

United States Department of the Interior
National Park Service**National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of PropertyHistoric name: Hudson HouseOther names/site number: 380 Portland Street

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. LocationStreet & number: 380 Portland StreetCity or town: St. Johnsbury State: VT County: CaledoniaNot For Publication: ☐Vicinity: ☐**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide local

Applicable National Register Criteria:

 A B C D

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_____ Signature of certifying official/Title:	_____ Date
_____ State or Federal agency/bureau or Tribal Government	

In my opinion, the property __meets __does not meet the National Register criteria.

_____ Signature of commenting official:	_____ Date
_____ Title :	
_____ State or Federal agency/bureau or Tribal Government	

4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

_____ Signature of the Keeper	_____ Date of Action
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5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private: ☒
- Public – Local ☐
- Public – State ☐
- Public – Federal ☐

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Category of Property

(Check only **one** box.)

Building(s) ☒

District ☐

Site ☐

Structure ☐

Object ☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register None (0)

6. Function or Use
Historic Functions

(Enter categories from instructions.)

DOMESTIC: single dwelling

DOMESTIC: multiple dwelling

Current Functions

(Enter categories from instructions.)

DOMESTIC: multiple dwelling

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN: Queen Anne

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Foundation: STONE (rough-cut granite),
BRICK; Walls: WOOD (clapboard, shingle); Roof: ASPHALT (shingle); Other: BRICK
(chimney); GLASS (stained glass windows).

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Hudson House, currently known as 380 Portland Street, is a 2 ½-story, Queen Anne-style building located on the primary east-west thoroughfare of Portland Street in the Town of St. Johnsbury, Vermont. The house was constructed in 1893 for single-family use, and converted to multi-family functions by the early twentieth century, with three residential units currently comprising the building. The property is located on a .19-acre rectangular parcel, with a primary street frontage on Portland Street. The building rests on a brick and stone foundation with basement and has a complex asymmetrical cross-gable plan characteristic of the Queen Anne style, with a front gable with an offset two-story projecting bay and L-shaped porch, and a broad side-gable main body. The building is clad in painted wood clapboards with cornerboards. The roof is sheathed in asphalt shingles and features a moderate banded cornice line with textured brackets, geometric medallion ornamentation in the gables, stained glass windows, and decorative jigsaw-cut detailing and spindle work in the prominent street-facing bay window. A corbelled brick chimney rises from the center of the front gable roof ridge. The exterior composition of the building reflects strong integrity to the historic period of development, with the residence's materials, design, and workmanship reflective of the distinctive Queen Anne form. The units are accessed through the porch, which opens to an original interior stairway with turned wood balusters and carved newel posts, of a heightened decorative design reflecting the Queen Anne form. The interior of the building reflects the residence's adaptation from single-family to multi-unit form, with notable areas of original fabric including wood casing and molding, original wood flooring, and early spatial configurations within the three units.

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Narrative Description

Contextual Site Overview

The residence at 380 Portland Street stands on a .19-acre rectangular lot fronting the prominent vehicular corridor of Portland Street in St. Johnsbury, Vermont. The surrounding context is heterogeneous in form, with remnant nineteenth century residential development interspersed with mid-to-late twentieth century roadside commercial development, reflecting the Portland Street corridor's evolution from nineteenth century residential boulevard to an increasingly auto-based and commercial identity. Immediately east of the property stands the NRHP-listed 1890 Morency Paint Shop and Apartment Building (NRIS 94000380); immediately west stands a mid-century diner; with a sprawling mid-twentieth century supermarket and expansive asphalt parking lot standing across Portland Street to the north. To the south, a steep forested hillside rises above the Portland Street alignment.¹

Exterior Description

The Queen Anne residence at 380 Portland Street dominates almost the entirety of its small lot, with a dirt driveway accessing parking at the rear of the lot from the building's west side, and a very modest front lawn with minimal landscaping including perennial shrubbery along the street frontage. The primary façade fronting Portland Street conveys a heightened architectural form, presenting key characteristics of the Queen Anne-style including a highly irregular façade plane characterized by an offset L-shaped porch with shingled knee-wall, two-level cutaway bay window with prominent decorative pedimented gable, and intricate bracketing, jigsaw trim, and spindle work at the roofline. Decorative geometric pattern work fills the street-fronting pedimented gables, with circular wood medallions arranged in a triangular setting. Several stained-glass windows line the street frontage, including in the bay window gable, at the entry door, and fixed along the east wall above the porch. A corbelled brick chimney rises from the center of the front gable ridge, visible from the street.

In contrast to the highly decorated elements featured in the gable and in the cutaway bay window, the porch is relatively restrained, with Colonial Revival-style detailing including square posts carrying the extending porch roofline from the kneewall. The interior of the porch's kneewall is covered with painted beadboard, as is the porch ceiling. The floor is painted wood deck boards. Non-historic period painted wood diagonal lattice underlies the porch at the crawl space, and painted non-historic period wood steps with a metal pipe handrail access the porch.

In contrast to the heightened ornamentation on the street frontage, the secondary elevations are comparatively modest in form, with limited ornamentation. The west wall lining the driveway is characterized by a broad form, with wood clapboard walls punctuated by a generous arrangement of windows running along the first, second, and upper stories, which are clearly delineated by bracketed beltcourses that break up the wall plane and provide irregular projecting texture in keeping with the Queen Anne-style.

¹ Johnson, Clair Dunn. *I See By The Paper: An Informal History of St. Johnsbury, Volume II 1920-1960* (St. Johnsbury, VT: Cowles Press, 1989), 455.

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The south, rear, wall of the building presents the most altered form, with exterior wood fire stairways extending from multiple units. Fenestration is irregular, with modern panel doors at the upper and lower levels, a fixed historic-period stained glass window, and several windows in wood frames with the characteristic wood brackets with inset medallions.

The east wall is similar to the other secondary elevations, with a clearly delineated vertical arrangement separated by bracketed beltcourses and windows in original framing with shutters. A wood fire-escape is affixed to the building wall, extending to the rear from a unit at the upper level.

All windows throughout the building, while in original surrounds, are modern one-over-one fiberglass sashes and frames, modern replacements to original wood windows.

A modern prefabricated storage shed stands directly adjacent to the rear wall of the house. Historically, an associated carriage barn stood directly southwest of the residence (see **Figures 4 and 5**), however this outbuilding was removed at an unknown date. Historic period photographs also indicate that a rear porch once extended off of this elevation, at present altered with the placement of the fire escape stairs (see **Figure 14**).

Interior Description

While constructed for single-family use in 1893, the residence at 380 Portland Street was adapted for multi-family use in the early twentieth century, with the original form first divided into two units and subsequently three units, one on each level including the attic. The primary entry to the building is accessed by the porch on the street frontage. The porch shelters two wood panel doors with multilight stained glass, which are mirrored by an adjacent multilight fixed stairway window of the same stained-glass design.

A central U-shaped stairway extends to the upper levels, reflecting a significant intact historic period form with stylized turned balusters, newel posts with molded motifs and a rounded finial, and intact rail, wood risers, and baseboards.

Each apartment unit fills the entirety of each floor, with Units 1 and 2 each with three bedrooms and Unit 3, in the attic, of a one-bedroom plan. Materials in the units vary widely, with largely intact original wood flooring, baseboards, and door and window surrounds, as well as development of select new partition walls, kitchen and bath finishes, and replacement of interior doors.

The basement is unfinished, with an exposed dirt floor and stone walls, covered in spray foam insulation.

