was an independent contractor. He was then the superintendent of the Olsen Construction Company and may have built the house.

Edmund and Ursula Dulac owned #76 Demers Avenue. Edmund Dulac was the child of Edmund and Mary Dulac, who emigrated to the United States in 1892. The elder Dulac worked as a carpenter and then established a building supply store. The younger Edmund Dulac was a mechanic in a local garage.

The lot at #364 Gifford Road remained vacant when D. Irving Shepard and his son, Stewart S. Shepard, purchased it in 1964. Following Stewart Shepard's honorable discharge from the U.S. Army in 1952, he and his father formed D.I. Shepard & Son Construction Company, which most likely built the existing building. Stewart Shepard and his brother Roger later formed the Shepherd Construction Company in Hartland.

[46] Papazian, Lyssa, *Crafts Avenue Neighborhood Historic District*, New Hampshire Division of Historical Resources Area Form, 2013.
[47] *The Landmark,* White River Junction, December 23, 1948.

Vermont's Housing Problem: 1900-1933

Before World War II, single-family residential subdivisions were rare in Hartford. This was due to Hartford's small population in the prewar period. The local contracting community was also more inclined to build single-family buildings on an individual basis, instead of the immense task of developing subdivisions. Finally, the Great Depression challenged the ability of financial institutions to invest in the development of large tracts of land for residential use.[48]

During the first two decades of the twentieth century, employment opportunities in the region included the box factory and a chair factory in Hartford, a key and lock factory in Lebanon, and a fishing rod factory in Post Mills. The H.W. Carter & Sons factory in Lebanon produced sturdy work clothes of all types, and the Smith & Sons company in White River Junction made crackers and assorted candies. White River Junction served as a hub for the railroad industry, especially the Boston & Maine Railroad.

In 1911 Burlington, a letter to the editor discussed Burlington's "so-called habitations," which were "not one would call model tenements- in fact, they would be condemned, remodeled or torn down in many cities, but they seem to go here. A progressive farmer would not use them even to house his sheep. Cold, leaky, cheerless, and many without common sanitary arrangements - they are simply disgraceful and are unfitted to the place and time."[49]

In Burlington, the American Woolen company addressed the housing problem by "providing the necessary credit and oversight so that employees can purchase homes and pay for them on a small investment plan."[50]

There was a shortage of housing all across the United States. In 1919, an editorial "Good Housing" appeared in *The Landmark*:

> In some instances, people have inserted advertisements in newspapers offering a reward for anyone who could find them a home. No industry is going to prosper unless there are comfortable homes for the workers, as they will go elsewhere, and the business will have to be constantly breaking in new help. Many manufacturing concerns have already taken up the housing problem and have built hundreds of homes for workers. They do their best to encourage the home spirit, offering prizes for gardening and the best-looking cottages. They make it easier for workers to become the owners of their little homes. Any concern that has done that has placed its business on a much more secure basis. Conditions of congestion in many manufacturing towns have become almost unendurable. Families are herded together promiscuously without regard to common decency. In rural districts, much of the trouble in keeping farm help is due to a lack of suitable dwellings. When the farmer puts up one or more cottages for his hired men and gives them a bit of land to cultivate, he does not have to change help every summer – or oftener. This is a problem that every industry, from the big corporation down to the lonely farmer, must work out somehow. [51]

Reflecting the Red Scare of the 1920s, the editorial concluded:

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[48] Crockett, Lindsay L., Jaime L. Destefano and Michelle K. Taylor.
[49] *Burlington Free Press*, Burlington, Vermont, April 19, 1911.
[50] *Burlington Free Press*, Burlington, Vermont, August 16, 1919.
[51] *The Landmark*, White River Junction, Vermont, July 3, 1919.

> The man who is comfortably settled in a pretty little home very rarely becomes a Bolshevist. If he can be persuaded to buy it on a mortgage and pay interest instead of rent, he is settled for good as a constructive worker for the good of the community. It will be for the interest of the town to take this up as a community matter and see that there is a comfortable home for every industrious worker who wants to live here.[52]

During the early 1920s, Hartford's mills experienced difficult times. Mills all across the United States faced these challenges; in June 1920, 42% of the nation's mills were closed.[53] The high cost of railroad shipping hampered New England mills' productivity and profit. In 1921, the Hartford Woolen Mill, "owing to business depression, will only run five days a week."[54] Throughout the first few decades of the twentieth century, the shoe, cotton, and steel industries departed New England as the mills could not compete due to high freight rates. In speaking about the depressed cotton industry, one Dartmouth College professor said: "that if all the cotton mills of New England should burn at the same time, not one of them, laying sentiment aside, would be rebuilt."[55] While many industries attributed their decline to high transportation rates, the railroad industry also suffered through economic depression due to "marked reduction of the market demand for and the prices of basic commodities, resulting in a very serious falling off in the volume of traffic."[56]

Despite these struggles, Hartford thrived in comparison to rural communities. In 1923, the Federal Department of Labor reported that in Vermont,

> All plants in the state are operating full time and woolen and woodworking plants working overtime, with a shortage of skilled workers noted in these industries. A serious shortage of farm labor. Shortage of granite workers, although the conditions are improving daily. Building trades active with a pronounced shortage of houses all over the state.[57]

Industries in White River Junction, Lebanon, and Windsor, and the Mary Hitchcock Hospital and Dartmouth College in Hanover created a demand for workers, leading to a housing crisis. Also, there were several White River Junction businesses in the 1920s. There were retailers such as T.T. Allan & Company (dry goods), Surprise Store (clothing), Bogle Brothers (jewelry), Ira Green (jewelry), H.L. Hanson (dry goods), LaFountain-Woolson (hardware), H.A. Perkins Company (wools/fur), C.W. Waterman (groceries), Miller Mercantile Company (general merchandise), Wheeler Brothers (clothiers), Marshall Music (pianos), William Lang (hardware), E.J. Johnson (antiques), Marie McCabe (millinery), Atlantic & Pacific Store (groceries), White River Fruit Company (fruits), Andrew Morris (fruit and candy), Browne's Rubber Store (shoes) and Central Cash Store (groceries).

Transportation-related companies included White River Auto Top Company, Alfred Dutton (wheelwright), Charles Goss (tires), A.M. Smith (harnesses), J.M. Dutton (auto supplies), W.L. Bugbee (harnesses), the Miller Automobile Company, the Commercial Livery & Garage Company, B.R. Foster (livery), F.L. Pippin (trucking) and Wilmot's Garage (taxi). Barbers and beauty businesses included Gobeille's Barber Shop, Horner's Barber Shop, C.M. Edmunds (barber), and Martha Henderson (beauty parlor). Companies associated with the building trade were P.E. Adams

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[52] Ibid.
[53] *The Landmark*, White River Junction, Vermont, September 20, 1920.
[54] *The Landmark*, White River Junction, Vermont, October 27, 1921.
[55] *The Landmark*, White River Junction, Vermont, September 28, 1922.
[56] *The Landmark*, White River Junction, Vermont, November 3, 1921.
[57] *The Landmark*, White River Junction, Vermont, June 21, 1923.

(builder), Fred R. Graham (plumbing), and F.T. Williams (wallpapers). Restaurants, recreation, and accommodations included Depot Café, Electric Cafeteria, Kofos Brothers Restaurant, Crown Theater, and Junction House Hotel. Additional businesses included New England Telegraph Company, Ideal Dry-Cleaning Company, The Vermonter Press, Williams Laundry, Champlain Realty Company, Brewster Photo Company, and Vermont Cut Flower Exchange.

There were several professionals in White River Junction in the 1920s. There were lawyers (Raymond Trainor, Phillip Griffin, and D.A. Pingree), insurance agents (Davis & LeBourveau, Watson & West, Sumner & Sumner, and James Brown), and banks (Hartford Savings Bank and Trust, and the First National Bank of White River Junction & Interstate Trust Company). Health-related professionals included dentists (Laurence Broullette, James Blanchard, T.D. Bugbee, pharmacists (Wilson Brothers, Howard Drug Company) and physicians (C.W. Worthen, D.S. Drake, O.W. Daley, Evelyn Slocum, H.B. Wilson, and T.F. Garland).

In 1923, an editorial in *The Landmark* stated a "pronounced shortage of housing facilities throughout the state."[58] The column continued that the

> Matter of housing shortage is still an outstanding feature of living conditions in Vermont at present. The worst of which is that instead of improving in the next few months it is quite likely to grow worse. Not much relief on a widespread scale can be expected before next spring and summer.[59]

During the first decade of the twentieth century, Vermont newspapers reported about housing problems in global cities such as London, Paris, Rome, Berlin, and New York City. By 1911, local housing problems began to be a topic of discussion in Vermont communities. In 1911, the Brattleboro Congregational Church hosted a forum titled "The Housing Problem." Brattleboro faced a housing crisis as it did not have the necessary housing to support the growing Fort Dummer mills. Also, the existing housing stock was deteriorated and deemed a hotspot for tuberculosis and other diseases. The evening forum featured a presentation by W.E.C. Nazaro, a structural engineer and welfare manager for the Plymouth Cordage Company in Massachusetts. Nazaro's exhibition featured images of houses built by the company. In addition to exploring company housing, the Brattleboro Board of Trade identified the need to accommodate the textile workers and pledged to build 50 new tenements.

Located to the south of Hartford, the town of Windsor had over 1,000 workers in 1915. At this time, a company planned to locate in the town adding 250 workers. The *Barre Daily Times* wrote:

> Thus, Windsor's blessings come in double portion - so fast, in fact, that the house accommodations are not able to keep up with the demand. After the housing problem is solved, it will be the problem of Windsor to keep the industries in operation – or rather, it will be the anxiety of the town.[60]

Windsor took immediate steps to address this issue when the Windsor Realty Company purchased two lots of land in which each would contain a four-apartment building.

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[58] *The Landmark*, White River Junction, Vermont, October 18, 1923.
[59] Ibid.
[60] *Barre Daily Times*, Barre, Vermont, March 26, 1915.

As World War I raged in Europe, there were many opportunities for American companies to obtain lucrative war contracts, especially in the manufacture of munitions. The *Brattleboro Daily Reformer* ruminated about the prospect of Brattleboro, with its access to an abundance of maple trees, obtaining a gunstock contract. The newspaper lamented that not only would it be difficult to find skilled labor "but also the problem of housing the men after they arrived."[61]

In 1916, Brandon, Bennington, St. Albans, and Island Pond newspapers reported a housing development in Des Moines, Iowa. The Octavia Hill Association created 45 brick housing units through a capital stock program that had reached $60,000. The Octavia Hill Association was considered a "test case to prove the unsanitary and bad housing conditions which prevail for the low-salaried workingmen are criminally unnecessary. It is voicing an unanswerable protest against the crowded tenement …"[62]

During World War I, the home building business came to a virtual standstill in the United States. After the cessation of hostilities, the housing problem entered a new phase as post-war inflation further curtailed any home-building efforts. In May 1919, the *Burlington Daily News* stated,

> Burlington must build this summer. There can be no evading that fact. The demand for residences has never been so ravenous. There are business and factory needs too, but the crying need of the city just now is homes – homes of all degree from the workingman's small place to expansive apartments. Unless an ambitious building program is carried out at once, builders and real estate men agree that the housing problem in Burlington will be vicious.[63]

The post-war inflation not only impacted the building business but also affected the local labor pool. Citing an inability to match the high cost of living, Hartford experienced several labor strikes during the spring-summer of 1919. In May 1919, the International Brotherhood of Pulp-Sulphite and Paper Mill Workers struck at the International Paper Company's mill in Wilder. In August 1919, employees of the B & M Railroad went on a regional strike. Most of White River Junction's employees went on strike, resulting in canceling several train routes and the delay of delivered goods. In March 1921, *The Landmark* wrote: "Now that the town meetings are over, railroad reduction in wages, threatened strikes, and the continued high cost of living are important subjects of conversation."[64] A month later, Wilder's mill workers went on strike again, protesting a drastic wage decrease. In 1922, employees of the B & M railroad went on strike once again.

The strikes of the early twentieth century coincided with the Bolshevik Revolution and created a fear that communism would infiltrate the United States. This fear manifested itself with the labor movement. Around this time, the Federal government advocated homeownership as a response to the collective ownership ideals of communism. An organization of realtors proclaimed, "socialism and communism do not take root in the ranks of those who have their feet firmly embedded in the soil of America through homeownership."[65] Following World War I, the National Association of Real Estate Boards commenced a public-relations campaign dubbed "Own Your Own Home." The U.S. Department of Labor assumed control of this campaign in 1917, and it

[61] *Brattleboro Daily Reformer*, Brattleboro, Vermont, June 18, 1915.
[62] *Essex County Herald*, Island Pond, Vermont, January 28, 1916.
[63] *Burlington Daily News*, Burlington, Vermont, May 28, 1919.
[64] *The Landmark*, White River Junction, March 17, 1921.
[65] Cannato, Vincent J., "A Home of One's Own," *The Atlantic,* Spring 2010.

> Became the first federal program explicitly aimed at encouraging home ownership. The program was largely promotional; there were no financial incentives offered to prospective home buyers or builders. The Labor Department handed out "We Own Our Own Home" buttons to schoolchildren, sponsored lectures on the topic at universities, and distributed posters and banners extolling the virtues of homeownership and pamphlets on how to get a home loan.[66]

The strikes were temporary and did not impact the overall housing problem. Professor Irving Fisher of Yale University asserted that it was "the duty of every community in the nation where the housing problem is acute to start an active building campaign at once."[67] Fisher blamed the high cost of labor and materials following World War I. He felt that speculators delayed construction starts in the hope that prices would return to pre-war levels. Fisher felt that "the belief that prices will drop is responsible for stalling the industry," and the sooner that the United States comes "to the realization that the price level of other days is gone by, the better."[68]

In 1919, the *Burlington Free Press* saw a solution to the housing problem by not having people "congregate homes in centers" and open

> New suburban districts for homemaking at moderate prices for land, by the extension of street railways or other means of transportation for working people to and fro between their homes and places of employment. Building regulations are now such that new homes will be sanitary as well as desirable in every point of view.[69]

The *Burlington Free Press* identified the significant obstacles to suburban development were providing "transportation to such regions and [to] secure the credit for the purchase of land and for building, just as the merchant has to secure credit to do business."[70]

In June 1919, Richford Home Builders, Inc. was formed to solve the town's housing problem. The *Rutland Daily Herald* was skeptical as "we have not as yet been informed as to where it differs from the average building and loan association, all of which have to be watched at all times."[71]

By the end of the summer of 1919, several Vermont communities such as Hartford, Bennington, and Burlington all hosted businesses looking to expand their operations. In each of these towns, there was a lack of housing to match the expanding employee base. The situation had reached a precarious deadlock. Builders were unwilling to take on an expensive building project, and businesses were threatening to leave communities unless there was housing for their employees. In many communities, town civic organizations took the helm in addressing the problem. In White River Junction, the Board of Trade took the initiative, which caught the entire state's attention.

