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National Park Service

National Register of Historic Places
Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

☒ New Submission ☐ Amended Submission

A. Name of Multiple Property Listing

HISTORIC RESOURCES OF THE MAD RIVER VALLEY

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Community Development of the Mad River Valley, 1789-1942

Agriculture in the Mad River Valley, 1789-1942

Industry and Commerce in the Mad River Valley, 1789-1942

C. Form Prepared by

name/title Multiple (see continuation sheet)
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Vermont Division for Historic Preservation date 1989/1992
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D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (☐ See continuation sheet for additional comments.)


Signature and title of certifying official

September 30, 1992
Date

Vermont State Historic Preservation Office
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.


Signature of the Keeper

11/20/92
Date of Action

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

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I. Major Bibliographical References (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	I 1 - I 3

Paperwork Reduction Act Statement: This information is being collected for applications 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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Community Development of the Mad River Valley, 1789-1942
Agriculture in the Mad River Valley, 1789-1942

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Community Development of the
Mad River Valley, 1789-1942

COMMUNITY DEVELOPMENT OF THE MAD RIVER VALLEY, 1789-1942

The towns of Fayston, Moretown, Waitsfield, and Warren are located in the Mad River Valley of central Vermont. While the town of Moretown was a royal charter made in 1763, the other three towns were chartered by the Republic of Vermont in 1780 and 1782, during the Revolutionary War. Settlement did not commence until well after the war was over.

Moretown was chartered June 7, 1763, and was intended to contain six square miles to be divided into three parts, and further divided into 71 shares. A tract near the center of town was set aside for one-acre town lots, one for each of the 64 proprietors, with rent set at one ear of indian corn per year, payable on Christmas Day. The remaining parcels were drawn by lot. The first settler in Moretown was Seth Munson, who cleared some land on the Winooski River, where he was joined in 1790 by Ebenezer Haseltine. By 1791 there were twenty-four people living in Moretown.

Waitsfield was chartered February 25, 1782, and the land granted to Benjamin Wait, Roger Enos, and their 68 associates, with five additional lots set aside for public use. The proprietors held several organizational meetings before Wait moved to the valley with his family in 1789, becoming the first town residents. By 1791 the town had 61 residents divided between thirteen families, eleven of which contained veterans of the Revolutionary War.

Fayston was chartered only two days after Waitsfield on February 27, 1782. Its first settler was Lynde Wait, who began farming on Bragg Hill in 1798, and by 1800 Fayston had eighteen residents. While there was some discussion in the early years of the 19th century with regard to Waitsfield annexing Fayston, it never occurred. By 1810 Fayston had a population of 149, and the population continued to climb until soon after the Civil War.

The town of Warren had a fitful start. Although John Thorp and sixty-seven other men had obtained a land grant on November 9, 1780, they fell short of the amount of land necessary to incorporate. The town was finally chartered on October 20, 1789, after including land from Warren's Gore in what was then Essex County. Settlers made their homes in Warren in the mid-1790s, generally in the eastern part of the

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town. The first town meeting was held September 20, 1798, and by 1800 there were 58 inhabitants.

Some of these early residents discovered Native American artifacts, indicating that they were not the first people to live in the valley.

Wheat, barley, rye, corn, oats, flax, buckwheat, potatoes and hay were the major crops raised by the early settlers. Butter, cheese, maple syrup, ashes and salts of lye were also local products. These settlers transported their grain by canoe on the Winooski River to be milled downstream in Burlington, or made their own "plumping mills" by making a hole in a large stump to hold the grain, which was then pounded with a chunk of wood attached to the end of a bent sapling. A gristmill and a sawmill were built in Irasville, a village in southern Waitsfield, in the early 1790s and others followed in the villages of Moretown, Warren, and Waitsfield. Whiskey distilleries were also developed in the early years in these towns, and general stores quickly provided a ready market for barter with local goods.

Other industries were established, generally along the Mad River and its tributaries, which provided the necessary power. On the west side of the valley in Waitsfield a blacksmith shop was in operation on Shepherd's Brook as early as 1798. A starch factory was built there in 1849, and a sawmill also operated at the site. Above the Brook to the north was a talc mine. Above Carding Mill Brook near the Fayston town line was a small chair factory, established before 1850.

The east side of the valley had its share of industry as well. In 1821 a mill was built on Pine Brook above the present site of the Pine Brook Covered Bridge. North of that site on Spaulding's Brook, iron ore was once mined. That brook had a log dam in 1820, which served an overshot water wheel powering a sawmill with a nearby tannery and cooper shop.

The gorge in Warren was also a location for several mill sites as well as other industries. Practically all of the villages in all four towns were founded adjacent to mill sites.

These industries and the farms and villages they served were linked by an early road system that originated as an Indian

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trail along the river. In 1788 a surveyor was granted funds to clear a more substantial road in Waitsfield. By 1796 a road had been established on the east side of the Mad River. A series of roads on the west side of the river were combined to form the Mad River Turnpike in 1807, which ran from Montpelier to Hancock. The major transportation routes in use in all four towns today were already well set by the early 1800s.

The roads opened the Mad River Valley to commerce. In the early years, the closest post office had been Randolph or Montpelier. In 1818 a post office was established in Waitsfield, and a twice-weekly mail route was established between Montpelier and Rochester, 40 miles to the south in Windsor County. From 1828 until 1907 mail was delivered three times weekly, originating in Montpelier or Middlesex. In 1849 the Vermont Central Railroad linked White River Junction to Burlington, passing through Northfield along the way. Northfield, ten miles to the east, was the closest that the railroad would come to the Mad River Valley, and undoubtedly opened the market for its agricultural products.

All four towns had made a rapid start toward organizing religious societies. Waitsfield's Congregational Church, as was the case throughout Vermont, had compulsory membership by all voters beginning in 1796. Those wishing not to belong were required to certify that fact before the town clerk. A voluntary association was formed replacing the compulsory one in 1807. By this time the Methodists had also organized in Waitsfield village. The First Congregational Church and the Methodists had meeting houses in Moretown village by 1832. In Warren, Methodist church services were held in members' homes until the Methodist Church was built in 1833-34. The Baptists, Universalists, Congregationalists and Methodists joined together in building and using the Warren River Meetinghouse. By the time of the Civil War there were many Irish immigrants who were newcomers to the area, and both Catholic and Protestant church membership increased.

School districts were formed in some towns before 1800, and it was generally the districts outside of the villages that were the first to organize. For example, a schoolhouse was begun in 1799 and completed in 1809-10 in Waitsfield with Salah Smith as the first teacher. While awaiting completion of the school, winter classes were held in private homes.

Professional men could also be found in these towns, although

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they generally worked their own land primarily as farmers. For example, Moses Heaton, Waitsfield's first physician, was living near the bridge on Meadow Road by 1794, and Stephen Pierce, Moretown's first physician, lived on the west side of the Valley near the town line before 1827.

