GUILFORD GREEN — c.1820

Historic Resource Inventory

Town of Guilford

Phase II- Supplement

Kristen Nietering & Jordan Sorensen

December 2015

Historic and Architectural Resources Inventory

For the

Town of Guilford, Connecticut

Phase II Supplemental Survey

Project Historians
Kristen Nietering
Architectural Historian
And
Jordan Sorensen
Architectural Historian

Project Director
Mary Dunne
State Historic Preservation Office,
Certified Local Government and Grants Coordinator

Acknowledgements

       The range of information and type of research vital to completing a Historic Resources Inventory requires contributions from many people, without whose guidance and expertise the successful completion of this project would not have been possible. For this reason, the Guilford Supplemental Historic Resources Inventory benefitted from the generous assistance of many individuals. This project could not have been completed without the leadership of Shirley Girioni, President of the Guilford Preservation Alliance, John Herzan, Preservation Services Officer of New Haven Preservation Trust, Mary Dunne, State Historic Preservation Office, Certified Local Government and Grants Coordinator, Jenny Scofield, State Historic Preservation Office, National and State Register Coordinator, and Daniel Mackay, Connecticut Trust for Historic Preservation, Executive Director. We would also like to thank the Guilford Free Library staff who were very patient and helpful in the History Room, with the microfilm reader, and navigating the vast *Shoreline Times* archives.

       A special note of gratitude goes to Joel Helander, Guilford Town Historian, for his numerous hours of volunteer work, expertise on many of the historic resources, and knowledge of Guilford, as well as his guidance and support on this project.

       The researchers have strived to generate an overview document and Historic Resource Inventory forms that are as up-to-date and accurate as possible. This does not, however, preclude the value or need for additional data or corrections. Anyone with further insight or information is encouraged to contact the Guilford Preservation Alliance, PO Box 199, Guilford, CT 06437.

Table of Contents

Introduction

In 1981, architectural historian Elizabeth Mills Brown conducted a survey of 450 properties in Guilford, Connecticut. After funding was expended for this survey, she took 193 additional photographs of buildings to inform a future survey. In 2014, the Guilford Preservation Alliance received a grant from the Connecticut State Historic Preservation Office to complete the survey of the photographed buildings and some additional modern style houses. There are 224 buildings documented in this survey including the buildings still intact from the 1981 photographs plus modern style houses chosen by the consultants. In addition, there are six cemeteries from the 1981 survey, totaling 230 historic resources. The final products of this project will be given to the State Historic Preservation Office and the Guilford Preservation Alliance.

This report follows the format found in the National Park Service publication, *Guidelines for Local Surveys: A Basis for Preservation Planning: National Register Bulletin #24*, and as identified by Connecticut's Statewide Historic Resources Inventory Update. The survey includes historic, architectural -and where necessary as in the case of the cemeteries- landscape descriptions illustrating the development of the survey area and the importance of these resources in relation to the town's history. It includes an individual inventory form for each resource surveyed identifying its historical and architectural significance. Additional sections highlight those resources potentially eligible for listing on the National Register of Historic Places, as well as those noteworthy for their connection to the history of women and minorities.

Guilford has many historic buildings still intact. This second phase of the Historic Resources Survey has provided an excellent opportunity to identify, survey, document, and protect 230 additional resources. In order for the Guilford Preservation Alliance to address concerns for these architecturally significant structures, they must have access to a current and comprehensive inventory of these resources. Once completed, both Phase 1 and Phase 2 of the Historic Resource Survey will become the baseline upon which the Guilford Preservation Alliance will be able to build a comprehensive historic preservation strategy that will assist efforts to protect the town's historic heritage and its architectural legacy.

The main goal of this survey is to both identify the historic significance and document the integrity of the included resources. Such an Inventory acknowledges the historic value of the resources in the survey area and also supplements the town's historic record. In many cases, only those sites or structures associated with important individuals or are of outstanding architectural significance are documented and preserved in a meaningful way. Historic Resource Inventory studies, however, allow for a more thorough analysis of the resources in a survey area and help to document and recognize those that may have been overlooked or undervalued.

Methodology

This project consisted of research, photography, and the completion of Historic Resources Inventory forms for each building in the survey. The buildings were chosen based on the previously photographed buildings in 1981 and 2007. First, we conducted a windshield survey to assess the area and buildings to be researched in greater detail and to take the initial photographs, using a Canon PowerShot A2200 HD. We got special permission from homeowners for properties in private communities or houses not visible from the public right of way. Based on our visual findings, and a subsequent property card search, we then could determine if some buildings had been demolished since 1981. We chose several more modern style houses that were not included in the 1981/2007 survey to supplement the amount of demolished buildings we came across to total 230 buildings and cemeteries.

We then researched the buildings in the project individually and filled out the Historic Resource Inventory forms using property cards, newspapers, house dating dossiers, Guilford history resources, maps, and historic photographs. Some properties had different addresses than the ones listed on the photograph from 1981/2007. The Guilford GIS maps were our resource for updating the addresses. We included not only architectural research and description, but also the significance of the building within the context of its surrounding area. All the while, a broader study of Guilford history and architecture in the period of significance was researched for the project's context statement. An index, recommendations for National Register nominations and a brief overview of the resources relating to minority and women's history were also completed.

The staffing for this project consisted of working together and separately. The windshield study, photography, and creation of context statement were completed together. The 230 resources were divided equally among both consultants and researched and written individually. Sources included but were not limited to: assessor field cards, Guilford GIS maps, aerial photographs, library archives, the *Shoreline Times* newspaper on microfilm, Ancestry.com resources, oral histories, and research and guidance from town historian, Joel Helander, including his editing of final inventory forms.

Note: The final hardcopy product of this survey is located at State Historic Preservation Office in Hartford, Connecticut. Another copy is in the possession of the Guilford Preservation Alliance, as a donation by the historians. This copy is available for viewing in the History Room of the Guilford Free Library in Guilford, Connecticut. Digital copies were given to the State Historic Preservation Office, Guilford Preservation Alliance, the Town of Guilford, Guilford Free Public Library, and Joel Helander.

Historic Overview

Founding of Guilford

Seeking religious freedom from England, a group of Puritans, led by Henry Whitfield, founded Guilford in 1639. Guilford is the seventh oldest settlement in the State of Connecticut and is the largest in landmass in New Haven County. As a town that was planned before landing on the shores of New England, Guilford differs from other towns in the state. Many towns throughout Connecticut formed as people left areas that were already colonized such as Massachusetts Bay or New Haven Colony. "It was a well-designed utopia for religious and civil freedom made by a direct immigration of English Puritans" (Helander 2008, 8).

Henry Whitfield was born in 1592 to Thomas Whitfield, Esq. and Mildred Manning, daughter of a Knight Marshall to the King's Court. Henry Whitfield was the second son of Thomas and Mildred, and attended Oxford University, preparing himself to follow in his father's footsteps and practice law. However, in 1618 he was ordained a minister of the Church of England. For the next twenty years, he served as vicar of St. Margaret's Church in Ockley, located in Surrey, England (Cunningham 1997, 11). During this time he married Dorothy Sheaffe with whom he had nine children.