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[66] Ibid.
[67] *Burlington Daily News*, Burlington, Vermont, May 28, 1919.
[68] Ibid.
[69] *Burlington Free Press*, Burlington, Vermont, August 16, 1919.
[70] Ibid.
[71] *Rutland Daily Herald*, Rutland, Vermont, June 14, 1919.

Hartford Building Associates

In July 1919, *The Landmark* wrote about the housing problem in Hartford:

> No industry is going to prosper unless there are comfortable homes for the workers, as they will go elsewhere, and the business will have to be constantly breaking in new help.[72]

The housing problem ranged from the congested industrial center to the rural farm. *The Landmark* stated that "it was for the interest of the town to take this up as a community manner and see that there is a comfortable home for every industrious worker who wants to live here."[73]

The White River Junction Board of Trade held a meeting at the King of Pythias Hall in July 1919. In addition to a presentation by George Almon, president of the Montpelier Board of Trade, there were reports about the housing problem in White River Junction.

An Unusual Opportunity
For Only 4 Men

There is offered now here in White River Junction, to just four men (it may be you and three others) a chance to own your own home at cost to build. A home of which you may justly be proud, containing six rooms, fitted with bath, furnace, electricity wired, connected with town sewer, hardwood floors throughout, painted inside and out, (if you act immediately, the outside painting may be varied to suit your fancy), each house has a piazza and a good garden plot, located in as fine a location, overlooking the village, as can be desired.

These houses will be ready to move into May 1. They were contracted for before the very great advances in building material went into effect, and are offered you today at their cost to build, plus interest and taxes. They are located on Victory Circle and all we can say to you is "Go up and look them over."

The prices if deeded before May 15, 1920, are as follows:

House No. 1 $3630
House No. 2 $3630
House No. 3 $3730
House No. 5 $3725

Remember 1920 taxes are included in above figures. These have been placed in charge for immediate sale of L. S. Darby, White River Jct., Vt. Mr. Darby will show you every courtesy and has full authority to make the sale of all this property for us.

Hartford Building Associates, Inc.
White River Junction, Vt.
Dated April 10th, 1920.

FIGURE 23 THE LAND MARK, APRIL 1920

Following this meeting, the Housing Committee of the White River Junction Board of Trade suggested creating the Hartford Building Association. Board of Trade members George W. Smith, Howard R. Miller, Jr., Everett Eaton, and M.J. Harvey were the first members. The organization's purpose was "to increase the housing facilities of the town of Hartford" and "to buy, sell, rent and develop real estate in said town and to build houses and other buildings."[74] The group created the association with a capital stock of $50,000. However, it "was not a money-making proposition" as "the sole purpose of this organization is to improve the housing problem in the town of Hartford"**(Figure 23)**.[75]

The meeting garnered quite a bit of media attention. The *Brattleboro Reformer* wrote,

> Vermonters will watch with much interest the efforts of the board of trade of White River Junction to build houses. The organization has secured plans which will make the price of homes not prohibitive.[76]

The paper identified that White River faced a "serious shortage of homes in the village" and that new industry was considering locating to the village if homes were made available to their workers.

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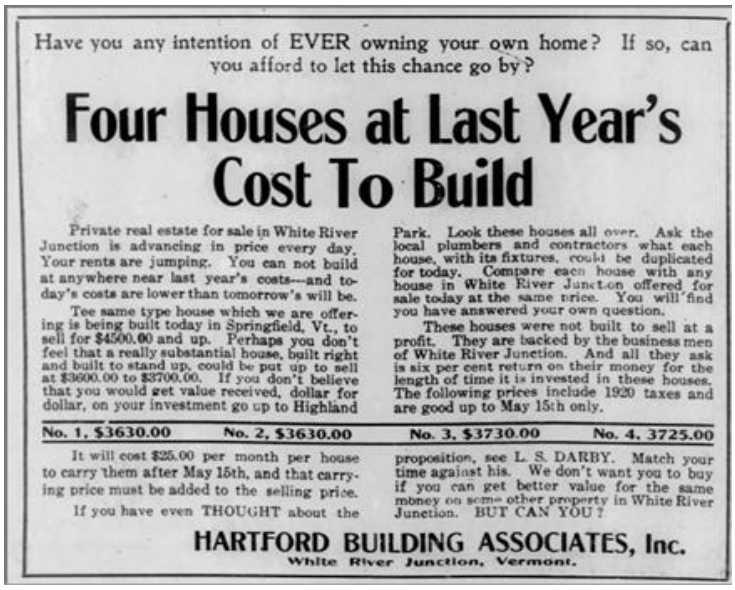
[72] *The Landmark*, White River Junction, Vermont, July 3, 1919.
[73] Ibid.
[74] Articles of Association, Hartford Building Associates, July 31, 2019, Record Series A-214; Container A-00028, Vermont State Archives & Records Administration, Montpelier, VT 05633.
[75] *The Landmark*, White River Junction, Vermont, July 31, 1919.
[76] *Brattleboro Reformer* article printed in the *Rutland Daily Herald*, Rutland, Vermont, July 15, 1915.

The Reformer continued, "businessmen of all communities will hope that the businessmen of White River Junction can work out for themselves prosperous developments in their village. It will help other communities suffering from a lack of good houses as well as the Junction town."[77]



Have you any intention of EVER owning your own home? If so, can you afford to let this chance go by?

Four Houses at Last Year's Cost To Build

Private real estate for sale in White River Junction is advancing in price every day. Your rents are jumping. You can not build at anywhere near last year's costs---and today's costs are lower than tomorrow's will be.

Tee same type house which we are offering is being built today in Springfield, Vt., to sell for $4500.00 and up. Perhaps you don't feel that a really substantial house, built right and built to stand up, could be put up to sell at $3600.00 to $3700.00. If you don't believe that you would get value received, dollar for dollar, on your investment go up to Highland Park. Look these houses all over. Ask the local plumbers and contractors what each house, with its fixtures, could be duplicated for today. Compare each house with any house in White River Junction offered for sale today at the same price. You will find you have answered your own question.

These houses were not built to sell at a profit. They are backed by the business men of White River Junction. And all they ask is six per cent return on their money for the length of time it is invested in these houses. The following prices include 1920 taxes and are good up to May 15th only.

No. 1, $3630.00	No. 2, $3630.00	No. 3, $3730.00	No. 4, 3725.00

It will cost $25.00 per month per house to carry them after May 15th, and that carrying price must be added to the selling price.

If you have even THOUGHT about the proposition, see L. S. DARBY. Match your time against his. We don't want you to buy if you can get better value for the same money on some other property in White River Junction. BUT CAN YOU?

HARTFORD BUILDING ASSOCIATES, Inc.
White River Junction, Vermont.

FIGURE 24 *THE LANDMARK*, 1920

The appointed officers were also members of the White River Junction Board of Trade's Building Committee, who "deserved great credit for the work which they have accomplished."[78] Howard J. Miller and George W. Smith were officers and the Interstate Trust Bank and the First National Bank of White River Junction. Miller owned several tenements in Hartland, Vermont. Smith was one of the most prominent businessmen in the history of White River Junction. Smith also owned the Smith Cracker Factory, the White River Paper Company, and the Vermont Baking Company. According to a 1918 *Vermonter* article, Smith "was skilled in the art of business getting by contact. Genial, shrewd, and unerring in judgment, he came to be relied upon in all matters of moment."[79] Eaton and Smith were both directors of the White River Board of Trade.

Taft's Flat Neighborhood: Victory Circle

The Hartford Building Associates' first and only housing initiative commenced with the plan to build five new houses "on a site on the brow of the hill on Highland Avenue."[80] The strategy was to sell the houses at cost between $3,500 and $4,000 with "a premium offered to those who buy early."[81]

In 1919, they bought a considerable lot of land from David & Gertrude Pingree. The site was "on a height of land overlooking the White River and the Connecticut River valleys, and only a few minutes walk from the business section.'[82]

David Pingree was a partner with his brother, Samuel Pingree, first as surveyors and then as attorneys. He and his wife, Gertrude, lived on Cascadnac Avenue, adjacent to Victory Circle. Pingree owned several tenements and building lots in Hartford, including a tenement on The Point and several houses in Forest Hills.

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[77] Ibid.
[78] *The Landmark*, White River Junction, Vermont, July 31, 1919.
[79] Cummings, Charles, "A Bank of Courtesy," *The Vermonter,* Volume 23, No. 1. White River Junction: Charles S. Cummings, 1918.
[80] *The Landmark*, White River Junction, Vermont, July 31, 1919.
[81] Ibid.
[82] Ibid.

The Hartford Building Associates' plans called for 24-foot by 26-foot houses located on five 90-foot by 90-foot lots.[83] The proposed buildings were to have six rooms with "all the modern conveniences, including electric lights, bath and hardwood floors throughout. The interior of the five cottages are alike, but the exterior will be as different as it is possible to make them" **(Figure #24)**[84]

They hired Placid E. Adams to build the homes. Adams owned a building materials and construction business, with his brother, Benjamin Adams, on Depot Row in White River Junction. They specialized in lumber, shingle, and sash. Adams also owned several buildings on South Main Street near St. Anthony's Parish **(Figure #25)**.

In late July 1919, the White River Junction Board of Trade met before the Hartford Select-board, who approved the housing plan and quickly accepted the proposal to add sewer access to the new development.

In September 1919, the *Bennington Evening Banner* covered the Hartford Building Associates. In many instances, the newspapers identified the venture as the Hartford Building Association.

> Not many months ago, the Hartford Building Association was organized for the purpose of meeting the housing situation in the village of White River Junction. White River Junction, like every other community that is not positively dormant, is short of houses. The association as organized with the understanding that the incorporators could not expect to derive a direct profit from their money, which was invested with the laudable purpose of making it possible for more people to live in White River Junction.
>
> The association not long ago began the construction of five six-room houses with bath, which it planned to have ready for occupancy in December. So far, only the foundations have been completed, but the association is already receiving inquiries from prospective purchasers. Even at the present cost of materials and the high wages received by carpenters, it is more than probable that a unit of five or more houses similar to those being built in White River Junction could be constructed in this village and sold for sufficient profit to pay interest on the investment for the period that the capital was tied up.[85]

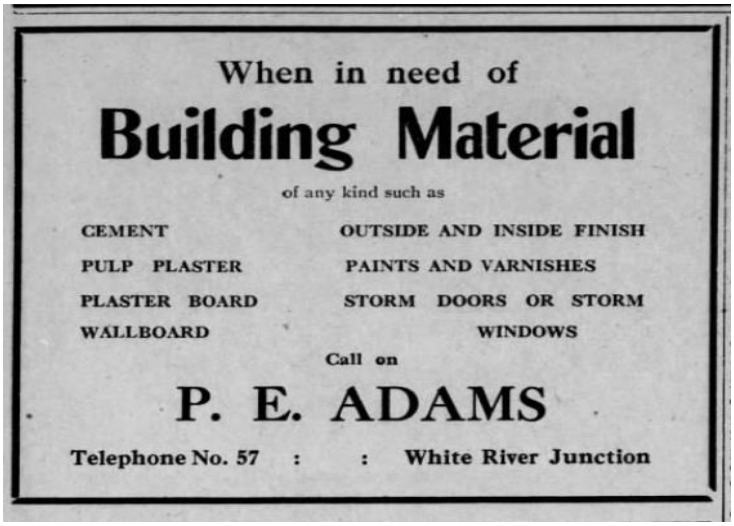

FIGURE 25 *THE LANDMARK*. 1923

The Vermont Journal covered the Hartford Building Associates in September 1919:

[83] Ibid.
[84] Ibid.
[85] *The Bennington Evening Banner*, Bennington, Vermont, September 17, 1919.

> A unit of five houses is now in process of construction under the direction of the association and is expected that all of them will be ready for occupancy sometime in December …the ground was broken for the houses a few days after the organization as the promotors had a very advantageous contract ready to sign as soon as they were authorized to do so as officers of the corporation. At present, the foundations are completed, a large amount of material for the superstructure is on the ground, and construction will be rushed, beginning next week. Contractor Adams expects to have a large enough source at work so that the first house may be ready for plastering in about three weeks, and to complete one house each week after that. It is the intention to have them ready for occupancy by some time in December … the house which they are building in a unit of five are strictly modern, containing six rooms, bath, a six-foot porch, and dimensions of 24 by 26 feet.[86]

In November 1919, "considerable interest is being shown locally in the five houses which are being built on Highland Park terrace by the Hartford Building Associates. They are now nearing completion, and Contractor Adams expects to have them finished by Christmas. Four houses remain unsold, but there are many prospective buyers. A letter is being sent this week by the directors to all parties whom they think might be interested."[87]

In August 1920, the officers for Hartford Building Associates included Miller, Smith, Eaton as well as E.J. Pease. At this time, they had "three one-family residences at Highland Park and these at cost price."[88]

The *Barre Daily Times* wrote of the building efforts:

> The Hartford Building Associates, a corporation recently formed under the laws of the state of Vermont … has the courage of its convictions because it has started the erection of five houses in White River Junction to meet the imperative need for satisfactory places for residence purposes in that lively village. The associates have plans for the completion of modern structures in every way and of such a design, exterior and interior, that the buildings will appeal to the average householder. It is understood that the primal purpose is to sell these houses, but in case there is no demand for the sale of the houses at actual cost, the buildings will be rented until such time as there is demand.
>
> Similar movements have been started in other towns in Vermont in which there has been a call for houses to meet growing industrial needs, and the idea is to be commended. As we understand the idea, there is no purpose to make money in the scheme, but it is purely a public-spirited purpose, designed to aid the community and not the individual pocketbook of the persons who put their money into the venture. In fact, the investors even stand a chance to lose money through the failure to sell the houses promptly and consequentially through depreciation of the property. So, the men who engage in the movement are deserving of the praise not only of their own community but of the state as a whole because what helps any single community in Vermont has a like tendency upon the state of Vermont. The Times hopes that the Hartford Building Associates will not lose money through their public-spiritedness and that the plan will work out successful in all other ways, especially to

[86] Ibid.
[87] *The Landmark*, White River Junction, Vermont, November 20, 1919.
[88] *The Landmark*, White River Junction, Vermont, August 19, 1920.

the industrial development of White River Junction and the other villages of the Town of Hartford.[89]

By December of 1919, the "five houses built by the Hartford Building Associates are now nearing completion."[90] *The Landmark* wrote:

> At a time when there is a great scarcity of dwellings in this locality, there is being offered to the people of this vicinity an unprecedented opportunity to buy modern homes at a very low price. These houses are now offered for sale at actual cost to erect, in fact, less than cost, for the work has been supervised by men whose services have been donated and will receive no compensation for their work.
>
> Contracts were let on a competitive basis, and had the corporation accepted the highest bid, the cost of the house alone would have been more than they are now asking for the land and house complete with all the plumbing, heating, and wiring, etc. On a basis the same as other houses are being offered in this locality, these houses are worth today 20 percent more than cost. The contracts were let months ago when prices for building materials cost much less than now.
>
> Generally speaking, no one has ever lost any money in White River Junction. Property must increase in value more than ever before from now on. The prices of these houses are expected to be $3,650. The sum of two hundred dollars will be required at the time of agreement to purchase, balance payable when deeds are drawn. Prices will include a house complete with a furnace, sewer connections, plumbing, electrical wiring but no fixtures, hardwood floors, painting inside and out, but no wallpaper. The directors feel that the electric light fixtures and the wallpaper will be more satisfactory if left to the owner's estate. Owing to the lateness of the season, the ground cannot be graded this fall, but on account of the nature of the soil, this expense will be very slight.
>
> The local banks are allowed to loan on the first mortgage up to 60 percent of the value of the improved real estate and will do all they consistently can to aid purchasers. It is a very well-known fact a person paying rent will, in a few years will pay out enough to own the house he lives in and having nothing left to show for it.
>
> Suppose a man rented a house like one of these at $32.50 a month. This would amount to $390 a year. In case he bought the house at $3,500, and figured the interest on his investment at 6 percent, which would be $210, taxes $56.25…. In case a portion of the costs was borrowed from the bank, the result would be the same, as the bank would not charge over 6 percent interest on the loan. The Hartford Building Associates Inc., cannot, nor can anyone else, build any more houses like these to sell at anything like the prices asked. There are four houses unsold and it is desirable for interested parties to act quickly.
>
> The directors would like to finish each house to suit the owner's taste. Slight changes can be made now at much less expense than later on. Another advantage of an early choice is the saving of interest on the investment to the time of purchase.[91]

[89] *Barre Daily Times*, Barre, Vermont, September 8, 1919.
[90] *The Landmark,* White River Junction, Vermont, December 11, 1919.
[91] *The Landmark,* White River Junction, Vermont, December 11, 1919.