The valley was frequently subject to flooding. As early as 1806 bridges were being repaired and replaced after flood damage. The worst of the early floods occurred in July of 1830 when every bridge in the town of Waitsfield was destroyed along with most of the bridges in the other three towns, and crops and mills were swept away. The event repeated itself with less drastic results in July of 1850 and 1858.

While statistics are not available for the Mad River Valley itself, census records show that Moretown's population increased consistently between 1791 and 1860 when it reached 1,410. Similar increases occurred in Warren and in Fayston, whose population reached 1,041 and 800 in 1860, respectively. Waitsfield's population reached its peak at 1,048 in 1840 and then began to decline.

On the eve of the Civil War the Mad River Valley found its goods in demand in an ever-widening market. However, what had once been a barter-based economy with a wide variety of agricultural products was becoming more limited in scope, with products being limited to what the larger market demanded.

During Vermont's "boom years" before the outbreak of the Civil War, the interval of the Mad River Valley and adjoining uplands had reached their peak population. The next eighty years would bring a steady decline to the towns of Warren, Waitsfield, Fayston, and Moretown. The leading occupation of the area was diversified farming, the chief products being butter, cheese, maple sugar, and livestock. Fayston, having the most mountainous terrain of the four towns, also produced lumber for distribution beyond the valley. The arrival of the railroad to central Vermont in 1849 had enabled farmers to expand the markets for their produce somewhat beyond the railroad junctions in Waterbury, Montpelier, and Northfield.

The village centers of Moretown, Fayston, Warren, and Waitsfield existed chiefly to support the surrounding agricultural areas. The crafts and services necessary to the operation of the farms - blacksmith, cooper, harness maker, undertaker, tannery - were distributed through the towns as

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well as in the villages. Although, as an 1880s gazetteer expressed it, "Washington county is not what may be called a manufacturing district. . .," mills established where water power permitted served local needs providing shingles, clapboard, lumber, grist, and finishing for the homespun woolen cloth produced on the farms. The streams, around Warren in particular, also served as an abundant source of trout. Talc, iron ore, and a form of marble had been discovered in the hills adjacent to the valley and were being mined on a small scale as early as 1860. Because of the difficulty of transporting these resources, however, their production would never be profitable for the area.

The citizens of the four towns responded quickly and willingly to the call for volunteers for the Union Army. Approximately 10 percent of the total population enlisted and served for periods of up to four years. Considering that this accounted for a large proportion of able bodied hands, this must have created a hardship for the predominantly agricultural economy of the valley. Although a considerable percentage of those who served were either killed or permanently disabled, and the towns were faced with the payment of large bounties in order to avoid the draft, no documentation complains of these hardships or speaks of these sacrifices as anything but duty.

Schooling was early on seen as a priority by the founders of these rural towns, and provisions were made for the funding of at least one winter term, which ran from Thanksgiving until the allotment was spent. A second "summer" term might have been conducted from May through September, but attendance was usually restricted to girls and small children. A "high school" in Waitsfield referred to in the 1860s was not a form of higher education, but the upper classroom of the two story village schoolhouse. It was not until state statute required it in 1906 that the towns provided two years of a college preparatory course.

In 1864, daily mail service started in the valley, and mail stage routes connected with railroad and stage service beyond the limits of the Mad River Valley. Drivers made daily trips to Waterbury or Middlesex to deliver produce for rail transport to the cities and larger towns of New England. In the winter, frozen pork and beef might be added to the assorted goods bound for market.

Through the turn of the century, transportation within the

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valley was not much improved over when the roads were first constructed. Periodic flooding of the appropriately named Mad River made transportation all the more difficult and costly as bridges were had to be replaced frequently. A flood in October of 1869 swept away all seven bridges over Pine Brook, which intersects the Mad River in Waitsfield northeast of the village. Bridges and mill dams were also swept away in Fayston where one enterprising mill owner salvaged his scattered machinery and rebuilt "a few rods lower down the stream." Seasonal ice clogs in the spring often flooded fields in the intervale. Some improvement in transportation led to the production of dressed lumber, but the potential for development was still hampered by the deficient transportation available for bulk merchandise. The Town of Warren purchased a snow roller in 1890 to maintain the roads for winter travel by horse and sleigh. In 1898 and 1907 unsuccessful attempts were made within the valley to bring an "electric road" from Montpelier and to build a "steam road" from Montpelier to Rutland.

By 1880, dairying was listed as the chief occupation for the farmers of the Mad River Valley, although sugaring and livestock breeding supplemented their incomes. Wheat, oats, and potatoes were also raised in the highlands; corn was said to do better in the intervale.

The population of the town of Waitsfield was 938 (250 in the village), and it boasted six schools with a total of 218 pupils. In the same year, Moretown had a population of 1181 (200 in the village center), and was known for its "good dairy farms and sugar orchards" and some of the "best water powers in the state." "It [was] quite a dairy town, some farmers having 20 or more cows, and many others 10 to 20." Eleven school districts with 12 schools served a total of 226 students, and as in Waitsfield, mills and cottage industries supplied the goods and services the farmers could not produce for themselves. Fayston's population at the same time was 638, consisting mostly of farming families who produced a diverse range of products. It boasted 8 school districts with 1 male and 13 female teachers and 170 students. Seven mills that appear in Fayston on an 1891 map demonstrate that it was still more dependent on lumber for its livelihood than the other towns of the valley.

Beginning in 1880, Warren received mail daily from Roxbury, its closest rail link with the outside world. Another link

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with the outside world was established in 1880 when a telephone line was run from the Montpelier Exchange to Warren. This service was extended to Waitsfield and Fayston by 1900.

By the turn of the century, the Mad River Valley was still a relatively isolated area, and the population continued to decline as the young people left the rural areas for work in industry and business in the larger towns. The remaining farmers had turned increasingly to specialized dairy farming as a means of competing with the larger mechanized spreads of the American west. Cream was separated from the milk on the farm and sent to one of the valley's recently established creameries where it was then processed into butter for shipment to the large city markets. In 1893 a creamery was established in the village of Waitsfield, and in 1897 the Waitsfield Cooperative Creamery was organized. By 1910, the creameries had lost their importance as fluid milk was being collected directly from large holding tanks on the farms for processing in Waterbury or other points. Sugaring was still a big operation each spring, and most farms had a sugarhouse where maple syrup was processed over a wood-fired evaporator.

The towns of Moretown, Waitsfield, Fayston and Warren have undergone considerable change in the 20th century. Technological and socio-economic factors have caused great fluctuations in population, tremendous changes in agriculture, and significant alterations to the region's appearance. The Warren and Fayston area, in particular, has experienced a radical shift from self-sufficient, agricultural community to highly developed, resort area.

An early sign of change in the area in the 20th century was the expansion of avenues of communication. While mail was delivered between Waitsfield and Montpelier as early as 1818, it was in 1903 that the Rural Free Delivery Service was instituted. Similarly, in 1900, a local telephone exchange was started, covering Waitsfield and Fayston with a direct toll line to all parts of the country. In 1905, this volunteer association was incorporated as the Waitsfield and Fayston Telephone Company. Warren's system of communication was slower to develop, with only two telephone lines servicing the town as late as the 1950s.