Integrity

The residence at 380 Portland Street reflects sufficient physical integrity to convey its local significance as an 1893 Queen Anne residence fronting the prominent Portland Street thoroughfare. The Portland Street location remains intact, with the building standing along a prominent street frontage. The exterior design of the property remains largely as constructed, with the original Queen Anne form, plan, massing, and design features in place. Materials remain

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largely intact, with the wood framing, cladding, and heightened Queen Anne design details reflective of the original construction period. While areas of the property are reflective of some material alteration, most notably through replacement of windows and placement of new exterior stairs on the secondary elevations, this material alteration does not undermine a cohesive sense of the building's construction period or Queen Anne design intent. Through this integrity of design and materials, a sense of workmanship remains in place, reflective of the design and craftsmanship associated with this era of residential development in St. Johnsbury. Similarly, the intact physical form of the property lends a strong sense of feeling and association that conveys the property's late nineteenth century development context.

Despite this overall strong sense of physical integrity, the surrounding setting of the property is somewhat compromised, with Portland Street as a whole retaining only vestiges of its original development fabric. As such, the immediate setting of the property is one of mixed associational integrity, with adjacent properties that are compatible as well as a range of modern construction from a number of periods to the present.

In addition, the interior of the property reflects the original single-family form altered over time through the ongoing evolution of multi-family units to the present. Despite these changes on the interior of the property; areas of wood trim, flooring, and the central stairwell reflect the 1893 development period and the circa 1900 conversion to a multi-family dwelling.

Within this somewhat compromised context and setting, 380 Portland remains as a physically intact and locally significant design representative that reflects St. Johnsbury's civic expansion along the Portland Street corridor and the architectural form of late nineteenth century Queen Anne-style residential development.

Character Defining Features

Character defining features of the property are the building's overall Queen Anne form and design, with a complex cross gable roofline and offset cutaway bay on the Portland Street frontage; Queen Anne-style decorative ornamentation including moderate molded cornice line, medallions in the gables, bracketing, and decorative turned wood pendants on the front gable; the corbelled chimney; and the shingle clad porch. Additionally, all exterior doors and stained-glass windows that are original to the period of significance are character defining.

Character defining interior features include areas of original wood flooring, molding, casing, and doors that are indicative of the property's historic period building context. Additionally, the residence's historic period central stair, including treads, risers, balusters, handrail, and newel post.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☐ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

Period of Significance

1893-1900

Significant Dates

1893

1900

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Hudson House at 380 Portland Street is significant at the local level under Criterion C for its architectural significance as an 1890s Queen Anne residence constructed in association with the late nineteenth century development of the village of Summerville and the Portland Street corridor in the town of St. Johnsbury, Vermont. Constructed as a single-family home in 1893, the property was part of a spate of residential dwellings developed in the 1880s and 1890s on the east edge of the Passumpsic River in the periphery of St. Johnsbury, as growth of industry and rail connectivity spurred development in the formerly agricultural hinterland. While this Queen Anne-style residence was a once common representative of the residential property type constructed along the corridor, many have been demolished or are highly altered at present, and as such this dwelling is one of few that remain intact and able to convey physical and associational integrity through its essential Queen Anne design, form, and prominent placement along the Portland Street corridor. Additionally, with a program and design that reflects an early twentieth century transition from single-family to multi-family functions, Hudson House conveys a key architectural facet of residential development during the period, with the

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expansive residences of the nineteenth century converted to multi-family use across St. Johnsbury and other Vermont communities during the period, reflecting notable evolutions in community settlement patterns, economic underpinnings, and demographic shifts driving residential development and occupation. As such, the building remains as an evocative physical and contextual representative of late nineteenth and early twentieth century architectural development in St. Johnsbury. The period of significance for the property spans from 1893, the year of construction, to 1900 when the building was converted to multi-family use.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Analysis under NRHP Criterion C

Under Criterion C, the Hudson House at 380 Portland Street is reflective of locally significant design attributes in residential construction in the closing years of the nineteenth century. With its sprawling complex gable form; prominent street-fronting cutaway bay window; decorative brackets, gable medallions, and turned pendants; and integrated porch with shingling, the property is locally reflective of prevailing design trends that characterized aspirational residential construction in the period. Such forms and heightened design ornamentation once predominated along the street-wall of Portland Street, with this subject property remaining as one of only several that are intact with notable and cohesive original design features. In addition to its significant Queen Anne design, Hudson House is reflective of a significant architectural trend that drove conversion of single-family residences to multi-family use in the early-to-mid twentieth century in St. Johnsbury and other Vermont communities, with expansive residences designed for single-family occupancy adapted for tenement use through the period. This process of adaptation reflects an important period of architectural development in St. Johnsbury, with the single-family form augmented for increasingly prevalent multi-family use across many of the community's neighborhoods. Within this context of development and evolution, 380 Portland Street is able to convey locally significant design and occupational attributes that reflect a type, period, and method of residential construction and design that proliferated in the close of the nineteenth century, spurred by a ready abundance of millwork, pattern books, and popular design discourse that shaped America's design ideals and aspirations across a range of geographic and cultural contexts, and by evolving residential mandates that drove adaptation of single-family forms.

Overview Contextual Development Summary

Nineteenth Century Community Growth of the Town of St. Johnsbury

The late-nineteenth century development of the residence at 380 Portland Street is reflective of a foundational period of expansion in St. Johnsbury, as the small Northern Vermont hamlet was transformed into a diversified and increasingly populous industrial, commercial, and cultural center by the rapid growth of the E. & T. Fairbanks Scale Company. The Queen Anne residence was constructed in 1893 as part of a spate of residential development on and around the Portland Street corridor, precipitated by St. Johnsbury's annexation of a large swath of land east of the

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Passumpsic River that established Portland Street as a central artery for the rapidly growing community.

St. Johnsbury's Fairbanks Company dates to 1824, when brothers Erastus and Thaddeus Fairbanks established a small water-powered stove and plow manufacturing company on the bank of the Sleepers River. By 1829, the brothers had diversified to develop a hemp dressing factory, with hemp widely used in rope-making, ship-rigging, and textile production during the period. The scale that would underlie the transformative international expansion of the company was an offshoot of this small hemp concern, with Thaddeus Fairbanks developing the innovative scale to aid in operational efficiency. By 1831, the company had received its first patent for the "platform scale" which was soon marketed and adopted across industries throughout the United States and world. The Fairbanks Company would go on to physically and culturally transform the community of St. Johnsbury and dictate much of the commercial standardization of the railroad age through development of the revolutionary Fairbanks Scale, which became a standard for modern industrial commerce. By the 1860s, the sprawling Fairbanks Scale Works on the Sleepers River employed over 1000 employees, a number which would continue to rise through the nineteenth century before peaking at 1400 employees in the early twentieth century—essentially cementing St. Johnsbury as a company town (**Figure 6**).²

Between 1830 and 1870, St. Johnsbury's population tripled, nearly doubling again by 1910. Much of this growth was either directly tied to the Fairbanks Scale Works or stemming from the increasingly diversified economic orbit wrought by the company. During the period, the Fairbanks family played a prominent role in both civic and economic development, physically and institutionally shaping St. Johnsbury. As recorded by Edward T. Fairbanks in his detailed, and admittedly sanctimonious, familial retrospective *The Town of St. Johnsbury* in 1914:

At the time the scale industry was started, St. Johnsbury was a small town inconveniently situated for traffic of any sort. All supplies as well as finished products had to be hauled on horse teams to and from Portland or Boston. As the business increased the town began to feel the pulse of new life. Property values advanced, houses were built, skilled workmen came in; none but sound, intelligent, moral, temperate men were employed; but these were paid generously and personal interest was taken in them and their families. A reading room and library was provided for them [the Atheneum], and evening lectures were given, sometimes in the new shops. An Academy [St. Johnsbury Academy] was built and supported entirely by the firm. Education, good order, religion were cherished in every way...St. Johnsbury finally became the shire town of Caledonia County, railway junction, and business and educational center of Vermont.³

² Claire Dunn Johnson, *I See By the Paper: An Informal History of St. Johnsbury, Volume I*, (St. Johnsbury, VT: Cowles Press, 1987), 20-23; Peggy Pearl, *A Brief History of St. Johnsbury*, (Charleston, SC: The History Press, 2009), 31-39; Edward T. Fairbanks, *The Town of St. Johnsbury, Vermont*, (St. Johnsbury, VT: The Cowles Press, 1914), 138-159, 411-425; "St. Johnsbury's Fairbanks Scales: Weighing the World for 188 Years," *Vermont Magazine*, March/April 2019, 59-65.

