

**Historic and Architectural Resources Inventory
for the
Town of Madison, Connecticut,
Phase I**



Project Historians

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Heritage Resources

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Acknowledgements

The range of information and type of research required to complete a Historic Resources Inventory requires the contributions of many people, without whose insight and expertise its completion would not be possible. This Historic and Architectural Survey of Madison Center benefitted from the generous assistance of a number of individuals. We are especially indebted to Municipal Historian Henry Griggs, who guided us through the entire process and directed us to many invaluable resources. Thanks also to Jenny Simpson at the Madison Historical Society for her help with local sources and Nancy Farnan of The Charlotte L. Evarts Memorial Archives for her knowledge of the evolution of buildings and businesses in Madison Center.

The researchers have worked to generate an overview document and 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 information or insight is encouraged to contact Henry Griggs at henry.griggs@yahoo.com.

Historic Resource inventories similar to this report are based primarily on the format applied in the *Historic Preservation in Connecticut* series, compiled by the Connecticut Historical Commission (since replaced by the State Historic Preservation Office). The template for this study was provided by the State Historic Preservation Office.

Tod Bryant and Daryn Reyman-Lock
Heritage Resources

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I. Introduction

The Town of Madison, acting through its Ad Hoc Library Expansion Building Committee, is currently conducting a major project to renovate and expand the E.C. Scranton Memorial Library. The project is being undertaken by a public-private partnership of the Town and the library, a nonprofit organization. The partnership receives funding from the Connecticut State Library Construction Fund and other state sources, private philanthropies, local businesses and organizations, and individual donors. This Historic Resources Inventory of approximately 25 buildings in Madison's historic downtown commercial block is a key provision of a Memorandum of Understanding (MOU) between the library and the State Historic Preservation Office (SHPO) that was signed November 19, 2018.

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. It includes a historic and architectural overview illustrating the development of the survey area and commenting on its importance relative to the larger narrative of 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.

A primary objective of this survey was to identify and document the historic significance and integrity of the included structures. This was done in an effort to acknowledge the historic value of the resources in the survey area as well as to supplement the town's historic record. Extensively documented and adequately preserved historic resources are often limited to those related to notable figures or are those that are the oldest or most architecturally detailed. Historic Resource Inventory studies, however, allow for a broad analysis of the resources in a survey area and help to draw out those that may have been overlooked or undervalued. In the simplest of terms, the Historic Resource Inventory serves as an "honor roll" of a town's historic buildings, structures, and sites, thus allowing for the recognition of a diverse body of resources.

Historic Resource Inventories play an important role in various governmental planning processes and allow both the State Historic Preservation Office and town planning departments to identify state and federal projects that might impact historic resources. Well-preserved built environments contribute to an area's quality of life, and municipalities benefit directly from efforts to maintain the unique makeup and aesthetic diversity of their historic neighborhoods. Historic Resource Inventories help to reduce teardowns, increase local infrastructure investment, and facilitate economic development by informing local governments and populations of the quality and character of their built environment, and by aiding in its protection and preservation. Historic structures gain their significance from the role they have played in the community and from the value the community places on them as a result. It is hoped that this Historic Resource Inventory will serve to increase appreciation of Madison's historic resources and in turn encourage their preservation.

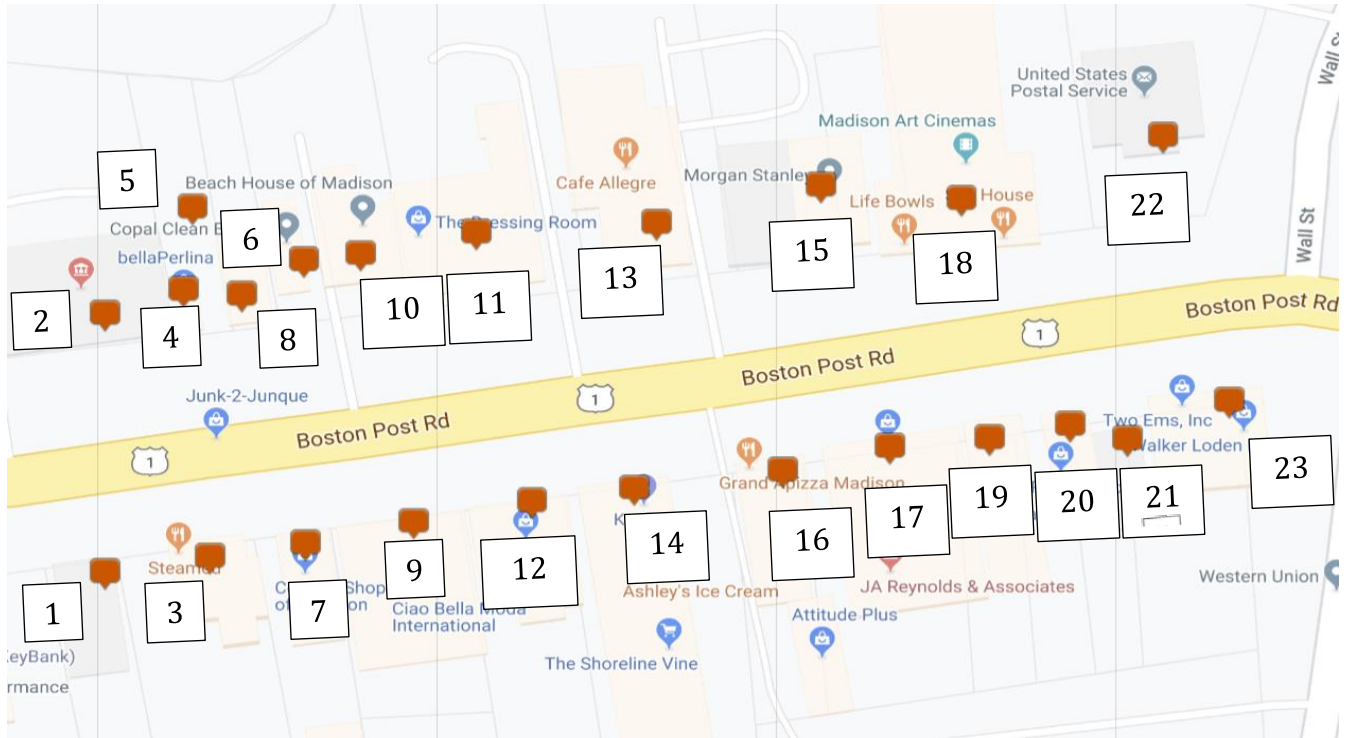


Figure 1. Location of historic assets in the survey area.

II. Methodology

The Survey

This survey of historic and architectural resources in Madison Center, Connecticut was conducted by Tod Bryant, MA and Daryn Reyman-Lock, Ph.D. of Heritage Resources, based in Norwalk, Connecticut. The firm specializes in historical research and the documentation of historic resources. Fieldwork, photo documentation, research, and writing were carried out between August and November 2019. Copies of the final report and survey forms are deposited at the Town of Madison, and the Connecticut State Historic Preservation Office, 450 Columbus Boulevard, Suite 5, Hartford, CT 06103. Copies of the report and survey forms will also be deposited by the State Historic Preservation Office at the Connecticut State Library in Hartford, and the Special Collections Department of the Dodd Research Center at the University of Connecticut in Storrs.

The visual information needed to complete this Historic Resource Inventory was gathered through a “windshield” survey followed by more intensive research of other resources. This involved first documenting each historic resource from the exterior and supplementing it with public data, such as town tax assessor’s and land records, as well as historic maps, previous survey and other sources. Neither the form, nor the survey in general, dictates what owners can do with their property nor does the information violate the privacy of those whose property is included. For owners who might be concerned about the implications of the survey, a review of the Historic Resource Inventory form demonstrates the public nature of the information on the forms. Data collected includes: verification of street number and name; use; accessibility (public vs. private); style of construction; approximate date of construction (to be compared with assessor’s information); construction materials and details; condition of the resource; character of the surrounding environment; description of the resource; and exterior photographs. This survey represents an inventory of historical and architectural resources and no attempt was made to identify archaeological sites. Such an endeavor would have been beyond the scope of this study and would have necessitated specialized procedures, extensive fieldwork, and a greater allocation of resources.

All photographs were captured with a Nikon D800 camera using a Solmeta Geotagger Pro to embed location information into the metadata of each image.

The Survey Area

The survey area selected for this study is located in the center of the Town of Madison. It includes the commercial center of the town along both sides of Boston Post Road between Wall Street and Durham Road. The survey area includes many intact commercial structures, constructed between the late nineteenth and the early twenty-first centuries (Map 1). The target area was delineated by the MOU due to its historical significance, density, and integrity of the resources found the areas.

The Madison Center Historic Resources Inventory survey area is a collection of extant commercial architecture set in an urban environment. The identified resources illustrate Madison's developmental history including the continuing evolution of the town's economy during the mid-nineteenth and early twentieth centuries. The resources chosen for this survey include well-preserved examples directly reflecting these developmental patterns, as well as those related to commercial and activities.

Criteria for Selection

The Historic and Architectural Resources Inventory for the Town of Madison, Connecticut was conducted in accordance with the *Secretary of the Interior's Standards for Identification and Evaluation* (National Park Service, U.S. Department of the Interior, 1983). The methodological framework was drawn from the National Park Service publication, *Guidelines for Local Surveys: A Basis for Preservation Planning; National Register Bulletin #24* Derry, Jandle, Shull, and Thorman, National Register of Historic Places, National Park Service, U.S. Department of the Interior, 1977; Parker, revised 1985).

The criteria employed for the evaluation of properties were based on those of the National Register of Historic Places. The National Register is administered by the National Park Service under the supervision of the Secretary of the Interior. Properties recognized by the National

Register include districts, structures, buildings, objects, and sites that are significant in American history, architecture, engineering, archaeology, and culture, and which contribute to the understanding of the states and the nation as a whole. The National Register's criteria for evaluating the significance of resources and/or their eligibility for nomination are determined by the following:

The quality of significance in American History, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess the 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 pattern 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 type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a distinctive and distinguishable entity whose components may lack individual distinction, or;
- D. that have yielded, or may be likely to yield, information important to prehistory or history.¹

The above criteria formed the basis for evaluating the buildings in this survey these parameters were also broadened to identify resources associated with individuals or events significant to Madison's history, or those structures that displayed vernacular styles or methods of construction typical of the period in which they were built. Not all of the resources identified by this inventory are eligible for individual inclusion on the National Register; however, they are representative of Madison's developmental and social history. Those resources determined to be eligible for listing in the National Register of Historic Places, either individually or as part of a historic district, will be discussed later in the *Recommendations* section.