After refusing to abide by the King's wishes and read the "Declaration of Sunday Sports" among other things, he was summoned to the King's court (Helander 2008, 6). Instead he made plans to flee to New England and begin a new colony. Many of his friends and associates backed him up on this desire, and offered to travel with him. In May of 1639, Whitfield and approximately 70 people set sail for New England. While still at sea, they created a compact which was signed by the head of each family. There were 25 names in all on the compact, and these all became the founders of the Town of Guilford. The names that appear on the document are: Robert Kitchell, John Bishop, Francis Bushnell, William Chittenden, William Leete, Thomas Jones, John Jordan, William Stone, John Hoadley, John Stone, William Plane, Richard Guttridge, John Housegoe, William Dudley, John Parmelee, John Mepham, Thomas Norton, Abraham Chittenden, Francis Chatfield, William Halle, Thomas Naish, Henry Kingnoth, Henry Doude, Thomas Cooke, and Henry Whitfield. Many of these men were young farmers who were just starting out and unmarried.

They arrived on the shores of Qunnipiack Plantation (New Haven) in July of 1639. As soon as possible, they set out in search of land to start a plantation. Along the shores of Long Island, to the east of Qunnipiack Plantation, the settlers found a vast amount of unsettled land. This was owned by a tribe of Native Americans known as Menunkatuck. Squaw Shaumpishuh, Sachem of the tribe, sold the land to Whitfield and his group in September of 1639 in exchange for various articles of English merchandise. The land that was sold to them was between Stony Creek and East River. In the deed, Whitfield made sure the Menunkatuck were to remove themselves from the land instead of offering the use of the land to the settlers, as was often the

practice. The Native Americans obeyed this, and left the land. Whitfield and the founders called this area Menunkatuck Plantation.

The land they first settled in was a central location that extended between West River and East Creek, reaching from Long Island Sound to the approximate area where I-95 passes through today, and was referred to as the Great Plain (Helander 2008, 10). Of the men in the group that traveled from England to this new settlement, many of them were farmers who were to produce food for the group. There were also surveyors and lawyers to help survey the land and draw up deeds to distribute parcels to families. The entire endeavor was a thought out process they had established before setting sail from England. One of the first houses that were built was the stone house for Henry Whitfield. This served as more than a dwelling for his family, it was also a church meeting place and as a communal fort. As noted by Bernard Christian Steiner in *History of Guilford and Madison, Connecticut,* "The house built in 1639, was erected both for the accommodation of his family, as a place for religious meeting, and as a fortification for the protection of the inhabitants against Indians, is one of the oldest dwelling houses in the United States" (Steiner 1897, 50). It was built of stone with walls three feet thick and "Tradition states that the Native Americans provided brute strength labor to haul blocks of stone in hand barrows from Griswold's ledges to the site of construction" (Helander 2008, 12-13). Other stone dwellings were built around this time as well, however, none of them have survived to this day (in 2015).

In 1650, after the execution of King Charles I in 1649, many Puritan leaders were asked to return to England. Whitfield followed suit, and in 1650 he set sail for England. He would remain there for the rest of his life. He died in 1657. Other Guilford leaders would follow Whitfield's example and also return to England, including Samuel Desborough, John Hoadley, and Thomas Jordan. William Leete, Esq. was magistrate since the founding of Guilford, and remained in town after other leaders had left. Leete would go on to become Deputy Governor of New Haven Colony, Governor of New Haven Colony, and then Governor of the State of Connecticut.

Acquisition of Land

Most of the founding families of Guilford lived on or near the Great Plain, but gradually the boundaries expanded as more people settled in outer areas. Guilford experienced seven different divisions of land as land purchases from the Native Americans continued throughout the seventeenth century and into the eighteenth century. Eventually the boundaries included land toward the Hammonass

et River. By 1645, the boundaries had spread as far as the eastern side of the East River (Steiner 1897, 166). In 1686 land was purchased north of the original settlement, what would eventually become known as North Guilford. New church societies formed throughout the 18th century, including East Guilford, North Guilford, and North Bristol.

The surveyors laid out the highways and public grounds first. The green, which according to tradition was based off the New Haven Green, was surveyed as early as 1643. "Among their [the planners] first transactions in this direction, they laid out their large and beautifully located public green, a perpetual monument to their foresight and sagacity, as a common center, with its highways, mostly at right angles, running by its corners to the harbor, the river crossings and the surrounding villages" (Steiner 1897, 49). Streets extended from the Guilford Green, allowing many ways to access this common area. Originally the green was much larger, measuring in approximately 15 or 16 acres. By the 1830s, the green had been reduced in size to encompassing approximately 12 acres. Today, in 2015, the green measures approximately 7.75 acres in size. "Accordingly, all the buildings now located at numbers 1-25 Boston Street and numbers 1-67 Park Street stand on ground that was originally *upon* the Green" (Helander 2008, 20).

Throughout the seventeenth and eighteenth centuries, public buildings were erected on the Green. Because of this, the Green became an unsightly place before it was transformed into a park-like area that it is today. To do this, the removal of public buildings upon the green was necessary and was a process that continued into the nineteenth century. This process began due to the travel publications that were produced during the early nineteenth century. Many written descriptions of the Green were not favorable, and did not elicit tourists to stop and spend their money in the area. Prior to these publications, Guilford had become a popular stop along the Boston Post Road for travelers going between New York City and Boston. Its popularity increased when the road was established as the United States Mail route from Georgia to Maine in 1794. By the late nineteenth century, the Green had become a park, all public buildings had been removed.

North Guilford

In 1686, land to the north of the Green had been purchased from Nausup who was the son of Squaw Shaumpishuh, the Sachem who sold the original land to the founders of Guilford. This area had once been the home of many Native Americans of the Menunketuck tribe. The largest lake in town, Quonnipaug, was named after the Qunnipiac word for "long pond" (The Dudley Foundation 2012, 12).

Although the land was purchased in 1686, it was not laid out until 1705. At that time, the area was known as "Cohabit." After the plots of land were divided and parceled out, farmers would travel to the area on Monday to clear their land and would return to their families on Saturdays in time for the Sabbath which fell on Sunday. While in the North Guilford area, they resided together in a crudely made log cabin. This joint cohabitation earned the area its name, Cohabit. Some of the earliest settlers in this area were the Dudleys, Chittendens, Bartletts, and the Rossiters.

In 1719, the families living in this area petitioned to the town of Guilford for the erection of a new religious society (which would eventually become known as the North Guilford Society

before the church would change its name to the North Guilford Congregational Church which it is known as today). By 1720, the new society was formed and they were given permission to build a new church which was completed in 1723. This first church building was erected in the middle of what is now the current North Guilford cemetery. The first pastor of this church was Reverened Samuel Russell, Jr.

After the death of Reverend Russell in 1746, the society split and those that broke away went on to form the St. John's Conformist Episcopal Church in 1747. The first St. John's church was built in 1754. Deacon George Bartlett was the first deacon of the church. Much like the Congregational church services, the Episcopal services of St. John's often were long on Sundays. After Sunday services, long school services were offered (The Dudley Foundation 2012, 34).

By 1769, the North Guilford Congregational Church had gone on to found two schools in the area and also a library. A Sabbath house sat next to the church and served as a place for families to warm and feed themselves during the breaks in the all-day religious services that were held on Sundays. During the eighteenth century, two well-known figures in American history, Abraham Baldwin and Lyman Beecher, grew up in North Guilford.

Baldwin was ordained in 1777 and moved to Georgia after the Revolutionary War. He became a representative and later a senator of the State of Georgia. He also went on to found the University of Georgia and became the first president of the school.

Beecher was ordained in 1799 and became a nationally known abolitionist. He was the father of Henry Ward Beecher, an abolitionist in his own right and a supporter of the suffragist movement, and Harriet Beecher Stowe, an abolitionist who wrote *Uncle Tom's Cabin*.