² Edward T. Fairbanks, *The Town of St. Johnsbury, Vermont*, 138-159, 411-425.

³ Edward T. Fairbanks, *The Town of St. Johnsbury, Vermont*, 138-159, 411-425.

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Within this context of expansive civic and demographic growth, the years between the 1840s and 1900 were characterized by intensive residential construction, with housing for the legion of Fairbanks workers creating much of St. Johnsbury's current physical form. Initially the locus of settlement was tethered to St. Johnsbury's "Plain," the high plateau rising between the Sleepers River site of the Fairbanks Factory and the main stem of the Passumpsic River to the east. From St. Johnsbury's earliest settlement, development had centered upon the Plain, with the high lands protected from flooding, free of river valley frosts and fog, and expansive in aspect. Following completion of the Connecticut and Passumpsic Rivers Railroad in 1850, residential and commercial construction also moved east, extending down from the Plain toward the Passumpsic River-side location of the rail alignment—with Railroad Street and its surrounding neighborhoods becoming a prominent commercial and residential enclave (see **Figure 1**). Like much of St. Johnsbury's development in the period, the Connecticut and Passumpsic Rivers Railroad was a product of the Fairbanks Company, with Erastus Fairbanks serving as President of the railroad and the linkage developed through St. Johnsbury primarily to provide the Fairbanks Company with critical commercial and industrial connectivity.⁴

The Portland & Ogdensburg Railroad and Emergence of the Portland Street Corridor

As the economic breadth and reach of the Fairbanks Company continued to expand through the 1860s, the Fairbanks family continued to promote and sponsor transformative infrastructural development that expanded St. Johnsbury's physical dimensions. In 1869, Horace Fairbanks, son of Erastus and soon-to-be Governor of Vermont, led the establishment and construction of a second railroad corridor through St. Johnsbury, the Vermont Division of the Portland and Ogdensburg Railroad (P&O Railroad). The railroad was envisioned as a key industrial and freight linkage that would connect interior New England to the Midwest, with the alignment running from Portland, Maine to Ogdensburg, New York, where it would link to westward rail and canal systems. Completion of this rail corridor through St. Johnsbury in 1877 ushered in a period of intensive development on the east side of the Passumpsic River, with "Portland Street" established as a major thoroughfare running parallel to, and directly south of, the P&O railroad tracks (**Figures 2-4, 7**).⁵

Spurred by the railroad's development, community development along the Portland Street corridor underwent a period of concerted growth from the 1870s through the 1890s. Prior to the construction of the P&O, what would become Portland Street and the surrounding lands were not part of St. Johnsbury, with all lands immediately east of the Passumpsic River part of the unincorporated village of Elyville. Named for the Ely Hoe and Fork Works on the Moose River, Elyville was lightly settled and primarily agricultural and small-scale industrial, with a patchwork of larger landholdings (see **Figures 1 and 2**). By the mid-1870s, however, as the P&O railroad track developed to link the area with the Fairbanks Scale Works and beyond, Elyville had been formally renamed "Summerville" and was being increasingly touted as a village "commuter" suburb for St. Johnsbury, with housing lots marketed along the eastern bank of the Passumpsic River for St. Johnsbury's growing workforce (see **Figures 2, 3, 8-9**). Elyville's

⁴ John S. Kendall, "The Connecticut and Passumpsic Rivers Railroad," *The Railway and Locomotive Historical Society Bulletin*, No. 49, May 1939, 23-32.

⁵ Edward T. Fairbanks, *The Town of St. Johnsbury, Vermont*, 501-503.

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conversion to Summerville was not without its detractors, however, with the *Caledonian* editor noting the milestone, “The Village now known as Elyville is hereafter to be called Summerville—which same is ridiculous.” Notwithstanding, by 1890 Summerville had been formally annexed by St. Johnsbury, approved in a tightly contested vote of 147 to 144. With the annexation of Summerville, the population of St. Johnsbury rose by approximately 1000 residents and the town became the third most populous in the state. By 1896, *The St. Johnsbury Republican* was commending Summerville as a “Modern Village, forty years ago a non-entity, and now a handsome, substantial, and well-built community.” For its part, *The St. Johnsbury Caledonian* documented the scores of horse teams crossing the Passumpsic River from Summerville daily, regularly carrying Fairbanks workers from their Summerville homes to and from the Scale Works on the Sleepers River.⁶

Development of the Hudson House / 380 Portland Street

The Queen Anne residence at 380 Portland Street was constructed within this period of foundational growth along the Portland Street corridor. The building lot was developed from subdivided lands owned by James Harris, a prominent Elyville / Summerville agricultural landowner who held hundreds of acres flanking Portland Street (**Figures 1, 2, 10**). In 1890, when Summerville was annexed by St. Johnsbury, Harris’ son Edwin sold much of this assemblage to developers B.G. Howe and E.L. Hovey, initiating a period of intensive residential growth along Portland Street that included this subject house at 380 Portland, constructed on a vacant subdivided lot in 1893. By 1895, Portland Street was lined with single and multi-family houses, with the corridor serving as the central spine for a network of streets and neighborhoods (**Figures 4 and 5**). Like that at 380 Portland Street, much of the construction was in the popular Queen Anne form, with an abundance of complex rooflines and expansive street-front porches (see **Figures 4 and 5**). In a testament to the increasingly urbane surroundings, by the 1890s a *St. Johnsbury Republican* dispatch commented approvingly on the removal of agricultural fences along Portland Street, noting, “The society for the abolition of front fences has taken into their membership Hovey & Howe, who have improved the looks of their Portland Street property by removing the fence on the north side. Let the good work continue...”⁷

Deed research conducted as part of this project documents that the house lot that would be developed with this property was sold by Hovey & Howe to Alexander N. Drew on September 26th, 1890, several months after acquiring the larger land assemblage from the Harris farmstead. It appears that Drew, a carpenter, developed a residence on an adjacent lot to the west and left this parcel undeveloped. On April 14th, 1893, Drew sold the vacant lot to Frank A. Hudson, with the transaction detailed as follows:

Being all and the same lot deed to me, Alexander N. Drew, by warranty deed executed by E. L. Hovey and Benjamin G. Howe...and described as follows: being a certain lot of land on the south side of Portland Street in that part of the village

⁶ Claire Dunn Johnson, *I See By the Paper: An Informal History of St. Johnsbury*, 37, 39, 92; Edward T. Fairbanks, *The Town of St. Johnsbury, Vermont*, 501-503; “Summerville,” *The St. Johnsbury Republican*, September 9, 1896.

⁷ Claire Dunn Johnson, *I See By the Paper: An Informal History of St. Johnsbury*, 136-137; “Town Talk,” *The St. Johnsbury Republican*, May 26, 1892.