After their successful building efforts, the Hartford Building Associates dissolved in February 1925.[92]

This neighborhood is a good representation of a residential subdivision. The community consists of middle-class houses, characteristic of trends in residential design during this period. All the resources within the neighborhood are residential properties and associated secondary buildings, such as garages and utility sheds, with the majority constructed from the early- to mid-twentieth-century. Houses are almost entirely one or one-and-one-half stories, predominately built using wood frame construction.[93] The neighborhood retains its original spatial organization as laid out by the original subdivision, and the architectural forms and styles reflect the trends of residential design and house construction.[94]

Victory Circle Significance

FIGURE 26 #86 VICTORY CIRCLE

The Victory Circle District is potentially eligible under Criterion A & C **(Figure #28)**. It consists of five houses on Victory Circle **(Figure #26)**. Eight dwellings comprise the potential district. The majority of the buildings have lost individual integrity. It is significant as an example of a uniformly planned, pre-World War I, suburban design in Hartford, Vermont. It is significant under National Register Criterion A as a group of properties associated with events that have made a substantial contribution to the broad patterns of our history. It reflects the growth and development of the Town of Hartford during the years following World War I. The district is significant under Criterion C as a distinguishable entity whose individual components may lack distinction. The homes were all built during the early 1920s and tell a story of development through the popular architectural style of the early to mid-twentieth century.

Victory Circle/ Highland Avenue Residents

The neighborhood residents were middle class in income, who were able to own their own homes. They typically had management or skilled jobs in the major West Lebanon and White River Junction industries of the railroads, hotels, stores, mills, and light manufacturing. The growth of the railroad in the late nineteenth century created the demand for this sort of housing.[95]

[92] Articles of Association, Hartford Building Associates, July 31, 2019, Record Series A-214; Container A-00028, Vermont State Archives & Records Administration, Montpelier, VT 05633.
[93] Crockett, Lindsay L., Jaime L. Destefano and Michelle K. Taylor.
[94] Ibid.
[95] Papazian, Lyssa, *Crafts Avenue Neighborhood Historic District*.

Edward and Ada Peck purchased #102 Victory Circle in 1920. The widowed Edward Martin Peck married Ada Hamilton, an English immigrant, in Bradford, Vermont, in 1914. Born in Monson, Massachusetts, Edward worked as a mail carrier for the United States Post Office. The couple lived in Windsor before moving to Hartford. He was a member of the Order of the Eastern Star and a Windsor Probate Commissioner.

Jessie and Julie Bixby purchased #97 Victory Circle in 1924. Born in Arlington, Vermont, Jessie Bixby's father worked for a chair manufacturer and then as a baggage master for the railroad. As a twenty-year-old, Bixby worked as an agent for the railroad in Arlington. After serving during World War I, Bixby worked as a designer in Brooklyn, New York. Moving back to Vermont in the 1920s, Bixby worked as a toll tester for the telephone company in White River Junction.

Alban Parker purchased #92 Victory Circle in 1925. Parker was an attorney and Vermont Attorney General who lived with his wife and two children. After Parker graduated from Middlebury College in 1916, he taught school and was a Vermont and New Hampshire school principal. After serving in World War I, he studied law in the Hartford office of Raymond Trainor. The Vermont Bar admitted him in 1926, and Parker partnered with Trainor. A Republican, he served as Windsor County State's Attorney for Windsor County from 1933 to 1937. From 1937 to 1941, Parker served as Vermont's Deputy Attorney General. In 1940, he ran successfully for Vermont Attorney General, and he served from January 1941 to January 1947. After leaving the attorney general's office, Parker continued to practice law. He served in the Vermont House of Representatives from 1949 to 1953, and in 1954, he filled a vacancy in the Vermont State Senate.

Highland Avenue: Smith and Hebard

FIGURE 27 #178 HIGHLAND AVENUE

Around the same time that the Hartford Building Associates built their five dwellings, Mr. and Mrs. Asa B. Hebard "moved into their new home on Highland Avenue" in December 1919 [96] This is #178 Highland Avenue **(Figure #27)**. Hebard was a general manager for the Smith & Son candy factory in White River Junction. Before moving to Hartford, Hebard worked for the New England Telephone & Telegraph Company in Claremont and Concord, New Hampshire. He was a member of the Masonic Fraternity, Chapter Knights Templar, Shriner, and a warden of the Episcopal Church. Nellie Hebard sold the property to Mildred Smith and George W. Smith in 1922. Smith was a principal of Hartford Building Associates, the original developer of the Victory Circle development.

[96] *The Landmark*, White River Junction, December 25, 1919.

George W. Smith was one of the most prominent businessmen in the history of White River Junction. He owned the Smith Cracker Factory, the White River Paper Company, and the Vermont Baking Company and was the first president of the First National Bank of White River Junction. According to a 1918 *Vermonter* article, "Mr. Smith was skilled in the art of business getting by contact. Genial, shrewd, and unerring in judgment, he came to be relied upon in all matters of moment." [97] In 1922, Smith, along with his brother, Robert W. Smith, was,

> Laying plans to erect a house this spring on Taft Flat near the residence of Mrs. A.B. Hebard. The Cummings Construction Company of Woodsville, New Hampshire, has the contract for both houses, which will be of the two-story frame type and artistic design.[98]

These two houses comprised #126 and #176 Highland Avenue. In addition to the two Smith homes and the Hebard residence, William and Eva Pitkin lived at #17 Victory Circle. Pitkin was a teamster for Smith & Company. In the 1920s, all four houses were arranged linearly in a row. George W. Smith was a principal of Hartford Building Associates, the original developer of the Victory Circle development.

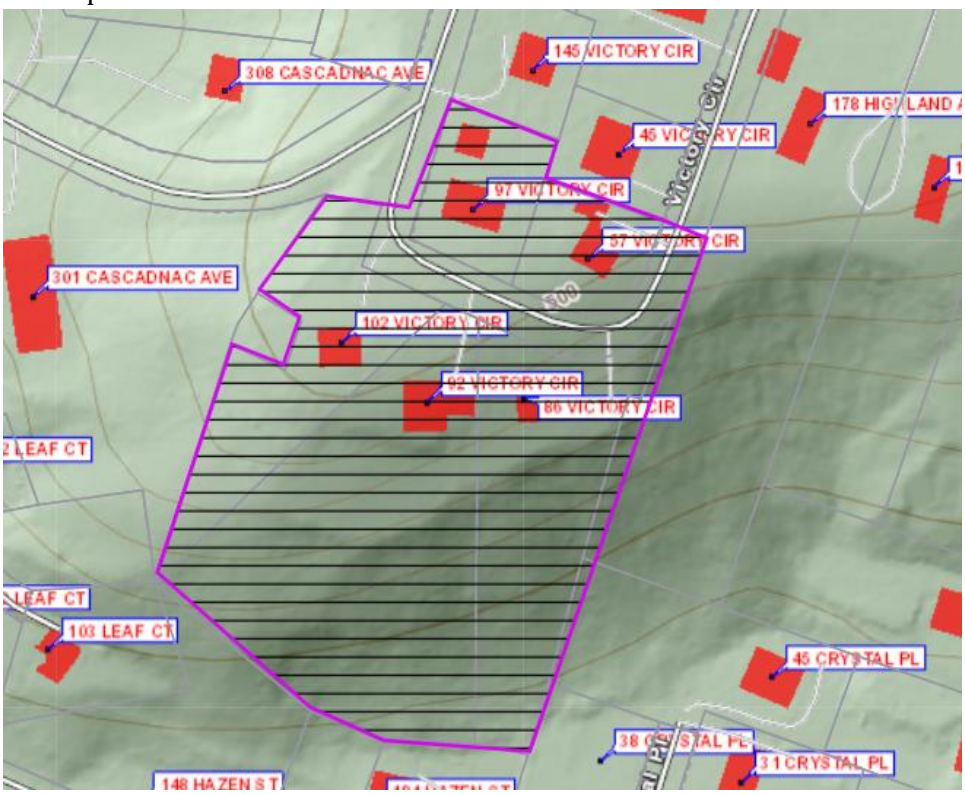

FIGURE 28 VICTORY CIRCLE

[97] Cummings, Charles, "A Bank of Courtesy," *The Vermonter, Volume 23, No. 1.* White River Junction: Charles S. Cummings, 1918.
[98] *The Landmark*, White River Junction, Vermont, April 27, 1922.

Role of Automobile: 1908-1930

The introduction of the Model-T automobile in 1908 ushered in a new era in American suburbanization. America's adoption of cars led to "automobile-oriented suburbs of single-family houses on spacious lots that have become the quintessential American landscape of the twentieth century."[99] This expansion occurred between World War I and the Great Depression. Between 1910, when Ford began producing the Model-T on a massive scale, and 1930, automobile registrations in the United States increased from 458,000 to nearly 22 million. Automobile sales grew astronomically: 2,274,000 cars in 1922, more than 3,000,000 annually from 1923 to 1926, and nearly four and a half million in 1929. Eight thousand automobiles were in operation in 1900, one-half a million in 1910, nine-and-a-quarter million in 1920, and nearly 27 million in 1930.[100] As a result of the increased mobility, suburban development on the city's periphery took root. Workers commuted longer distances, and businesses moved away from the city's core. [101] The departure was certainly the case for White River Junction. While still considered walking distance to the business district, the housing trend in Hartford moved away from the village core.

The Great Depression/Pre-World War II: 1933-1941

After decades of steady growth, the Great Depression had a devastating impact on the housing industry. Between 1890 and 1930, the percentage of Americans owning their own home had increased from 37 percent to 46 percent. But the Depression abruptly ended this upward trend. New housing construction declined from 937,000 units in 1925 to 93,000 in 1933, and over 1.5 million homes went into foreclosure that year.[102]

The Federal government introduced housing programs to combat the depression, which accelerated development practices, emphasizing uniform and consistent housing styles. Developers followed government guidelines when planning and building their developments, promoting "efficiency, convenience, and continuity of planning, design, and construction."[103]

Federal Government and the Housing Problem: President's Conference on Home Building and Home Ownership (1931-1932)

To invigorate a declining housing industry, President Herbert Hoover convened the President's Conference on Home Building and Home Ownership in 1931. Recognizing the housing industry's precarious situation in the years following the economic crash, the federal government took on an increased role in influencing and responding to housing markets.[104]

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[99] McClelland, Linda Flint.
[100] Ibid.
[101] Ibid.
[102] *House and Home: The Intersection of Domestic Architecture and Social History, 1870-1970: An Exhibition*. Ward M. Canaday Center for Special Collections, University Libraries, The University of Toledo, 2017.
[103] Penny, Thomas. *North Encanto Historic District, Maricopa County. Arizona.* United States Department of the Interior, National Park Service.
[104] Higgins, S. Alan*, Residential Planning and Development in Indiana, 1940-1973 National Register of Historic Places Multiple Property Documentation Form,* United States Department of the Interior, National Park Service, 2017; Herbert Hoover, "Address," in Housing Objectives and Programs, vol. 11 of President's Conference on Home Building and Home Ownership, eds. John M. Gries and James Ford (Washington, D.C.: President's Conference on Home Building and Home Ownership, 1932)

Hoover drew attention to housing as a national priority, especially in the aftermath of the stock market crash in 1929, when the growth of the home building industry came to an abrupt halt, and the rate of mortgage foreclosures quickly accelerated.[105]

The conference was forward-looking in seeking solutions for lowering construction costs, modernizing houses for comfort and efficiency, and stabilizing real estate values. Conference committees strongly endorsed advances in zoning, construction, community planning, and house design. However, of prime concern was broadening homeownership and creating a system of home mortgage credit that provided better protection for both homeowners and lending institutions.[106]

> A key outcome of the conference was the conclusion that the ideal of homeownership should be a national goal. To achieve this goal, a variety of recommendations were made, which would have a significant impact on development on a national and local scale. The first was the creation of a long-term amortized mortgage program, which enabled the cost of a lot and house to be spread out over many years. A second proposal that directly influenced local development and construction was the federal encouragement of larger-scale residential developments to reduce home building costs.[107]

Federal Government and the Housing Problem: Federal Home Loan Bank Act (1932); Home Owners' Loan Corporation (1933); and the National Housing Act/FHA (1934)

As part of Franklin Delano Roosevelt's New Deal program, several programs promoted the housing industry's growth. The Federal Home Loan Bank Act of 1932 created a federal home loan bank system that established a credit reserve and authorized savings and loan associations to receive credit secured by first mortgages. It was the framework for the mortgage system that exists to this day. The FHLBA stabilized the declining housing industry by authorizing up to $125 million in low-interest loans to savings and loan companies.[108]

When the Roosevelt Administration began, home foreclosures occurred at a rate of 1,000 per day.[109] Through the emergency Home Owners' Loan Corporation, the Federal government forestalled the foreclosures and stabilized real estate values.[110]

The National Housing Act of 1934 created the Federal Housing Administration (FHA) and the Federal Savings and Loan Insurance Corporation (FSLIC)**(Figure #29)**. The act "revolutionized home financing and set in motion a series of events that effectively broadened homeownership."[111] The driving force behind the 1934 legislation was to stimulate the building industry to gain the confidence of private lenders.[112] The Federal Housing Administration (FHA) provided Federal insurance for privately financed mortgages for homes, housing subdivisions, and rental housing. The Federal government-insured loans for as much as 80% of a property's value. The amortized

[105] McClelland, Linda Flint.
[106] Ibid.
[107] Penny, Thomas.
[108] Mason, David L. *From Buildings and Loans to Bail-Outs: A History of the American Savings and Loan Industry, 1831-1995*. New York, NY: Cambridge University Press, 2004
[109] Federal Home Loan Bank Board, Second Annual Report of the Federal Home Loan Bank Board. Washington, D.C.: GPO, 1935.
[110] Ibid.
[111] McClelland, Linda Flint.
[112] *Suburban Landscapes: The Federal Housing Administration's Principles for Neighborhood Planning and the Design of Small Houses,* National Register of Historic Places Workshop, NCSHPO Annual Meeting, Washington DC, March 25, 2001.