Several events in the late 1920s and early 1930s tested the resilience of area residents. The infamous flood of November 1927 did much damage to the area. Roads were washed out, and

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most bridges were destroyed. While temporary roads were built just after the flood, residents still had to ford the area's many brooks. For quite some time, it was nearly impossible to leave the Valley. It was impossible to leave the village of Warren, because the bridges at each of the village's end had been washed away. Next the Depression took its toll on the region. Since farmers could raise their own crops to feed their families, they were generally more fortunate than most during the Depression. Nonetheless, the widespread shortage of cash surely hurt local residents. Many people were without jobs, and roamed the Valley looking for temporary farm work. Fayston farmers had a particularly difficult time during this period. Between 1920 and 1930, Fayston's population dropped dramatically from 424 to 318.

By the late 1930s and early 1940s, Moretown and Waitsfield showed signs of recovery from the trying Depression years, yet Warren and Fayston were still experiencing difficult times. In 1940, the population of Moretown reached 975, the town's largest population since 1880. While the population of Waitsfield had been steadily decreasing since 1840, in 1930 and 1940 it too showed an increase. Yet the populations of Warren and Fayston continued to decrease, as they had been steadily decreasing since 1860.

With economic recovery and population growth in Waitsfield and Moretown, of course, came change. In 1940, Vermont Route 100 was laid just west of the Mad River. It replaced a gravel road that existed approximately thirty feet further to the west. The construction of Route 100 had a powerful effect on the everyday lives of local farmers. The many farmers who previously walked their cattle across the road were unable to get them across the heavily trafficked highway. They had a difficult time moving machinery, for they had to drive tractors up the highway's steep banks. The addition of Route 100 also greatly altered the physical presence of the area. Many barns and outbuildings were moved to enable the construction of the highway or to facilitate their use. While in many ways the highway adversely affected the rural character of the region, it also represented the move toward opening the valley to outsiders--a step that would soon prove necessary to the economic vitality of the region.

By the 1940s, farming had become increasingly difficult. Subsistence farming could no longer keep families in business, as there was competition from large conglomerates and a

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general shift toward a service-oriented economy. As an alternative to dairying, some local farmers began raising vegetables, such as soldier beans and potatoes. Yet, for many, the pressures were too great. Several farms closed and many people left the area. In 1950 and 1960 the populations of Moretown, Waitsfield and Fayston dropped substantially. The 788 people living in Moretown in 1960 represented the smallest population that town had seen since 1820; the 658 in Waitsfield, and just 158 in Fayston were the smallest those towns had seen since 1810. Warren's population increased a bit in those years, yet was on the same general downward spiral it had been on since 1860.

The profound economic problems facing area, and Fayston and Warren, in particular, could not be solved from within. Instead, they were abated by outsiders who brought new vigor to the region in the form of the ski industry. In 1949, Mad River Glen opened its trails in Fayston. It was followed shortly thereafter by Sugarbush Valley and Glen Ellen in Warren. The creation of these ski resorts created numerous jobs and caused a tremendous influx in population. Moretown's population of 788 in 1960 rose to 904 in 1970 and 1,221 in 1980--increases of 15% and 35%, respectively. Waitsfield's population jumped from 658 in 1960 to 837 in 1970 and 1,300 in 1980, representing respective increases of 27% and 55%. The populations of Warren and Fayston have increased even more dramatically. In 1960, Warren's population was 469. In 1970, it was 588, and in 1980, 956. The increases are 25% and 63%, respectively. Fayston's 1960 population of 158, rose to 292 in 1970 and 657 in 1980, for increases of 85% and 125%.

The results of these changes in population have been profound. In Warren, for example, the number of housing units jumped from 347 in 1970 to 1,337 in 1980. Also significant, are the new numbers of seasonal residents. In 1980, Warren had twenty-four year round condominium units and 891 seasonal ones. The increased number of tourists has also affected the rural areas in Waitsfield and Moretown. Several residents of the Mad River Valley Rural Historic District now leave during the winter in order to rent their houses to skiers, while others have converted their farm houses to inns. Though less than Warren and Fayston, these areas, too, have been developed with vacation homes and condominiums.

What was once an insular, agricultural community is no longer. Instead of farming, many people now commute to work in

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Montpelier, Barre or Burlington, or are employed by the local recreation industry. In 1980, the number of Valley residents employed in agriculture was minuscule. They represented just 8% of Waitsfield's employed population, 3% of Warren's, 2% of Moretown's and 1% of Fayston's. As socio-economic conditions have changed dramatically in this century, so to has the built environment of the region. Chairlifts now look down over farmland, and Post-modern condominiums stand next to Greek Revival style farmhouses. A new wave of energy has been pumped into the region.

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Agriculture in the Mad River
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AGRICULTURE IN THE MAD RIVER VALLEY, 1789-1942

The towns of the Mad River Valley, Moretown, Waitsfield, Fayston and Warren, share an agricultural history similar to that of Vermont as a whole. However, differing terrain and geographic location have affected the course of agricultural development in each of these towns in slightly different ways.

Like most Vermont communities, these towns are comprised of rolling hills and fertile river valleys. Agriculture has traditionally been either small diversified upland farms or more prosperous specialized farms in the more densely populated valleys. In some communities extensive hilly terrain, together with fast moving rivers, led to an emphasis on industry rather than agriculture as a commercial venture. Many of these industries developed as a response to the needs of the surrounding agricultural communities. For example items such as butter tubs and cheese boxes were produced at mills in the valley.

Farming in Vermont has always been a diversified activity due to limitations of climate and geography. Original settlers in the Mad River Valley area developed subsistence farms based on the raising of livestock, the growing of corn and other grains on the valley floor, trout fishing in the rivers, and lumbering and sugaring in the surrounding hillsides. Early grist mills in the villages of Moretown and Waitsfield attest to the importance of grain cultivation during the initial period of settlement. Subsistence farming continued much longer in the towns of Moretown and Fayston due to their mountainous terrain.

Throughout Vermont, during these early years, the clearing of land led to the production of potash, the first cash product of the region. In the Mad River Valley area potash was produced at a factory, constructed in 1810, in the village of Waitsfield.

As the farmers became established and a community with supporting services developed around them, those in the fertile river valleys began to focus the bulk of their operation on raising a single product for commercial purposes, while retaining their original diversity as a sideline activity.

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A growing industry in Vermont during this time was the cultivation of potatoes, which were sold to local starch factories. The vegetables were used to make potato whiskey (outlawed in the 1840s). The starch was used for sizing in clothing, a response to the growing textile industry in southern New England. While successful in much of the state until the 1880s, in the Mad River Valley towns this industry flourished from 1833 with the construction of a starch factory along Shepard's Brook in Waitsfield, until 1858 when a flood destroyed the building.