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*of St. Johnsbury formerly called Summerville...also including the water running to the house of said Drew from the pasture south of said lands...*⁸

While research did not reveal the builder of the subject property, the 1900 United States Federal Census indicates that Frank Hudson (born 1854) was employed as a carpenter at the Fairbanks Scale Works during the period, and it may be possible that Hudson had a role in construction of the property. By the mid-1890s, Hudson was living at the house, then denoted as 43 Portland Street, with his wife Annette (born 1856) and daughter Mattie (born 1877). Local periodicals include reference to several social events held by the Hudson's during the period, including a meeting of the Green Mountain Whist Club on January 18, 1899 and a November 19, 1899 "gathering of about 40 relatives and friends at the home of F.A. Hudson on Portland Street to celebrate the couple's 25th anniversary of their marriage, presenting a beautiful punch bowl with ladle and glasses and a lamp with onyx stand."⁹

By 1900, St. Johnsbury Town Records indicate that the Hudson's had sold the lot, residence, and associated small barn to Miss Lora N. Morse and Jane W. George, recorded on September 1, 1900. Of note, following this transaction, the property was described in local periodicals as a "two-tenement house and barn." While the Hudson's had been the house's sole occupant, upon purchase by Morse and George the building appears to have been adapted as two distinct upper and lower tenements, with first and second level units delineated. By October, Lora Morse had moved into the residence from a previous tenement on Pearl Street, along with Jane W. George, a widow—with the two likely occupying the two tenements. The Hudsons appear to have relocated to another single-family house further east on Portland Street. Following this 1900 conversion, the building remained in multi-family use through the present, with the original two units expanded to three by the mid-twentieth century.¹⁰

In 1912, Morse sold her "double house" to Charles and Laura B. Marshall, who "would take possession at once and occupy the lower tenement," renting the upper unit. By June 1913, the residence had been sold again, with Lunenburg farmer A. Judson and Julia Olcott buying the property, occupying one of the units and renting the other. The Olcott family retained ownership of the building through 1979, when the estate of Nettie Olcott, daughter of A. Judson and Julia, sold the building, then identified as a "three-apartment house," to Madison and Lois W. Boemig. The Boemig's retained ownership through 1983, followed by Steven Dolgin through 1992, after which it was sold to the Caledonia Housing Partnership. Through this extended period of late twentieth century development, the property has remained as a three-unit apartment house, with little substantive exterior change and limited change to interior unit configuration.¹¹

Evolution of the Portland Street Corridor Through the Twentieth Century

⁸ St. Johnsbury Town Land Records, Book 34, Page 157; Book 36, Page 82.

⁹ "Summerville," *St. Johnsbury Republican*, January 18, 1899; "Personals," *The St. Johnsbury Caledonian*, November 29th, 1899.

¹⁰ St. Johnsbury Town Land Records, Book 42, Page 273; "Real Estate Changes," *St. Johnsbury Republican*, September 5, 1900; *St. Johnsbury, Vermont, City Directory*, 1901, 39.

¹¹ "St. Johnsbury Locals," *St. Johnsbury Republican*, September 5, 1912; "Local Gatherings," *The St. Johnsbury Caledonian*, June 11, 1913; St. Johnsbury Town Land Records, Book 53, Page 106-107, Book 54, Page 22; Book 163, Page 598-600; Book 218, Page 478.

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Through the twentieth century, as automobile adoption soared in St. Johnsbury and across the country, Portland Street evolved into an increasingly auto-dominated commercial corridor, with the late nineteenth century residential form gradually supplanted by commercial development (see **Figures 11-13**). By the 1940s and 1950s, a number of the corridor's earliest houses were beginning to be demolished, replaced by filling stations, auto sales and service, trucking establishments, and other commercial development. The 1943 "Portland Street Overpass" cemented the hegemony of the automobile on corridor, replacing the original at-grade crossing with an elevated overpass that carried traffic above the historic street level as the road crossed the Passumpsic River from the Railroad Street center of St. Johnsbury (**Figure 12**).

By the 1950s, much of the original residential construction on the block front immediately west of 380 Portland Street had been demolished, replaced by the new Yankee Traveler Motel, a Colonial Revival roadside motel, which was itself demolished in the 2010s and is now a sprawling vacant lot. Immediately across the street, to the north, the original residential forms were razed and replaced by a trucking firm and subsequently a supermarket, framed by an expansive asphalt parking lot. At present, Portland Street remains as a functionally and contextually heterogeneous auto-dominated corridor, with isolated pockets of nineteenth century construction associated with the development of "Summerville" as a St. Johnsbury residential enclave, mixed with multiple eras of evolving roadside development. 380 Portland Street remains as a key exemplar of this notable community evolution, with the Queen Anne form of the 1890s house and the multi-family program embedded in a single-family form reflecting a defining period of settlement and architectural evolution in St. Johnsbury and key residential design characteristics of the late nineteenth century period.¹²

Contextual Origins of Queen Anne Design in St. Johnsbury and Comparative Discussion

The 1890s materials and form of 380 Portland Street arose from a broad and influential strand of architecture and design that permeated the country from the 1880s through the 1910s, with the Queen Anne variant part of a wave of romantic "Victorian" domestic architecture that arose in the post-Civil War period. Enabled by increasingly abundant railroad connectivity, American industrial maturation, and broadly-disseminated popular design manuals and pattern books, the form came to represent a strong cultural expression of domestic stability, cultural refinement, and an increasingly broad middle class in the late nineteenth century period. By the 1880s, Queen Anne design was touted as a reflection of stability and order, as detailed in period design publication *The Decorator and Furnisher*:

*If modest and sincere, nothing is prettier or more home-like than a Queen Anne house or cottage...In rustic surroundings it has that aspect of stability, peace, order and content that mark the cottages of England. It is picturesque in its broken lines, its porches, balconies, bays, gables and dormers...It is a grateful feature in the landscape...*¹³

¹² Claire Dunne Johnson, *I See By The Paper: An Informal History of St. Johnsbury Volume II-1920-1960* (St. Johnsbury, VT: Cowles Press, 1989), 448.

¹³ "Queen Anne Cottages," *The Decorator and Furnisher*, Volume 6, No. 1, April 1885, p. 20.

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As a neighborhood that emerged in the heyday of Queen Anne design fervor, the Portland Street corridor and its surrounding residential streets exemplified the ready adoption of the form, with the characteristic street-side porches, irregular planes, and decorative detailing predominating in construction along the corridor, in contrast to earlier settled neighborhoods in St. Johnsbury that were characterized by an earlier discourse of Greek Revival, Italianate, Gothic, and other variant forms—most notably in the neighborhoods spanning the “Plateau” above the Fairbanks Scale Works define by Spring Street, Summer, and Cliff Streets. Advertisements and announcements from the period in the *St. Johnsbury Republican* and *St. Johnsbury Caledonian* regularly recount construction and sale of “thrifty picturesque,” homes in the newly acquired Summerville neighborhood of St. Johnsbury. Importantly, the neighborhood was also marketed to a generally middle-class demographic, with Fairbanks employees, carpenters, shop-keepers populating the residences. Like 380 Portland Street, many of the residences were “fitted up with tenements,” by the early twentieth century, reflecting the economic exigencies of the late nineteenth century middle class, where the commodious expanse of the Queen Anne form was filled with both extended family and renting tenants as economic mandates dictated. This conversion represents a defining and locally significant strand of development in St. Johnsbury, with many of the community’s nineteenth century single-family houses adapted for multi-family use through the first decades of the twentieth century, corresponding with the high point of industrial activity in the community driven by Fairbanks Scales and related commercial and industrial development. This significant architectural and programmatic trend has been documented in the *Historic and Architectural Resources of St. Johnsbury, Vermont NRHP Multiple Property Documentation Form* (MPDF), which analyzes the evolution of single-family to multi-family homes at the neighborhood (District) level, as detailed below:

While housing units were largely owner-occupied in the first half of the nineteenth century, the increase in workers first led to many families taking in boarders and later the official conversion of many of these to apartments...Conversion of homes into apartments and the construction of tenements reached a peak in the first quarter of the twentieth century, as local society was restructured to capitalize on the rental of multi-family housing...¹⁴ Though no longer embedded within an intact framing neighborhood that would comprise a potential district, as an intact three-unit residential form fronting Portland Street, the residence at 380 Portland Street continues to convey significant strands of development; a clearly delineated Queen Anne design composed of the characteristic design elements that comprise the form; a Portland Street location and landscape setting that conveys the foundations of the corridor as a prominent residential boulevard; and an evolving residential identity as the adapted single-family residence continues to house St. Johnsbury families into the twenty-first century as a multi-unit residential form.