Revolutionary War

During the Revolutionary War, Guilford participated in the fight against the British. In May of 1777, Colonel Return J. Meigs of Guilford and 170 men sailed from Sachem's Head to Sag Harbor, Long Island to destroy a British supply depot (Brown/Darling 1981, 17). Upon their return a day later, they brought with them 96 prisoners of war and suffered no losses on their side. On a foggy night in June of 1777, three British ships landed on Sachem's Head, and burned Solomon Leete's house, two barns, and a cow house (Helander 2008, 115). Leete lost all his personal property but eventually was given compensation for his losses. Years later, in 1781, British troops again landed on Sachem's Head and burned buildings owned by Daniel Leete. After this attack, a fight broke out between the townsmen and British. In the skirmish, Simeon Leete and Ebenezer Hart were fatally wounded and died (Smith 1877, 49).

Some pivotal figures from Guilford during the Revolutionary War include Solomon Leete, Captain Samuel Lee, and Andrew Ward V. Solomon Leete served on the committee to evacuate people from Long Island which was then occupied by the British. He made many trips back and forth from Sachem's Head to Long Island aboard the sloop, *Polly* (Helander 2008, 82). Captain Samuel Lee was put in charge of fighting the British sympathizers (Torries) in Guilford.

For this reason, an alarm cannon was located near his house. It was to be sounded in the case of an attack. When the British attacked Leete's Island in 1781, Captain Lee and his militiamen set off to fight in such a hurry, they forgot to set off the cannon. His wife raised the alarm after he and his men forgot. Andrew Ward V served in the Revolutionary War and rose through the ranks from captain to brigadier general. He was commissioned by Governor Jonathan Trumbull in 1777. Ward served in the Battle of White Plains, the Battle of Trenton, and the Battle of Princeton. He was also involved in the Danbury Raid in 1777 and the invasion of New Haven in 1779.

Guilford in the Nineteenth Century

The town of Guilford greatly advanced in the nineteenth century in not only industry and transportation but also education, technology and leisure. With successful industrial ventures, longstanding businesses and the birth of a summer colony population, Guilford's economy boomed in the latter half of the nineteenth century. Among the first municipalities in Connecticut to get town wide electric and telephone service, create an institute for higher education, and gain access to all kinds of new transportation, Guilford was in a prime spot to attract many visitors and long term residents.

The Borough of Guilford, a legal entity from 1815 to 1941, requested telephone and electric services to the town early on. In 1896, the Christ Episcopal Church on Park Street became the first subscriber for electricity. Soon after, E. H. Butler on Boston Street got electricity in his store along with several homeowners on Broad, Fair and Park Streets (Helander 2008, 52-53). Town hall was wired as well in 1900, although at this point it was only for certain times during the day. When the Branford electric plant provided twenty-four hour service, Guilford also received this in 1909. Southern New England Telephone Company extended service from Branford in 1882 but until 1894 there were only three phones in town. By 1909, there were three hundred and fifty phones in Madison and Guilford with the switchboard located at 30 Driveway (Helander 2008, 55).

Guilford resident Sarah Griffing established Guilford Institute in 1855 to provide a "higher order" of schooling (Helander 2008, 80). Uniquely, the school was coed and the only high school between New Haven and New London at the time, attracting students from surrounding states as well (Helander 2008, 81). In 1886 the taxpayers began funding the school to make it a free public high school until 1936 when Guilford High School was built (now E.C. Adams Middle School). At this time, the Institute was abandoned until Sam B. Warner purchased it as the headquarters for the *Shoreline Times* for twenty years (Helander 2008, 82).

The Town Green also changed dramatically in the nineteenth century. The first significant change began with the removal of the burial ground section of the Green in 1824 and the bodies moved to the newly-made cemeteries in other parts of the town. Townspeople planted

elm trees in 1827 to provide shade, part of the new philosophy that the Green would become more of a park (Steiner 1897, 259). A "simple white railing" was added in 1837 (Steiner 2008, 260). By 1853, all animals that once could graze on the Green were banned, the last being horses. With no more animals to keep the grass groomed, a special committee formed with the responsibility of maintaining the fence, sidewalks, and vegetation (Helander 2008, 30). In 1915, all sides of the Green had granite curbing to make a clean edge all around. The Hurricane of 1938 uprooted or damaged most of the elm trees which inspired people in town to begin planting trees to replace what was lost (Helander 2008, 33). The double star pattern sidewalks made walking easier after they were completed in 1928 and benches added in 1931 (Helander 2008, 48-49). In 2005, the town installed replicas of the 1874 light fixtures, even after much controversy over their style (Helander 2008, 51).

A range of activities occurred on the green from militia training to fairs and parades. It was also a place of commemoration too. In 1877 the town erected a granite monument, the pedestal made from the local Beattie quarry, with the names of sixty-four men who sacrificed their lives during the Civil War. The Soldier's Monument is a statue of a Union soldier, made from Rhode Island granite and was laid on the Beattie Quarry granite pedestal and dedicated in 1887 (Helander 2008, 47). It lists the names of sixty-two men who died during the Civil War. There are other monuments commemorating several other wars and a bench dedicated to three Guilford firefighters. Since its creation over three and a half centuries ago, the Town Green changed dramatically in appearance and purpose but always remained very important to the people of Guilford.

Maritime Trade and Industries

The nineteenth century began a booming time of expanded trade and industry for Guilford, as it was for much of the country. Business owners began foundries, factories, and quarries in town that were traded domestically and internationally. The increased trade supply required more ships and places for ships to drop off and pick up goods along the shoreline. On land, railroads spread across the country and allowed the transportation of goods faster than ever before. While farming was still significant in Guilford, more industry diversified the work force and grew the town's economy and population into the twentieth and twenty-first centuries.

In the beginning of the nineteenth century, schooners carried cargo in and out Guilford. The goods made in Guilford along with crops, wood, and shellfish were taken out while supplies for stores and homes came in. Trade required a wharf for easy access to carry goods on and off the schooners. Farmers' Wharf Company built a landing on one end of the East River, now where the Guilford Marina is located at the end of Whitfield Street. Captain James Frisbie later purchased land on both sides of the East Creek to widen and deepen the channel for offloading coal coming in. Tide gates were installed in 1837 at the bridge across East Creek to control the

flow into the salt meadows, which affected the salt hay harvest (Helander 2008, 74). Another location for ships to come in and out was at the Jones Bridge on Water Street. Ship construction and launches happened here as well as participation in the West Indies trade before and after the American Revolution. Jones Bridge shipyards constructed twenty ships between 1788 and 1799. The building continued after 1900 with the construction of lobster boats, mahogany runabouts, racing sloops and skiffs. The same area is now home to Guilford Boat Yards.

Several islands exist off the Guilford shoreline but one holds an important place in the town's history as well as the history of Long Island Sound. Faulkner's Island is four miles of the coast and less than three acres in size. After the federal government began commissioning lighthouses in places where maritime travel was dangerous, a beacon was built in 1802 on the island (Helander 2008, 238). After several dedicated lighthouse keepers kept the light going and even saved some distressed mariners, the last civilian keeper lived at the lighthouse in 1939. The Coast Guard manned the lighthouse until it was automated in 1978 (Helander 2008, 241). The island is now a wildlife refuge and the lighthouse continues to face threats from erosion as the island shrinks in size.

The main roads before the nineteenth century were the Boston Post Road, Moose Hill Road, and Water Street. A turnpike heading east from Fair Haven and ending in Killingworth was constructed in 1824, now Route 80. Another from Guilford to Durham was extended to deliver crops and goods to and from seafaring vessels, now Route 77 (Schaefer).