¹ *How to Apply the National Register Criteria for Evaluation; National Register Bulletin #15*, By the staff of the National Register of Historic Places, finalized by Patrick W. Andrus, edited by Rebecca H. Shrimpton, (National Register of Historic Places, National Park Service, U.S. Department of the Interior, 1990; revised 1991, 1995, 1997).

Historic Resource Inventories are often prepared by focusing on the oldest resources in a survey area. These are evaluated relative to the period in which they originated and are unified within the requisite overview study according to the chronology of the area's development. The decision to conduct this survey geographically, rather than according to the construction date of the included buildings, was determined by the MOU. There is also the hope that additional Historic Resource Inventories would eventually result in all of the town's historic resources being documented. Conducting subsequent surveys geographically, rather than chronologically, is a more comprehensive approach to identifying Madison's historic buildings, structures, and cultural resources.

III. The Historic Resource Inventory Form

A Historic Resource Inventory form was prepared for each historic resource surveyed. These were completed following a standard electronic document (.pdf format) created by the Connecticut State Historic Preservation Office, the state agency responsible for historic preservation. Each form is divided into three main sections. These provide background, architectural, and historical information on the resource and include: street number and name, owner(s), type of use, style of construction, approximate date of construction, construction materials and details, physical condition of the resource, character of the surrounding environment, description of the resource, architect/builder (if known), exterior photographs, and historical narrative.

Much of the information in this inventory was gathered from town Assessor's records between September and November 2019. Architectural descriptions were drafted from on-site evaluations during this same period and the historical narratives were based on archival research. The majority of the fields on the Historic Resource Inventory form should be self-explanatory; however, the following is a clarification of several categories.

Historic Name

In many cases the historic name of a resource serves as an indicator of its historical significance. When referring to public or commercial buildings, churches, social halls, etc., a historic name is

based upon a structure's earliest known use. In the case of residential buildings things become a bit more complicated. The name of the original owner, if known, is usually used as the historic name of a house. However, homes that were occupied by the same family for a number of generations, even if they were not the first owners, often carry the surname of that family as their historic name.

Interior Accessibility

This was a survey of exterior features in a commercial district. The majority of the buildings in the survey area are occupied by businesses and are open to the public during business hours.

Style

Most of the buildings in the survey area are purpose-built commercial structures, but a few were originally built as residences. A building's style was characterized according to its earliest stylistic influences and regardless of later alterations or additions. Descriptions were based upon accepted terminology laid out in *A Field Guide to American Houses* by Virginia and Lee McAlester (New York: Alfred A Knopf, 2005) and *American Houses; A Field Guide to the Architecture of the Home* by Gerald Foster (Boston: Houghton Mifflin, 2004) and *The Buildings of Main Street* by Richard Longstreth (Washington: National Trust for Historic Preservation, 1987). The most commonly applied architectural styles in the survey area are described below. Little has been written on the architectural styles of commercial buildings, so the elements of residential style have been applied to them. Many of the resources surveyed did not fall into a specific category as they lack the necessary attributes. These were simply classified as "vernacular." Such a term indicates construction typical of the period yet lacking in many of the stylistic elements that would link it to a particular architectural style. Architectural styles included in the survey area are:



R. J. Julia Booksellers, 768 Boston Post Road

Arts and Crafts (c.1905-1930) The Arts and Crafts movement originated in England in the middle-19th century. It was a reaction to the sameness of products being produced by the Industrial Revolution and the movement looked back to a time when craftsmen had not yet been replaced by machines. The movement often referenced medieval styles and encompassed art, furniture design, textiles and architecture, as well as other disciplines. These ideas were popularized by the works of English art critic John Ruskin and English designer William Morris.

The American version of the style was less elaborate, and its best-known architectural expression is the Craftsman Bungalow style, with low-pitched roofs and exposed rafter tails. The interiors of these houses often followed the English model more closely by using wood paneled walls and stained-glass windows. Decorative wood and masonry details that highlighted a craftsman's skill were sometimes also used on their exteriors. The decorative brickwork on the R. J. Julia building is inspired by Arts and Crafts ideas. The hand of the artist is visible in the bands of patterned brickwork, as well as diamond-shaped and linear designs in brick of a contrasting color. In Connecticut, these decorative elements are often associated with Italian masons.



693 Boston Post Road

Federal (1780-1820, locally to c.1860) – The Federal style shared most of the essential form of the New England Farmhouse and Georgian homes, however buildings from the Federal period relied much more heavily on Roman classical detailing and ornamentation. This was principally concentrated around the entry and window openings, and included detailed porticos and door surrounds, leaded semicircular or elliptical fanlights, entry-flanking sidelights, Palladian windows, keystone lintels, and classical columns and pilasters. Fenestration typically consisted of six-over-six double-hung sash, although other arrangements can be found, particularly in vernacular interpretations of the style.

The building at 693 Boston Post Road has been converted from a residence to commercial use, but it still retains some basic elements of the style, including its plan, center entrance on the facade and second story fenestration pattern. The triangular pediment and fenestration pattern on the west elevation are also typical of the style.



Monroe Building, 782 Boston Post Road

Italian Renaissance (1890-1935) – This style first appeared in American architecture in the first half of the nineteenth century. It was influenced by Italian country homes and Renaissance-era villas yet developed into an entirely indigenous form once established in the United States.

Italianate homes are typically two or three stories in height and have low-pitched (usually hipped or gable) roofs with widely overhanging eaves and detailed brackets. Tall and narrow windows are common and often have arched or curved window tops. Windows and doors are frequently crowned with decorative hoods.

The Monroe Building at 782 Boston Post Road exhibits many of the characteristics of the style, including a tall, narrow window with an arched top, windows with decorative hoods and wide overhanging eaves.



US Post Office, 781 Boston Post Road

Colonial Revival (1880-1955) – This style gained popularity towards the end of the nineteenth century before becoming the most ubiquitous architectural form of the first half of the twentieth century. Many manifestations of this style emerged, most sharing influences derived from early American, or Colonial architecture, such as Georgian, Federal, and Dutch Colonial buildings. Houses of this type commonly have rectangular plans, and hipped, pitched, or gambrel roofs. Decorative features mimic classical models and include elaborate porticos or porches. Double-hung sash and multipaned symmetrically placed, windows are common, as are sidelight-flanked entries. The style is found in both residential and commercial buildings.

The U.S. Post Office at 781 Boston Post Road is an excellent example of the style. It has a rectangular plan with a hipped roof surmounted by a cupola and its façade is dominated by a full height portico supported by columns.



685 Boston Post Road

End Gable Vernacular (1890-1920) This vernacular form was often used for early commercial buildings in Madison, but only three survive in the survey area. They are one story or two-story, wood one story wood frame buildings with gable roofs and entrances on the gable end.

The building at 685 Boston Post Road is one of the few survivors of the style in the center of Madison. It is a two-story type and it has a full width one story porch with a shed roof supported by four square columns.

Date of Construction/Dimensions

Dates of original construction are based on the Town of Madison's Assessor's records, architectural and historical evidence, and archival research. In cases where the date listed by the Assessor's office seemed questionable, and a specific date could not be found through historical research, a circa (ca.) precedes the year indicated. This evaluation is an educated guess based upon the structure's architectural detail, construction methods, and information gleaned from archival sources, including maps and atlases. The Madison Assessor's records were also used to confirm and/or determine the dimensions of buildings and to support the survey of materials used in construction.

Condition

Condition assessments were based on a visual investigation of the exterior of inventoried structures. It was not possible to give a detailed assessment of the structural condition of the resources, as extensive and interior assessments could not be conducted. Buildings listed as being in “good” condition lack any glaring structural problems. Those listed as “fair” had problems, including badly peeling paint, cracked siding and windows, or damaged roofs, which if left unattended, could result in serious damage. None of the resources were listed as “Deteriorated,” which would have indicated severe exterior problems and neglect.

Other Notable Features of Building or Site

While many of the preceding fields list the basic details of a resource’s construction, specifically the style, original date, materials, structural system, roof type, and size, this category allows the surveyor to elaborate on a structure’s other architectural qualities. In the case of this survey it typically included a building’s orientation relative to the street, its floor plan (i.e. square, rectangular, or irregular), height, roof structure and materials, window types, wall cladding, and porch details. As the state does not expect inventories of this nature to address the interiors of private buildings, no such descriptions were compiled or included. This field also allowed the surveyor to comment on any substantial alterations made to a resource.

Historical or Architectural Importance

Assessing the historical significance of each resource required detailed archival research. The methods applied varied, depending upon the information available for each structure, but did not include a complete chain of title research for each resource. Local land and census records, maps, and atlases typically revealed the information necessary to confirm the dates given in the Assessor’s records, or, as was the case with many structures, provide a different, yet more accurate, date of construction. This research also served to build a socio-historical narrative for each structure. These highlight the relationship between the building and its users and demonstrate each resource’s relevance to the development of the community.

This field may also contain information indicating how a particular resource exemplifies architectural qualities characteristic of a certain style or period, if pertinent. Architectural significance is assessed by evaluating a structure’s historical integrity. This is determined by

judging whether it retains the bulk of its original material, if contributes to the historic character of the area, or if it is representative of an architect's work, an architectural trend, or a building period. Although many homes have been modified in some way, unless drastic alterations have been made, a building is likely to retain much of its historic character.

IV. Historical and Architectural Overview

Madison Today

The Town of Madison is a tranquil and beautiful Shoreline community in New Haven County with an area of 36 square miles. The town had a 2017 year-round population of 18,247, but its location on Long Island Sound makes it a popular vacation destination and the population increases substantially in the summer months. It is bounded on the north by Durham, on the west by Guilford, on the east by Killingworth and on the south by Long Island Sound. There were 7,989 dwelling units in the town in 2017 and, as of 2017, 15.7% were built before 1950. The town's largest employer is the Town of Madison, followed by the Madison Beach Hotel.²

Early European Settlement

Most of the area that is now the Town of Madison was bought from the Mohegan Sachem Uncas in 1636 by Englishman George Fenwick, who was then living in Saybrook, Connecticut. George Fenwick returned to England about 1638 and while there met Reverend Henry Whitfield. Together, they arranged for Rev. Whitfield and twenty-five families to settle on the lands owned by Fenwick that bordered the New Haven colony of Quinnipiac. The colonists left England in June 1639 and spent seven weeks at sea before reaching their new home. The passage was free from sickness or death; one woman gave birth to a healthy baby.³

Once in the New World, the settlers, under the leadership of Reverend Whitfield, sought flat, but low and moist, land. They purchased what is now Guilford for dozens of "coates, fathoms of wompom, glasses, payers of shoes, hatchets, paires of stockings, hooes, knives, hates, porringers, spoons," four kettles and two English coats, from a one-eyed Sachem squaw named

² "Madison, Connecticut," Connecticut Economic Resources Center.