Mortgages extended over 20 years with identical monthly payments. Interest rates were to be relatively low, and required down payments were set at 20% of the cost of a home.[113] Through the development of standards, the FHA institutionalized principles for both neighborhood planning and small house design. The FHA published a series of informational pamphlets to inform land developers and speculative builders of the economic advantages of proper planning.[114]

By 1935, the National Federal Housing Administration allocated close to one million dollars "to be spent in repairing and modernizing dwellings."[115] The FHA felt that the Great Depression was creating an accelerated depreciation on homes. The nation's building stock was in a terrible state as there was little money available for home repairs. With the Federal Government insuring loans, homeowners had an incentive to borrow money for maintenance, modernization, and repairs.

FIGURE 29 1934 BURLINGTON, VERMONT ADVERTISEMENT

[113] Ibid.
[114] GPA Consulting, *Postwar Development and Architecture Historic Context Statement, 1945-1970*, Fremont, California, Community Development Department Planning Division, 2017.
[115] *Vermont Union-Journal*, Lyndonville, Vermont, February 6, 1935.

Taft's Flat Neighborhood: Watson Plaza

Following the housing crisis immediately after World War I, Vermont experienced a building boom that coincided with the economic growth of the 1920s. The boom period was short-lived as the Great Depression brought new construction to a standstill.

Between 1920 and 1940, Hartford's population increased from 4,739 to 4,978, a relatively minimal growth rate. There were two significant pre-World War II housing developments on Taft's Flat. They were the Watson Plaza, started by Alfred Watson, and Demers Avenue, started by J. Fulbert Demers. As America emerged from the Great Depression, there was a brief period of development before the restrictions of World War II brought new construction to a standstill. These developments saw their peak development during this short window, with most construction occurring between 1937 and 1940. They follow a similar pattern as a single developer purchased a large tract of former agricultural land and subdivided building lots. The two developments featured similarly built homes that followed a uniform setback and massing, creating a visually and architecturally cohesive neighborhood.

In 1898, Alfred E Watson and George Fuller purchased a parcel of land on Taft's Flat from sisters Louise H. Lyman and Lizzie B. Lyman. The two were descendants of Elias Lyman, one of the first settlers of Hartford. During the nineteenth century, the Lyman family built a cotton mill and provided flatboat service up and down the Connecticut River. Elias Lyman was Hartford's most successful nineteenth-century businessmen and was primarily responsible for the town's early commercial development.

FIGURE 30 WATSON SUBDIVISION MAP

Alfred Watson was the treasurer of the White River Savings Bank, Chairman of the Hartford School Board of Directors, President of the Hartford Savings Bank and Trust Company, and Trustee for the First Universalist Society. Fuller was a Hartford Selectman in 1899, overseeing the installation of electric lights in the town of Hartford in 1899.

The land was at the top of the hill leading from Maple Street up towards Taft's Flat. In 1916, Fuller later sold his interest to Watson. Twenty-one years later, Watson filed the subdivision plan for "Watson Plaza." The plat map identified 15 building lots arranged along a new dead-end street spurred southerly from Taft Avenue **(Figure #30)**. Watson named the new street Worcester Avenue after his native town in Massachusetts. Watson's plan had a small park centered at the end of Worcester Avenue, offering a vista of White River Junction and the Connecticut River to the south.

Watson sold the lots between 1938 and 1939. The Vermont Housing Corporation purchased four lots in 1939, which it re-sold to individuals. Three lots were sold to developers R.G. Elliott and Donald E. Renehan of White River Junction. They owned a development company called R.G. Elliott & Company which was also responsible for the development of the Crafts Avenue Neighborhood in West Lebanon around the same time as Watson Plaza.[116] Elliott also owned R.J. Elliott company which specialized in building supplies.

The modest-sized homes – under 1,500 square feet in most cases – reflect the designs popularized by the mail-order home catalogs of Sears and Aladdin and other companies in the 1930s and 1940s. However, they don't quite match any specific configurations of those companies, so local builders possibly provided their interpretations of those styles and designs.[117] By 1952, the street was nearly full, with 11 homes. Watson eventually sold the two end lots, initially intended to be the park, and the new owners built a more modern, Ranch Style home in 1957. The existing house at #136 Worcester Avenue is an older home moved to the current site when the town built the Worcester/Route 5 jug handle.[118]

This neighborhood is a good representation of a residential suburb subdivision **(Figure #31)**. It consists of middle-class houses, characteristic of trends in residential design during this period. All the resources within the neighborhood are residential properties and associated secondary buildings, such as garages and utility sheds, with the majority constructed from the early- to mid-twentieth-century. Houses are almost entirely one or one-and-one-half stories, predominately built using wood frame construction.[119] An element of these residential suburbs are their relationship with transportation, and this development was related to the growth of Taft's Flat and Hartford Avenue. It is also linked to the economic growth spurred by industries and institutions such as the Boston & Maine Railroad, Mary Hitchcock Hospital, and local industries.[120] The neighborhood retains its original spatial organization as laid out by the original subdivision, and the architectural forms and styles reflect the trends of residential design and house construction.[121]

Deed Restrictions

Deed restrictions were attached to the sale of land and considered binding for a specified period. They were enforceable through civil lawsuits filed by the developer or other property owners.[122] Developers who placed the deed restrictions on the deed of sale,

> Ensured that land was developed according to the original intent" and "protected real estate values for both homeowners and the subdivider, who expected to sell improved lots over the course of many years.[123]

Deed restrictions established neighborhood character by controlling the size of building lots and dictating the design and location of houses. They "set a minimum cost on dwellings to be built and

[116] Papazian, Lyssa, *Crafts Avenue Neighborhood Historic District*, New Hampshire Division of Historical Resources Area Form, 2013.
[117] Papazian, Lyssa, *Hartford Vermont HSSS Phase 2 - Final Survey Report*, December 15, 2015.
[118] Ibid.
[119] Crockett, Lindsay L., Jaime L. Destefano and Michelle K. Taylor.
[120] Ibid.
[121] Ibid.
[122] McClelland, Linda Flint.
[123] Ibid.

established mandatory setbacks to ensure that the neighborhood assumed a cohesive and dignified character."[124]

The original deeds from Alfred Watson contained the development restriction that a residence needed to cost more than $3500, had to be at least 35' from Worcester Avenue, and at least 20' from the side lot lines. These guidelines controlled and set the tone for the development of a neighborhood. The houses subsequently built by the lot purchasers were not identical. However, several closely resemble each other and are similar to suburban kit homes of the era.[125]

The collection of homes is remarkably intact in form and massing, with very few significant additions or changes. While most homes have replacement vinyl siding and windows, the homes maintain integrity as a group. The original materials – such as asbestos siding or wood clapboards – still exist on a few houses. The replacement materials on the others are in keeping visually with the style and character of the street. The relationship of the homes to the lots, each other, and the road are still intact, and the street retains its original character and feel.[126]

Watson Plaza Significance

The Watson Plaza District is potentially eligible under Criterion A & C. It consists of the entirety of Worcester Avenue. Thirteen dwellings comprise the potential district. Twelve of the buildings are contributing structures. The majority of the buildings have lost individual integrity. It is significant as an example of a uniformly planned, pre-World War II suburban design in the Town of Hartford, Vermont. It is significant under National Register Criterion A as a group of properties associated with events that have made a substantial contribution to the broad patterns of our history. It reflects the growth and development of the Town of Hartford during the years leading up to World War II. The district is significant under Criterion C as a distinguishable entity consisting of a collection of similarly built homes that tell a story of development through the popular architectural forms and styles of the periods of the early to mid-twentieth century.

Watson Plaza Residents

The neighborhood residents were middle class in income, who were able to own their own homes. They typically had management or skilled jobs in the West Lebanon and White River Junction industries of the railroads, hotels, stores, mills, and light manufacturing.[127]

Raymond Trainor (#38 Worcester Avenue) was a White River Junction-based lawyer who ran for Vermont's representative to Congress in 1920. He was active in Vermont's prohibition efforts. He was the former secretary of the Local Option, a 1902 liquor law that shifted the decision-making to towns to forbid liquor sales. Despite his temperance stance, Trainor led the efforts against the ratification of the Perry Act, an act prohibiting alcohol sales. Trainor, as well as others, felt that act was unconstitutional. He assisted in the 1919 gubernatorial campaign of Percival Clement.

Maurice Ashley (#58 Worcester Avenue) was a mail carrier for the United States Postal Service in the 1920s. The next occupant, Lewis Springer, was born in Portland, Maine, and educated in the

[124] Papazian, Lyssa, *Hartford Vermont HSSS Phase 2 - Final Survey Report*, December 15, 2015.
[125] Ibid.
[126] Ibid.
[127] Papazian, Lyssa, *Crafts Avenue Neighborhood Historic District*.

Windsor Grammar and High Schools, the University of Chicago, and Northeastern University. He was a member of Elks and the Grange. He was a Hartford Grand Juror from 1949 to1950.

Cyril and Loretta Ryan were the first occupants of #63 Worcester Ave. Cyril Ryan was the Twin State Dental Laboratory proprietor, and Loretta was the assistant bureau chief for the *Daily Eagle*. Watson sold #83 Worcester Avenue to Maynard & Jewel Young in 1946. Formerly from Springfield, Massachusetts, Young served in the US Navy and then worked for the Veterans Administration in Hartford. Reginald Hoskins (#92 Worcester Avenue) was a mechanic with the Socony Vacuum Oil Company and a member of the auxiliary section of the White River Fire Department.

Raffaele Terino (#111 Watson Avenue) was the son of Clement Terino, an Italian immigrant who worked for Guarino's Grocery Store. Fred Saia (#136 Worcester Avenue) was born in Parma, Italy, and came to the United States in 1911. He initially worked as a salesman for the White River Fruit Company. In 1930, Terino lived with his brother on South Main Street, Michael, who also worked at Twin State Fruit Corporation. Up to 1954, he lived at #21 Taft Avenue, and Michael Saia lived at #23 Taft Avenue. In 1954, he still worked at the White River Fruit Company. He never lived on Worcester Avenue and most likely rented the property.

Alfred Watson sold #125 Worcester Avenue to Morris Cone in 1946. Cone was President of the Hartford Woolen Company and Vice President of the Interstate Trust Company. Cone lived on Main Street and most likely purchased the existing house as a rental investment property. William Preston, a resident of #114 Worcester Avenue, was employed with the First National Bank. In January of 1944, he joined the armed forces. When Edmund & June Bushey purchased #125 Worcester Avenue in 1954, Bushey worked for the Central Vermont Railroad.

When Archer and Luella Hudson purchased #143 Worcester Avenue in 1963, they built the extant house. Born in Rhode Island, Archer Hudson was an architect, and he may have designed the existing home. He was a principal with the Hanover-based firm of Wells, Hudson & Granger. Among the firm's local designs were the Bushy West Lebanon Auditorium (1934), alterations to the Springfield (Vermont) Town Hall (1938), the Norwich Town Hall (1938), and the Hartford High School Annex and Auditorium (1935). The Watson estate transferred #144 Worcester Avenue to Lee and Hope Pratt in 1951, who also owned the empty lot at #143 Worcester Avenue. Before buying the lot and building this house, the Pratts lived in Quechee. They ran White River Junction Jewelry for several decades.

FIGURE 31 WATSON PLAZA/WORCESTER AVENUE

Taft's Flat Neighborhood: Demers Avenue

FIGURE 32 #83 DEMERS AVENUE

There are very few examples of Hartford streetscapes consisting of similar homes, common in America's post-war suburban developments. Demers Avenue, with a collection of identical log homes, is one of the few examples in Hartford. [128]

J. Fulbert Demers and his wife Bernadette were born in Canada in 1891 and 1894, respectively, and immigrated to the United States in 1907. Although his education was limited, Mr. Demers was highly intelligent, inventive, and an astute businessman.[129] Demers started a lumberyard at the north end of Wilder in 1913. He served in the armed forces during World War I. Demers "started in business with very little cash and a great amount of courage and a capacity for hard work. Through his courage and fair dealing, he grew to be one of the leading building contractors of this section."[130]

In 1937, Demers bought a large tract of vacant land on Taft's Flat. Located between Hartford Avenue and the Advent Campground along the Connecticut River, most of the Demers Avenue area was formerly part of the Orrin Taft farm. His wife, Ellen, sold off most of the farmland following Taft's death. Demers filed a subdivision plan with the Town of Hartford, and as an investment, he erected homes assisted by twin sons Fulbert & Frederick. He laid out Demers Avenue and 19 building sites. He constructed conventional dwellings along the west side of the street and seven homes with log siding along the east side**(Figures #32 and #33)**. The log homes were are very similar but not identical.[131] As the house remained in the family, he may have used the homes as a log siding advertisement.[132]

Initially, Demers conveyed the lots amongst the family including himself, and his twin sons: Fulbert W. Demers and Frederick B. Demers. He intended the homes to be income-producing rentals, but Demers gave a home as a wedding gift when each son married.[133] Both of the Demers served during the Second World War.

Demers developed the small lots with bungalow-style homes along the east side of the street, oriented with the gable end towards the street (west). They have rustic siding with a peeled log simulation with ship-lapped joints. They are modest, one-story log homes of less than 1000 square feet. Although these cabins appear similar from the outside, there are variations in the floor plans.