¹⁴ “St. Johnsbury,” *The Vermont Union*, December 30, 1887; Claire Dunn Johnson, *I See By the Paper: An Informal History of St. Johnsbury*, 137; Deborah Noble, *The Historic and Architectural Resources of St. Johnsbury, Vermont National Register of Historic Places Multiple Property Documentation Form* (MPDF), 1997.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Books

Fairbanks, Edward T. *The Town of St. Johnsbury, Vermont*. St. Johnsbury, VT: Cowles Press, 1914.

Johnson, Clair Dunn. *I See By The Paper: An Informal History of St. Johnsbury, Volume I*. St. Johnsbury, VT: Cowles Press, 1989.

_____. *I See By The Paper: An Informal History of St. Johnsbury, Volume II*. St. Johnsbury, VT: Cowles Press, 1989.

Pearl, Peggy. *A Brief History of St. Johnsbury*. Charleston, SC: The History Press, 2009.

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The Railway and Locomotive Historical Society Bulletin

The St. Johnsbury Caledonian

The St. Johnsbury Republican

St. Johnsbury, Vermont City Directory

Vermont Life

Vermont Magazine

The Vermont Union

Maps

Beers, F.W. *Atlas of Caledonia County, Vermont*. New York: F.W. Beers & Company, 1875.

D.L. Miller & Company. *Map of St. Johnsbury, Caledonia County, Vermont*. Philadelphia, PA: D.L. Miller & Company, 1899.

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Sanborn Fire Insurance Company. *Sanborn Fire Insurance Maps of St. Johnsbury, Vermont*. New York, NY: Sanborn Fire Insurance Company, 1884-1943.

Walling, Henry Francis. *Map of Caledonia County, Vermont*. New York, NY: Baker & Tilden, 1858.

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Unpublished Materials / Collections

Collections of the Boston Athenaeum

Collections of St. Johnsbury History and Heritage Center

National Register of Historic Places listings in the National Archives Records Administration (NARA) (digital resource)

Town of St. Johnsbury Land Records

Vermont Division for Historic Preservation Online Resource Center (digital resource)

_____. *The Historic and Architectural Resources of St. Johnsbury Multiple Property Documentation Form*, March 9, 1994.

_____. *The Historic and Architectural Resources of St. Johnsbury Multiple Property Documentation Form*, March 9, 1994.

_____. Historic Sites and Structures Survey: St. Johnsbury, Vermont. 71 Portland Street (0311-357).

Vermont Historical Society: Vermont History Explorer Online Population Database (digital resource)

Previous documentation on file (NPS):

- ___ preliminary determination of individual listing (36 CFR 67) has been requested
- ___ previously listed in the National Register
- ___ previously determined eligible by the National Register
- ___ designated a National Historic Landmark
- ___ recorded by Historic American Buildings Survey # _____
- ___ recorded by Historic American Engineering Record # _____
- ___ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ___ Other State agency
- ___ Federal agency
- ___ Local government
- ___ University
- ___ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): HSSS: 311-357

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10. Geographical Data

Acreage of Property .19 acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1. Latitude: 44.420471

Longitude: -72.008157

Or

UTM References

Datum (indicated on USGS map):

☐ AD 1927 or ☐ NAD 1983

1. Zone:

Easting:

Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The historic property boundary includes the entire legal parcel that the subject building at 380 Portland Street is located upon: SPAN 558-176-10490.

Boundary Justification (Explain why the boundaries were selected.)

The selected boundary includes the residence at 380 Portland Street and its immediate contextual setting from the historic period of development.

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11. Form Prepared By

name/title: Polly Seddon Allen
organization: Independent Consulting Senior Architectural Historian
street & number: P.O. Box 215 / 69 Common Loop
city or town: Craftsbury Common state: Vermont zip code: 05827
e-mail: polly.s.allen@gmail.com
telephone: 916.201.1855
date: November 7, 2025

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Hudson House

City or Vicinity: St. Johnsbury

County: Caledonia State: Vermont

Hudson House

Name of Property

Caledonia, VT

County and State

Photographer: Polly Seddon Allen

Date Photographed: November 6, 2025

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 11: Overview of Hudson House from Portland Street, facing southeast.
- 2 of 11: Looking east along Portland Street from Hudson House.
- 3 of 11: Looking west along Portland Street from Hudson House.
- 4 of 11: Looking east along Portland Street from Hudson House.
- 5 of 11: Detail of porch and Queen Anne cutaway bay of Hudson House. Note decorative detailing in gable.
- 6 of 11: West elevation of Hudson House, note demarcating beltcourses with brackets breaking up wall plane between levels.
- 7 of 11: East elevation of Hudson House, located on small lot adjacent to neighboring residence.
- 8 of 11: Rear, south, elevation of Hudson House. Note non-historic period fire escape stairs as well as altered rear porch extension.
- 9 of 11: Hudson House entry porch, note original door with stained glass. Mirroring stained glass found in other areas of the residence.
- 10 of 11: Original stairway accessing Units 2 and 3, note ornate newel posts and turned balusters.
- 11 of 11: Unit 1, typical casework and wood flooring found in units throughout the building.

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Figure 1: Portion of 1858 H.F. Walling *Map of Caledonia County* depicting location of 380 Portland Street. Note dense development of Town of St. Johnsbury on west side of Passumpsic River, with the current-day Portland Street corridor largely undeveloped and agricultural in nature.

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Figure 2: Portion of 1875 F.W. Beers *Map of Caledonia County* depicting location of 380 Portland Street, then located in Village of Summerville. Note Portland & Ogdensburg Railroad alignment north of Portland Street and patchwork of development and building lots.

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Figure 3: Portion of 1884 George E. Norris *Birds Eye View of St. Johnsbury* depicting location of 380 Portland Street. Note Portland & Ogdensburg Railroad alignment north of Portland Street and largely developed building lots ceding to open lands owned as part of Fred Harris' agricultural assemblage.