³ Lauralee Clayton and Warner P. Lord, *Madison: Three Hundred Years by the Sea*, 2.

Shaumpishuh. Her tribe had fled the Mohegans and Pequots and had suffered both killings and disease; they welcomed the protection of English settlers as a result of this mistreatment. ⁴

In 1641, Reverend Whitfield made a second purchase of land from a Sachem named Weekwash, who is purported to be the first Native American Christian convert and who preached all along the coast to other Native Americans. The land lay beyond the Kuttawoo and Tuckshishoag and comprised what is today the area between the Menuncatuck River and Tuxis Pond. In December of that same year, Whitfield and the other colonists purchased the same land from the Mohegan Sachem Uncas, who claimed ownership of the area at that time. On January 13, 1663/1664, William Leete and Samuel Kitchell paid Uncas and his son Ahaddon “an Indian coat worth thirty shillings and a shirt cloth worth ten shillings” for all the land to the north of the Connecticut Path to the seaside and transferred it to the town.⁵ This piece of land composes what is today the area from the Connecticut Turnpike north to the Durham line. ⁶ Together with another gift of land from George Fenwick, the land that now constitutes the towns of Guilford and Madison was under English control at that time.⁷

Town land was parceled out in at least three separate divisions. The first of these occurred shortly after the Guilford settlement was established. The second happened in 1645 and was meant to encourage settlement in the Neck, known at the time as “easterly farms,” which would become part of the town of Madison. By June 16, 1671, the town of Guilford had drawn its boundaries, although the boundary between Madison and Killingworth would come under scrutiny in 1760.⁸

While reconstructing the historical development is difficult due to a lack of records, there are references to a piece of property in The Neck owned by Richard Hues in the area as early as 1647. However, Nicholas Munger, an apprentice flax weaver, is often credited with building the first house in the area in 1651. While the town tried to encourage settlement in the “easterly farms” by offering incentives such as tax abatements, only about 10 people moved to the area;

⁴ Ibid.

⁵ Smith, *The History of Guilford*, 70-71.

⁶ Clayton and Lord, *Madison* 4.

⁷ Ibid., 3

⁸ Ibid.

Nicholas Munger was joined by Samuel Stone, Reuben Norton and Dennis Crampton in 1660. There is no record of the reason that these families chose to live in a remote part of town, since most inhabitants much preferred houses close to the center of the settlement at Guilford for security and proximity to goods and services. Although a bridge over the East River was built in 1649, people were reluctant to move from the center until after 1670. The Thompson, Bradley, Hand, Scranton, Hill and Meigs families, among others, eventually moved there and formed a small community.⁹

In August of 1700, 33 people in the “easterly farms” petitioned to incorporate as their own community and establish a house of worship closer to their homes. Nothing happened until a second petition was signed in 1703 and the East Guilford Society, the forerunner of the present-day Madison, was established. A meeting house was built on the southeastern corner of the Green in 1705 and it was presided over by Reverend John Hart. A plain and practical building without a steeple or galleries, it served the religious needs of the town for nine years. In 1714, a two-penny tax increase was levied to allow the meeting house to be enlarged with galleries. The inhabitants of the very rural East Guilford Society were slow in paying the new taxes and the Society eventually began accepting grain and flax in lieu of the two pennies.¹⁰

East Guilford’s population continued to slowly increase over the following two decades. John Grave II began to keep an informal tavern in his house in 1712. Within four years, a public school was established, and the community included a total of thirty families. New settlements developed on and around the hill in the vicinity of the head of the Neck River and in Hammonasset. By 1719 the area was prosperous enough to build its first publicly travelled road to the saw mill on the Hammonasset River.¹¹ In 1725, a man named Blinn settled in North Madison (then called North Bristol), and within eight years several new roads were built to that area.¹² By 1764, a new bridge constructed over the Hammonasset River provided a better connection between both sides of town and in 1765, a public landing was built near present day East Wharf Beach.¹³

⁹ Ibid., 5.

¹⁰ Ibid.,9.

¹¹ Ibid.

¹² Ibid., 10.

¹³ Ibid., 14.

Over the last half of the 18th century, the fishing industry grew in importance. A new library was built and the church grew. The settlement in North Madison continued to gain strength and with it, a sense of community. ¹⁴

Development of the Town in the 19th century

Madison, formerly known as East Guilford, truly became a community with its own unique identity in the 19th century. Between 1800 and 1830 the population of the area increased from 1,428 to 1,809, which required not only schools, but also increased infrastructure. During this time three new roads were laid – modern Route 79 running from Durham to Madison Green, Green Hill Road and present-day Route 80. Madison had asked for independence from Guilford in 1783 but was unable to separate itself at that time. A second attempt was successful and the town was incorporated by the Connecticut General Assembly in May of 1826.¹⁵ The new town was referred to as Madison by Captain Frederick Lee during its first town meeting on June 19, 1826.¹⁶ Captain Lee named it for James Madison, the fourth president of the United States of America.¹⁷ Over the next 25 years, more roads were built, a stage line was implemented, and the first railroad track was laid. Madison continued to gain connections to nearby towns and to the rest of New England.¹⁸

The town really began to prosper in the second half of the 19th century when industry started to flourish. Early industry centered around The Green where the prolific inventor Reuben Shalor devised many items still used today, including roller skates, a type of weathervane, wire bound brushes and the weigh bridge. Other businesses like Jonathan Wilcox' tannery, the sword shop of Eber Judd, and mason George Shelly operated nearby. Perhaps the best-known early business was Munger and Son, founded in 1877.¹⁹ They were located in East River, rather than around The Green, and they started out making school supplies, including desks, chairs blackboards and erasers. In 1880, they developed a product first known as “dustless chalk,” but eventually called

¹⁴ Ibid. 15.

¹⁵ Steiner, *History of Guilford and Madison, Connecticut*, 191.

¹⁶ Clayton and Lord, *Madison*, 17-23.

¹⁷ Eno, James N. 1903. “Nomenclature of Connecticut Towns,” *The Connecticut Magazine*, vol VIII, Number II, 333)

¹⁸ Ibid., 17 – 23.

¹⁹ Kathleen Hulser Ryerson, *A Brief History of Madison, Conn.* 40

crayons. They became so successful that the company stopped manufacture of all other products to concentrate on supplying the large demand for crayons.²⁰

Fishing was also an important industry in East Guilford's, and later Madison's, early days. As early as 1793, a Newport, Rhode Island company began catching porpoises for oil and leather. These aquatic mammals were so plentiful that the company processed as many as 600 to 700 in a single year. Local fisherman also looked to the sea for food, and several small companies using fish for food, oil and fertilizer had more industrial fishing grounds in the area. ²¹ Oystering along the coast, as well as in the Neck and East Rivers, provided both food and income to the town. The bivalves were so important to the local economy that that the Madison Canal Company was formed in 1828 to build a dam 1.5 miles from the mouth of the Neck River to allow saltwater to fill a canal built as an oyster hatchery. It was seeded in 1829.²² Oysters are still an important Madison resource in 2020. The Madison Shellfish Commission has an active Shellfish Management Program that works with the Madison Health department to issue permits and leases to commercial shell fishermen to harvest oysters and clams from Madison waters. The Commission also keeps track of the level of productivity of the shellfish grounds and ensures that the grounds are maintained in good condition. ²³

The maritime trades of shipbuilding and shipping grew alongside farming and cottage industries in the nineteenth century. At least five shipyards operated in Madison at The Neck as well as East and West Wharves. Shipbuilding was so important to the town that the launching of a new vessel was a holiday and all schools were closed. Many of the ships built in Madison yards were employed in coastal or long-distance trade from the town. Others were sold to distant owners. Ships for the coastal trade were usually sloops or schooners. They moved varied cargoes including vegetables, animals, coal, paper and even gunpowder among shoreline towns, thus supplying each with products not locally available. Larger Madison-built craft sailed to the West Indies, New Orleans or farther. By 1890, when a fire destroyed the last shipyard still in business, the Miner yard, over 200 sloops, schooners, brigs, barks and ships had been built in the town.²⁴

²⁰ Kathleen H. Crompton, "Early Industry in Madison," in Platt, *Madison's Heritage*, 177.

²¹ Ryerson, 43.

²² *Ibid.*, 45.

²³ "Madison Shellfish Program," *Madison, Connecticut*,

²⁴ Mary Scranton Evarts, "Madison Shipping," in Platt, *Madison's Heritage*, 199-212.

The decline of shipbuilding and shipping in the late nineteenth century coincided with the rise of the summer visitor as a major economic force.²⁵

On July 1, 1852, the first passenger train began regular service on the Shoreline, changing the development of the East River community, as well as the rest of the town (Figure 2). The area had served as a wharf for traffic coming up the river and was the location of at least two of the major shipyards. Initially, the new railroad respected established local maritime industry by building a drawbridge over the river to accommodate river traffic. One man who worked as the bridge tender from 1874 to 1883, P. M. Field, is said to have opened it at least sixty times in one year. However, in 1891 new double tracks were laid for the railroad and the drawbridge was replaced by a fixed span over the river, which cut off access to the wharves.²⁶ This event, along with the loss of Madison's last shipyard, was the beginning of the end of the town as a working port.