In 1848 the New Haven and New London Railway Company constructed a railroad from New Haven to New London, largely funded by stock purchased by Guilford residents Frederick R. Griffing and Ralph D. Smyth (Helander 2008, 72). By 1852, the first passenger train ran from New Haven. After expanding to Stonington, the railway company was reorganized as the Shore Line Railroad Company in 1855 (Smith 1877, 39). The railroad expanded rapidly and by 1891, the tracks were doubled to accommodate heavier traffic. The increased use of the railroad, while good for most business, meant less schooner production as the need for maritime trade up and down the coast dwindled (Helander 2008, 72).

The shoreline industry included diverse businesses including salt hay harvesting, fishing, granite quarrying, and fish oil factory. In 1837, granite quarrying began in Guilford and became a booming industry for a century. The original quarry was on land formerly owned by Reverend Whitfield, located southeast of the Green (Smith 1877, 40). Two other large quarries were on Leete's Island and Sachem's Head (Steiner 1897, 256). The most well-known was John Beattie's quarry on at Hoadley's Neck in 1870 called Beattie Granite Quarries which became the largest industrial enterprise in the area (Helander 2008, 147). It consisted of three hundred acres and the granite was the second hardest in the country. Most famously, the Beattie Quarry got the contract in 1884 to supply the block for the pedestal of the Statue of Liberty. World War I ceased the

industry as costs grew too high and the quarry was abandoned (Helander 2008, 149-151). At Indian Cove, the fish oil (for paint) operation began in 1873 and was the second largest in the area. Overfishing and a similar factory opening in Milford contributed to its closing in 1882 along with the complaints of fish odors from the new summer colony neighbors (Helander 2008, 106-108).

Several mills called Guilford home during the eighteenth and nineteenth centuries. The landscape provided two main rivers that branched off and were easily dammed to create the water power necessary to have a successful mill. For example, "The Town Mill," as it was referred to by Guilford residents, was one of the oldest institutions in town. Located below the Mill Pond Dam, the grain mill made meal and flour (Helander 2008, 63). Saw mills were an important industry in North Guilford as the East River splits into two branches, making water power accessible. A bone mill, gristmill, and sorghum mill were all successful during the 1800s (Helander 2008, 179). Guilford also had several foundries including I.S. Spencer and Sons Foundry, started in 1857. They made gray iron, brass castings, and assorted hardware for school furniture, sewing machines, and scales. The foundry closed in 1981 and is now use as condominiums (Helander 2008, 80).

The Guilford Enterprise Company made ivory buttons but later changed to making wagon hubs and wheels after it was purchased by Archibald Wheel Company of Lawrence, Massachusetts. The factory employed about fifty men during World War I. During the Second World War, New Departure Company owned the building for making war products as a division of General Motors. They employed women to assemble ball bearings for airplanes, tanks, jeeps, and military vehicles. Postwar, the Toy Pop candy manufacturer used the facility for make lollipops with a bendable stick (Helander 2008, 79).

The Shoreline Electric Railway Company built trolley lines west from Guilford Center to Stony Creek and east through Madison, Clinton, and ending in Old Saybrook in 1910. One could travel to New Haven in thirty minutes. Buses began replacing trolleys in the 1920s, with the lines completely stopping when the Hurricane of 1938 destroyed or damaged most of the tracks (Schaefer). Remains of the old trolley stations can be seen in some areas of Guilford, most notably on the corner of Water Street and River Street.

The building boom after World War II and the completion of Interstate 95 in 1951 made Guilford a "bedroom community," meaning people lived there but worked in other towns. Several communities that are included in this inventory were developed at this time such as Edwards Street, Dohm Avenue, Wingate Road, and Old Quarry Road (on the Point). A common design shift in American culture at the time is apparent in some of these rapidly developing Guilford communities from more traditional period houses to modern styles. From 1950 to 1960, the population increased sixty-three percent. From 1960 to 1970, it increased sixty-five percent

and then rose again seventy percent in the next decade. In 2005, Shore Line East railroad was completed, making commuting along the shoreline even more convenient. With commuting made so easy by rail or car, people did not necessarily need to live in the same town they worked in anymore (Schaefer, 2014). All these enhancements in travel made it easy for people to leave home and go vacation for the first time.

Vacation Destination

By the end of the nineteenth century, vacationers began frequenting Guilford's beautiful shoreline. Mulberry Point, Tuttle's Point, Sachem's Head, Indian Cove, and Leete's Island were home to hotels, cottages, and private communities. With the increase of transportation options, having a second home or vacation residence was a viable option for many people, especially urban dwellers. The shores of Long Island Sound were an ideal destination for summer vacationers, and Guilford was especially desirable for the manufacturing workers of central Connecticut (Helander 2008, 130).

The first main summer vacation destination was the Sachem's Head Hotel, with panoramic views of the Long Island Sound and desirable accommodations. Built by Nathanial Griffing in 1832, the hotel was quickly expanded in 1835 as people needed a place to stay coming from steamboats in the harbor before their on land travel continued (Helander 2008, 124). By 1864, the hotel could accommodate six hundred people, many being distinguished guests. Fire ravaged the hotel in the following year, leaving an empty space until the Barker Hotel was built in 1878 (Helander 2008, 126-127). When Albert Sperry bought the building in 1895, he expanded by building cottages around the hotel to expand the business. Fire also irreversibly damaged the main hotel building in 1973 and it was razed in 1974, although some of the cottages remain (Helander 2008, 129).

Shell Beach Road also became a summer colony. In the 1920s, the owners, the Leete brothers, charged picnickers by the car to visit for the day. As this became a profitable venture, they leased forty-five acres of land for cottage building (Helander 2008, 146). By 1968, the Leete Brothers Inc., administered land rentals on a yearly basis which created a cohesive summer community (Helander 2008, 148). Mulberry Point, once extensive farmland was transformed into a summer colony starting in 1885 when owner William Foote began selling small parcels for summer homes (Helander 2008, 95). By 1921, the area was extensively developed and eventually evolved into year round homes (Helander 2008, 99). Indian Cove became a popular summer colony after World War I (Helander 2008, 109).

Summer colonies even existed beyond the immediate shoreline. In North Guilford, the Land and Lake Development Company created the Guilford Lakes in 1929. They made a chain of three lakes and built vacation homes around them called Guilford Lake Estates (Helander

2008, 181). Tourists could even find the experience they desired in Guilford, even if it did not mean staying near the ocean.

Guilford Today

The town of Guilford in 2015 is now the largest town in terms of square miles in New Haven County. It is located approximately fifteen miles east of New Haven and almost forty miles south of Hartford. The town is served by one major highway, Interstate 95, the main coastal road of Route 1, and two major rail lines of Shore Line East and Amtrak. It has an area of forty-seven square miles and a population of 22,353 in 2012. It is bounded by Madison on the east, Durham to the north, and Branford and North Branford to the west. As of 2014, Guilford's major employers were Yale-New Haven Shoreline Medical Center, Branford/Guilford VNA, Sarah Tuxis Residential & Community Resources, Inc., and the Town of Guilford. As of 2012, there were 9,684 housing units in Guilford and 88.6% of them were single units. Also at this time, 20.5% of the housing stock was built before 1950 (CERC, 2014).