The towns of the Mad River Valley, like much of Vermont, first developed a type of specialized agriculture in the 1820s in the form of sheep raising. With the 1824 tariff on imported wools, the raising of Merino sheep became a lucrative activity. Sheep raising occurred throughout the district but the largest and wealthiest farms were located in valleys such as the one along the Mad River. The existence of a carding mill along Carding Mill Brook in Waitsfield attests to the importance of the local sheep industry and its ability to support secondary industry. This pattern of intensive sheep farming in lowland valleys was found throughout the state. In Vermont the sheep population quadrupled between the years 1824-40 and the towns of the Mad River Valley experienced a similar boom. In Waitsfield an early count in 1803 listed 679 sheep, yet in 1840 there were 7,084 sheep counted in the town of Warren. Even in the more mountainous towns such as Fayston, the small upland farms switched to sheep. This form of commercial agriculture peaked in the 1840s and began to decline thereafter due to the 1846 repeal of the tariff on wool imports and increasing competition from western farmers with the opening of the Pennsylvania and Ohio canals.

In response farmers throughout the state diversified their farming into breeding sheep and horses, dairying, and also expanded their lumbering and sugaring operations, which were important sources of income during the winter months. Farmers in Moretown and Waitsfield were known for their breeding and raising of cattle and horses, especially Morgan horses, which were considered the finest in Washington County. This activity played a large role in local agriculture until the early 1890s when it was abandoned due to a drop in horse values. The Allen-Bernard Farm (Mad River Valley Rural Historic District, #7) once raised Devon Cattle, an example of specialized breeding in the Mad River Valley.

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During mid century, the numbers of farms and farm acreage were on the rise. In 1850 there were 119 farms in Moretown with combined acreage of 15,222, which increased to 172 farms with acreage of 19,256 by 1860. The increase in Waitsfield was less dramatic, going from 95 farms with 13,891 acres in 1850 to 104 farms with 14,819 acres in 1860. During the same period, the total number of cattle in the two towns increased by more than 400, while the number of hogs and sheep sharply declined. The same years showed an increase in hay, oats and maple sugar production, with a concurrent decrease in corn, wheat, rye, beans, honey and orchard products. Butter and cheese production also increased, indicating an expanding market for those goods.

The decades just after the Civil War were a period of slow growth in the Mad River Valley. Architecturally there is little evidence of construction during these years. Dwellings appear to date generally from the earlier era and most barns are Bank Barns erected between 1880 and 1900, a period of rapid growth in both Vermont and the towns of the Mad River Valley. During these years agriculture became increasingly specialized due to the success of the dairy industry.

In 1872 the Mad River Valley Agricultural Society was created with the stated purpose of "the improvement of our people in the theory and practice of agricultural and mechanical arts." The organization was evidently successful in disseminating modern farming practices. After a series of suspicious fires in 1877-78, which destroyed three entire farms, four barns, and several houses in the valley, the buildings were replaced with what was considered to be the latest in farm technology of the day. As observed in 1882, "One large barn is now the order of the day, instead of the cluster of small ones that one used to see." For the next thirteen years the organization sponsored an annual fair first on the half mile trotting course south of Waitsfield village, then at the fairgrounds off the old north-south road (Vermont Route 100), just south of the Moretown line. An emphasis on mechanic arts encouraged scientific barn building. A good example still in use today is the dairy barn at the Prentis Neill Farm (Mad River Valley Rural Historic District, #9). The Agricultural Society also provided a social outlet as cooperative efforts between the towns included everything from church meetings to barn-raisings.

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Dairy production in Moretown, Waitsfield, Warren, and Fayston existed as early as 1803 when a census lists 165 cows in Waitsfield. Although sheep overshadowed dairy production until after the 1850s, the average size of a dairy herd in Moretown was 10-20 cows in 1880. In 1854 the development of refrigerated railroad cars for the shipment of cheese and butter led to an increased emphasis on dairying due to the access to urban markets. In the 1880s the nearest railroad for the Mad River Valley towns for shipping butter and cheese was in the village of Middlesex. A daily stage ran to the railroad from the Mad River Valley.

During the late 19th century the production of cheese was an important industry in Vermont and it played a major role in the economy of the Mad River Valley. In 1893 the area's first creamery was built in Waitsfield by Jesse Norton and Solomon Fitch and in 1897 the farmers of the valley formed their own cooperative creamery. The success of the dairy industry continued for some time; a 1908 count lists 1,843 cows in Waitsfield. In 1916 the local creamery closed and farmers began shipping bulk milk in cans by truck to Waterbury for separating. Farming by this time had become a fairly scientific activity, which was expressed in the construction of many bank barns in the area. Most of these structures were built after 1880 and relied upon the principles of gravity to increase the efficiency of operations.

Tremendous changes in agriculture occurred in the Valley in the 1920s and 1930s. Previously, dairy farmers processed their own milk at local creameries and skimming stations. They made their own butter and other dairy products, and sold them locally. Around 1920, however, several of the local co-operative creameries closed, and farmers began trucking whole milk outside the Valley for processing and sale. Large companies such as the Hood Milk Company began buying milk for shipment to Boston. At the same time, sugarers began to sell drums of maple syrup to companies such as the Cary Maple Sugar Company, also located outside the Valley. Many farmers stopped sugaring altogether, and particularly in the late 1920s and early 1930s, sold their sugarhouses for lumber.

To supplement the dairy industry in the 1910s the Vermont Department of Agriculture encouraged farmers to raise chicken, turkey, duck, and geese. By 1936 the Vermont Department of Agriculture reported that poultry raising was the state's second largest source of income. Scattered throughout the

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towns in the Mad River Valley are remains of small chicken coops that were often added to farms between 1900 and 1940. In addition some dairy barns were converted to house poultry by adding floors in the building. The poultry industry was short lived however, by the end of World War II it had declined.

A final aspect in agricultural history of the Mad River Valley towns was the growing of vegetables shipped to the Demeritt Company in nearby Waterbury for processing. Built in 1900 for the canning of sweet corn, the company added string beans to their inventory in 1908. Although only a small part of the local economy, this type of farming was representative of a trend seen in other parts of Vermont. Locally the Trembley Farm (Mad River Valley Rural Historic District, #21) in Waitsfield grew beans, which they shipped to the Demeritt Company from the 1910s to 1920s.

The farms throughout the Mad River Valley area have survived a multitude of changes in the local and statewide agricultural economy. From subsistence farming to canneries, the farmers have continually made an attempt to take advantage of profitable markets. The architecture of the towns reflects the appropriate boom periods in local agriculture, which correspond to those statewide. The multitude of Greek Revival farmhouses reflect the prosperous sheep farming era of the early 1800s, while the abundance of Bank Barns reflect the growth of the dairy industry at the end of the 19th century. Sugar houses and chicken coops on some farms reflect the smaller sideline activities of commercial farmers, a tradition carried on since the earliest days of farming in the Mad River Valley.