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[128] Papazian, Lyssa, *Hartford Vermont HSSS Phase 2 - Final Survey Report*, December 15, 2015.
[129] Nadeau, Mary, "Hartford's J. Fulbert Demers Businessman, Builder, and Inventor," Hartford Historical Society Newsletter, September-October 2017
[130] *The Landmark*, White River Junction, Vermont, January 13, 1944.
[131] Papazian, Lyssa, *Hartford Vermont HSSS Phase 2 - Final Survey Report*, December 15, 2015.
[132] The 1938 and 1941 directories list the Demers Sawmill, which was selling log siding.
[133] Nadeau, Mary.

FIGURE 33 #65 DEMERS

Each has two or three bedrooms, but the fundamental difference was the locations of the kitchens and porches.[134]

Features include arched doorways, built-in glass-fronted corner china cabinets, Murphy-bed style ironing boards encased in a cupboard door, and rustic stone fireplaces. Residents parked their cars in the basement underneath the homes, where there was also access to a pantry.[135] Other house features included an elevator, an early radiant heating system, and milk boxes & mailboxes accessed from both the inside or outside.[136]

Demers installed a corner closet with a U-shaped rod mounted inside the door for hanging clothing, enabling immediate visual access to the closet's entire contents. In addition to the house features, He also came up with other inventions designed for the disabled. One was an automatic electric page-turner activated by a toe, knee, or knuckle, and an adjustable lap tray for high or low beds or use from a wheelchair.[137]

They seem to have alternated for the most part between two plans: one with a projecting front gable over a recessed porch and an entry centered on the gable end. The second plan featured an entry on the side of a long eave's elevation porch under a shallow pitched extended roofline. In addition to the log siding, sold by Demers' sawmill, standard features are low-pitched gable roofs, deep eaves with exposed rafters, and cobblestone chimneys. All have concrete foundations and originally 6/6 light sash windows. The original front doors, still extant on several, were vertical board doors with three small lights arranged diagonally at the top. The plans alternated, but there do seem to be some minor differences. They vary in integrity but are generally well preserved. The neighborhood retains its original spatial organization as laid out by the original subdivision.[138] After selling the sawmill property in 1944 to the Trumbull-Nelson Company of Hanover, J. Fulbert moved to the newly erected building at #71 Demers Avenue. Demers built two larger homes on the west side of the road: two stories and about 1400 square feet.

Demers Avenue Significance

The Demers Avenue District is potentially eligible under Criterion A & C **(Figure #34)**. It consists of the northeastern portion of Demers Avenue. Six dwellings comprise the potential district. It is significant as an example of a uniformly planned, pre-World War II suburban design in the Town of Hartford, Vermont. It is significant under National Register Criterion A as a group of properties associated with events that have made a significant contribution to the broad patterns of our history. It reflects the growth and development of the Town of Hartford during the years leading up to World War II. The district is significant under Criterion C as a distinguishable entity consisting of

[134] Ibid.
[135] Ibid.
[136] Ibid.
[137] Ibid.
[138] Papazian, Lyssa, *Hartford Vermont HSSS Phase 2 - Final Survey Report*, December 15, 2015.

similarly built homes that tell a story of development through architectural styles of the early to mid-twentieth century.

Demers Avenue Residents

The residents of the neighborhood were middle class in income and able to own their homes. They typically had management or skilled jobs in the major West Lebanon and White River Junction industries of the railroads, hotels, stores, mills, and light manufacturing.[139]

Herbert Smith (#32 Demers Avenue) worked for the New England Telephone & Telegraph Company. Leo Goudreau (#6 Demers Avenue) worked for the Windsor Manufacturing Company. Wayne and Rosamund Pierce were the first occupants of #76 Demers Avenue. Wayne Pierce was a baker. In 1955, Charles and Francis Bettis purchased #53 Demers Avenue. Bettis worked for the Boston & Maine Railroad. Edmund and Ursula Dulac owned #76 Demers Avenue. Edmund Dulac was the child of Edmund and Mary Dulac, who emigrated to the United States in 1892. The elder Dulac worked as a carpenter and then established a building supply store. The younger Edmund Dulac was a mechanic in a local garage.

A veteran of World War II, Richard Mock, resident of #42 Devin Street, earned the Distinguished Flying Cross and served as a Prisoner of War for eighteen months after being shot down over Hungary. Upon returning to the United States, he served in the Vermont Air National Guard until his retirement in 1979. Frances Goff (#41 Demers Avenue) was a service operator with Veterans of Foreign Wars. Stephen and Jennie Mead were the first owners of #53 Demers. Mead worked for the U.S. Veteran Administration. In 1947, Dr. Leo Lyon, a dentist for the Veterans Hospital, purchased #42 Devin Street.

[139] Papazian, Lyssa, *Crafts Avenue Neighborhood Historic District*.

FIGURE 34 DEMERS AVENUE/LOG SIDING HOMES

Taft's Flat Neighborhood: Manning Park

Manning Park is a subdivision of the existing 1906 Highland Park subdivision. In 1936, Sherman Manning purchased the L.A. Pierce farm, the former Orrin A. Taft farm. Twelve years later, he filed the "Manning Park" subdivision that extended Wilder, Hanover, and Fairview Streets northward from the Highland Park subdivision**(Figure 35).** It created 50 new lots, and the plan showed the northernmost lots of the Highland Park plan.

FIGURE 35 MANNING PARK

Manning operated Hartford Motors as a garage at the intersection of Routes 5 and 14. He also owned the S.B. Manning trucking company of Bellows Falls, and the West River Railroad Company. He also owned several Atlantic Gasoline stations in Vermont and Canada. He was a Hartford Selectman, Vice-President of the Vermont Highway Transport Council, and served on the citizens' committee of the Hartford American Legion.

The land in the Manning Park subdivision exchanged hands several times before the owner built a house on the lot. A few homes were built during World War II, but most of the Manning Park homes were built after the war.

The pre-World War II homes are on Saunders Avenue. They consist of Bungalow, Colonial Revival, Dutch Colonial, and Tudor Revival homes. Development in Manning Park slowed down during the two World Wars. Most of these homes were updated over the years and have replacement materials such as new windows, roofing, and siding.

The majority of the Manning Park lots were sold between 1948 and 1952 and were sold without buildings, so individual owners built their own houses. Stylistically, these homes range from mid-century Colonial Revival to modern Suburban Ranches and are similar to the kit and manufactured homes of Aladdin and Sears. The local Trumbull-Nelson Construction Company was a representative for a later company, the Modern Homes division of US Steel.

Through the Federal Housing Authority, the government dictated a modest house style and form. Manning Park has ubiquitous homes like the Cottage, Cape, Split–Level, Ranch, Colonial Revival, and Minimal Traditional style. These were the styles acceptable to the Federal Housing Authority.

Manning Park is a good representation of a residential subdivision. The neighborhood has of middle-class houses, characteristic of period residential designs. All the resources within the neighborhood are residential properties and associated secondary buildings, such as garages and utility sheds, with the majority constructed from early- to mid-twentieth-century. Houses are almost entirely one or one-and-one-half stories, predominately wood frame construction.[140] The neighborhood retains its original spatial organization as laid out by the original subdivision, and the architectural forms and styles reflect the trends of residential design and house construction.[141]

Manning Park Significance

Saunders Avenue within the Manning Park District is potentially eligible under Criterion A & C **(Figure #36)**. It consists of Saunders Avenue and few houses on Gifford Road. The majority of the buildings have lost individual integrity. It is significant as an example of a uniformly planned, post-World War II, suburban design in Hartford, Vermont. It is significant under National Register Criterion A as a group of properties associated with events that have made a significant contribution to the broad patterns of our history. It reflects the growth and development of the Town of Hartford during the years following World War II. The district is significant under Criterion C as a distinguishable entity whose individual components may lack distinction. Many are examples of homes from the various periods in which they were constructed, but as a group they tell a story of development through the popular architectural forms and styles of the early to mid-twentieth century.

Manning Park Residents

The residents of the neighborhood were middle class in income and able to own their homes. They typically had management or skilled jobs in the major West Lebanon and White River Junction industries of the railroads, hotels, stores, mills, and light manufacturing.[142]

Leo Walsh purchased #149 Saunders Avenue in 1937. Walsh was a sales clerk for a wholesale grocery store. Ray Elliott, a local carpenter, purchased #136 Saunders Avenue in 1938. Bernard and Victoria Chambers purchased #169 Gifford Road in 1955. Chambers worked for the Windsor Manufacturing Company. In 1953, Regis Donahue purchased #204 Wilder Street. He was a nurse for the Veterans Administration, and his wife, Winifred, was a clerk for the Veterans Administration. Donald and Elanor Smith purchased a lot at #165 Hanover Street in the early 1950s. They soon purchased plans from the Standard Homes Company catalog and built their one-story home. Donald, a veteran of World War Two, worked as a repairman for the telephone company.

[140] Crockett, Lindsay L., Jaime L. Destefano and Michelle K. Taylor.
[141] Ibid.
[142] Papazian, Lyssa, *Crafts Avenue Neighborhood Historic District*.

FIGURE 36 MANNING PARK AND MANNING PARK EXTENSION

Manning Park Extension

The Manning Park Extension neighborhood expanded north beyond the original Highland Park and Manning Park developments, primarily on Gifford Road **(Figure #37)**. The Colonial Revival houses that comprised the earlier Highland Park development gave way to more modern Ranch, Split-Level, Minimal Traditional, and Contemporary style structures. They are all residential properties and are almost entirely one or one-and-one-half-story, wood-frame homes.[143] The neighborhood retains its original spatial organization as laid out by the original subdivision, and the architectural forms and styles reflect the trends of residential design and house construction.[144]

Manning Park Extension Residents

The residents of the neighborhood were middle class in income and able to own their homes. They typically had management or skilled jobs in the major West Lebanon and White River Junction industries of the railroads, hotels, stores, mills, and light manufacturing.[145]

Lillian Fellows purchased #238 Gifford Road in 1950. Fellows was married to Albert S. Abbott, owner of the White River Coach Lines. He was also associated with Concord Trailways. He developed Chandler Farms in Wilder and was a partner in the Lebanon Airport Development Corporation. He was a member of the Hartford Board of Selectman and Planning Commission. Sherman Manning sold #318 Gifford Road to Romeo and Theresa Baribeau in 1958. Romeo Baribeau was a chef with the Mary Hitchcock Memorial Hospital in Hanover, New Hampshire. In 1961, Dr. and Mrs. Louis Blowers purchased the house at #348 Gifford Road. Blowers was a resident surgeon at the Veterans Hospital.

[143] Crockett, Lindsay L., Jaime L. Destefano and Michelle K. Taylor.
[144] Ibid.
[145] Papazian, Lyssa, *Crafts Avenue Neighborhood Historic District*.

FIGURE 37 MANNING PARK EXTENSION

World War II: 1941-1945

The Great Depression and World War II struck the American housing industry. Between 1929 and 1945, annual housing starts fell to less than 10% of what they had been during the 1920s. Despite the economic upturn during the war, the American housing market fared poorly.

During World War II, domestic production of houses ceased as labor and materials aided the war effort overseas.

> To provide materials for the war effort, all nonessential building activity was halted across the country. Homebuilding in communities was limited to "essential" housing for workers in the war industries. This housing was publicly financed and put under the jurisdiction of four agencies: The War Production Board (WPB), the National Housing Agency (NHA), the Federal Housing Administration (FHA), and the War Manpower Commission (WMC). The NHA was responsible for determining the number of housing units needed in a community given the number of war industry workers at that particular locale. The WPB and WMC calculated the quantity of raw materials and labor that could be spared for residential construction without hindering the country's ability to fight the war. This information was used to set the number of housing units that could be constructed each year.[146]

Housing starts "dropped drastically during the war due to the scarcity of materials and equipment with only 191,000 in 1943 and 141,800 in 1944."[147]Many architectural practices and construction firms either failed or switched their output to wartime efforts.[148] Limited construction supplies and labor shortages meant fewer private homes were built. By 1944, the construction of new homes was down to 120,000 a year—in stark contrast to the 1920s' peak. By war's end, 3.6 million families lacked housing.[149]

While housing construction may have come to a standstill, many companies increased their production and subsequently the need for employees and employee housing. In neighboring Windsor, the Cone-Blanchard Machine Company and the Goodyear Tire and Rubber Company, each employed more than 1,000 people. In Springfield, the growth of the machine parts industry created a need for more employees.

Post-World War II: 1945-1970

Following the Allied victory in Japan in 1945, millions of soldiers returned to the United States seeking new homes. Vermont, as well as the entire country, was not ready to accommodate the returning servicemen.

The conclusion of World War II signaled a new period of domestic building in the United States, and new building styles gained popularity. Returning soldiers were in great need of cheap, affordable housing.

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[146] Penny, Thomas.
[147] Mason, Joseph B.
[148] Higgins, S. Alan.
[149] *House and Home: The Intersection of Domestic Architecture and Social History, 1870-1970: An Exhibition*.

Marriage and birth rates rose following World War II hostilities, in which returning soldiers sought spouses and raised families, leading to the baby boom. With the subsequent demographic explosion of new families, the housing market was in crisis. There "was a tremendous pent-up demand for housing, due to a decade of economic stagnation preceding the war and the return of millions of soldiers to civilian life."[150]

In May 1946, the Federal Housing Administration adopted emergency measures to address the housing crisis. The Civilian Production Administration (CPA) issued Limitation Order #33 – the Veterans Emergency Housing Program. This program diverted critical materials from less essential construction to veterans' housing.[151] The Civilian Production Administration replaced the War Production Board, which oversaw the conversion of industries from peacetime to war needs. It also allocated scarce materials, established priorities in distributing materials and services, and prohibited nonessential production.

Limitation Order #33 prioritized new housing for veterans. The order assisted "private builders, educational institutions, and others to build moderate-cost housing accommodations for which veterans of World War II would be given preference by assigning a preference rating for certain materials (including lumber, hardwood flooring, millwork, and softwood plywood) needed for construction."[152] Also, the CPA gave priority to builders who were constructing homes that cost less than $10,000 or would rent for less than $80 a month.

In 1946, Governor Proctor appointed a state expediter "to devote his particular attention to the housing problem in Vermont."[153] The expediter soon announced that the only real solution to Vermont's housing crisis was pre-fabricated homes. The major hurdle to building homes was a shortage of building materials. The Office of Price Administration, a wartime agency, still controlled prices and limited the availability of many building materials. The government did not control the pre-fabricated houses, cheaper to build, and required less manpower.

On a state level, there were many instances where landlords inflated their rents. At that time, all of Chittenden County and 24 Windsor County towns were under rent control. Vermont could not institute rent control on a widespread basis due to a lack of funds.