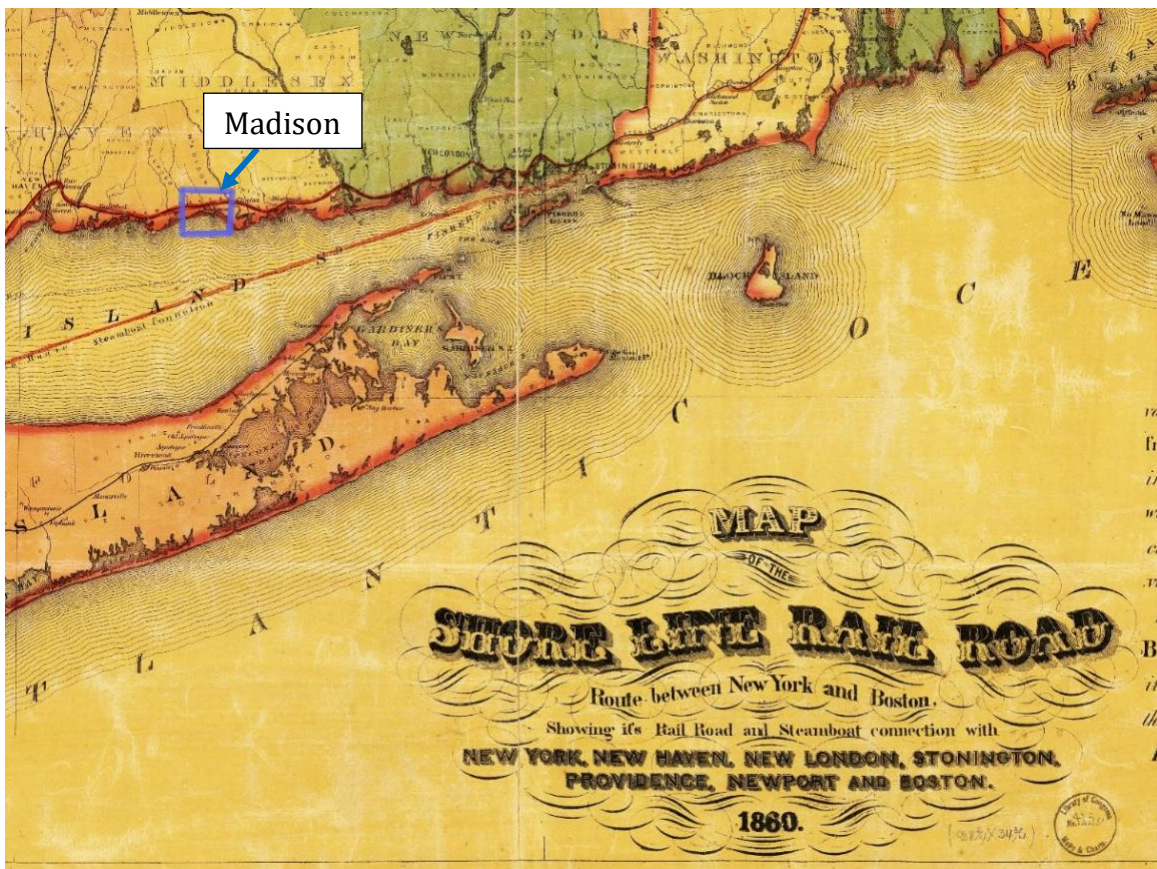


Figure 2. Map showing Madison on the route of the Shore Line Rail Road in 1860. (Library of Congress)

²⁵ Clayton and Lord, 29.

²⁶ Ibid., 23-25.

Madison was now connected to the rest of the world with relatively fast transportation. The trains brought the town's first wave of summer visitors and entire families spent weeks at one of Madison's two seaside hotels, the Hammonasset House at West Wharf and the Flower House near East Wharf. These hotels competed fiercely for business and a brochure for the Hammonasset House touted, "No pleasanter spot in which to spend the two or three weeks of your vacation can easily be found than Madison, historic old Madison, with its old homesteads, its elm shaded streets and its beautiful shore." The brochure went on to boast, "...we can only promise such a menu as an efficient chef and corps of assistants can present when supplied with the best in the market..."²⁷ It is telling that these hotels, which had become summer refuges for city-dwellers, were built as boarding houses for shipyard workers.²⁸



HAMMONASSETT HOUSE AND BEACH.

Figure 3. Photo of Hammonasset House from 1906 brochure. (Madison Historical Society)

²⁷ "The Hammonasset House," Promotional brochure, 1906.

²⁸ Ryerson, 60.

The next and most significant wave of “summer people” would begin with a morning walk by a guest at the Hammonasset House. Mrs. Samuel Dexter from Michigan wanted a summer house on the shore of the east coast. She began her search for the perfect place in 1867 and she was accompanied by one of her daughters, Augusta, who took a walk on the beach before breakfast one day. Augusta loved the look of the place and even met an “old salt.” She told her mother about her experiences at breakfast and despite visiting several other prospective locations as far away as Maine, Mrs. Dexter chose Madison. The “old salt” was Talcott Bradley, who sold her a quarter acre of previously worthless coastal scrubland for \$500. The town was shocked. Mrs. Dexter bought and shipped a prefabricated house, Madison’s first summer cottage, to erect on the site.²⁹ Soon after, Nathan Bushnell, a wealthy businessman from New Hampshire, began to lease pieces of the land he owned to the west of East Wharf to friends for seasonal bathhouses at 25 cents per year. He had a vision for Madison and prophesied that one day every foot of beach would be sought after. One of those who believed Bushnell and saw Madison’s potential as a summer retreat was L. L. Johnson, who published a booklet called, “Madison Illustrated” in 1894. He lavished poetic praise on the town, writing, “Rest, peace and refreshment, from the moment the cottager slips his key into the rusty lock of his cottage until he turns the same with lingering fingers, loth to let summer drift away from him in the crisp bracing air of a September morning, trims his sails to meet the distracting winds of some world-worn metropolis.”³⁰

Although Mrs. Dexter’s cottage stood alone on the shore for 16 years, summer visitors and houses increased substantially once a road was built.³¹ The town had become so popular that thirty-seven subdivisions, mostly for summer houses or rental cottages, were filed between 1887 and 1929.³² Talcott Bradley proved that land once thought to be of little value could now fetch a high price. By 1904, approximately 300 cottages dotted the shoreline. Madison was transforming from a community of farmers and shipwrights to one that made a living from accommodating and providing for summer visitors (Figure 4).³³

²⁹ Inez A. Godman, “The Early Days of Madison Beach,” in *Madison’s Heritage*, 50-51.

³⁰ L. L. Johnson, *Madison Illustrated*, quoted in Clayton and Lord, 28.

³¹ Clayton and Lord, 27-28.

³² Lord and Montgomery, *Madison in the Twentieth Century*, 39.

³³ Clayton and Lord, 28-30.

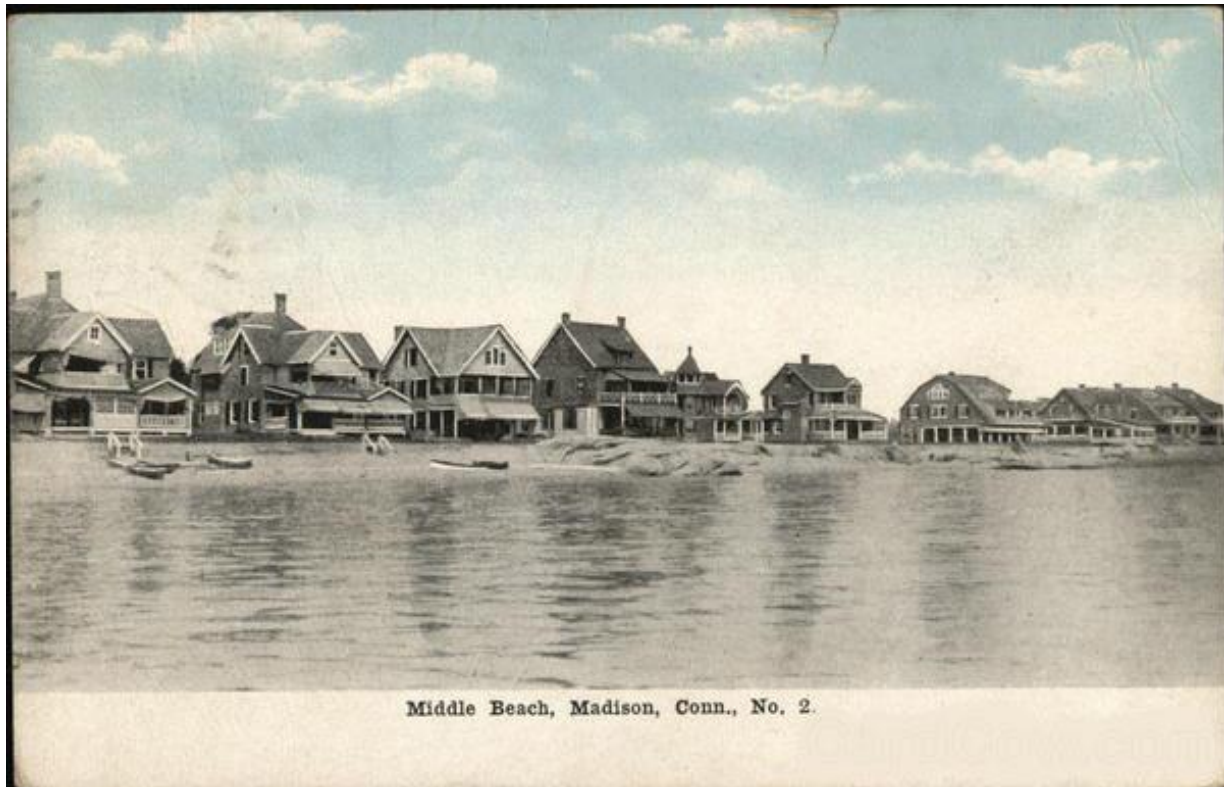


Figure 4. Photo of summer cottages on Middle Beach in 1917. (Card Cow)

20th century

The early 20th century marked the age of the summer visitor who also began a time where many residents lived in town but worked elsewhere. The population continued to grow and soon Madison needed to renovate the Daniel Hand Academy to be able properly serve the community. In 1921, the Hand Consolidated School was opened to the public.³⁴

Horses and oxen gave way to trolleys and automobiles as Madison Center began to develop. The Monroe Building, Madison's skyscraper, was constructed in 1911 by druggist J. Harrison Monroe. This three-story brick building was the tallest in town and served to anchor a street of one and two story wood frame buildings. Monroe's drugstore occupied the ground floor of the three story section, with the Tuxis Club on the second floor and the Masonic Lodge on the third. Monroe built a one story addition to the building in 1912 for the use of the US Post Office.³⁵

³⁴ Ibid., 33.