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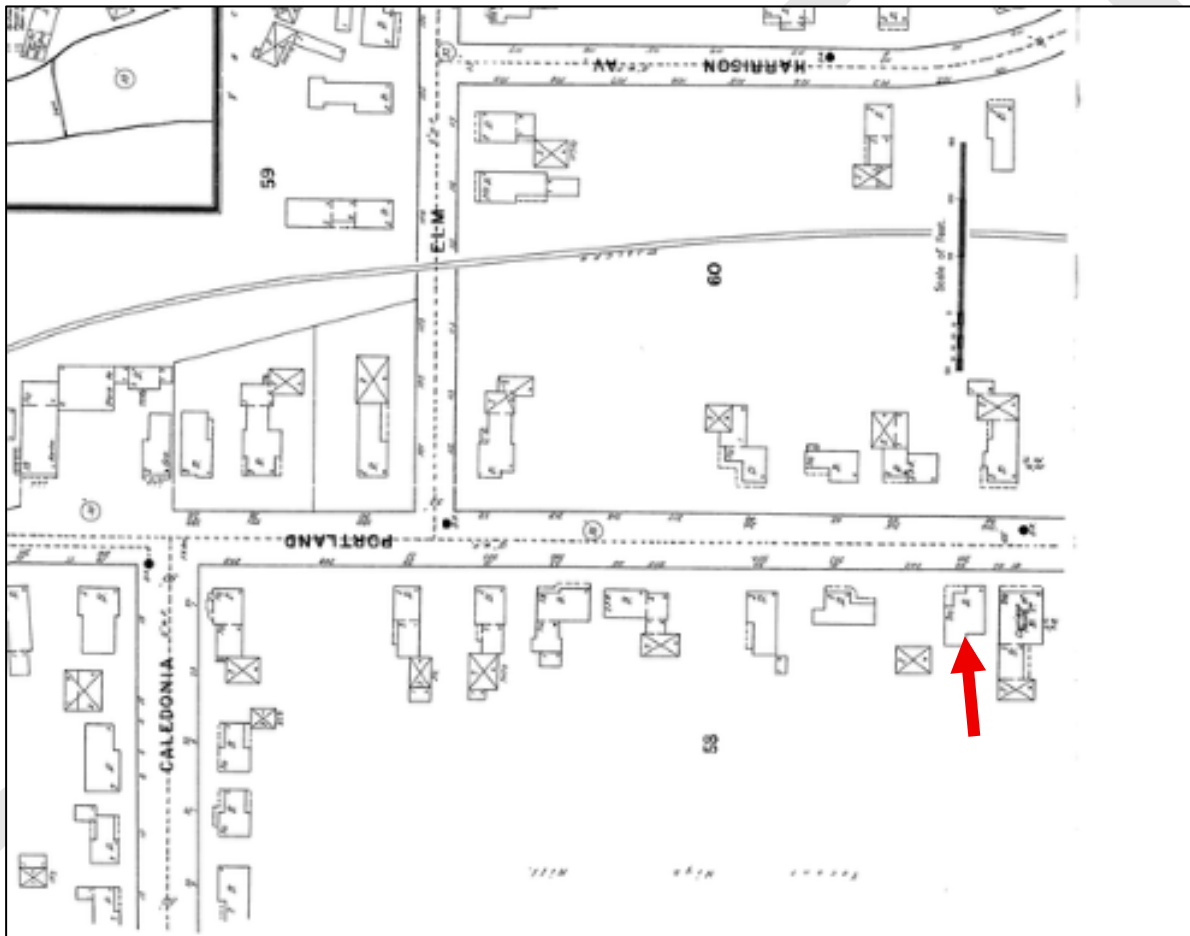


Figure 4: Portion of 1895 Sanborn Fire Insurance Company *Map of St. Johnsbury* depicting location of 380 Portland Street. Note dense development of residential construction following the 1890 annexation of Summerville by the Town of St. Johnsbury. The majority of this construction along Portland Street occurred between 1880 and 1895.

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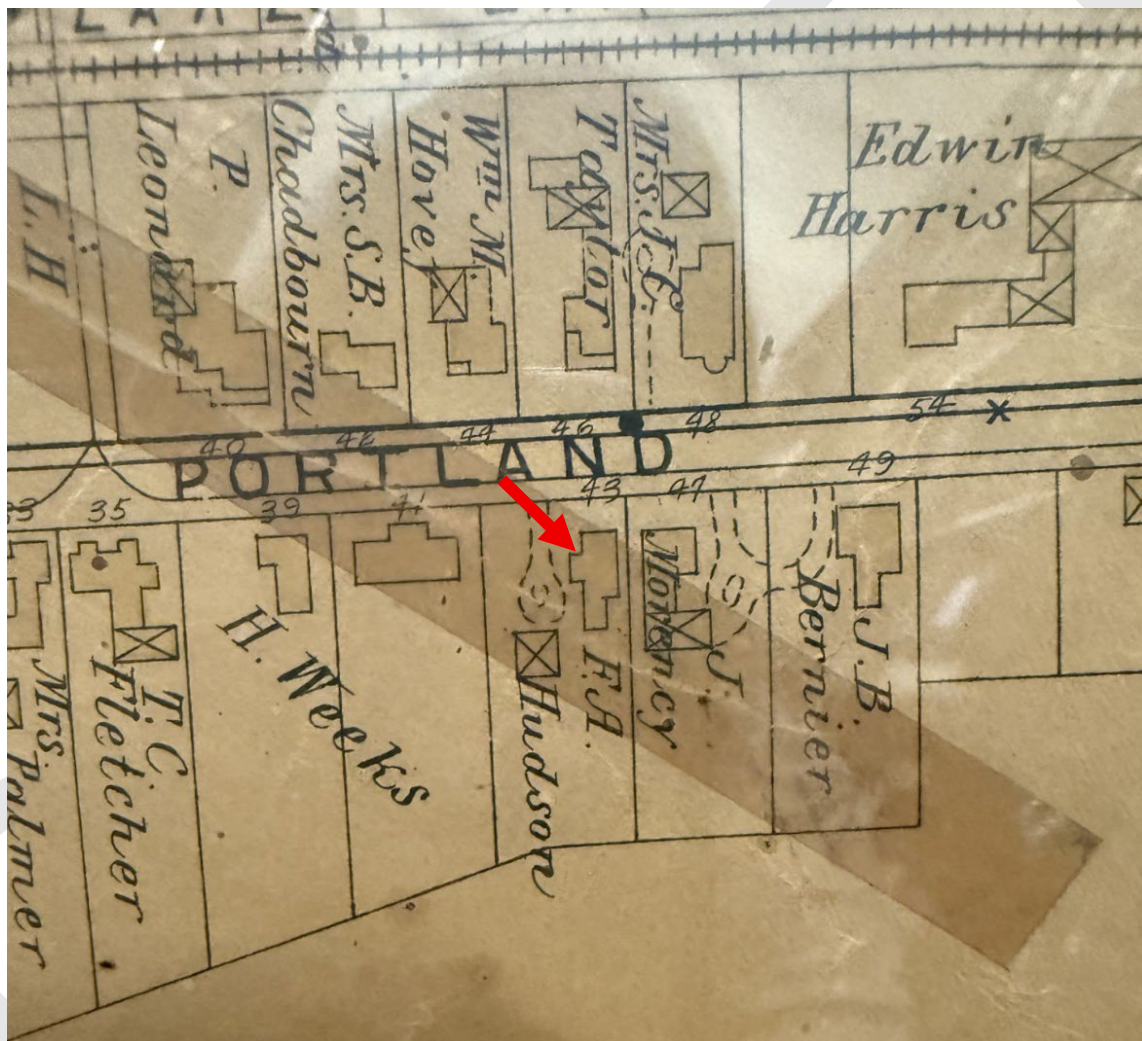


Figure 5: Portion of 1899 D.L. Miller & Company Map of St. Johnsbury, Caledonia County, Vermont depicting location of 380 Portland Street, owned in its initial development period by Frank and Annette Hudson.