Architectural Overview

Colonial Revival

340 Boston Street

In *The Colonial Revival House*, Richard Guy Wilson explains, "Neither a formal style nor a movement, Colonial Revival embodies an attitude that looks to the American past for inspiration and selects forms, motifs, and symbols for replication and reuse" (Wilson 2004, 6). The Colonial Revival style was a popular style throughout the nineteenth, twentieth, and into the twenty-first centuries. The peak of its popularity is credited to between 1880 and 1955 and was influenced by the 1876 Philadelphia Centennial which sparked in the American public an interest in its colonial architectural heritage (McAlester 2003, 326). This style draws from many early American architectural styles and buildings including: Georgian, Cape Cod, Dutch Colonial, Independence Hall in Philadelphia, Spanish Mission, Spanish Colonial, and French Colonial, among others. It is a broad style and not only reminiscent of early New England dwellings.

Early on, the Colonial Revival style houses were not historically correct; decorative features of the style were pieced together and not historically accurate (McAlester 2003, 326). After the turn of the twentieth century, the style shifted towards greater accuracy with correct proportions and details.

Contemporary Style

5 Laurel Road

Contemporary is a sub-type of modern dwelling development after World War II. It was popular among architects designing their own houses from about 1950-1970. Two distinct sub categories exist: those with gabled roofs, and those with flat roofs. Flat roofed examples are influenced by the earlier International movement and lack architectural detailing. Gabled example stress motifs found in Craftsman and Prairie styles, including wide roof eaves and a prominent front facing gable. Both types are built to compliment the local environment and landscaping is an important component of the finished product. (McAlester 2003, 482)

Craftsman

3 Dunk Rock Road

Craftsman style was popular between 1905 and 1930. It was inspired by Charles Sumner Greene and Henry Mather Greene, two brothers living in California. The style was influenced by the English Arts and Crafts movement, oriental wooden architecture, and the Greenes' early training in manual arts. The style spread throughout the country in pattern books that offered plans for Craftsman bungalows, some even offering pre-cut packages to be assembled by a local builder. The features common to Craftsman style bungalows are low-pitched, gabled and sometimes hipped roofs, wide, unenclosed eave overhang, roof rafters typically exposed, decorative beams

or braces commonly added under gables, full or partial-width porches with supportive tapered square columns, and columns or pedestals that frequently extend all the way to the ground. (McAlester 2003, 453-454)

Folk Victorian

1463 Little Meadow Road

Folk Victorian is a decorative American architectural style popular in the late nineteenth and early twentieth centuries. It is a simpler form of complex Victorian styles, joining basic house types with decorative, but often less complex, detailing. A one-story porch is a prominent feature, and is where significant wood trim and cornice detail is typically found. Folk Victorian can take its inspiration from a number of higher style types, and as such, under-eave brackets, porch spindlework, Greek style cornices, and gable details are all commonly found. (McAlester 2003, 309-311)

Georgian

605 Nut Plains Road

The Georgian style was popular throughout the English settled colonies in the eighteenth century, from 1700-1780. It remained popular in some areas until c. 1830. The Georgian style of building was one of the longest and most popular styles of American building. It was

influenced by the Italian Renaissance which emphasized classical details. The style came to America largely through architectural pattern books. Common features found on Georgian Style buildings include paneled front door, centered main entries that are typically topped with an elaborate decorative feature such as a pediment, the main entry is typically flanked by decorative pilasters and has a transom above. The cornice typically includes decorative features such as dentils, small paned double-hung windows, windows arranged symmetrically on a three, five, or seven bay façade. (McAlester 2003, 139-143)

Greek Revival

36 Graves Avenue

Greek Revival buildings were popular between 1825-1860. The style began and ended with public buildings built in Philadelphia. The influences for the Greek Revival style were the War of 1812 which diminished American affection for anything influenced by the British including architectural styles such as Adam style. Another factor was Greece's war for independence from 1821-1830 which aroused sympathy in the newly independent United States of America. The style spread by the use of carpenter's guides and pattern books, and the migration of settlers from the east to the west. Common features of the Greek Revival style are gable or hipped roof, a low pitch roof, cornice line of main roof and porch roofs emphasized by a wide band of trim, porches (either entry or full-width), prominent square or rounded columns (typically of Doric style), front door surrounded by narrow sidelights and a rectangular line of transom lights above, door and lights usually incorporated into more elaborate door surround. (McAlester 2003, 178-184)

International

179 Old Quarry Road

Between the First and Second World Wars, most American homes were tradition-based, using elements and inspiration from past American styles, while in Europe, the period shunned traditional style elements for radical new designs, which became known as the International Style. A flat roof typifies this style, along with rectangular groupings of windows, with metal casements. Designs were asymmetrical with no decoration or embellishment. Function of the space and design was stressed over form at every opportunity. (McAlester 2003, 469-470)

Italianate

32 State Street

The Italianate Style is one of the most dominant dwelling types in America from the mid-nineteenth century. The style was popularized by Andrew Jackson Downing is his influential pattern books of the era. Italianates are typically two or three stories in height with a low pitched roof and wide eaves. Eave brackets, often highly stylized, are a common feature. Windows are tall and thin, with decorative window lintels or hoods above. Many examples feature a square cupola or tower. Bay windows and front porches are common decorative features. (McAlester 2003, 211-224).

Minimal Traditional

57 White Birch Drive

This building style was popular from c. 1935 to 1950. It began during the economically difficult Depression years and reflects traditional forms such as Colonial Revival, Tudor, Neoclassical, Chateauesque, Beaux Arts, and French Eclectic styles. However, it lack their decorative features. This style was commonly found in developments created after World War II. Common features of this style include low pitched roofs, eaves and rake are close rather than overhanging, usually one front facing gable, and typically they have a large chimney. This style is most often found as one-story, however, two-story examples are also found. (McAlester 2003, 478)

Modern Styles

2 Wingate Road

The Modern genre of home design began immediately following World War II and continued for several decades after, becoming the mainstay of new housing construction in America in the mid-twentieth century. They focused in large part on new aspects of American culture at that time – larger residential lots, and the necessity of having space for the family vehicle. Sub-types of the Modern dwelling styles include the popular Ranch and Split-Level, and various contemporary and ultra-contemporary designs. (McAlester 2003, 477-485)

Queen Anne

236 Water Street

Queen Anne was a highly-decorative American architectural style popular around the turn of the twentieth century. Hallmarks of the style are steeply pitched roof faces and a prominent front facing gable. The building structure is typically a complex block with examples of wings, porches and irregular roof shapes. Decorative details typify the style, from large elements such as towers and wrap-around porches to more stylistic touches like varied shingle and siding patterns, decorative spindlework, bay windows and other ornamentation. (McAlester 2003, 263-268)

Ranch Style

150 White Birch Drive

The Ranch Style first made an appearance in California before WWII and was a dominant architectural style across America during the suburban boom of the 1950s and 1960s. Larger suburban lots allowed for a maximum width façade, typically asymmetrical, and with a low-pitched roof. A wide front porch, or wide recessed front entry, are common. A garage is often included on the façade, and a backyard patio is common. Exterior cladding could be either brick or siding, and window shutters are also a common feature. (McAlester 2003, 479-480)

Second Empire

28 Driveway

The Second Empire style was popular from 1855 to 1885. It began in France and the roof was named after the seventeenth century French architect, Francois Mansart. The reign of Napolean III brought about France's "Second Empire," from which this style got its name. The style spread to England in the mid-nineteenth century, and from there came to the United States. It was commonly used for public buildings in addition to becoming a popular house style. Common features include the Mansard roof which is a dual-pitched hipped roof with dormers on the steep lower slope, molded cornices, and decorative brackets.