³⁵ Nancy Farnan, *Downtown Madison Through the Years*, 2.

Hammonasset State Park was opened on July 18, 1920 and with it came the camper, a new type of visitor who also spent money and time in town. The Connecticut Park and Forest Commission began to purchase land for the park in 1919 from Clarkson Meigs and others. By the end of that year the state had amassed 565 acres, which are now the western end of the park.

Hammonasset State Park was immediately popular, and it drew over 75,000 visitors in its first year. The park was expanded to its current size when the state acquired an additional 339 acres in 1923.³⁶

The size of the summer colony also increased in this era. As beach areas developed, Mrs. Dexter's lone house soon became five areas devoted to summer residences – Webster Place, Circle Beach, The Neck, Seaview and Middle Beach.³⁷

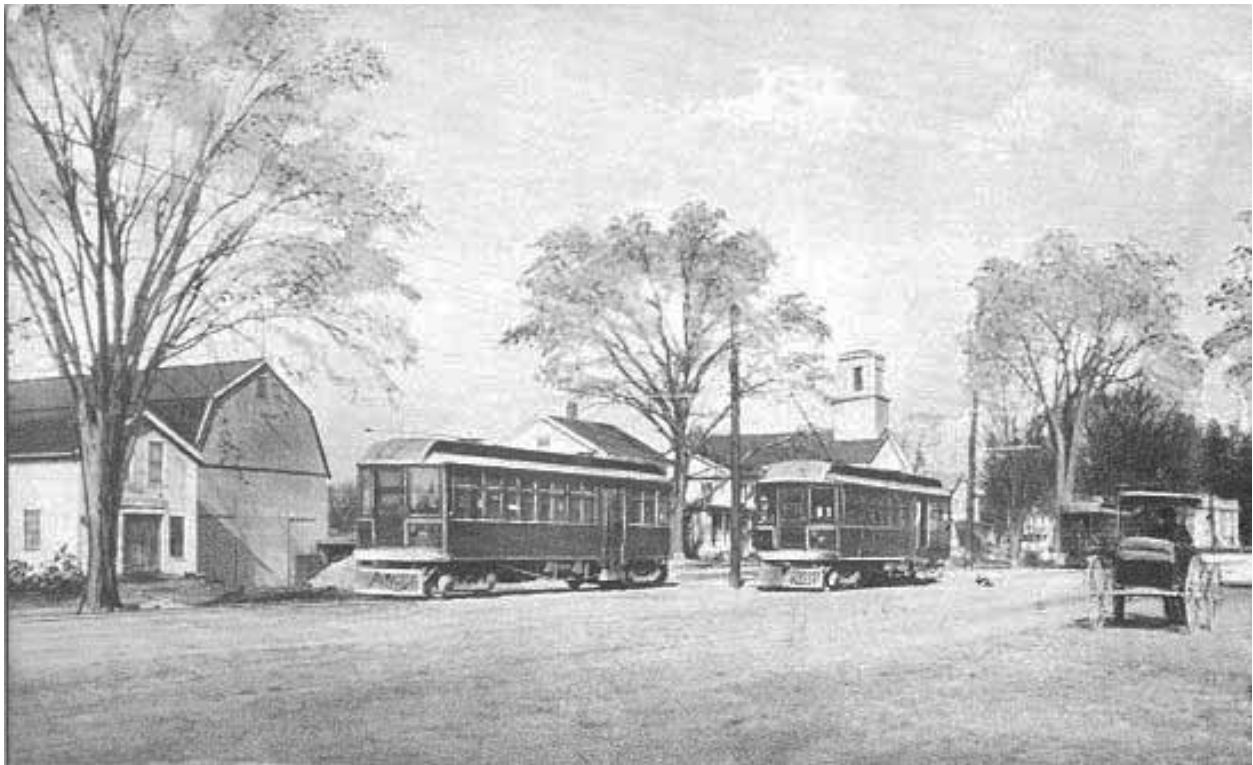


Figure 5. Two Shore Line Electric Railway cars passing on Main Street in Madison c. 1915. (Collection of Ron Kupin. BERA Library #P12380)

Madison's rise as a summer destination started in the late 1870s when Silas Chapman from Waterbury bought the Barberry farm east of today's Waterbury Avenue.

³⁶ Friends of Hammonasset, "History," <https://hammonasset.org/history/> accessed December 15, 2019.

³⁷ Clayton and Lord, 34.

The farm included waterfront property around today's Point Road Beach and he soon began to sell land to his friends for summer houses – so many that the street was eventually named for their home city. The potential for business in the influx of summer people was not lost on local developer J. Myron Hull, who remembered their carriages and wagons arriving at the beginning of the season. His career exemplifies the way that local people profited from the arrival of so many out-of-towners. He decided to profit from it by starting an informal real estate business in 1887, the same year that he was appointed Madison's Postmaster. In 1889, he opened Madison's first real estate and insurance agency. He served as postmaster for only a short time and his real estate business did not flourish. However, an economic depression in 1892 motivated several German families to move from New York to Madison. He sold many of them farms and was able to raise enough capital to build his business. He and his father, William Seward Hull (1812-1890), began to build and sell houses at about this time. Their insistence on high quality materials and workmanship paid off when they were able to sell the homes for \$5,000, at a time when a similar house could be built for about half that price. Myron continued in the real estate business after his father's death, by acting as an agent in the sale and rental of lots and houses on the Chapman property. He also served as Madison's Postmaster again from 1893 to 1897. There was no permanent post office in town at that time and postmasters were political appointees. They were usually replaced as Presidential administrations changed and they conducted post office business from their homes or offices. J. Myron Hull used his office in his Wall Street building, now known as the Old Post Office. He served as acting Postmaster from September 1917 to May 1918 in the Monroe Block, which had become the permanent U.S. Post Office by that time. ³⁸

Development for summer residents began to increase in Madison after 1915. Myron had anticipated this trend by buying lots on the former Seaview Farm in 1912. He started selling them as the demand increased and became one of the most successful businessmen in Madison. He developed a set of rules for his business that kept him at the high end of the market:

1. He screened potential buyers and renters for compatibility with existing owners.

³⁸ Tod Bryant, "Hull Building," mitigation documentation for the Connecticut State Historic Preservation Office, 2019, 8-9.

2. He included deed restrictions that guaranteed beach access to every owner, including those on inland lots
3. Lots had to have at least seventy feet of street frontage
4. All houses had to be two- and one-half stories high
5. Homes could only be single family residences.

These provisions separated him from those at the lower end of the market who built and rented the cheap one-story bungalows that were popular in Shoreline towns in that era (Figure 7). He continued to run his real estate and insurances businesses until his death in Madison in 1937 at the age of 87.³⁹

Infrastructure was built to serve the needs of the growing population. The installation of electricity brought with it the first mass transit system, the trolley car. Madison was served by the Shore Line Electric Railway from 1910 to 1919 and by the New Haven & Shore Line from 1920 to 1929 (Figure 5).⁴⁰ Buses, which could now take advantage of well-paved roads, replaced trolleys in 1925.⁴¹ Trolley tracks were entirely removed from the streets by 1930s as automobiles became the preferred means of transportation to the beach. Old wooden bridges were replaced by concrete and macadam structures to accommodate bus and automobile travel (Figure 6).⁴²



Figure 6. J. Myron Hull with his billboard c.1920. (Charlotte L. Evarts Memorial Archive)

³⁹ Ibid., 9-10.

⁴⁰ "Trolley Towns of Connecticut"

⁴¹ "Trolley Co. New Buses," *Shoreline Times*, June 25, 1925.

⁴² Clayton and Lord, 36.

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Figure 7. Intersection of Wall street and Boston Post Road in c.1915. Trolley tracks were still in place, horses were still used, but the number of cars was increasing.
(Fred Raudat Collection)

The increased prosperity and civic pride that came with the boom in summer residents led to the construction of new civic buildings in Madison. The first was Memorial Hall, which was built as a memorial to the town's Civil War soldiers. The idea for the building was launched in a meeting at the First Congregational Church on July 4, 1894, and the majority of 400 citizens

⁴³ "Trolley Towns of Connecticut"

⁴⁴ "Trolley Co. New Buses," *Shoreline Times*, June 25, 1925.

⁴⁵ Clayton and Lord, 36.

present agreed that it should be built. The project was funded partly by the town and partly by private donations. It was dedicated in a well-attended ceremony on Memorial Day, 1897.⁴⁶ The town had a library in various forms since 1782, when Reverend John Elliot established the New Union Library (later the Farmer's Library) in East Guilford. He kept books in his house and loaned them out for five cents each. The duration of the loan was based on the length of the book. The library changed location and methods used to loan books throughout the nineteenth century. By 1900 Miss Mary Eliza Scranton had a purpose-built library constructed on the site of her old home. She kept ownership of the property at first, but allowed the Library Association to use the building, named for her late father, Erastus Clark Scranton, during its formative years. The library was incorporated in 1901. Twelve years later, Miss Scranton deeded the property to the corporation, which continues ownership to the present day.⁴⁷ The library has gone through two major expansions. The third and most extensive expansion project will be completed in 2020. From a 1792 collection of 260 books, the current library now houses 116,000 volumes.⁴⁸

Madison's year-round population had more than doubled from 1,518 in 1900 to 3,078 in 1950.⁴⁹ Much of this population increase was due to the ability of people to get to and from the town using cars, trains and buses on long-established routes, but everything was about to change. The Connecticut Turnpike, now Interstate 95, opened in 1958 and provided an even more convenient connection with the surrounding area and the rest of the country.⁵⁰ As a result, the population doubled between 1960 with 4,567 residents to 1970 with 9,768 people living in Madison.⁵¹ New housing developed on former farmland fueled this growth and the town responded with the construction of 64 new roads.⁵²

Madison Center

There have been shops on the section of the Boston Post Road that is the commercial center of Madison since at least the early nineteenth century. At first, these shops consisted of a few wooden buildings that sold necessities. There was a grocery store, hardware store, feed store, a

⁴⁶ "Memorial Hall," Charlotte L. Everts Memorial Archive, One Page History Number 26.

⁴⁷ Scranton Memorial Library board minutes, 1913.

⁴⁸ "Our History," E. C. Scranton Memorial Library,

⁴⁹ Clayton and Lord, 35.

⁵⁰ "I 95," Kurumi,

⁵¹ Clayton and Lord, 35.