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INDUSTRY AND COMMERCE IN THE MAD RIVER VALLEY, 1789-1942

There is little information regarding the early development of the villages of the Mad River Valley, but it is obvious even today that they grew up around industrial and commercial sites. For example, the earliest settlers in Warren lived in East Warren where rich fields were available. But the Warren village developed later along the Mad River where its power and the power provided by its many tributaries could be harnessed, and where the travel routes intersected. The same thing happened in Waitsfield, where settlers in Waitsfield Common relocated to Waitsfield Village at the great eddy in the Mad River. The variety of industries and the consequent success or failure of the villages then came to depend on an ever-expanding market. In the earliest years, local resources were turned into products for local use. As population grew, specialization took place. Lumber mills in particular began manufacturing items such as clapboards to supply the increase in demand. With the coming of the railroad to Roxbury in 1848-49, industrial capacity was increased to meet larger markets and specialization became the rule rather than the exception. By the turn of the century, the same revolution in transportation that had created the demand for Vermont products made competition with western suppliers impossible. Local industry declined slowly and was all but destroyed by the Flood of 1927, which decimated the valley. A few industries survived into the 1950s, only to fall victim to fire and the elements.

Industry and commerce often go hand-in-hand. Industry creates a market for goods and necessitates establishment of a work force, which in turn demands additional goods. Many enterprises such as tanneries and shoemakers can fit with ease into either category. For purposes of this summary, most such enterprises will be considered industries. Each of the local industries will be discussed in turn, followed by a brief history of the general store in the Valley.

The broad subject of industry falls into three categories: obtaining raw materials, processing those materials to create some useful product, and manufacturing a saleable commodity from that product. All three categories of industry have been a part of the history of the Mad River Valley.

Many of the raw materials were agricultural products. Grains were grown for flour and feed, sheep were raised for wool, apples were grown for cider, potatoes were grown for starch,

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milk cows were kept for cream production (their hides going eventually to tanneries), and maple trees were tapped for their sap which was boiled and sent to the distillery.

Other raw materials required journeys into the surrounding mountains. Iron and limestone were mined for processing locally and talc for shipment to a national market. Trees were cut and hauled to saw mills or potash. Each commodity created a need for some type of processing, and the entrepreneurs of the Mad River Valley were only too happy to oblige.

AGRICULTURAL INDUSTRIES

Grist Mills

Waitsfield and Moretown were the first of the four towns to attract settlers, in 1789 and 1790 respectively. Warren was next, in 1797 and Fayston followed in 1798. It was the agricultural potential of the river valley and foothills that attracted these settlers, and subsistence farming was their livelihood. Flour and feed were necessities of life, and a grist mill was a high priority. Such a mill was erected in Montpelier in 1789, but local tradition says that the farmers of Moretown carried their corn to Burlington by canoe via the Winooski River. Other early settlers constructed plumping mills, a large mortar made by burning a hole in the top of a stump into which the corn was placed and pounded with a chunk of wood tied to a bent sapling.

In 1790 the legislature granted a petition allowing the proprietors of Waitsfield to levy a tax for the purpose of building mills, roads and bridges. From those funds a saw mill and grist mill were soon constructed in what is now known as Irasville. Waitsfield is known to have had at least one grist mill through the 1880s. Palmer Brothers purchased it in 1886 when it had three runs of stones, and reportedly did a flourishing business. As late as 1914 there were two grist mills operating in town. None of these structures remain.

Moretown received its first grist mill in 1831, built by Charles Howe at Moretown village. In 1869 there was still just one grist mill in the town, but by 1882 a second had opened. This second mill burned May 15, 1887, and the owner and his wife died in the fire. The mill was rebuilt and by 1889 was grinding 20,000 to 25,000 bushels of grain per year.

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The old 1831 mill was still in production in 1889 with four runs of stones. Both mills were closed by 1914.

Warren's first grist mill was built by Ashbel Miner, probably c.1830. A later mill was built by Kimball and Parker and sold to Sylvester Banister in 1859 who ran a custom mill with three runs of stones and sold flour, feed, meal and grain. The mill was lost in the flood of 1927.

Carding and Fulling Mills

In 1828 when a wool-import tariff was passed, sheep farming became wide-spread in the valley. Waitsfield had a monopoly on local wool processing with fulling and carding machines located on Mill Brook, Carding Machine Brook, in Irasville and in the village on the Mad River. As with the grist mills, these mills served the local market only. All were gone before 1900.

Cider Mills

Cider mills were often operated in conjunction with other kinds of mills. C. A. Stevens produced 1,000 barrels of cider annually at his combination saw mill, butter-tub factory and cider mill in Moretown on Jones Brook in 1889. In the same year Stetson and Son operated a saw and cider mill on Mad River about 2 1/2 miles from Warren village.

Starch Factories

A starch factory was operated on Shepard's Brook in Waitsfield by Erastus Parker beginning in 1850. Franklin J. Greene continued the operation until 1867. Martin L. Lovell and Francis Liscomb built a starch factory in Moretown in 1833 and operated it for about five years. William Cardell built a starch factory in Warren Village, probably in the 1840s or 1850s.

Creameries

Creameries were an outgrowth of the boom in the dairy industry, which occurred after the invention of refrigerated railroad cars in the 1870s. There were creameries in Moretown, Waitsfield and Warren as late as 1914. Warren's originated in the eastern part of town but moved to the village in 1900. It was converted to a mill in the late 1930s and eventually fell

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victim to the elements. Today, all that remains are some fragments of the foundation.

Tanneries

Tanneries were wide-spread in Vermont. Census records show over 200 in 1810, decreasing to 120 by 1850 and 86 in 1870. Moretown's starch factory was converted into a tannery c.1838 by Jesse Johnson, and it burned three or four years later. Warren's first tannery was operated by Otis Wilson in the village, probably in the 1830s. William Cardell built a tannery in Warren village, most likely in the 1840s or 1850s, and a tannery was still in operation there in 1877. A tannery was also operating in Waitsfield before 1877. Much of the hemlock bark required for tanning came from Fayston, where Ira Richardson operated a mill to grind tan bark.

The tanned hides were then used in the third stage of industry by harness and shoe makers. In 1882 Moretown village had a harness shop, which employed several men, and two shoe makers. Warren village also had a harness shop and two boot and shoe shops. Residents of Fayston made their purchases in Waitsfield where Oliver Campbell ran a shoe shop from c.1850-55. A second shoe shop was operated in Waitsfield by Jesse Carpenter.

Distilleries

The first known distillery in the Valley was operated in 1822-24 in Moretown by a Mr. Stevens, who made whiskey. Samuel Austin ran a distillery in Warren, making rum from maple syrup, until forced out of business by a government officer sometime before 1877.

MINING

Iron

Iron ore was mined above Spaulding's Brook in the early 1800s between Moretown and Waitsfield villages. An iron works and hoe manufactory were set up quite early in Waitsfield by Rice and Sellick, but was destroyed by a flood in 1830. Carlos Sargent opened his forge in Warren village in about 1845 and made scythes and edge tools with his brother Enos until 1848 when Enos left for California. Sargent was a blacksmith by trade, one of many in the valley. There were three blacksmith

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shops in Moretown in 1872 and five in Warren in 1877. By 1889 there were two blacksmith shops in Warren village and one in East Warren. George Banister's shop in the village was housed in George Cardell's old tannery which Banister bought in 1884. He installed machinery for the manufacture of steel ox-shoes, slide oxyokes, mill-picks, lumberman's cant-dogs, stonecutter's tools, bush hammers, axes and joiners' tools. Blacksmiths also operated in Fayston, Moretown and Waitsfield.