Vernacular

3431 Durham Road

Vernacular architecture tends to be commonplace and to reflect the everyday life and experience of people within a culture or region. These buildings are very often plain in appearance. For our purposes, it also is a building that lacks decorative elements due to the demolition of features associated with a style such as brackets, porches, and ornamental shingles.

Resources Related to Women's and Minorities' History

There were several women and minorities who have contributed to the growth and vibrancy of the town of Guilford. We came across a couple of examples that showcase the importance of women and minorities in Guilford's history.

Women's History

Lydia Chittenden/Dr. Elisabeth Adams: These women both lived at 1 Whitfield Street. Lydia Chittenden (1824-1914) had the house built in 1886. It can be assumed that she had the money and power to build such a grandiose house in downtown Guilford, especially without a husband. She was active in the community, participating in the "Committee on the Village Green" (Smith, 1877, pg. 196). When she died at ninety years old, she left the house to the First Congregational Church in town (Helander, 2008, pg. 59) Dr. Elisabeth Adams (1905-1994) lived there beginning in 1950 after moving from Manhattan, New York. She was a renowned doctor in town who held office quarters in this house. She also served as health director, police and fire department physician, and medical examiner. Town Historian, Joel Helander stated about Adams, "There were more good deeds performed out of her office-home, more trust in the human lot, more private and public benefaction, more ministry and faith and healing, than could ever be recorded." The middle school was even named for her on Church Street. For twenty five years, she wrote notes to the children that made the honor roll, showing her passion for the youth of Guilford and its future (Guilford Foundation, 2010).

Gladys Lohse: Gladys Lohse lived at 362 Moose Hill Road. She was born Gladys Mary Greene in 1918 in Forest Hills, New York. She owned the house since 1948 with her husband Edward E. Lohse, who died in 1995. Gladys worked in advertising, holding a position at *New Look Magazine*, until World War II when Igor Sikorsky recruited her to become a process engineer at the Chance Vought Aircraft division of Stratford. Working under the guidance of Charles Lindbergh, she contributed to the design and manufacturing of the F4U Corsairs used by the Navy in World War II. She returned to advertising after the war, working at Stone Knapp in New Haven, Connecticut. Gladys recently died in June of 2015.

Minority History

Berry (Ben) Benjamin Morrow was born in North Carolina in 1891 to Adam and Octavia Coley Morrow. He was an African American who moved to Connecticut between 1930 and 1940. He purchased the property at 2053 Long Hill Road in 1938, and became a self-employed farmer and businessman. He and his wife owned this property and had seven children who grew up in this house. During a time of tumultuous race issues, Berry B. Morrow owned and operated his own business out of 2053 Long Hill Road. After his death in 1974, the property was left to his wife, Viola English Morrow. The property remains in the Morrow family to this day.

Recommendations for National Register of Historic Places Designation

One of the purposes of a Historic Resource Inventory is to identify properties eligible to be listed on the National Register of Historic Places. Guilford already has many places listed as individual properties or districts already but we have determined some properties that would be worth consideration. Due to this being a supplemental survey, many of the architecturally significant buildings have already been inventoried in 1981. This is not to say that others are not eligible, this is just an opinion on the architectural historian's part. This process, and final evaluation, is administered by the State Historic Preservation Office of the Connecticut Department of Economic and Community Development, One Constitution Plaza, Hartford, CT 06103.

Existing National Register Properties in Guilford, Connecticut

Individually Listed Properties

Acadian House, Union Street, listed in 1975

Thomas Burgis II House, 85 Boston Street, listed in 2000

Jared Eliot House, 88 Old Chaffinch Island Road, listed in 1985

Faulkner's Island Lighthouse, Long Island Sound (5 miles south of Guilford), listed in 1990

Griswold House, Boston Street, listed in 1975

Hyland-Wildman House, Boston Street, listed in 1976

Peletiah Leete House, off of Leetes Island Road, listed in 1974

Elisha Pitkin House, 173 High Woods Drive, listed in 1979

Sabbathday House, 19 Union Street, listed in 1975

Medad Stone Tavern, 197 Three Mile Course, listed in 2008

Henry Whitfield House, 248 Old Whitfield Street, listed in 1972 and updated in 1995

National Register Historic Districts

Dudleytown Historic District, roughly from Clapboard Hill Road from Tanner Marsh Road to Murray Lane, East River Road southeast to Trailwood Drive, and Duck Hole Road, listed in 1991.

Guilford Historic Town Center, bounded by West River, I-95, East Creek and Long Island Sound, listed in 1976.

Meetinghouse Hill Historic District, roughly bounded by Long Hill, Great Hill, and Ledge Hill Roads, listed in 1987.

Recommendations for the National Register of Historic Places

Guilford Historic Town Center: This listing does not provide an inventory of contributing and non-contributing resources. It should be updated to include all of Boston Post Road, Boston Street, Broad Street, Church Street, Fair Street, Graves Avenue, High Street, Old Whitfield Street, Pearl Street, River Street, Seaside Avenue, State Street, Union Street, Water Street, and Whitfield Street within the boundaries given.

William Henry Harrison Murray House: This house is located at 251 Nortontown Road and was the birthplace and home of William Henry Harrison Murray. William Murray was a clergyman and author that popularized the Adirondack Mountain region in New York. Publication of his book "Adventures in the Wilderness" in 1869 made him known as the "father of the Outdoor Movement." William attended the Guilford Institute and later Yale, paying for his own education by doing farmwork in the Nortontown area of town. He married Isadora Hull and completed his studies in theology, later preaching in New York City and Boston. Later, Murray's eldest daughter Maude Murray Young owned the house. Due to the notability of Murray, this house would be eligible under Criterion B.

Junior Olsen House: This house is located at 179 Old Quarry Road. Its location is adjacent to the Fred Olsen Sr. complex (built in 1953), both designed by Tony Smith, at 72 Old Quarry Road. Olsen, presumably the Senior, was friends with many prominent artists and Tony Smith was recommended to him as an architect. It seems that this home was built first for Olsen Sr. and given to Olsen Jr. when his 1953 complex was finished. Tony Smith was an American architect, sculptor and painter associated with Minimalism and Abstract Expressionism and is known for making large geometric sculptures from the 1940s until the 1970s. As a child, Smith had tuberculosis and recalled building small models with his medication boxes while on bed rest. After an unsuccessful time in an architectural design program in Chicago, Smith took a job with Frank Lloyd Wright, starting as a bricklayer and carpenter. Quickly rising to site supervisor, Smith decided to start his own architecture firm in New York City that he maintained until the 1960s. He designed more than twenty private residences, never having earned an official architect certification. He also taught for notable art and architecture schools during his career. In 1961, Smith moved on from architecture and focused on sculpting. His first exhibition in 1964 was held at the Wadsworth Athenaeum in Hartford, CT. It is said that the construction of both of these houses was the reason Smith moved on to designing art instead of buildings. He was so frustrated with the way the Olsen family "renovated" his work that he decided to quit architecture. The current owners of this house have brought the structure back to its original designer's plans. Since this house was designed by a renowned architect and artist, it could be listed under Criterion C.

Bibliography

Connecticut Economics Resources Center (CERC), "Guilford, Connecticut," 2014. Accessed at http://www.cerc.com/TownProfiles/Customer-Images/guilford.pdf (May 1, 2015).

Cunningham, Jan. *Henry Whitfield House National Register Nomination*; Nomination Number 97001277, National Park Service; 1997.

Brown, Elizabeth Mills. *Architectural and Historic Resource Survey for the Town of Guilford*; 1981. Historical Background by Susan L. Darling.