In March 1946, *Fortune Magazine* announced that the nationwide housing crisis would continue until three million new housing units. The magazine quipped that the situation was "the worst the United States had experienced since 1607 when John Smith wondered where he would spend his first night in the New World."[154] By 1947, "new housing construction in Vermont" was "in the doldrums."[155] The primary reason was the high cost of housing. A house that cost $8000 in 1946 may have only cost $5000 before the war.

In 1948, there was still a concern about housing for Vermont's veterans. In May 1948, several Vermont V.F.W. delegates attended the National Veterans Housing conference in Washington, D.C. Before the departure to the conference, a delegate stated, "This conference and its purposes have the wholehearted support of Governor Gibson, with whom we conferred before leaving Vermont. It

[150] GPA Consulting,
[151] *Materials survey: Lumber, Railroad Ties, Veneer and Plywood, Poles and Piles*. United States Department of Agriculture, Forest Service, Division of Forest Economics, 1950.
[152] Ibid.
[153] *Rutland Daily Herald*, Rutland, Vermont, April 12, 1946.
[154] *Rutland Daily Herald*, Rutland, Vermont, March 29, 1946.
[155] *Rutland Daily Herald*, Rutland, Vermont, August 28, 1947.

cannot be too emphatically brought home to our people that low-cost veteran housing is a crying need at this time. There is no part of the United States in which great numbers of young families are not in danger of becoming embittered by their inability to find a decent place to live within their means."[156] The State of Vermont was losing more homes than were being built in a given year. Most of them exceeded the means of an average Vermont veteran for the homes that were actually built.

The immediate years following World War II were difficult across the nation, as the entire country re-adjusted to a peacetime economy. Eventually, a postwar housing boom occurred, fueled by the lifting of wartime price controls, increased automobile ownership, advances in building technology, and the Baby Boom. Affordable, long-term mortgages favorable to veterans addressed the critical housing shortage.

During the 1950s, there was a building boom as Americans moved to suburbia. Land values in the suburbs increased rapidly - in some prime suburban neighborhoods as much as 3,000% - while the population swelled by 45%. Nearly two-thirds of all industrial construction during the 1950s took place outside cities; residential building in the suburbs accounted for an astonishing 75% of total construction. [157]This post-war period witnessed the rise of a suburban nation, with fourteen major cities shrinking between 1950 and 1960.[158]

From roughly 1945 to 1975, the United States experienced an unprecedented building boom, with more than forty million postwar residences constructed. Returning veterans took advantage of President Franklin Roosevelt's Servicemen's Readjustment Act and purchased low-interest mortgaged homes.[159] The Servicemen's Readjustment Act, commonly referred to as the "G.I. Bill," created [160]home buying opportunities for soldiers, but there was minimal existing building stock. The G.I. Bill established a mortgage aid program that provided long-term mortgages with a low-down payment.[161] The bill authorized the Veteran's Administration (VA) to oversee a package of benefits that included federally insured mortgages with no down payment and 30 years to maturity.

Hartford's post-war building boom reflected a nationwide trend. In 1940, there were 37 million housing units, and in 1990, there were more than 102 million housing units, a gain of 173 percent. The housing inventory passed the 50 million mark during the 1950s. During this period, the population increased from 132 million to 249 million, gaining 88 percent.

Dartmouth College and Mary Hitchcock Hospital, and other industries drove the Hartford economy following World War II. More and more people commuted to Lebanon or Hanover for work in industry, education, health care, and emerging high-tech businesses.[162] Workforce housing growth in Vermont took the form of small homes that were pretty traditional, and by the 1950s and 1960s, they were simple or manufactured cottages and ranches.[163]

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[156] *Rutland Daily Herald*, Rutland, Vermont, March 1, 1948.
[157] Freeman, Tyson, "The 1950s: Post War America Hitches Up and Heads for the 'burbs," *National Real Estate Investor*, September 30, 1999.
[158] *Post War Modern: Minimal Traditional, Split Levels, & Ranch Homes: 1940-1960.* Nashville Old House Series ○ Metropolitan Historical Commission. Nashville, Tennessee.
[159] Ibid.
[160] Devaney, F. John. *Tracking the American Dream: 50 Years of Housin*g. U.S. Department of Commerce, May 1994.
[161] Knight, *Survey of Modern Architecture in Burlington,* p.13
[162] Papazian, Lyssa, *Maple Street Neighborhood History & Context*, June 15, 2019.
[163] Papazian. Lyssa, *Mid-Century Modern Residential Architecture in Norwich, Vermont, National Register of Historic Places Multiple Property Documentation Form,* United States Department of the Interior, National Park Service, 2017.

With mechanisms for affordable financing in place, the building industry responded by constructing low-cost houses at a high rate. The government removed most of its World War II restrictions, and housing construction starts shot up. In 1946, 1,023,000 homes were built, and in 1947, the numbers climbed to 1,268,000. Housing starts in 1948, set records. In May, an all-time high of 97,000 homes were started; by the end of the year, a total of 1,362,000 had been built.[164] Housing starts in 1950 reached 1.95 million. With the U.S. entry into the Korean War, housing suffered a setback, declining to 1.49 million starts in 1951, 1.5 million in 1952, and 1.44 million in 1953. Starts in 1954, climbed to 1.55 million, and 1.65 million in 1955. A mild recession in 1956 and 1957 brought a decline in starts to 1.35 million and 1.22 million, respectively, but housing starts grew again in 1958 when they reached 1.38 million and in 1959 when they climbed to 1.5 million.[165]

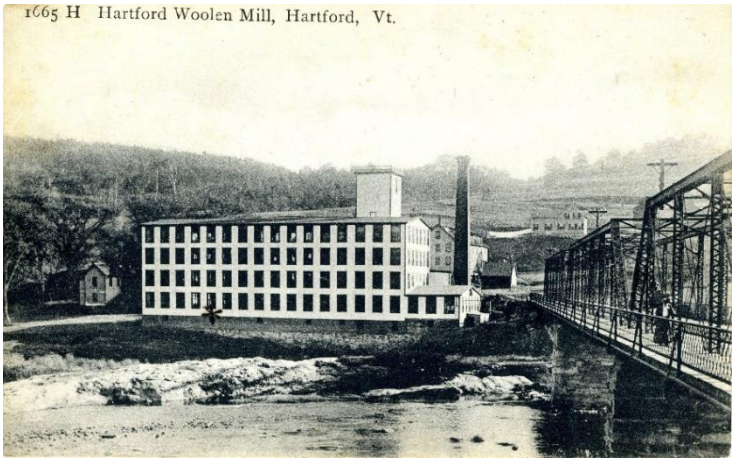

FIGURE 38 HARTFORD WOOLEN MILL

Operating since 1886, the Hartford Woolen Mill closed in 1957, taking with it as many as 500 jobs **(Figure #38)**. By the mid-1960s, housing and subdivisions went into decline. The U.S. went off the gold standard in the early 1970s, causing rampant inflation. The Vietnam War also contributed to the high inflation - it was two percent in 1966, six percent in 1973, and over ten percent in 1974.[166] Both construction materials and labor cost more, resulting in higher costs to build a single-family detached home. The prevailing wages, however, were not meeting these rising costs. The Federal Reserve addressed this inflation by tightening money policies, "causing a 'money crunch,' which further disrupted the already weakening housing market."[167]

The 1960s also witnessed a transition from single-family dwellings to multi-family dwellings. The Tax Reform Act in 1964 provided new incentives for private lending for multi-family housing. Along with the decrease in the average family size, the housing market moved away from traditional housing.

Both land and oil prices increased significantly in the 1970s and the "cheap gasoline that for a generation had fueled rampant suburban growth was now a thing of the past. The great era of the ranch house was at an end." [168] The typical mortgage rate went from 7.25 percent in the early 1970s to a record 17.5 percent in 1981. [169]

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[164] Mason, Joseph B. *History of Housing in the U.S. 1930-1980*. Houston: Gulf Publishing Company, 1982.
[165] Mason, Joseph B; Dennis, Michelle, *Post War II Architecture in South Dakota*, South Dakota State Historical Society South Dakota State Historic Preservation Office, 2007.
[166] *Louisiana Architecture: 1945-1965 Post-War Subdivisions and the Ranch House.* Louisiana Department of Culture, Recreation and Tourism. Baton Rouge, Louisiana.
[167] Ibid.
[168] Ibid.
[169] "Federal Reserve Fighting Inflation in the 1970s and Restraining the Housing Market. Today the Federal Reserve is Juicing the Housing Market Trying to Cause Inflation. Researching the 1970s and 1980s Mortgage Markets and how 30 Year Fixed Mortgage Rates went from 7.25 Percent to 17.5 Percent in one Decade." Dr. Bubble, December 2009.

House Styles

Bungalow

The Bungalow Style is derived from the early twentieth-century Arts and Crafts movement and was a popular style in America from the early 1900s until the 1940s. Bungalows were constructed on a large scale during the 1920s and 1930s in large urban areas and popularized in mail-order catalogs. Bungalows are usually 1½ stories and have large, overhanging, eaves-front roofs with dormers. A recessed front porch is a common feature. Walls were shingles, clapboards, or brick.

FIGURE 39 #34 GIFFORD ROAD

An example of the Bungalow Style is #34 Gifford Road and #72 Saunders Avenue **(Figure #39)**.

Colonial Revival

FIGURE 40 #178 HIGHLAND AVENUE

The Colonial Revival Style was widespread from the late-nineteenth century to the 1950s. Colonial Revival houses usually feature rectangular plans with low- or medium-pitched gable or hip-roofs, with symmetrically arranged facades balancing central doors with balanced windows.[170] Windows often feature double-hung sashes with multi-pane glazing. The centrally located front door is often accentuated with pediments supported by pilasters or

[170] McAlester, Virginia and Lee. *A Field Guide to American Houses.* New York: Knopf, 1992. Crockett, Lindsay L., Jaime L. Destefano and Michelle K. Taylor. *Bluefields Historic District National Register Nomination Davidson County, Tennessee.* United States Department of the Interior, National Park Service, 2017.

surrounded by a projecting, front-gabled entry porch supported by columns. Sidelights, transom windows, and fanlights are also frequent additions.[171]

An example of the Colonial Revival Style is #178 Highland Avenue and #176 Victory Circle **(Figure #40)**.

FIGURE 41 #116 SAUNDERS AVENUE

American Four Square

The American Four-Square Style was usually two stories and had a square plan with a hip roof, deep eaves, and a raised basement. They commonly have at least one roof dormer, often on the street-facing roofline. A hipped-roof porch usually spanned the primary elevation. The interior consisted of four evenly sized rooms on each floor, a characteristic that is responsible for other style names such as box, classic box, double cube, the plain house.[172] They lack elaborate ornamentation, which reflected American architecture's rejection of the adornment of the Victorian era.

Examples of the American Four-Square Style are on Victory Circle. Three of the five Hartford Building Associates homes were American Four Square - #57 Victory Circle, #92 Victory Circle, and #97 Victory Circle. There are examples in the Highland Park subdivision at #40 Pierce Street, #76 Wilder Street, and #116 Saunders Avenue **(Figure #41)**.

FIGURE 42 #27 SAUNDERS ROAD

Dutch Colonial Revival

Popular from 1890 to 1930, the Dutch Colonial Revival Style is distinguished by its gambrel roof, with or without flared eaves, and the frequent use of dormers. The gambrel style allowed an almost complete second floor without the expense of two-story construction. Additional features are clapboard or shingle siding, symmetrical façades, gable-end chimneys, and round windows in gable end.

An example of the Dutch Colonial Style is #27 Saunders Avenue **(Figure #42)**.

[171] Crockett, Lindsay L., Jaime L. Destefano and Michelle K. Taylor.
[172] Gowans, Alan, *The Comfortable House: North American Suburban Architecture 1890-1930*. MIT Press: Cambridge, Massachusetts, 1986.

Tudor Revival

The Tudor Style is a mixture of early and Medieval English building traditions. The term Tudor does not strictly follow the building patterns of the English Tudor era of the early 16th century. In the first part of the twentieth century, less embellished versions of this Medieval English style became very popular for the design of homes, spreading across the country through pattern books, builders' guides, and mail-order catalogs. In the 1920s and 1930s, the Tudor style was second only to the Colonial Revival style in residential popularity.[173] Instead, it is a blend of late medieval English inspired building elements. The Tudor Revival features high pitched roofs, usually front-facing, arched entryways, arcaded wing walls, and sweeping eaves.

Examples of the Tudor Revival are #148 Saunders Avenue and #76 Demers Avenue **(Figure #43)**.

FIGURE 43 #76 DEMERS AVENUE

Minimal Tradition/Cape Style

This style evolved out of the Great Depression's need for a low-cost home and dominated American architecture in the 1940s and early 1950s. The Great Depression took a significant toll on the construction of single-family homes. As banks faltered, the federal government responded with the creation of the Federal Housing Administration (FHA) in 1934. In addition to insuring 20-year mortgages, the FHA promoted the development and circulation of standardized house designs.[174] The Federal Housing Administration encouraged the building of small houses, using standardized building materials and modern construction methods, through publications such as the 1936 *Principles of Planning Small Houses.* This widespread information and financial assistance led to the rapid development of a new form of a house, now referred to as a Minimal Traditional. Such houses spread even more widely throughout the nation at the end of World War II when returning soldiers created a vast housing shortage; approximately 5.1 million homes were built between 1946 and 1949, with Minimal Traditional making up a significant amount of that number. [175]

The Minimal Traditional style features a medium-pitched gable roof, a small plan, and minimal architectural detail. These houses were mostly small, one or one-and-one-half story, eaves front

[173] Keperling, Danielle. "PA Architecture Tudor Revival Style." Pennsylvania Historical and Museum Commission, 2015.
[174] *Post War Modern: Minimal Traditional, Split Levels, & Ranch Homes: 1940-1960.* Nashville Old House Series. Metropolitan Historical Commission. Nashville, Tennessee.
[175] McAlester, Virginia and Lee, *A Field Guide to American Houses,* New York: Knopf, 1992.

houses. Stylistic features of Minimal Traditional houses include a rectangular or L-shape plan, small inset entrance, steep roof with side gables, gabled dormers, and multi-paned, double-hung windows. The most basic Minimal Traditional houses are strictly rectangular, with no additional wing; however, plans also included options for porticoes or stoops, side-gable porches on side elevations, and dormers. Such options were usually items that could be incorporated into the construction of the house by the developer and builder at an additional cost to the homeowner.[176]

FIGURE 44 #42 DEVIN STREET

Most of the houses in the Worcester Avenue subdivision reflect this building style. Additional examples are #40 Demers Avenue, #42 Devin Street, #79 Hewitt Street, and #254 Wilder Street **(Figure #44)**.

Kit/Catalog Homes

There are several buildings in the Taft's Flat neighborhoods that are similar to traditional homes popularized by the kit homes or catalog homes.

