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DESCRIPTION

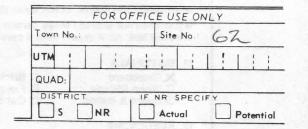
SIGNIFICANCE

SOURCES

State of Connecticut CONNECTICUT HISTORICAL COMMISSION 59 South Prospect Street, Hartford 06106

HISTORIC RESOURCES INVENTORY: **Buildings & Structures** 

SURVEY OF GUILFORD, NEW HAVEN COUNTY, 06437 June-December 1981



1. ADDRESS

34 Broad Street (map 39, lot 16)

2. NAME (historic)

Daniel Hubbard

NAME

(common)

3. **USE** 

(historic) USE (present)

Private house

4. IF MOVED, WHEN AND FROM WHERE: Moved from across street, 1884



5. ARCHITECT

6. DATE

1828

BUILDER

STYLE Mixed (see below)

7. ALTERATIONS Part of east porch enclosed, additions at rear. For Historical changes, see below, #9

Scalloped shingles and low, sloped dormer are among the town's few concessions to the shingle style. Curious cornice of multiple moldings.

9. ARCHITECTURAL-HISTORICAL This house originally stood across the street on land bought from Simeon Chittenden in 1808 (see 1 Broad Street). Simeon's grandson, Simeon Baldwin Chittenden, who had made a fortune in New York and returned to Guilford to restore his ancestral home, bought the land back and in 1884 moved the house off. may guess that its appearance was changed either then or soon after, for the gambrel roof, which now suggests the Shingle Style of the '80s or '90s, would have been quite out of character with the taste of 1828. The porch also appears to belong to the '80s, as do the scalloped shingling, rectangular panels over the windows, and the slit of a dor-Only the steep, stiff lines of the basic block, the evenly spaced windows, and 12/12 sash can be visualized as once having had a Federal look. Daniel Hubbard seems to (continued on next sheet)

## 10. SOURCES

Dorothy Whitfield Society '76; David D. Dudley; Steiner; Lusk. Photographs: Dana.

In all categories below, check more than one box if applicable.

CONTINUTATION SHEET

ADDRESS

34 Broad Street

GUILFORD SURVEY

NAME(S) Daniel Hubbard

#9. Architectural-Historical con't.

have been one of Guilford's more bustling entrepreneurs. In 1832 he received permission to dam the West River "for mechanical purposes," and later the historian Steiner reports that he "conducted an extensive carriage making establishment until the commercial embarrassments of 1837." This is interesting as evidence that Guilford at this time was keeping in step with New Haven, where the carriage industry, which soom would become the mainstay of its manufacturing wealth, was just commencing. It is also interesting, and sad, to see how directly the effects of the national financial disaster of 1837 were felt even in this quiet country town.