Associated occupations were those of wheelwright and carriage maker. Dependent on both the local iron and saw-mill industries, these men operated businesses in the three towns along the Mad River. James and Charles Newcomb opened their carriage shop at the southwest end of Waitsfield village c.1860 and operated into the early 1900s. Calvin Foster built a carriage and undertaking shop in Moretown village in 1850 which was sold to Lovejoy and Towle in 1867. By 1882 Moretown boasted two carriage and sleigh-making shops. Warren's first carriage shop was built in the village by Henry Sterling c.1838, but burned about ten years later. Sterling relocated and continued his business into the 1880s. Carriages were also made in Warren village by D. C. Geer from 1862 until after 1889 and by George Hanks from 1872 until he was succeeded by B. F. Shaw, who made heavy wagons and sleds until after 1889.

Lime

Two kilns for burning limestone were built in Warren, but by 1882 they were already in ruins.

Talc

Talc deposits were mined at a site on the Moretown-Fayston line and in Moretown near the Waterbury line. The former property had a three-story plant with a capacity of twenty tons per day. In 1914, although the plant had been closed due to litigation of some kind, the building of an electric railroad to the mine was under consideration. The plant no longer exists. The other talc deposit had a mill producing about thirty tons per day with forty to fifty men employed in 1914. The talc was transported by railroad for use in the manufacture of paper, rubber, toilet powders, soaps, shade cloth and curtains, waterproof paint, gypsum wall plasters, insulators, ceramics, and for use in sizing and bleaching cotton cloth and in dressing skins and leather.

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LUMBERING

The forests of the Green Mountains afforded the greatest source of raw materials for manufacture in the Valley. Wood was burned for ash in Waitsfield as early as 1800. Several of that town's early stores took ashes in trade, maintaining a potash for that purpose, but this business apparently ended in about 1830. By then, the saw mill industry was fairly well developed. As was already mentioned, the Valley's first saw mill was built in Irasville c.1791. Joseph Marble built Fayston's first saw mill c.1809. As local population grew, so did the number of mills, which also began to specialize in various finished products. Clapboards and shingles were the earliest and most prevalent products. These mills were located along all of the brooks that feed the Mad River as well as on the river itself. Their operation required a steep fall, necessitating either a precarious location or a dam to control water flow, and often both. Such a dam has been reconstructed on the Mad River in the village of Warren.

Floods visited the Valley regularly and mills were constant victims. In 1858 Campbell and Gandy's mill in Fayston was swept downstream in a flood. Rebuilt by Richardson and Rich, it was again carried off in 1869. Richardson rebuilt again further downstream, and as there is no sign of that mill today it is safe to say that it probably suffered the same fate as its predecessors. Similar tales could be told in other parts of the Valley. The mills that survived into this century were almost all destroyed by the flood of 1927.

The volume of clapboard and shingle production in the Valley is amazing. For example, S. J. Dana's mill on Mill Creek in Fayston had a capacity of 1,000,000 shingles annually in 1889. In the same year, C. D. Billings and Son, also in Fayston, produced 700,000 feet of clapboards per year and other Fayston mills produced a total in excess of 1,000,000 feet of clapboards annually. These impressive figures rival the production of the other three towns who had access to the Mad River. Parker and Gillett in Moretown produced 300,000 feet of lumber and 200,000 shingles. I. D. Robinson's mill produced similar quantities, also in Moretown. Orville Richardson's mills on the Winooski River in Moretown produced 1,000,000 feet of clapboards and lumber annually. Fred Parker's mill in Irasville produced 1,200,000 shingles per year while Elmer Trask's mill in northern Waitsfield turned

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out 600-800,000 feet of lumber, 300-500,000 feet of clapboards and 75-100,000 shingles annually. Plyna Parker ran Warren's largest mill in 1889, manufacturing about 1,000,000 feet of dressed lumber per year as well as a large number of shingles. Parker employed at least ten men and a number of teams, drawing his lumber over the mountain to Roxbury and the railroad.

In 1914 Fayston still had two lumber mills, a clapboard mill and a shingle mill in operation. Three lumber mills were operating in Moretown. Waitsfield and Warren had one and two sawmills respectively.

Many other products were also made from the lumber resources in the Valley. Barrels were made in cooper shops on Spauldings Brook in Waitsfield and in other locations as early as 1820. That industry was all but replaced in the 1870s by butter-tub manufacture. In 1889 C. A. Stevens of Moretown reported an annual production of 12,000 tubs. George Olmstead in Waitsfield village produced about 400 tubs per year. Warren's production from two shops exceeded 30,000 tubs annually. Butter tub and butter box manufacture continued into 1914 when Warren was one of 20 locations in the state still making those products.

In addition to these products, a variety of commodities were manufactured in the Valley. In Moretown in 1882 there was a sash, door and blind shop. Warren's entrepreneurs showed even more imagination, making spinning wheels, wooden bowls, fork stails, chairstock, rolling pins, hoe handles, bobbins, pail handles and eave spouts in the 1880s. As late as 1914 factories were operating in Warren producing clothespin stock and cant hooks.

There were other manufacturers who also made up a part of the industrial heritage of the Valley. Directories list goldsmiths, tinsmiths and milliners, who depended on receiving raw materials from outside the Valley to ply their trades. In some ways, these individuals fit more within the category of commerce than industry. The two subjects tend to overlap to great degree.

COMMERCE

Most of the history of commerce in the Valley has already been related in connection with the industrial history of the

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Valley. Little additional information is available, except with respect to the general store.

The first store in the Valley was opened in Waitsfield in 1800 or 1801 by Samuel Chandler and Levi Mower. These men and their successors in business apparently operated their store as part of a large trading business and did not actually live in the Valley. Local operators also kept a potash and nursery. This store operated until 1829. In 1814 a second store opened in Waitsfield near the first, and operated until 1824. Roderick Richardson ran a store in Waitsfield Common from about 1806 into the 1810s, then removed to Waitsfield Village where he built a brick store building c.1830. Various changes in ownership and location followed but the store continued in operation as late as 1909. Several other stores were operated in Waitsfield between 1830 and 1900, usually selling general merchandise.

Early stores obtained their goods in Boston, which included fabrics, tea, crockery, codfish, rice, sugar, molasses, rum, iron and steel, raisins, pepper, salt and dyes.

General stores gave way to specialty shops including grocery, hardware and feed stores. Waitsfield stores also provided merchandise to residents of Fayston who frequented them.

Information for the other villages is even less detailed. Moretown got its first store in 1815, the goods being transported from Burlington. In 1869 there were 8 merchants in town. In 1889 there were two general stores and a hardware store in Moretown village.

The first store in Warren village was built by Cyrus Allen, finished about 1839 and operated by Isaac Ralph. In 1882 there were three stores in Warren village, increasing to six by 1889.