Guilford Foundation, "Elisabeth C. Adams Fund", http://guilfordfoundation.org/legacy-funds/the-elisabeth-c-adams-fund/.

Helander, Joel Eliot. *A Treasury of Guilford Places*; Self Published, Guilford, Connecticut: 2008.

The Dudley Foundation; *Voices from North Guilford*; Thomson-Shore; United States of America: 2012.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, Inc, 2003.

New Haven Register, Gladys Lohse Obituary, 2015, http://www.legacy.com/obituaries/nhregister/obituary.aspx?pid=175206267

Schaefer, C.K., "Railroads and Toll Roads", in *375 Years of Guilford, Connecticut 1639-2014*, Guilford: Royal Printing Services, 2014.

Smith, Ralph D., The History of Guilford from its First Settlement in 1639, Albany: J. Munsell, Printer, 1877, 39.

Steiner, Bernard Christian. *History of Guilford and Madison, Connecticut*; Self Published, Baltimore: 1897. Reissued by the Guilford Free Library: 1975.

Turner, Julia. "Vernacular Architecture," New Georgia Encyclopedia, 2013, obtained at http://www.georgiaencyclopedia.org/articles/arts-culture/vernacular-architecture

Wilson, Richard Guy. *The Colonial Revival House*. New York: Harry N. Abrams, Inc, 2004.

1.   10 Boston Post Road (1806) Georgian

2.   42 Boston Post Road (1927) Colonial Revival

3.   60 Boston Post Road (1847) Greek Revival

4.   186 Boston Post Road (c. 1931) Vernacular

5.   996 Boston Post Road (pre-1818) Vernacular

6.   1004 Boston Post Road (c. 1880) Vernacular

7.   1054 Boston Post Road (c. 1930) Colonial Revival

8.   1238 Boston Post Road (c. 1940) Colonial Revival

9.   2355 Boston Post Road (1942) Colonial Revival

10.   2839 Boston Post Road (1930) Craftsman

11.   3049 Boston Post Road (c. 1944) Colonial Revival

12.   9 Boston Street (1857) Greek Revival

13.   64 Boston Street (1850) Greek Revival

14.   78 Boston Street (c. 1916) Brick Industrial

15.   79 Boston Street (1849) Greek Revival/Italianate

16.   88 Boston Street (1852) Greek Revival/Queen Anne

17.   95 Boston Street (c. 1850) Greek Revival/Italianate

18.   110 Boston Street (1878) Greek Revival

19.   128 Boston Street (1876) Greek Revival/Queen Anne

20.   131 Boston Street (1844) Greek Revival

21.   182 Boston Street (1854) Greek Revival

22.   201 Boston Street (1853) Greek Revival

23.   208 Boston Street (1879) Greek Revival

24.   245 Boston Street (1916) Colonial Revival

25.   269 Boston Street (1851) Vernacular

26.   277 Boston Street (c. 1830) Vernacular

27.   310 Boston Street (1912) Colonial Revival

28.   335 Boston Street (1883) Greek Revival

29.   340 Boston Street (c. 1960) Colonial Revival

30.   368 Boston Street (c. 1783) Colonial

31.   380 Boston Street (c. 1949) Colonial Revival

32.   386 Boston Street (c. 1949) Colonial Revival

33.   394 Boston Street (1947) Colonial Revival

34.   465 Boston Street (1909) Colonial Revival

35.   Boston Street- Alder Brook Cemetery (c. 1818)

36.   22 Broad Street (c. 1820) Vernacular (Barn)