⁵² Lord and Montgomery, 87.

blacksmith, a barber, and Camp's Meat Market. Owner Charles Camp lived next door.⁵³ The earliest map of the area, the 1868 Beers map, shows ten buildings in the survey area. They are identified as F. B. Covill's barber shop, J. W. Wilcox (livery stable), the post office, the Methodist Episcopal Church, A. R. Johnson (no business listed), the Madison Cash Store, Meigs Brothers (dry goods and provisions), P. C. Vogel tailor, J. Bristol meat market, and the J. M. Duncan Store (Figure 7). Only two of the buildings on this map have survived, the former church at 725 Boston Post Road and the house at 693 Boston Post Road. Both of them have been substantially modified, but they retain enough of their original form to be identifiable. This map was likely drawn in 1867, the year that Mrs. Dexter built the first summer cottage on the beach. It provides a snapshot of the center of town when Madison was still a community tied mostly to the land and the sea for its livelihood. These local businesses served a town with a year-round population of only about 1,860, but they also provisioned Madison's hotels in the summer.⁵⁴

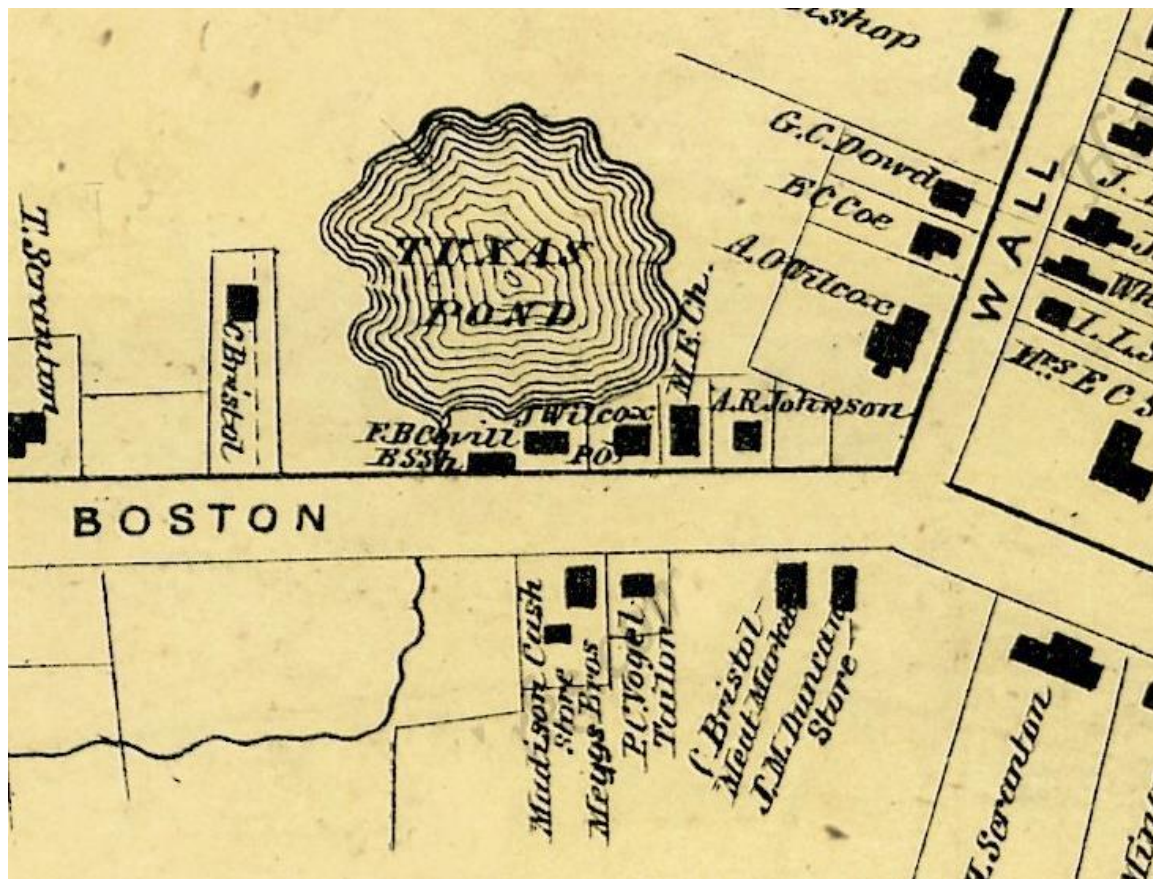


Figure 8. Detail of map of Madison, Meriden South, South Meriden from F. W. Beers *Atlas of New Haven County Connecticut*, 1868., showing study area. (Pine Brook Antique Maps)

⁵³ Farnan, 2.

⁵⁴ "Population of Connecticut Towns 1830-1890,"

The next available map is a bird's-eye view published in 1881 (Figure 8). There are twelve buildings on Boston Post Road in 1881, but only the church and three businesses are identified: "W. W. Coe, Dry & Fancy Goods;" "J. R. Meigs, Dry and fancy goods" and "E. G. Norton, Dealer in all Kinds of fresh Meat, Hams, etc."⁵⁵ The character of the street and number of buildings had changed little since 1867. The rush of summer residents has yet to make its mark on the town.

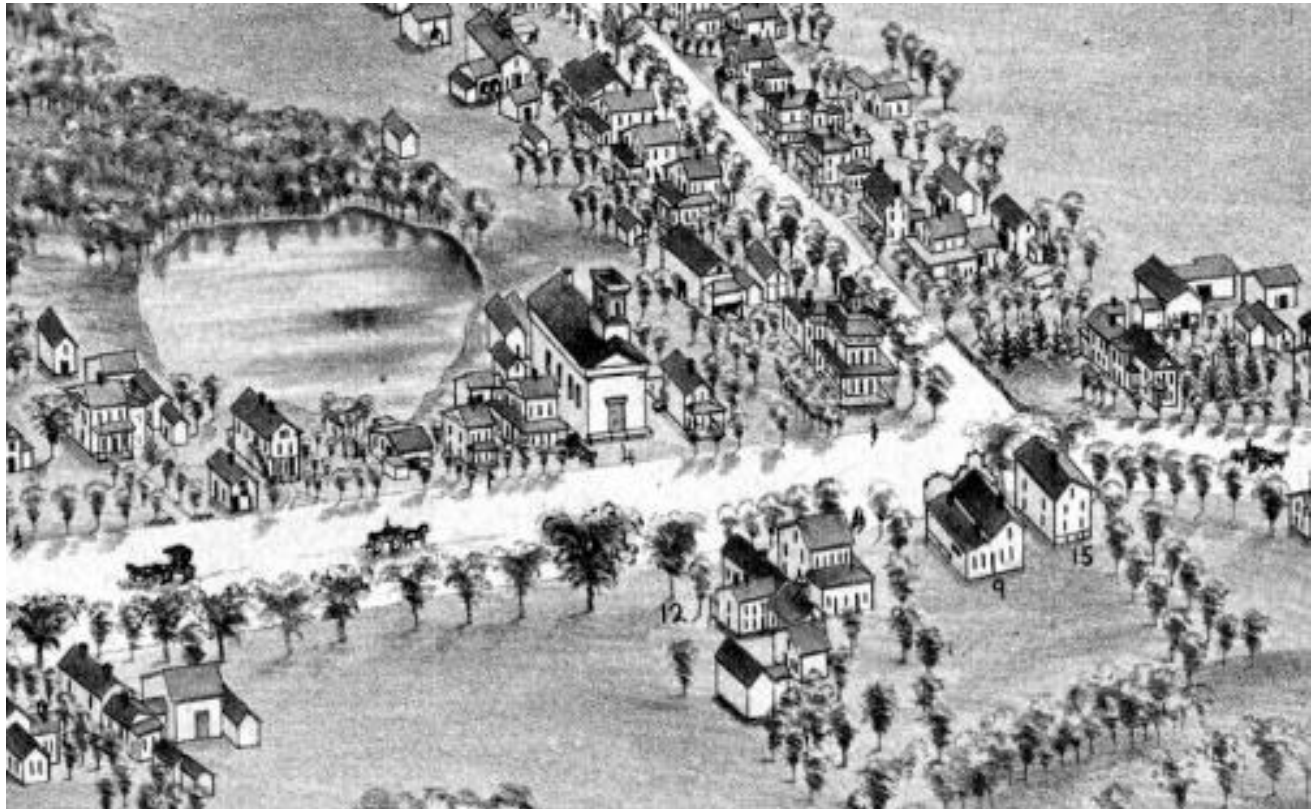


Figure 9. Detail of 1881 bird's-eye map of Madison showing study area. (Library of Congress)

By 1915, the Sanborn insurance map of this section of Madison shows the impact of an increased seasonal population on the center of town (Figure 9). There were now 26 buildings on the same section of Boston Post Road (also known as Main Street at that time) that had previously supported fewer than half that many. Businesses included Monroe's drugstore, a post office in the new brick Monroe Building, two general stores (one selling paint and oils), fancy goods and variety stores, a lunchroom, a barber, a dry cleaner, a fish store, a meat

⁵⁵ "View of Madison, Conn.," O. H. Bailey & Co., 1881.

market and the fire department. The businesses that were most connected to Madison’s role as a summer colony were a hotel; a carpenter and a plumber, who were probably involved in building and maintaining summer residences; an ice cream parlor; a garage; and a “Picture Show.” The “picture show” was the Airdome, which showed silent films in a “theater” that was used only at night in the summer, since it was little more than an open field. It had no roof or flooring in 1915. Patrons were given a folding chair to set up on the dirt floor for their ten-cent admission. If it rained, they waited in the shelter of the projection booth, and if the rain didn’t stop, they were given a literal rain check.⁵⁶ New owners eventually added a roof and a floor, but the theater closed in 1920.⁵⁷ The original building of the E. C. Scranton Memorial Library is also shown on this map.