Small grocery stores still serve the Valley, as do a variety of specialty shops that thrive on the tourist trade.

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I. Name of Property Type: Village

II. Description

There are four villages located within the geographical limitations of this multiple property submission. They are Moretown, Waitsfield, Irasville, and Warren. These communities share certain physical and associative characteristics. Waitsfield Village was listed on the National Register as a Historic District on August 11, 1983.

All four villages are discrete semi-urban spaces surrounded by natural terrain. Spruce, hemlock, maple, birch and beech forests, agricultural fields, numerous brooks and the Mad River define distinct areas of development.

The villages of the Mad River Valley are seven to ten miles apart (with the exception of Irasville, which is only one mile from Waitsfield) and are all located along the Mad River and its tributaries. Established on both sides of at least one north-south road, street patterns are curvilinear in keeping with the natural features to which they are subject. Fieldstone retaining walls and shade trees line the roads. Front yards are generally small and side yards wide, providing a pleasing and consistent rhythm, which is compressed at the village center. Surrounding the villages are the agricultural fields and forests that made their existence possible.

These villages are from 1/2 to 1 mile in length and one lot deep, with an average area of 50-75 acres containing 25 to 75 properties. Buildings are located near the street with yards extending less than 100' to the rear. Wooden, clapboarded, gable-roofed structures two stories in height are typical. Public buildings, such as schools, churches and town halls, are generally larger in size and otherwise more distinct, with more prominent locations. Industrial buildings were also more prominent historically, being larger in size and frequently unpainted, but none of these remain (with the exception of a shed in Irasville, which was once part of a mill complex operated by Ira Richardson). The Greek Revival style is most common, although vernacular styles are also abundant. A full range of other 19th century styles is represented, but few examples exist of each style.

Bridges are frequently encountered. They generally date from

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after the flood of 1927, but there are covered bridges in Waitsfield and Warren villages. The many streams and the Mad River itself dictate the orientation of the villages to great extent, as do the surrounding foothills.

These villages were generally settled in the 1820s and established as community centers in the 1830s and 1840s. Located where water power could best be utilized, they developed rapidly in the pre-Civil War period and reached their maximum historical population in the 1870s or 1880s, after which population stabilized or declined. Located along rural roads or intersections, they initially served as commercial and industrial centers for the surrounding agricultural area. As population increased, they became political and social centers as well, with one or more churches, schools, cemeteries, and frequently a town hall and library. Indeed, three of the four villages bear the name of the town in which they are located. Residences were constructed near this center within walking distance of local markets and industries. Although each village had at least one family whose size and investments gave them prominence, there was little diversity of life-style, with most houses and properties being of comparable size.

Commerce and industry originally focused on local subsistence agriculture, providing grist and lumber milling. With the increase in population came minor specialization, with clapboard and shingle mills influencing the design of local structures. The coming of the railroad to Roxbury, several miles to the east, opened a wider market, and specialization became the rule. A wealth of items for the new market were manufactured in the villages including agricultural implements, butter tubs, clothespins, stoneworker's tools, logging tools and wooden bowls. But the railroad also reduced the value of goods as it extended westward where natural resources were plentiful. The villages ceased expanding and as the 20th century approached many of the local industries closed their doors. By the First World War, only a few grist mills and a handful of wood product manufactories remained. Their number decreased even more in the devastating flood of 1927. Some continued operation into the 1950s. Although there are one or two mills operating in the valley today, the mill buildings date from well after the turn of the present century. Foundations of earlier mills are still evident.

Boundaries defining villages in the Mad River Valley should be drawn to include the cluster of structures at the village

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center, and extend along historical routes of travel until village density gives way to scattered rural landscapes. The rivers and streams on which the villages were dependent should be included within the boundary.

III. Significance

The village as a property type is significant under criterion A and C on a local and statewide level.

Villages in the Mad River Valley were founded along the north-south transportation route, which paralleled the Mad River. As there was little road traffic at that time (1790-1820), it is obvious that the purpose for establishment of the villages was to take advantage of the water power offered by the river and its tributaries. Grist and lumber mills came first, attracting the local market. General stores were developed to serve that market, making the village a supply center for the town. Roads were developed linking the villages with their sources of raw materials in the agricultural valleys and forested mountains.

As more settlers arrived, clapboard and shingle mills were developed in the villages to serve the local building trade. Forges manufactured the tools used in obtaining raw materials, hoes and rakes for farmers and cant hooks for loggers. Most villages served a variety of local needs. Tanneries, blacksmiths, wagon-makers, cider presses, all could be found in the Valley's villages. Schools, churches, and town halls found their homes in the villages, which became the educational, religious and political centers of their towns.

When local farmers turned to sheep-raising in response to a tariff passed in the 1830s, carding and fulling mills found a place in village industry. These businesses profited for a brief time with a resurgence during the Civil War, but then declined rapidly. With the coming of the Vermont Central Railroad to nearby Roxbury in 1848-9, a larger regional market for local goods was established and mill production increased dramatically. Villages had their greatest increases in population between 1850 and 1890.

When local manufacturers began competing with western resources they found themselves at a disadvantage. Western resources were plentiful and cheap to obtain. In response, village mills converted to more specialized products such as

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butter tubs, clothespins, chairstock and rolling pins. Although no longer dependent on a local market, the village mills continued to provide goods for local consumption. Dry goods and hardware stores, milliners, tinsmiths and gunsmiths set up shop in the villages where their businesses prospered. Residences built within walking distance of industrial and commercial buildings insured a local work force and market.

But the prosperity of the 1880s was short-lived. Products from outside the Valley were easily accessible by the 1890s, and the automobile made them even more accessible. The cost of local production was too high to maintain competitive prices. The villages continued to serve as religious, educational and political centers but industry failed. Commerce continued in a limited way, again based on a local market. Dairy farming had developed as a viable alternative to sheep farming in the 1860s and 1870s, but as the cost of doing business increased, profitable operations swallowed up those that were less successful. Town population decreased while average farm size increased, with a resulting blow to village commerce. By the early 1900s villages only had a few industries making minor products, far from the variety of items produced in the 1880s. This business climate combined with the rigors of the natural climate and its effects were significant. Industrial buildings collapsed unattended, burned or were carried away by floods. The flood of 1927 erased most vestiges of the villages' industrial heritage.

The villages continued to serve as local commercial centers, although that role was also declining as roads to larger cities were improved. In the 1930s Vermont began to experience an increase in the tourist industry that continues today. With the development of ski areas in the surrounding mountains and the construction of Highway 100 in the early 1950s, the Valley was opened to waves of tourists. Again, the villages became commercial centers. Houses were converted into inns and local general stores prospered. Specialty shops were opened. Local products such as maple syrup again found a market.

Villages may be significant for both their historic and architectural merit. The periods of prosperity discussed above are clearly visible in the villages themselves. Many of the buildings were built in the Greek Revival style. Although constructed by local builders, they commonly show such refined features as cornice returns, corner pilasters supporting full or partial entablatures, and peaked window

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lintels. The boom of the 1880s is represented by Italianate style commercial structures with bracketed cornices. Many other styles are represented, including Gothic Revival, Second Empire, and Colonial Revival. Yet scale and proportions are often similar, with 1-1/2 story houses and 2 story commercial structures predominating.