> Also known as "mail order homes," kit homes were ready-to-assemble houses ordered from a catalog. After selecting a model, the purchaser received a complete set of blueprints and most of the materials, usually delivered by train, needed to build his house. To help make construction easier, the kit's pieces of lumber were already cut to size and stamped with letters and numbers that the builder matched up.[177]

Popular companies included Sears, Roebuck, and Company, Loizeaux Building Supply Company, Montgomery Ward, Gordon Van Tine, and the Aladdin Company. In addition, the non-profit Architect's Small House Service Bureau provided architectural plans to prospective builders.

These types of houses were found in Highland Park, Worcester Avenue, Victory Circle, and Demers Avenue. Many of the homes are ubiquitous and consistent with national models. However, most of the existing houses don't exactly match any specific designs of those companies, so local builders may have provided their interpretations of those styles.[178] Between 1908 and the 1940s, Sears, Roebuck, and Company offered 450 different houses in its catalogs. These houses ranged from small cottages to large upper-class homes. These houses were not only convenient, but they were also sturdy and filled with modern conveniences such as plumbing and electricity.

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[176] *Georgia's Living Places: Historic Houses in Their Landscaped Settings,* Georgia Department of Natural Resources: Historic Preservation Division, 1991; Crockett, Lindsay L., Jaime L. Destefano and Michelle K. Taylor. *Bluefields Historic District National Register Nomination Davidson County, Tennessee.* United States Department of the Interior, National Park Service, 2017.

[177] Thornton, Rosemary. *The Houses that Sears Built*. Portsmouth, VA: Gentle Beam Publishing, 2004.; Carpenter, Jennifer, *Raleigh's Kit Homes: Brief Historic Context and Argument for Landmark Designation*., 2013.

[178] Papazian, Lyssa, *Hartford Vermont HSSS Phase 2 - Final Survey Report*, December 15, 2015.

#178 Highland Avenue shares some architectural features to “The Magnolia,” a Sears Honor Bilt house. Despite having some different features, it retains the symmetrical hipped roof plan with a central Palladian window and porch wings. #86 Victory Circle bears a resemblance to “The Flossmoor” available through Sears, Roebuck, and Company. While having stylistic differences in the roof dormers, the five Hartford Building Association dwellings on Victory Circle share characteristics of Sears homes such as the “No. 52,” “The Hamilton,” “The Castleton,” “The Fullerton,” “The Chelsea,” “The Clarissa,” “The Hillrose,” and “The Glendale.” The Aladdin Company had similar designs such as “The Virginia,” “The Standard,” and “The Hudson.” The Montgomery Ward catalog had “The Milford.” The Four-Square design could also be found in the Loizeaux Building Supply Company of New Jersey’s catalog as “Design 14129-B,” “Design 14180-B,” and “Design 14179-B.” The eaves front, Colonial Revival home at #176 Highland Avenue, has similar characteristics to Sears’ homes such as “The Newcastle,” and “The Norwich,” “The Lexington,” and “The Haverhill.” The Colonial Revival style house with the clipped gable is similar to “Modern Home No. 264B180,” available in the Montgomery Ward catalog and “The Salem” in the Sears catalog.

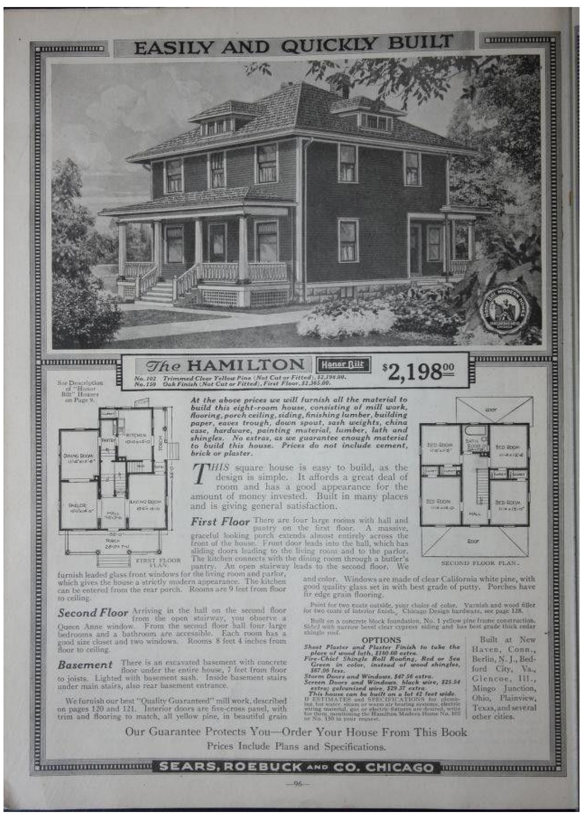

FIGURE 45 SEARS ROEBUCK CATALOG, "THE HAMILTON"

The Worcester Avenue Cape Style homes with center, eaves- front entrances and distinctive dormers are similar to several catalog homes such as “The Attleboro, “The Winthrop,” “The Milford,” “The Colebrook,” “The Warren,” and “The Branford” available through Sears, Roebuck, and Company. The Gordon Van Time catalog had similar homes, such as “The Mayfair.” The Worcester Avenue homes with the front pavilion share characteristics with the Gordon Van Tine catalog homes such as “The Winchester,” “The Parkside,” and “The Chase;” Sears’ homes such as “The Brentwood;” and Montgomery Ward homes such as “The Dover.”

#191 Hanover Street, #79 Gifford Road, and #149 Saunders Avenue share traits with Sears’ homes such as “The Cape Cod (Model No. 13354A, 13354B),” and the Gordon Van Tine Company’s homes such as “The Amherst” and “The Princeton.”

Demers Avenue has log sided homes on the east side of the street. The traditional houses on the west side of Demers are similar to catalog-type homes. It was noted that there was something “a bit quirkier and eclectic” about these houses. They have interesting steep roofs with a gambrel style or shed dormers and deeply recessed porches under an extended roof. The roof is a very prominent feature on these tiny homes.”[179] #76 Demers Avenue bears similar characteristics to “The Cedars” available through Sears, Roebuck, and Company. #42 Devin Street and #40 Demers resemble several Cape Cod designs found in the Sears,

[179] Ibid.

Roebuck, and Company catalog, such as "The Attleboro, "The Winthrop," "The Milford," "The Colebrook," "The Warren," and "The Branford."

FIGURE 46 40 PIERCE STREET WAS VERY SIMILIAR TO MANY

The American Four-Square designs of #76 Wilder Street, #116 Saunders Avenue, and #40 Pierce Street share characteristics of Sears homes such as the "No. 52," "The Hamilton," "The Castleton," "The Fullerton," "The Chelsea," "The Clarissa," "The Woodland," "The Hillrose," and "The Glendale." The Aladdin Company had similar designs such as "The Virginia," "The Standard," "The Rochester," "The Charleston," "The Pomeroy," and "The Hudson." The Montgomery Ward catalog had "The Milford" **(Figure 46 and 47)."**

#6 Gifford Avenue and #98 Hanover Street are similar to Sears's homes such as "The Hampton," and "The Crafton" and Aladdin homes such as "The Roseland," "The Stanhope," and "The Chester." #27 Saunders Avenue is a larger version of "The Lucerne."

With its clipped gable roof and entry pavilion with a sloping gable roof, #148 Saunders Avenue bears a strong resemblance to Sears' homes such as "The Ridgeland,"" The Maplewood," "The Bellewood," and "The Dover;" and Montgomery Ward homes such as "The Piermont" and "The Plymouth." #34 Gifford Road and #72 Saunders Avenue shares characteristics with several mail-order catalog homes. The house is similar to Sears' homes, such as "The Starlight," and "The Collingwood." It is similar to Aladdin's homes, such as "The Sheridan," "The Warren," "The Dresden," and "The Pomeroy."

While the mail-order catalogs did not offer any models with the same siding, the log homes on Demers Avenue were similar to several catalog homes. The gable front home, with a recessed street-facing porch, was found in Aladdin models such as "The Franklin;" Sears' homes such as "The Osborn," "Model #147," and "Model 165," and Montgomery Ward homes such as "The Florence," and "The Montrose."

Transitional Ranch

Transitional Ranch houses had one-story horizontal massing, compact floor plans, asymmetrical fenestration, low-pitched roofing with wide eave overhang, and large picture windows.

#94 Saunders Avenue is an example of a Transitional Ranch **(Figure #48)**.

FIGURE 47 #94 SAUNDERS

Ranch Style

The Ranch Style draws influence from the early-nineteenth-century vernacular architecture of California and the American Southwest. The one-story, sprawling Ranch Style homes avoided European symmetry in favor of simple facades and central courtyards. After the Mexican-American War's 1848 end transferred California to the United States, the ranch form became revived and popularized again.[180]

The early-twentieth-century found the ranch form being adapted to modern materials in California, popularized by architects such as Cliff May and further influenced by the Usonian houses of Frank Lloyd Wright. Several cultural factors contributed to the Ranch house's rapid spread throughout the United States in the mid-twentieth century. As the automobile allowed for the growth of the residential suburb, governmental housing programs attempted to remedy the effects of the Great Depression. The Federal Housing Administration oversaw home loans and guaranteed mortgages to facilitate the construction of new single-family houses. A nationwide response to the post-World War II housing shortage took advantage of advancements in standardized construction materials and techniques. The Ranch Style was the dominant architectural style in the early 1950s.[181] They were one-story, asymmetrical buildings with low-pitched roofs with modern to wide eave overhang. Small and rectangular, the first Ranch houses typically contained a living-dining room, open kitchen, two to three bedrooms, and one bathroom.[182]

FIGURE 48 #144 WORCESTER AVENUE

Examples of the Ranch Style are #144 Worcester Avenue, #151 Gifford, #274 Gifford, and #364 Gifford Road **(Figure #49)**.

[180] Crockett, Lindsay L., Jaime L. Destefano and Michelle K. Taylor.
[181] Ibid.
[182] *Post War Modern: Minimal Traditional, Split Levels, & Ranch Homes: 1940-1960.*

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STANDARD HOMES COMPANY

FIGURE 49 STANDARD HOMES COMPANY AD, RUTLAND HERALD, C. 1950

Started in Michigan in 1917, A. Gales Johnson moved this company to Washington D.C. in 1921. The Standard Homes Company provided plans for buildings for over 80 years and emerged as one of the nation's principal distributors of standardized house plans. [183]It published a series of books of designs from the 1920s through the 1950s, including editions of the Plan Book of Modern American Homes (1921), 101 American Homes (1921), Better Homes at Lower Cost (1926-30), Homes of Comfort at Low Cost, Homes of Today (ca. 1929), Homes of Brick and Stucco (ca. 1929), and Standard Construction Details for Home Builders (ca. 1950).

By 1950, the Standard Homes Company provided low to medium-cost house designs ranging from $4,000 to $14,500. The majority of their plans were either Ranch or Rambler style and "met the urgent need for practical, up-to-the-minute homes at prices lot owners can afford."[184] Their catalogs offered various period houses, most of which were variants of the popular "Colonial Revival."[185] According to their catalog, "present-day construction costs, as well as everyday comforts, were the main factors considered this ideal floor plan for the hundreds who will make it their choice."[186]

[183] Mattson, Alexander and Associates, Inc., *Historic Architectural Resources Report Complete 540-Triangle Expressway Southeast Extension, Wake and Johnson Counties, NCDOT STIP NOS. R-2721, R-2828, R-2829*
Prepared for the North Carolina Department of Transportation, Raleigh, North Carolina, 2014.
[184] Standard Homes Company Catalog, Washington D.C., 1950.
[185] Scott, Pamela, "Residential Architecture of Washington, D.C., and Its Suburbs," Library of Congress, Prints and Photographs Reading Room, 2005.
[186] Standard Homes Company Catalog, Washington D.C., 1950.

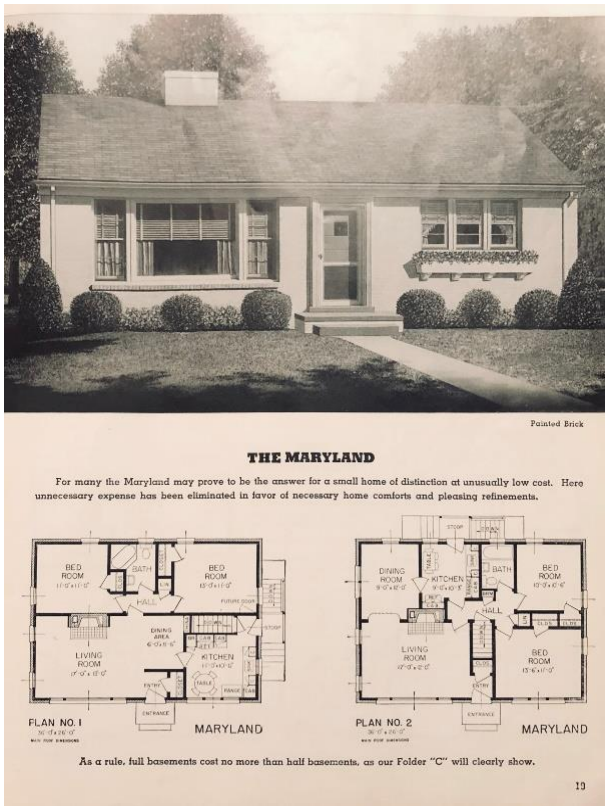

FIGURE 50 THE MARYLAND, STANDARD HOMES COMPANY, C. 1950

Unlike the popular catalog homes, the Standard Homes Company only offered plans and not materials. The company provided guidance in securing loans and selecting contractors.[187] The plans cost $20 for a duplicate set. Owners could trade in their plans for $5 or obtain isometric plans for $10.

Buyers took the blueprints to the local building association or bank and borrowed "at least $6,500 as a construction loan, and repay the amount at approximately $45 per month."[188] The bank performed periodic construction progress inspections and paid the contractors accordingly.

In 1950, the cost estimates for the new construction of a Standard Homes Company house were approximately $8,000. The designs used stock-length materials without waste" with the houses "wider to the street it is deep."[189] This orientation meant "short length floor joists and shorter roof rafters" which allowed for owners had "the greatest number of feet of floor space per dollar, and the most attractive home possible at the price."[190]

A Hartford example of a Standard Homes Company Ranch style home is "The Maryland" design located at #165 Hanover Street **(Figure #50, #51 and #52)**. The 36' x 26' design offered two-floor plan options, with the extant home being #2. Both plans were one-story, two-bedroom homes with differing layouts.

FIGURE 51 #165 HANOVER STREET

[187] Carpenter, Jennifer, *Raleigh's Kit Homes: Brief Historic Context and Argument for Landmark Designation*, 2013.
[188] Ibid.
[189] Standard Homes Company Catalog, Washington D.C., 1950.
[190] Ibid.