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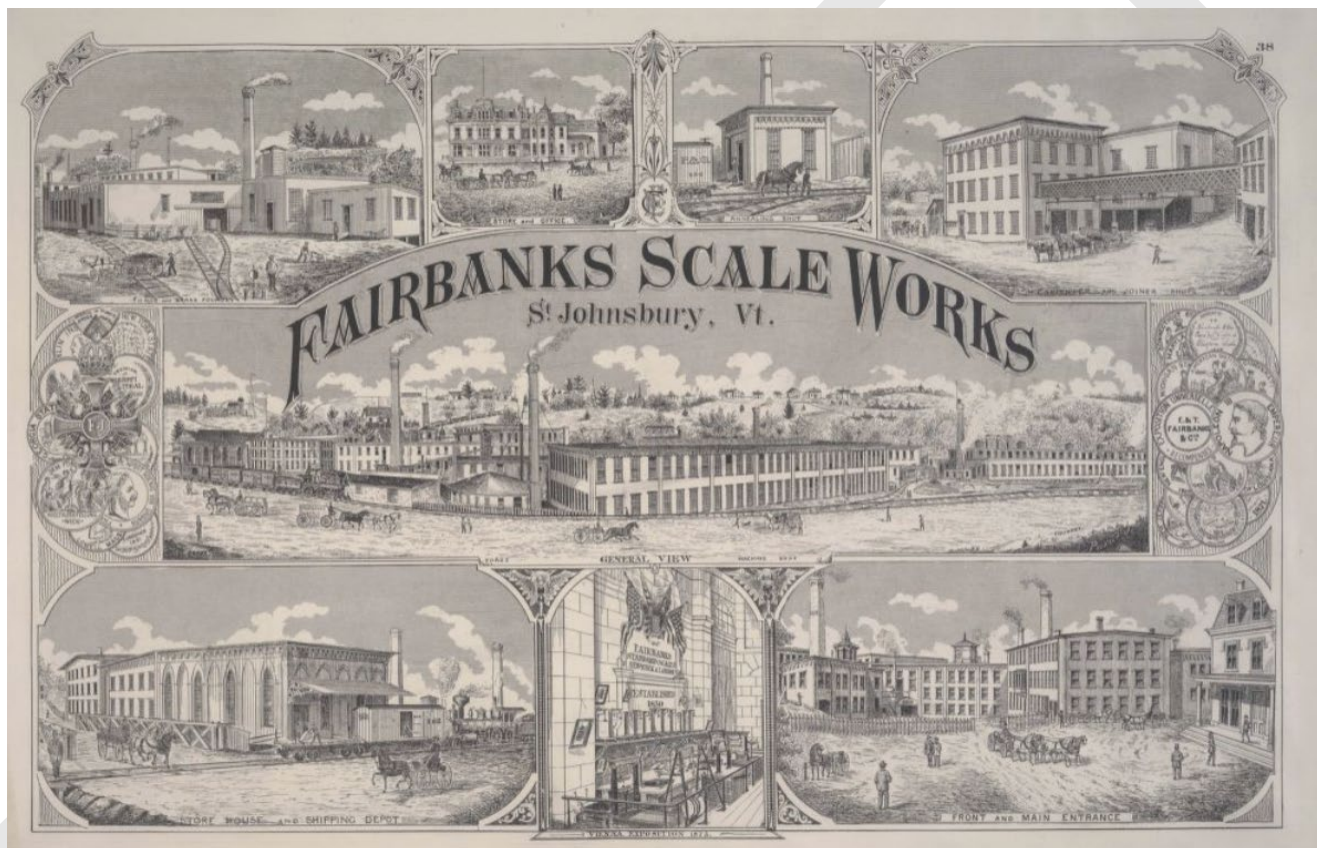


Figure 6: Packard *Fairbanks Scale Works Engraving*, circa 1875. Collections of the Boston Athenaeum. The rise of the Fairbanks Scales Company defined the economic, industrial, and cultural development of St. Johnsbury through the period, leading to the surge of development that underlay the growth of the Portland Street corridor.

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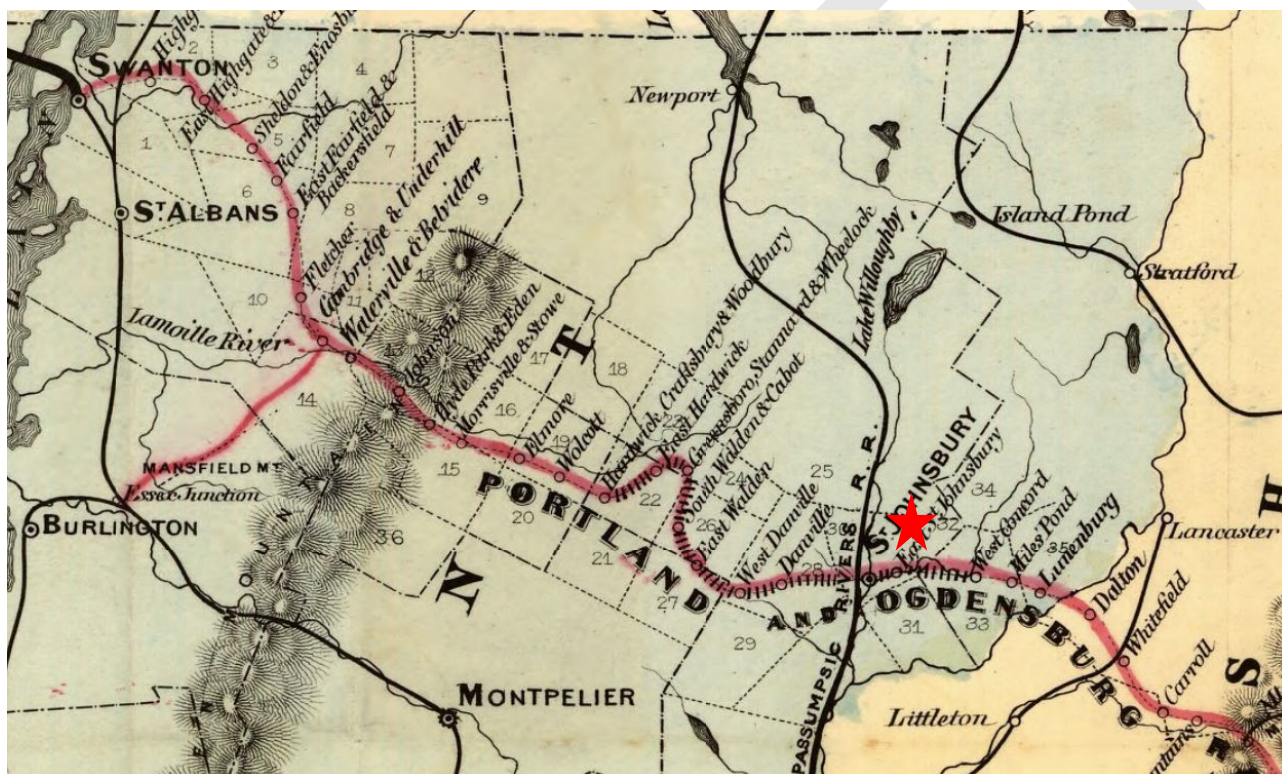


Figure 7: Hatch & Company, *Map of the Vermont Division of the Portland & Ogdensburg Railroad*, n.d. Collections of the Library of Congress. The Portland Street corridor was named for the railroad alignment that underlay the development of this portion of St. Johnsbury, with the Fairbanks Company spurring development of the railroad to aid in freight accessibility.

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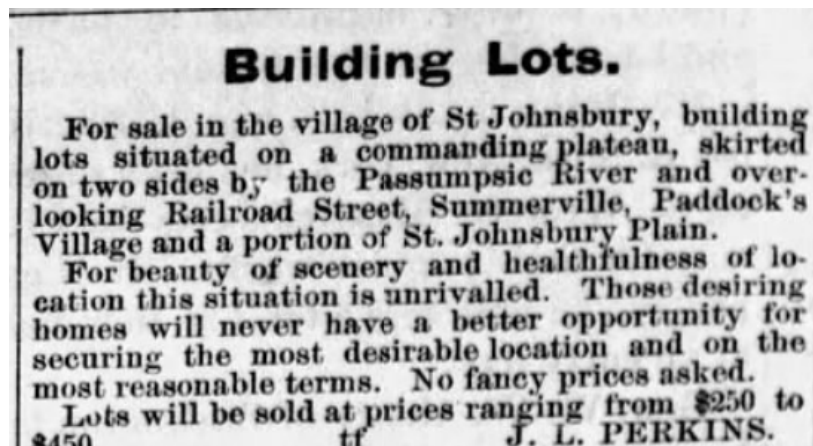


Figure 8: *St. Johnsbury Caledonian*, April 11, 1879. Following the 1870s completion of the Portland & Ogdensburg Railroad, and as St. Johnsbury's population continued to surge fueled by the industrial growth of Fairbanks Scales, the area surrounding Portland Street was increasingly touted as a "desirable location."