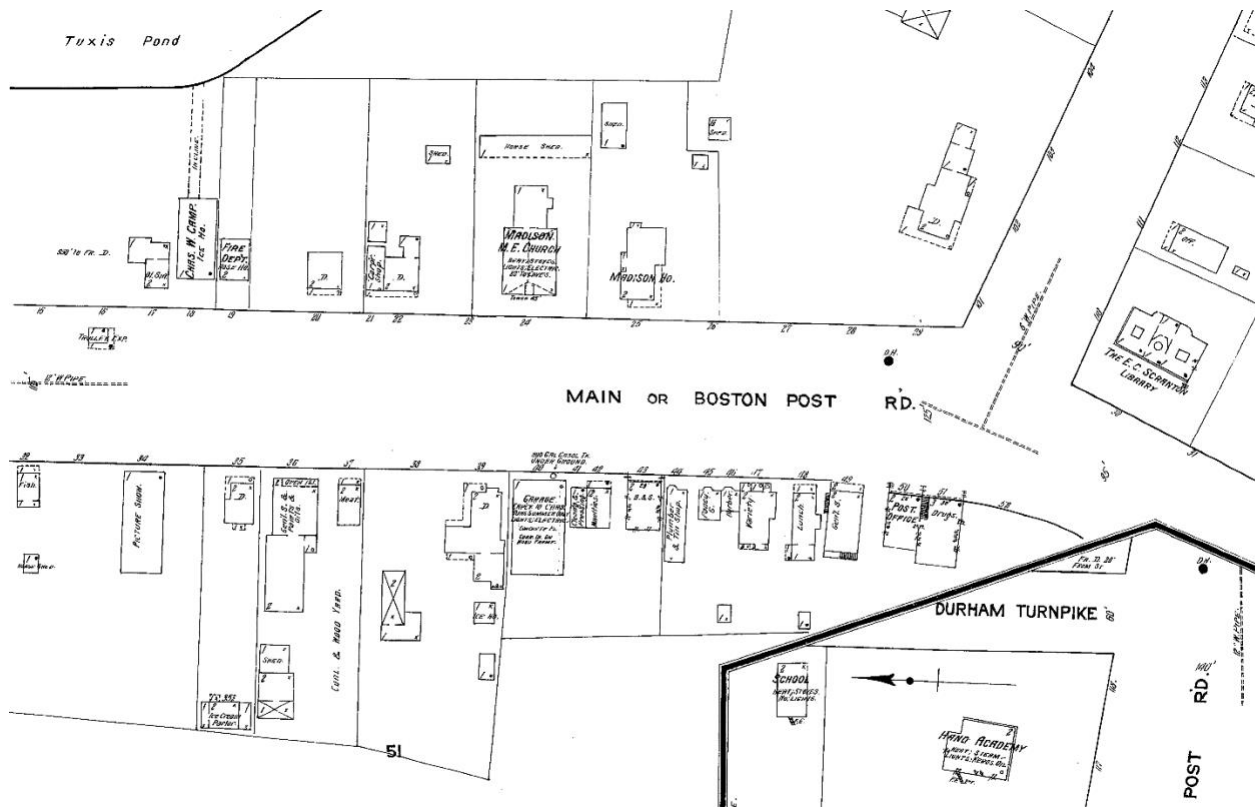


Figure 10. Detail of 1915 Sanborn Insurance map of Madison showing study area. (Sanborn Map Company)

By 1925, changes continued in the area, and it began to appear even more prosperous. The former Methodist church had been sold to a couple who remodeled it to expand their inn next

⁵⁶“A Movie Theater With No Roof?!” Charlotte L. Everts Memorial Archive, One Page History Number 23.

⁵⁷ Farnan, 26.

door. The carpenter and plumber were still there, as were many other shops, though most were not identified on this map. The garage remained, but a new auto repair shop had opened to the east of Tuxis Creek. The Airdome was gone, but Charles Bonoff had opened a new, larger theater with a roof, walls and floor (Figure 10). Bonoff's Menunkatuck Theater opened in 1921, the same year that the Boston Post Road was paved for the first time. The building also provided space for two retail businesses on either side of the theater entrance. It was used not only as a movie theater, but also as a basketball court until 1936, when it was remodeled, and a sloping floor was installed.⁵⁸ The building has survived. It is still a movie theater and shops, but it has been remodeled again.

Madison came under increasing pressure in the 1920s from the development brought by the easy access of automobile travel. It seemed that everyone was trying to cash in on the boom in cheap rental cabins, some of them former chicken coops. The town first responded by enacting parking regulations in 1923 and hiring a constable to enforce them.⁵⁹ The often shoddy construction of rental cabins was addressed by hiring a Building Inspector in 1925 and passing building ordinances in 1927.⁶⁰ Madison government also understood that much of its appeal was based

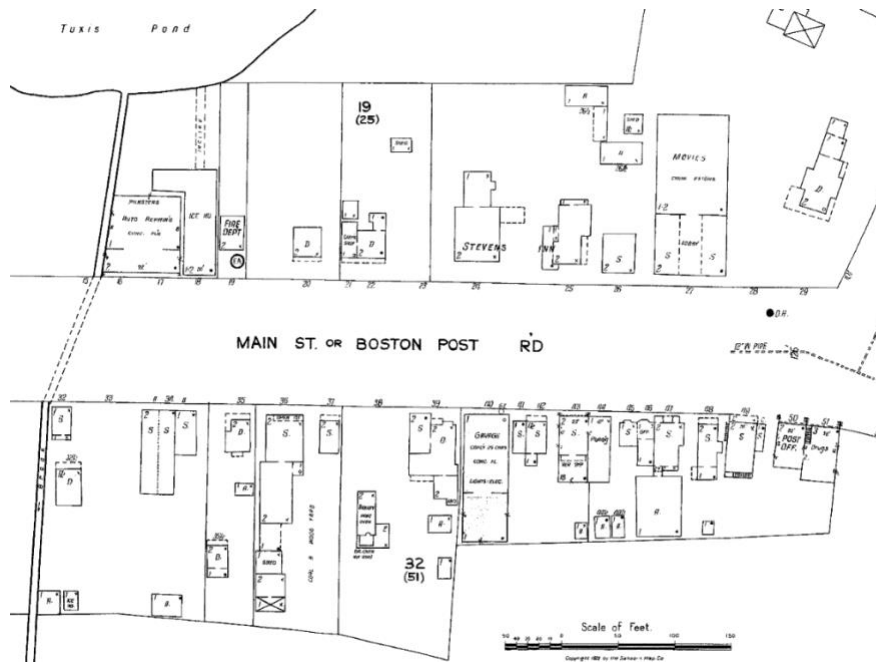


Figure 11. Detail of 1925 Sanborn Insurance Map of Madison showing study area. (Sanborn Map Company)

⁵⁸ Farnan, 4.

⁵⁹ Lord and Montgomery, 47.

⁶⁰ Ibid., 49.

on the small-town character of Madison Center, as well as its beaches. In order to protect that character, the town passed zoning regulations in 1932 that restricted commercial development to Madison Center, along with the eastern and western ends of the Boston Post Road.⁶¹ Even when a bank and later a supermarket wanted to locate near the center of town in the 1980s, new buildings were constructed to the south of the survey area on Samson Rock Road (Figure 11).



Figure 12. Detail of aerial photograph of Madison on March 8, 1986, showing new construction to the south of Boston Post Road. (UConn Air Photo Archive)

Madison Center continued to evolve, but its basic character remained unchanged. It is still the commercial center of town, despite the fact that many of its buildings have been substantially altered, moved, demolished, or lost to fire and replaced. For example, the building at 677 Boston Post Road that currently houses Bella Perlina Jewelry was Andy Updike's Fish Store. It stood on the opposite side of the street at 646 Boston Post Road, but was moved to its present location (the former site of Camp's Ice House) in the 1920s by Henry Kulisch.⁶² The building at 685 Boston Post Road, the former Camp Meat Market, was also moved across Boston Post Road to

⁶¹ Ibid., 64.

⁶² Bryant and Reyman-Lock, "Historic Resource Inventory Form for 677 Boston Post Road, Madison, Connecticut."

its current location.⁶³ Other current buildings were the result of demolitions. For example, the building at 670 Boston Post road is on the site of the former Airdome Theater, which was demolished in 2005.⁶⁴ Another example is the bank at 724 Boston Post Road, which occupies the former location of Chevrolet and Pontiac dealer Madison Garage, which was demolished in 1968.

This area also suffered from three fires in the past decades. A 1985 fire destroyed three buildings owned by successful Italian immigrant Salvatore Lupone. They were replaced by the current two-story building at 752 Boston Post Road in 1986.⁶⁵ Another victim of the 1985 fire was the former building at 762 Boston Post Road, which was replaced by the current building on the site in 2005.

Throughout all these changes Madison Center has remained a defining element of the town of Madison. The town's foresight in enacting protective zoning as early as 1938 has allowed this area to evolve, while still being a quintessential small-town Main Street (Photo 1.)



Photo 1. South side of Boston Post Road September 2019.

⁶³ Bryant and Reyman-Lock, "Historic Resource Inventory Form for 685 Boston Post Road, Madison, Connecticut."

⁶⁴ "Historic Resource Inventory Form for 670 Boston Post Road, Madison, Connecticut."

⁶⁵ "Historic Resource Inventory Form for 752 Boston Post Road, Madison, Connecticut."

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V. Resources Related to Women's and Minority History

Minority History

No resources specifically related to minority history were found in the survey area.

Women's History

R. J. Julia Booksellers

Roxanne J. Coady is an important example of a woman entrepreneur creating a successful business in a challenging field. She opened R. J. Julia Booksellers in 1989 after retiring as the national tax director and a partner at the accounting firm of BDO Seidman, the chairman of the Tax Division of the New York State Society of CPAs, and the chairman of the Partnership Committee Task Force of the American Institute of CPAs. She named the bookstore after her grandmother, who died in a World War II concentration camp.

The building had previously been Nick's Bar & Grill and it had been empty for years. Coady says she wanted to create a welcoming place where books and conversation matter. Renovations to the historic building included replicating the original pressed metal ceiling. The original location has expanded to an annex next door and now includes a popular café. The business now also operates a bookstore at Wesleyan University in Middletown.

Opening a bookstore in 1989 may have seemed foolhardy, but she has proved any critics wrong. The business has won several major awards nationally, statewide and locally, including in part: *Publishers Weekly* Bookseller of the Year, Lucile Pannell award for bookselling excellence, *Connecticut Magazine* Best Bookstore, Connecticut Retailers Award for Community Commitment, the *Advocate's* Best Bookstore and the New Haven Business Small Business Award.

VII. Recommendations

Recommendations for the National Register of Historic Places or State Register of Historic Places

A major purpose of a Historic Resource Inventory study is to identify those resources which satisfy the criteria for nomination to the National Register of Historic Places or State Register of Historic Places. The people of Madison have long been committed to the preservation of their history and the resources related to it, so several areas of town have buildings or districts already listed on the National Register of Historic Places. This section identifies resources that are likely future candidates to be listed individually or as historic districts.