Split Level

FIGURE 52 #239 HANOVER STREET

The Split-Level style was a modification of the Ranch Style. It first emerged in the mid-1950s and remained popular through the 1970s. The Split-Level style contains a two-story wing attached at mid-height to a one-story section. They were commonly a brick or a brick-and-wood combination. A division of space based on a function gives this house its distinctive multi-level appearance. These levels typically include a family den and garage on the lowest level, a kitchen, dining area, and living room on the middle level, and sleeping quarters on the upstairs level. The Split-Level style often includes enclosed garages with decorative doors facing the street.[191]

Examples of the Split-Level Style are #294 Gifford Road and #239 Hanover Street **(Figure #53)**.

Garages

The carport and garage accommodated mid-century automobile culture. Following the mass availability of the automobile, providing shelter for the car became an essential consideration for home designs. During the early to mid-twentieth century, the garages were usually detached from the main house structure. By the end of the 1920s, stock plans began to feature attached garages. Following World War II, architects incorporated the garage into house designs. By the 1950s, architects and builders integrated garages or carports into the design of many homes. The horizontal appearance of Ranch Style houses allowed for the addition of garages or carports attached to the side façade. Carports blended well with modern house styles and tended to be a cheaper alternative to garages. Two types of carports, attached and freestanding, appeared throughout the nation. Attached carports connected at the house's end.[192]

FIGURE 53 #178 HIGHLAND AVENUE

[191] *Post War Modern: Minimal Traditional, Split Levels, & Ranch Homes: 1940-1960.*
[192] Ibid.

An example of a detached garage is #178 Highland Avenue, #98 Hanover Street, #86 Victory Circle, and #92 Worcester Avenue **(Figure #54)**.

An example of an attached carport is #176 Gifford Road.

An example of a built-in garage is #162 Gifford Road and #293 Gifford Road.

An example of an attached garage is #274 Gifford Road, and #144 Worcester Avenue.

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Building Inventory

Street #	Street	Date	Neighborhood	Status	Criteria
27	DEMERS AVE	1937	DEMERS AVENUE	Not Individually Eligible /Non-Contributing to District	N/A
41	DEMERS AVE	1937	DEMERS AVENUE	Eligible (District): Demers Avenue	A & C
53	DEMERS AVE	1937	DEMERS AVENUE	Eligible (District): Demers Avenue	A & C
65	DEMERS AVE	1937	DEMERS AVENUE	Eligible (District): Demers Avenue	A & C
71	DEMERS AVE	1937	DEMERS AVENUE	Eligible (District): Demers Avenue	A & C
83	DEMERS AVE	1937	DEMERS AVENUE	Eligible (District): Demers Avenue	A & C
42	DEVIN STREET	1938	DEMERS AVENUE	Not Individually Eligible /Non-Contributing to District	N/A
76	DEMERS AVE	1939	DEMERS AVENUE	Not Individually Eligible /Non-Contributing to District	N/A
6	DEMERS AVE	1943	DEMERS AVENUE	Not Individually Eligible /Non-Contributing to District	N/A
43	DEMERS AVE	1943	DEMERS AVENUE	Eligible (District): Faux Demers	N/A
40	DEMERS AVE	1948	DEMERS AVENUE	Not Individually Eligible /Non-Contributing to District	N/A
32	DEMERS AVE	1960	DEMERS AVENUE	Not Individually Eligible /Non-Contributing to District	N/A
1	DEMERS AVE	1963	DEMERS AVENUE	Not Individually Eligible /Non-Contributing to District	N/A
44	SAUNDERS AVE	1930	HIGHLAND PARK	Eligible (District): Highland Park	A & C
72	SAUNDERS AVE	1930	HIGHLAND PARK	Eligible (District): Highland Park	A & C
52	GIFFORD ROAD	1932	HIGHLAND PARK	Eligible (District): Highland Park	A & C
73	SAUNDERS AVE	1933	HIGHLAND PARK	Eligible (District): Highland Park	A & C

149	SAUNDERS AVE	1937	HIGHLAND PARK	Eligible (District): Highland Park	A & C
136	SAUNDERS AVE	1938	HIGHLAND PARK	Eligible (District): Highland Park	A & C
141	SAUNDERS AVE	1939	HIGHLAND PARK	Eligible (District): Highland Park	A & C
113	SAUNDERS AVE	1940	HIGHLAND PARK	Eligible (District): Highland Park	A & C
148	SAUNDERS AVE	1940	HIGHLAND PARK	Eligible (District): Highland Park	A & C
94	SAUNDERS AVE	1950	HIGHLAND PARK	Eligible (District): Highland Park	A & C
82	SAUNDERS AVE	1962	HIGHLAND PARK	Eligible (District): Highland Park	A & C
62	SAUNDERS AVE	c. 1906	HIGHLAND PARK	Eligible (District): Highland Park	A & C
95	SAUNDERS AVE	C. 1906	HIGHLAND PARK	Eligible (District): Highland Park	A & C
116	SAUNDERS AVE	c. 1906	HIGHLAND PARK	Eligible (District): Highland Park	A & C
34	GIFFORD ROAD	C. 1922	HIGHLAND PARK	Eligible (District): Highland Park	A & C
27	SAUNDERS AVE	C. 1922	HIGHLAND PARK	Eligible (District): Highland Park	A & C
43	SAUNDERS AVE	C. 1925	HIGHLAND PARK	Eligible (District): Highland Park	A & C
6	GIFFORD ROAD	C.1930	HIGHLAND PARK	Eligible (District): Highland Park	A & C
66	WILDER STREET	1920	HIGHLAND PARK	Eligible (District): Highland Park	A
114	GIFFORD ROAD	1922	MANNING PARK	Eligible (District): Manning Park	A & C
90	GIFFORD ROAD	1924	MANNING PARK	Eligible (District): Manning Park	A
98	HANOVER STREET	1930	MANNING PARK	Eligible (District): Manning Park	A
117	WILDER STREET	1930	MANNING PARK	Eligible (District): Manning Park	A
116	WILDER STREET	1940	MANNING PARK	Eligible (District): Manning Park	A
93	HANOVER STREET	1943	MANNING PARK	Eligible (District): Manning Park	A
108	HANOVER STREET	1943	MANNING PARK	Eligible (District): Manning Park	A
123	HANOVER STREET	1945	MANNING PARK	Eligible (District): Manning Park	A
135	HANOVER STREET	1945	MANNING PARK	Eligible (District): Manning Park	A

191	HANOVER STREET	1945	MANNING PARK	Eligible (District): Manning Park	A
145	HANOVER STREET	1948	MANNING PARK	Eligible (District): Manning Park	A
190	HANOVER STREET	1950	MANNING PARK	Eligible (District): Manning Park	A
244	HANOVER STREET	1950	MANNING PARK	Eligible (District): Manning Park	A
267	HANOVER STREET	1950	MANNING PARK	Eligible (District): Manning Park	A
129	WILDER STREET	1950	MANNING PARK	Eligible (District): Manning Park	
173	WILDER STREET	1950	MANNING PARK	Eligible (District): Manning Park	A
228	WILDER STREET	1950	MANNING PARK	Eligible (District): Manning Park	A
254	WILDER STREET	1950	MANNING PARK	Eligible (District): Manning Park	A
165	HANOVER STREET	1951	MANNING PARK	Eligible (Dist): Manning Park / Eligible (Ind): Standard Homes Company	A
205	HANOVER STREET	1951	MANNING PARK	Eligible (District): Manning Park	A
134	HANOVER STREET	1952	MANNING PARK	Eligible (District): Manning Park	A
176	WILDER STREET	1952	MANNING PARK	Eligible (District): Manning Park	A
79	GIFFORD ROAD	1953	MANNING PARK	Eligible (District): Manning Park	A
98	GIFFORD ROAD	1953	MANNING PARK	Eligible (District): Manning Park	A
204	WILDER STREET	1956	MANNING PARK	Eligible (District): Manning Park	A
5	HEWITT STREET	1958	MANNING PARK	Eligible (District): Manning Park	A
79	HEWITT STREET	1958	MANNING PARK	Eligible (District): Manning Park	A
158	HANOVER STREET	1960	MANNING PARK	Eligible (District): Manning Park	A
239	HANOVER STREET	1960	MANNING PARK	Eligible (Individual): Split-Level / Eligible (District): Manning Park	A & C
115	GIFFORD ROAD	1962	MANNING PARK	Eligible (District): Manning Park	A
247	WILDER STREET	1963	MANNING PARK	Eligible (District): Manning Park	A

210	HANOVER STREET	1965	MANNING PARK	Eligible (District): Manning Park	A
51	WILDER STREET	1966	MANNING PARK	Eligible (District): Manning Park	A
219	WILDER STREET	1967	MANNING PARK	Eligible (District): Manning Park	A
156	WILDER STREET	1972	MANNING PARK	Recent Construction	
78	HANOVER STREET	1979	MANNING PARK	Recent Construction	
54	GIFFORD ROAD	1980	MANNING PARK	Recent Construction	
63	WILDER STREET	1980	MANNING PARK	Eligible (District): Manning Park	A
151	GIFFORD ROAD	1982	MANNING PARK	Recent Construction	
169	GIFFORD ROAD	1982	MANNING PARK	Recent Construction	
44	WILDER STREET	1985	MANNING PARK	Recent Construction	
187	GIFFORD ROAD	1985	MANNING PARK	Recent Construction	
231	WILDER STREET	1994	MANNING PARK	Recent Construction	
79	HANOVER STREET	1995	MANNING PARK	Recent Construction	
258	HANOVER STREET	2005	MANNING PARK	Eligible (District): Manning Park	A
70	GIFFORD ROAD	2010	MANNING PARK	Recent Construction	
76	WILDER STREET	c. 1938	MANNING PARK	Eligible (District): Manning Park	A
40	PIERCE STREET	C. 1920	MANNING PARK	Eligible (District): Manning Park	A
17	HANOVER STREET	C. 1937	MANNING PARK	Eligible (District): Manning Park	A
25	HANOVER STREET	C. 1959	MANNING PARK	Eligible (District): Manning Park	A
238	GIFFORD ROAD	1951	MANNING PRK EXT	Eligible (Individual): Modernist /Eligible (District): Manning Park Extension	C
162	GIFFORD ROAD	1955	MANNING PRK EXT	Eligible (District): Manning Park Extension	N/A
192	GIFFORD ROAD	1955	MANNING PRK EXT	Eligible (Ind): Ranch Style / Eligible (District): Manning Park Extension	C

203	GIFFORD ROAD	1957	MANNING PRK EXT	Eligible (District): Manning Park Extension	N/A
274	GIFFORD ROAD	1958	MANNING PRK EXT	Eligible (Ind): Ranch Style / Eligible (District): Manning Park Extension	C
293	GIFFORD ROAD	1959	MANNING PRK EXT	Eligible (District): Manning Park Extension	A
317	GIFFORD ROAD	1959	MANNING PRK EXT	Eligible (District): Manning Park Extension	A
318	GIFFORD ROAD	1959	MANNING PRK EXT	Eligible (District): Manning Park Extension	A
348	GIFFORD ROAD	1960	MANNING PRK EXT	Eligible (District): Manning Park Extension	A
371	GIFFORD ROAD	1960	MANNING PRK EXT	Eligible (District): Manning Park Extension	A
364	GIFFORD ROAD	1964	MANNING PRK EXT	Eligible (District): Manning Park Extension	A
345	GIFFORD ROAD	1965	MANNING PRK EXT	Eligible (District): Manning Park Extension	
305	GIFFORD ROAD	1972	MANNING PRK EXT	Recent Construction	N/A
92	VICTORY CIRCLE	1918	VICTORY CIRCLE	Eligible (District): Hartford Bldg Association	A & C
17	VICTORY CIRCLE	1920	VICTORY CIRCLE	Smith House	A & C
57	VICTORY CIRCLE	1920	VICTORY CIRCLE	Eligible (District): Hartford Bldg Association	A & C
86	VICTORY CIRCLE	1920	VICTORY CIRCLE	Eligible (District): Hartford Bldg Association	A & C
97	VICTORY CIRCLE	1920	VICTORY CIRCLE	Eligible (District): Hartford Bldg Association	A & C
102	VICTORY CIRCLE	1920	VICTORY CIRCLE	Eligible (District): Hartford Bldg Association	A & C

176	HIGHLAND AVE	1921	VICTORY CIRCLE	Eligible (District): Smith House / Eligible (Individual): Colonial Revival Style	A & C
178	HIGHLAND AVE	1922	VICTORY CIRCLE	Eligible (District): Smith House / Eligible (Individual): Colonial Revival Style	A & C
126	HIGHLAND AVENUE	1923	VICTORY CIRCLE	Eligible (District): Smith House	A & C
234	HIGHLAND AVE	1940	VICTORY CIRCLE	Not Individually Eligible /Non-Contributing to District	A
45	VICTORY CIRCLE	1949	VICTORY CIRCLE	Not Individually Eligible /Non-Contributing to District	A
260	HIGHLAND AVE	1950	VICTORY CIRCLE	Not Individually Eligible /Non-Contributing to District	A
148	HIGHLAND AVE	1956	VICTORY CIRCLE	Not Individually Eligible /Non-Contributing to District	A
214	HIGHLAND AVE	1979	VICTORY CIRCLE	Recent Construction	
145	HIGHLAND AVE	2009	VICTORY CIRCLE	Recent Construction	A
63	WORCESTER AVE	1938	WORCESTER AVENUE	Eligible (District): Worcester Ave	A & C
97	WORCESTER AVE	1938	WORCESTER AVENUE	Eligible (District): Worcester Ave	A & C
111	WORCESTER AVE	1938	WORCESTER AVENUE	Eligible (District): Worcester Ave	A & C
125	WORCESTER AVE	1938	WORCESTER AVENUE	Eligible (District): Worcester Ave	A & C
72	WORCESTER AVE	1939	WORCESTER AVENUE	Eligible (District): Worcester Ave	A & C
38	WORCESTER AVE	1940	WORCESTER AVENUE	Eligible (District): Worcester Ave	A & C
81	WORCESTER AVE	1940	WORCESTER AVENUE	Eligible (District): Worcester Ave	A & C
114	WORCESTER AVE	1940	WORCESTER AVENUE	Eligible (District): Worcester Ave	A & C
92	WORCESTER AVE	1941	WORCESTER AVENUE	Eligible (District): Worcester Ave	A & C
38	WORCESTER AVE	1948	WORCESTER AVENUE	Eligible (District): Worcester Ave	A & C
144	WORCESTER AVE	1957	WORCESTER AVENUE	Eligible (Individual): Ranch Style	A & C

143	WORCESTER AVE	1964	WORCESTER AVENUE	Not Individually Eligible /Non-Contributing to District	
136	WORCESTER AVE	c. 1880/1960	WORCESTER AVENUE	Not Individually Eligible /Non-Contributing to District	