Summerville notes: A mild building boom is raging, Joseph Russett is building a house and E. L. Hovey is finishing another, and Mr. Gale and Mr. Carr are building barns.—H. H. May's singing school closed Tuesday, after a highly successful term.—The lumber for a sidewalk near Edwin Harris's has been piled up at the side of the road for a week past.—The skunk crop is the largest in the history of the place.

Figure 9: *St. Johnsbury Republican*, October 24, 1889. By the late 1880s, area periodicals regularly recounted development in Summerville, with the expanding town of St. Johnsbury underlying a "building boom" in the village.

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REAL ESTATE CHANGES.

Mrs. Hannah M. Cowdery has bought the house lot in Summerville of Charles Packard of Port Townsend, Washington, formerly of this place. Price, \$500.

B. G. Howe and E. L. Hovey have bought Edwin Harris' entire property in Summerville of about 100 acres for \$9000. The property consists of the Harris homestead on Portland street, much available land for building lots adjoining the house, and the farm which covers a good share of "Harris hill." The timber will be cut down and the land on the streets cut up into building lots.

Figure 10: *St. Johnsbury Caledonian*, January 16, 1890. One of the most important sales of 1890 was the sale of the Harris Farm on Portland Street to land speculators Hovey & Howe. The sale freed an array of "building lots" on Portland Street, including the subject lot underlying 380 Portland Street. Shortly after this purchase, the Town of St. Johnsbury annexed the Village in a contentious vote in late 1890.



Figure 11: By 1900, Portland Street was established as a residential boulevard, with late nineteenth century residential housing stock flanking the corridor, including the subject property at 380 Portland Street.

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Figure 12: In 1943, the completion of the Portland Street Overpass cemented Portland Street as an increasingly auto-centric corridor, with the overpass eliminating the bottlenecks of the at-grade crossing and introducing an increasingly industrial and commercial sensibility to the corridor as it extended from Railroad Street. Photograph courtesy of the St. Johnsbury History and Heritage Center.

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Figure 13: By the 1970s, the residential framework for the Portland Street corridor was increasingly punctuated by commercial and auto-related development, as exemplified by this photograph taken slightly east of 380 Portland Street at Portland Street and Concord Avenue.

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Figure 14: 380 Portland Street, Vermont Historic Sites and Structures Survey, 1982. Within an evolving Portland Street context, the residence at 380 Portland Street continues to exemplify the Queen Anne form and underlying community development along Portland Street in the late nineteenth century.

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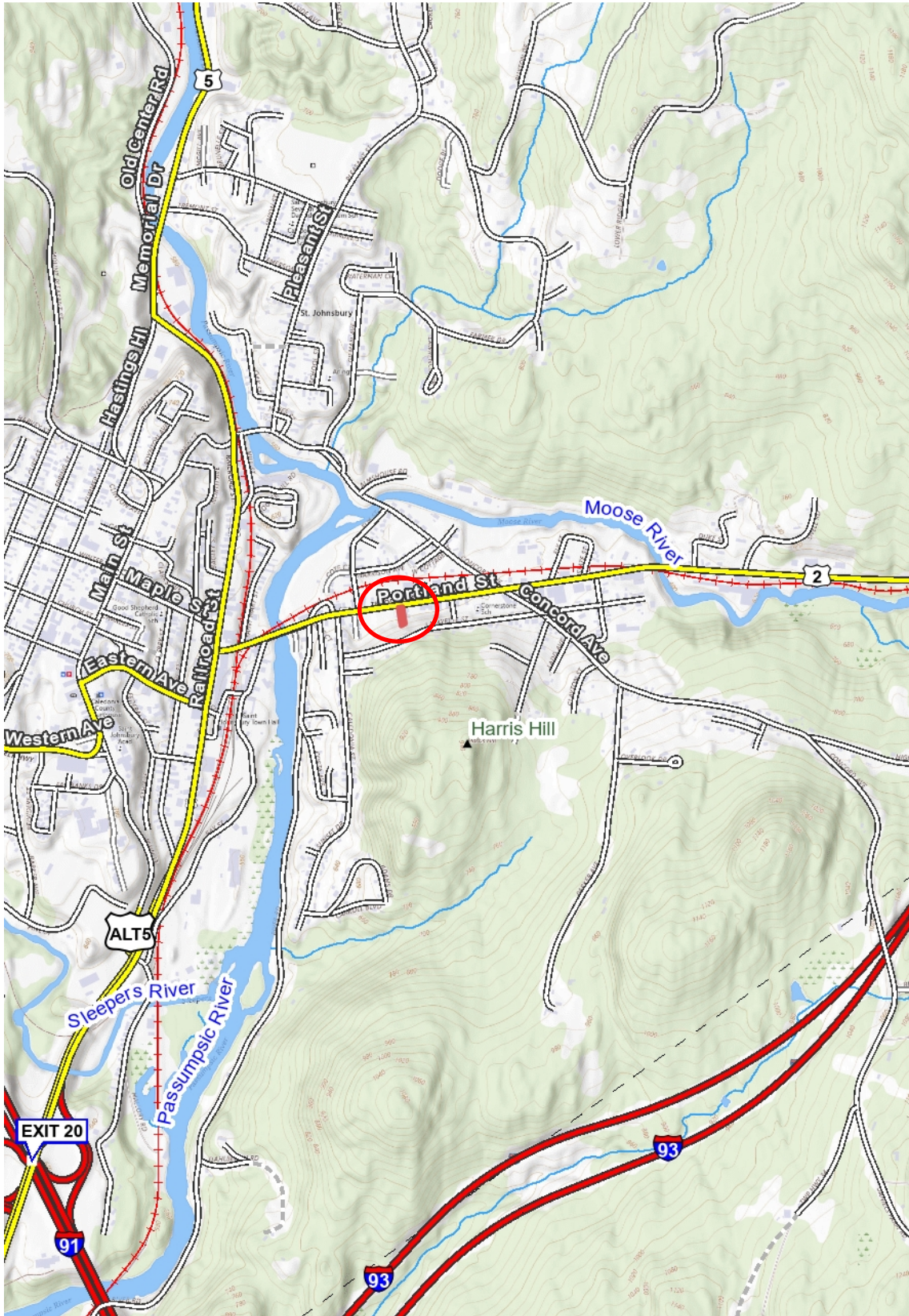
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Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

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LEGEND

- ✈ Airports
 - ▲ Mountains and Hills
 - US Highways
 - State Highways
 - Roads - Public (VTrans)
 - Interstate Highway
 - US Highway
 - State Highway
 - Local road
 - Other road
 - Legal trail
 - Roads - Private (E911)
 - Driveways
 - Rail Lines
 - Town Boundaries
 - County Boundaries
- Historic Property Location
Lat: 44.420471°,
Long: -72.008157°

NOTES

This map was created with the VT Interactive Map Viewer.

0.64 0 0.32 0.64 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere 1" = 1691 Ft. 1cm = 203 Meters
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1:20,290

October 20, 2025

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LEGEND

- ✈ Airports
- ▲ Mountains and Hills
- US Highways
- State Highways
- Roads - Public (VTrans)
 - Interstate Highway
 - US Highway
 - State Highway
 - Local road
 - Other road
 - Legal trail
- Roads - Private (E911)
- Driveways
- Rail Lines
- [] Town Boundaries
- [] County Boundaries
- Historic Property Boundary: .19-acre legal parcel, SPAN 558-176-10490

NOTES

This map was created with the VT Interactive Map Viewer.

0.08 0 0.04 0.08 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere 1" = 211 Ft. 1cm = 25 Meters
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1:2,536

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VT_Caledonia County_Hudson House_05



VT_Caledonia County_Hudson House_06



VT_Caledonia County_Hudson House_07







VT_Caledonia County_Hudson House_010