37.   71 Broad Street (c. 1850) Greek Revival

38.   147 Broad Street (1892) Colonial Revival

39.   148 Broad Street (1887) Folk Victorian

40.   100 Cherry Street (1805) Georgian

41.   39 Church Street (c. 1885) Vernacular

42.   55 Church Street (1902) Colonial Revival

43.   99 Church Street (1912) Craftsman

44.   230 Church Street (1870) Greek Revival

45.   308 Church Street (1863) Italianate

46.   397 Church Street (c. 1900) Colonial Revival

47.   538 County Road (1888) Vernacular

48.   30 Dohm Avenue (c. 1950) Colonial Revival

49.   40 Dohm Avenue (c. 1950) Colonial Revival

50.   64 Dohm Avenue (c. 1950) Ranch

51.   74 Dohm Avenue (c. 1950) Ranch

52.   85 Dohm Avenue (c. 1950) Colonial Revival

53.   95 Dohm Avenue (c. 1950) Colonial Revival

54.   105 Dohm Avenue (c. 1950) Colonial Revival

55.   28 Driveway (1879) Second Empire

56.   31 Driveway (1885) Vernacular

57. 90 Duck Hole Road (c. 1857) Folk Victorian

58. 3 Dunk Rock Road (c. 1928) Craftsman

59. 50 Durham Road (c. 1850) Vernacular

60. 680 Durham Road (1900) Colonial Revival

61. 1092 Durham Road (c. 1933) Colonial Revival

62. 2631 Durham Road (c. 1830) Greek Revival

63. 3431 Durham Road (c. 1851) Vernacular

64. 5051 Durham Road (c. 1860) Vernacular

65. 5463 Durham Road (c. 1920) Vernacular

66. Durham Road – Bluff Head Cemetery

67. 11 Edwards Street (c. 1947) Colonial Revival

68. 20 Edwards Street (c. 1947) Colonial Revival

69. 21 Edwards Street (1947) Colonial Revival

70. 30 Edwards Street (c. 1947) Colonial Revival

71. 31 Edwards Street (c. 1949) Colonial Revival

72. 38 Edwards Street (c. 1947) Colonial Revival

73. 39 Edwards Street (c. 1949) Colonial Revival

74. 48 Edwards Street (c. 1947) Colonial Revival

75. 49 Edwards Street (c. 1947) Colonial Revival

76. 56 Edwards Street (c. 1947) Colonial Revival

77. 57 Edwards Street (c. 1949) Colonial Revival

78. 64 Edwards Street (c. 1947) Colonial Revival

79. 65 Edwards Street (c. 1947) Colonial Revival

80. 65 Fair Street (1849) Greek Revival

81. 159 Granite Road (c. 1860) Vernacular

82. 17 Graves Avenue (1850) Greek Revival

83. 36 Graves Avenue (1851) Greek Revival

84. 131 Great Hill Road (1878) Greek Revival

85.   455 Great Hill Road (1889) Vernacular

86.   645 Great Hill Road (c. 1785) Vernacular

87.   790 Great Hill Road (c. 1860) Vernacular

88.   5 Guilford Point Drive (1865) Vernacular

89.   14 High Street (1870) Greek Revival

90.   23 High Street (1874) Greek Revival

91.   28 High Street (1850) Greek Revival/Italianate

92.   37 High Street (1870) Vernacular

93.   46 High Street (1908) Queen Anne/Greek Revival

94.   47 High Street (1873) Greek Revival

95.   58 High Street (1850) Italianate

96.   31 Lake Drive (c. 1865) Greek Revival

97.   5 Laurel Road (c. 1953) Contemporary

98.   16 Laurel Road (c. 1931) Vernacular

99.   Ledge Hill Road – North Guilford Cemetery (c. 1716)

100.   444 Leetes Island Road (1872) Vernacular

101.   588 Leetes Island Road (1940) Colonial Revival

102.   27 Little Meadow Road (c. 1845) Vernacular

103.   942 Little Meadow Road (1842) Greek Revival

104.   1114 Little Meadow Road (1789) Georgian

105.   1463 Little Meadow Road (c. 1944) Vernacular/Folk Victorian

106.   378 Long Hill Road (c. 1922) Vernacular

107.   406 Long Hill Road (1905) Greek Revival

108.   473 Long Hill Road (c. 1910) Colonial Revival

109.   538 Long Hill Road (1842) Greek Revival

110.   749 Long Hill Road (c. 1794) Colonial

111.   1999 Long Hill Road (c. 1880) Vernacular

112.   2053 Long Hill Road (1943) Vernacular

113.   2074 Long Hill Road (c. 1956) Vernacular

114.   2294 Long Hill Road (1918) Vernacular

115.   2295 Long Hill Road (c. 1850) Vernacular

116.   51 Mill Road (1854) Vernacular

117.   27 Moose Hill Road (1889) Colonial Revival

118.   83 Moose Hill Road (c. 1901) Queen Anne

119.   362 Moose Hill Road (c. 1910) Vernacular

120.   397 Moose Hill Road (1912) Colonial Revival

121.   1229 Moose Hill Road (c. 1950) Ranch

122.   1732 Moose Hill Road (c. 1950) Colonial Revival

123.   Moose Hill Road- Leetes Island Cemetery (c. 1820)

124.   836 Mulberry Point Road (c. 1970) Modern International

125.   136 Neck Road (1971) Modern Other

126.   134 North Fair Street (1860) Vernacular

127.   154 North Fair Street (1862) Vernacular

128.   396 North River Street (c. 1870) Vernacular

129.   39A North Street (1861) Vernacular

130.   251 Nortontown Road (1831) Georgian

131.   77 Nut Plains Road (1836) Vernacular

132.   231 Nut Plains Road (c. 1930) Colonial Revival

133.   605 Nut Plains Road (c. 1763) Georgian

134.   787 Nut Plains Road (1849) Greek Revival

135.   815 Nut Plains Road (1843) Greek Revival

136.   939 Nut Plains Road (1833) Vernacular

137.   959 Nut Plains Road (1833) Vernacular

138.   Nut Plains Road- Nut Plains Cemetery (1818)

139.   36 Old Quarry Road (1893) Queen Anne

140.   44 Old Quarry Road (1890) Queen Anne

141.   45 Old Quarry Road (1887) Queen Anne

142.   75 Old Quarry Road (c. 1957) Modern Ranch

143.   179 Old Quarry Road (c. 1951) Modern International

144.   279 Old Whitfield Street (1875) Greek Revival

145.   311 Old Whitfield Street (1868) Vernacular

146.   345 Old Whitfield Street (1867) Greek Revival

147.   360 Old Whitfield Street (c. 1940) Vernacular

148.   375 Old Whitfield Street (c. 1868) Greek Revival

149.   399 Old Whitfield Street (c. 1840) Georgian

150.   18 Pearl Street (1928) Craftsman

151.   21 Pearl Street (1876) Greek Revival

152.   28 Pearl Street (1887) Greek Revival

153.   37 Pearl Street (c. 1876) Greek Revival

154.   42 Pearl Street (1877) Greek Revival

155.   51 Pearl Street (1877) Greek Revival

156.   139 Prospect Avenue (1904) Queen Anne

157.   4 Quonnipaug Hill Road (c. 1940) Colonial Revival

158.   186 River Street (c. 1800) Vernacular

159.   243 River Street (c. 1804) Georgian

160.   258 River Street (c. 1863) Italianate

161.   1 Seaside Avenue (1896) Colonial Revival

162.   86 Seaside Avenue (1837) Vernacular

163.   21 Shell Beach Road (1873) Queen Anne

164.   15 South Fair Street (1884) Colonial Revival

165.   43 South Fair Street (1911) Queen Anne

166.   293 South Union Street (1905) Queen Anne

167.   391 South Union Street (c. 1928) Ranch

168.   424 South Union Street (1889) Vernacular

169.	32 State Street (1850) Italianate
170.	40 State Street (c. 1948) Vernacular Cottage
171.	54 State Street (1889) Queen Anne
172.	62 State Street (c. 1830) Vernacular
173.	71 State Street (c. 1875) Italianate
174.	78 State Street (1850) Greek Revival
175.	82 State Street (1862) Greek Revival
176.	93 State Street (1865) Greek Revival
177.	257 State Street (c. 1934) Craftsman
178.	31 Three Mile Course (c. 1865) Vernacular
179.	Three Mile Course- West Side Cemetery (1818)
180.	47 Union Street (1837) Vernacular
181.	64 Union Street (1853) Greek Revival
182.	67 Union Street (1911) Colonial Revival
183.	84 Union Street (1926) Vernacular
184.	105 Union Street (1878) Greek Revival
185.	11 Water Street (c. 1888) Commercial/Greek Revival
186.	24 Water Street (c. 1865) Greek Revival
187.	29 Water Street (c. 1910) Vernacular
188.	59 Water Street (c. 1850) Vernacular
189.	86 Water Street (1850) Italianate
190.	120 Water Street (1895) Folk Victorian
191.	218 Water Street (1817) Georgian
192.	230 Water Street (1879) Queen Anne
193.	236 Water Street (1891) Queen Anne
194.	244 Water Street (1892) Queen Anne
195.	257 Water Street (1867) Vernacular
196.	258 Water Street (1904) Queen Anne

197.   300 Water Street (1893) Vernacular

198.   684 West Street (1878) Colonial Revival

199.   57 White Birch Drive (c. 1930) Minimal Traditional Modern

200.   68 White Birch Drive (c. 1950) Ranch

201.   93 White Birch Drive (c. 1929) Vernacular Cottage

202.   130 White Birch Drive (c. 1940) Ranch

203.   139 White Birch Drive (c. 1934) Ranch

204.   145 White Birch Drive (c. 1945) Colonial Revival

205.   149 White Birch Drive (c. 1929) Vernacular Cottage

206.   150 White Birch Drive (c. 1935) Ranch

207.   155 White Birch Drive (c. 1938) Vernacular Cottage

208.   1 Whitfield Street (1886) Greek Revival/Colonial Revival

209.   63 Whitfield Street (1839) Greek Revival

210.   69-75 Whitfield Street (1849, 1869, 1960s) Greek Revival

211.   77 Whitfield Street (c. 1932, 1931) Vernacular Commercial

212.   83 Whitfield Street (1749) Vernacular Commercial

213.   116 Whitfield Street (1857) Greek Revival

214.   128 Whitfield Street (c. 1845) Italianate

215.   138 Whitfield Street (1867) Greek Revival

216.   148 Whitfield Street (1851) Queen Anne

217.   161 Whitfield Street (1876) Gothic Revival

218.   173 Whitfield Street (1850) Greek Revival

219.   174 Whitfield Street (1863) Greek Revival

220.   413 Whitfield Street (1866) Greek Revival

221.   446 Whitfield Street (1985) Modern Other

222.   469 Whitfield Street (c. 1935) Colonial Revival

223.   472 Whitfield Street (c. 1865) Greek Revival

224.   496 Whitfield Street (c. 1940) Colonial Revival Cottage

225.   500 Whitfield Street (1939) Colonial Revival, Cape Cod

226.   505 Whitfield Street (c. 1930/1962) Vernacular Commercial

227.   174 Wildrose Avenue (c. 1860) Vernacular

228.   2 Wingate Road (c. 1962) Modern Shed

229.   5 Wingate Road (c. 1964) Modern Ranch

230.   9 Wingate Road (c. 1965) Modern Shed