These recommendations are an informed opinion only and should not be construed as excluding any site from consideration for National Register of Historic Places designation. The sites listed below possess qualities that appear to make them eligible for listing in the National or State Registers. However, a separate and specific study must be made to confirm this. This process, and final evaluation, are administered by the State Historic Preservation Office of the Connecticut Department of Economic and Community Development, 350 Columbus Boulevard, Suite 500, Hartford, CT 06103.

Existing National Register of Historic Places Properties

None of these properties or the district are within the survey area.

Madison Green Historic District

Allis-Bushnell House

Hammonasset Paper Mill Site

Meigs-Bishop House

Jonathan Murray House

Shelley House

State Park Supply Yard

Recommended for the National Register of Historic Places

U.S. Post Office

Existing State Register of Historic Places Properties

None of these properties or the districts are within the survey area.

Historic Districts

Hammonasset Beach State Park

Liberty Street Historic District

Madison Historic District

Individual Listings

Nathaniel Allis House

Appleby House ("David Grave House")

Johnathan Bishop House

Blatchley-Scranton House

Nathan Bristol House

Coe House

Jedediah Coe House

Alpha Dowd House

Julius Dowd House

Gilbert Dudley House

East River School Community Center

Rev. John Elliot House

Field House (Mossman House)

Asa Field House

Capt. David Field House

Ebenezer Field House

David Grave House

Deacon John Grave House

Greek Revival House (Meeting House Lane)

Greek Revival House (vicinity East River)

Griffith House

David Hand House

Harlow Cottage

General Harts House

Daniel Hill House (Joel Munger House)
Indian Cemetery
Captain Eber Judd House
Krug House ("Josiah Coan House")
Capt. Frederick Lee House
Jonathan Lee House
"Me Walk Rude" Homestead
Munger House
North Madison Congregational Church
Samuel Norton House
Old Rockland Church
Residence (9 Mungertown Road)
Residence (90 Wall Street)
Residence (91 Wall Street)
Residence (110 Signal Hill Road)
Residence (586 Horsepond Road)
Residence (Summer Hill Road)
Residence (Boston Post Road opposite Britton Lane)
Residence (Madison Center, south die Route 1, 50 feet west of junction Bretton Lane)
Residence and Commercial (917 Boston Post Road)
Samuel Robinson House
Alfred Scranton House
Comfort Scranton House
Lucy Scranton House
Theophilus Scranton House (J. Harvey Dowd Place)
Thomas, House
Searing House ("Jonathan Bishop House")
Ensign Nathaniel Stevens House
Loren Stevens House
Nathaniel Stevens House
Heman Stone House
Toll Gate House
Julian Watrous House
Dr. Reynold Webb House
Captain Whedon House
Colonel J.S. Wilcox House
Curtis Wilcox House
Jonathan Wilcox House

Recommendations for the State Register of Historic Places

Monroe Building

R. J. Julia Booksellers

VIII. Street Index

Inventory

No.	Street Address	Date	Style
1	660 Boston Post Road	1929	Colonial Revival
2	665 Boston Post Road	1914/1923	Colonial Revival
3	670 Boston Post Road	2005	Modern
4	675 Boston Post Road	c.1926	End Gable Vernacular
5	677 Boston Post Road	c.1910	End Gable Vernacular
6	679 Boston Post Road	c.1930	Vernacular
7	684 Boston Post Road	c.1907	Vernacular
8	685 Boston Post Road	c.1860	End Gable Vernacular
9	690 Boston Post Road	1948	Colonial Revival
10	693 Boston Post Road	c.1830	Federal
11	703 Boston Post Road	1934/1950	Colonial Revival
12	710 Boston Post Road	c.1920	Commercial
13	724 Boston Post Road	1969	Mansard
14	725 Boston Post Road	1839/1922	Colonial Revival
15	731 Boston Post Road	2000	Eclectic
16	736 Boston Post Road	1987	Colonial Revival
17	752 Boston Post Road	1986	Colonial Revival
18	761 Boston Post Road	1921	Colonial Revival
19	762 Boston Post Road	2005	Colonial Revival
20	768 Boston Post Road	1919	Arts and Crafts
21	774 Boston Post Road	1990	Colonial Revival
22	781 Boston Post Road	1939	Colonial Revival
23	782 Boston Post Road	1911/1912	Renaissance Revival

IX. Madison Center Sustainability

The character of a community cannot be divorced from the design and aesthetic of its buildings, spaces and planning. Historic landscapes - inclusive of open space, commons, and buildings - are a cornerstone in shaping not only a sense of community pride, but also in situating modern occurrences in past developments; they provide a sense of place. As a result, it is important to ensure the survival and continued participation of historic buildings and places within the landscapes of today. Nonetheless, preservation of these locales presents both challenges and opportunities for resilience planning and sustainability.

Madison's downtown area consists of buildings ranging in date from the early-19th century to the early-21st century. Each building is certainly characteristic of a period in Madison's history and speaks to community development and growth from farm-town to summer enclave to year-round residential town. As this Historic Resource Inventory is the first of such surveys to be completed for the town, it is important to establish a baseline from which further study, inventory, context research and/or resiliency test can be done.

General Recommendations

1. **Past events.** Madison's downtown has been affected by three fires that drastically changed its built landscape. The first happened in 1914, the second in 1985 and the most recent in 2013. It is important to assess the remaining structures for fire resiliency and hazards. Likewise, as different storefronts are often within the same building or share at least one wall with neighboring construction, how do these neighboring structures rate in terms of fire safety?
2. **Siting.** In general, buildings on the Boston Post Road retail district are not surrounded, or in close proximity to, large trees, plantings or other vegetation. While exceptions exist (e.g. Café Allegre), the biggest problem that is presented to the buildings is close proximity to a divided roadway on which a large number of cars travel and park. Dirt from the road will settle on the buildings as will salt and other road treatments used to combat winter snows and ice. Salt and other chemicals can have a detrimental effect on the buildings.

Madison's downtown area is approximately a mile from the coast. While the Connecticut Institute for Resilience & Climate Adaptation (CIRCA) projections for coastal flooding and sea-level rise do not seem to have a drastic effect on the inland flooding on the specific stretch of Post Road on which the downtown lies, predictions for 100-year flood plus 20-inch cycles come close.⁶⁶ In these models a large low-lying area is located to the north-east of the U.S. Post Office and Monroe Building in particular and are further bordered by areas that would be inundated with a large storm surge or 100-year event. A smaller low-lying area is to the west/south-west of the Post Road.⁶⁷ Low-lying areas nearby need more research by the Conservation and Planning Departments. As these are models, they are subject to change as more

⁶⁶ Connecticut Sea Level Rise and Storm Surge Map Viewer <https://circa.uconn.edu/> accessed December 15, 2019.

⁶⁷ Ibid.

information becomes available, but the study of the effect of large climatic events should be considered soon.

3. Assess buildings for energy-efficiency. All historic buildings in the downtown area should be assessed to determine their existing energy-efficiency characteristics – i.e. their performance, construction materials and methodologies and siting standards. As historic buildings are often constructed of higher-quality, longer-lasting renewable materials and use construction methods and designs that maximize natural sources of heating, lighting and ventilation, they are inherently sustainable. Every effort should be made to preserve them rather than invest in demolition and reconstruction which often come at a high environmental cost and elevated carbon footprint. Consequently, retrofitting historic windows with high-performance glazing or interior storm windows should be considered rather than replacing them. Likewise, low-impact solutions to insulation should be considered rather than those that require destructive installation. Types of materials need to be researched and considered carefully as the use of some could have a detrimental effect to historic materials and surfaces. Should it be absolutely necessary to replace any historic element of the building, the Secretary of the Interior’s Standards for Rehabilitation should be followed.

Buildings of Significance

While the sustainability discussion above can and should be applied to all of Madison’s downtown, there are three buildings that are particularly significant and are eligible for either National or State Register of Historic Places listing. As such, an energy-efficiency and sustainability assessment should be undertaken for each of them in addition to pursuing designations.

Monroe Building

The Monroe Building is located at 782 Boston Post Road but sits on the corner of two main thoroughfares – the Boston Post Road and Samson Rock Drive. A brick sidewalk abuts the building on two sides. As a result, dirt and weather-associated treatments to both the road and sidewalk, e.g. halite, calcium carbonate and other ice melts, may have adverse effects on the bricks over time. Likewise, the building has a flat roof and heavy snows, ice and standing water should be cleared to avoid extra weight and or leaking. There are some trees and other vegetation growing near the building. If not historic themselves – and judging by the size and situation, these look to be new growth - this vegetation should be cleared so as not to be a threat to the building. Allowing vines to grow on the building will degrade the construction materials over time, while roots could undermine or cause problems with foundations. Likewise, the trees may fall on the building during a storm causing significant damage.

This building retains a high-level of integrity and should be studied for State Register of Historic Places eligibility.

R. J. Julia Booksellers

Like the Monroe Building, R. J. Julia Booksellers is a flat roofed building and is located at 768 Boston Post Road. Because of its flat roof, owners and proprietors of the building need to be mindful of heavy snows, ice and standing water on the roof. Historic pictures suggest the building may have been painted white at one time and the external brick should be assessed for damage caused by paint stripping by degrading means (sandblasting, chemical strippers). No vegetation in the immediate vicinity seems to pose a great threat to the building.

One of the older brick buildings in downtown, the building retains some integrity and character-defining elements including diamond design. It may be eligible for the State Register of Historic Places.

U.S. Post Office

The Post Office, situated at 781 Boston Post Road, has a standing-seam metal roof which is already a sustainable type of roofing. Not only does this type of roofing offer a long-life span of up to 50 years, but also offers cooling, potential for potable rainwater harvesting and can easily be integrated with solar panels for water heating. The building, which is set back from the road, is surrounded by vegetation, although larger trees are, in general, far enough from the building that they do not seem to pose any imminent threat.

Many U.S. Post Offices have been listed in the National Register of Historic Places and this building may be eligible for listing.⁶⁸

⁶⁸ “Historic Post Offices: An Inventory of the Legacy,” *Save the Post Office*, <https://www.savethepostoffice.com/historic-post-offices-inventory-legacy/> accessed December 12, 2019.