The lack of economic growth in the early years of this century is reflected in the preservation of the villages and their streetscapes, which show little alteration since the 1890s. The new prosperity, brought on by the success of the ski and resort industry, is beginning to show in the remodelling (not always sympathetic) of many village buildings.

The local industrial heritage is also illustrated in the appearance of the village. Almost uniformly wooden-framed and clapboarded, village buildings lack only their original shingle roofs to act as advertisements for local products.

IV. Registration Requirements

A. Requirements for qualification as an historic district on the National Register of Historic Places under the property type "Villages" utilizing criteria A and C.

The history of villages in the Mad River Valley is found in the statements of historic context for this Multiple Property Documentation Form. The historic villages were usually established in the 1820s and 1830s and most of their buildings date from the 19th century.

Aspects of integrity for consideration in nominating a historic district to the National Register of Historic Places under the property type "Villages" is as follows:

1. Location and setting: Villages, by the very nature of their size, will retain their integrity of location. It is to be expected that there will be some development that is less than fifty years old outside the area of historic villages, but such development should not detract from the sense of the historic character of the village. Orientation of buildings and streets is dictated by natural features such as rivers, brooks, slopes or cliffs. Historic orientation should remain evident.

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Property Type: Village

2. Design: While each historic element in a village need not retain its integrity of design, the overall character of the village should retain its integrity of design and the spatial relationships between the major features. Roads and/or streets may be altered somewhat over time, through widening or straightening for example, but their basic historic layout should be apparent. There may be some re-routing of roads, but such re-routing or bypassing should not negatively affect a significant portion of a village. Extensive amounts of alterations made within the past fifty years that obscure or resulted in destruction of historic features will affect integrity of design.

3. Materials, Workmanship, Feeling, Association: While some remodeling is to be expected, the overall appearance of the district should convey its historic character. Extensive amounts of modern materials may detract from integrity of materials, feeling, and association if a significant amount of historic features were removed to install such modern materials. The majority of buildings should not have extensive modern alterations.

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Property Type:
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I. Name of Property Type: Rural Historic District

II. Description:

Note: For information on individual agricultural property types, reference should be made to the "Agricultural Resources of Vermont" Multiple Property Documentation Form (on file at the Vermont Division for Historic Preservation, Montpelier, Vt. and the National Register Branch, National Park Service, Washington, D.C.)

In the geographic area of Fayston, Moretown, Waitsfield, and Warren, rural historic districts are likely to be agricultural in nature, with farm buildings the predominant building type. Further research may reveal other types of rural districts.

Rural districts often will be shaped and defined by important geographical features such as valleys or hollows, which will have a stream, brook, or river. The district edges usually will be marked by forested hills or mountains. The forests may contain woodlots and sugar bushes. The districts will consist of clusters of farm buildings along the roads with expanses of farm land inbetween. There may be historic and more recent individual houses or other buildings, such as school houses, located between the farms. Some of these individual houses may have had outbuildings that have disappeared over time. Some properties within a rural district also may be eligible individually for the National Register, while others may lack individual distinction. Farms may have archeological remains of farm buildings and rural districts may have industrial archeological sites, such as blacksmith shops or mill buildings along the waterways.

Farmsteads generally include a house, main barn, and other outbuildings, such as other barns, milkhouses, corn cribs, spring or well houses, ice houses, silos, chicken coops, sugarhouses, and sheds. Many of these buildings may be historic. On a farm houses may often be from the Federal or Greek or Gothic Revival periods and often may be older than most of the outbuildings. There will also be some houses from the later 1800s and the first half of the 1900s.

Farms active in dairy farming likely will have barns from the 1870s and later. Farms no longer in operation are more likely to have mainly historic buildings. Farms still in operation,

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most likely to be located in the major valleys, will also include more modern structures, which allow farmers to make use of modern technology. Farm acreage will consist of pastures, crop land, wood lots, perhaps sugar bushes, and other hard and soft wood forests. Fields and other open land may be divided by historic hedgerows, stone walls, and barbed wire fences.

A rural historic district will have farms and other properties that are not only joined geographically but have a shared social, developmental, and economic history. See the contexts, "Agriculture in the Mad River Valley, 1789-1942" and "Community Development of the Mad River Valley, 1789-1942."

The boundaries for rural historic districts are likely to be roughly shaped by valleys or hollows, with the edges being the edges of cleared land or running to mountain or hill ridge lines, if the forested slopes retain their integrity and are documented to have been actively used and managed historically by human beings.

"The Mad River Valley Rural Resource Protection Plan," which was written in September 1988 for the towns of Fayston, Waitsfield, and Warren, identified two potential rural historic districts. They are the Mad River Valley Rural Historic District, along Route 100 in Waitsfield and Moretown, and the East Waitsfield Rural Historic District, near the intersection of the Waitsfield Common Road and the East Warren Road in Waitsfield. There may be other potential rural districts in these towns as well as in Moretown (not included in the plan).

III. Significance

Rural historic districts usually will be significant under criteria A and C at the local level. They also may be significant at the state level. They reflect the evolution of agriculture and the development of farmsteads and individual farm building types to house and support farming practices.

Agricultural significance is as outlined in the contexts, "Agriculture in the Mad River Valley, 1789-1942" and "Community Development of the Mad River Valley, 1789-1942." These districts and their individual components will tell the story of agriculture from the early period of clearing the land and subsistence farming, to the mid 1800s and diversified farming

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including raising sheep, growing potatoes, and making maple sugar and syrup, to the late 1800s and into the 1900s and the development and flourishing of dairying.

The districts also will be significant and distinguishable entities whose components may lack individual distinction. They will be characterized mainly by an open rural landscape and farmstead clusters along the roads. The landscape will represent generations of agricultural activity, even though a number of farms may no longer be in agricultural use. Many of the farm buildings, located around farmyards, will be of architectural significance because they were built for specific agricultural purposes. For example, early barns were built to thresh and store grain, store farm equipment, and shelter a few animals. Bank barns were built for efficient dairying. Ice houses stored ice, which was used to cool food and milk in the warmer months. Sugarhouses, which are located in or near the sugar bushes, were built to make maple syrup and sugar, an important cash crop. Milkhouses were built after early 20th century sanitation concerns required milk to be stored separately from the barn. The largest barns will be found on the major dairy farms found mostly along the Mad River. The poorer soil of the upland farms could not support large herds of cows and thus in upland areas there are less bank barns and farm outbuildings from the late 1800s and early 1900s.

IV. Registration Requirements

To be eligible for the National Register, a rural historic district must be a distinguishable entity that clearly conveys through its landscape, historic buildings and structures, and perhaps archeological sites agricultural and/or architectural significance as relates to the contexts "Agriculture in the Mad River Valley, 1789-1942" and "Community Development of the Mad River Valley, 1789-1942."

Rural historic districts in the Mad River Valley usually will be located in a valley, hollow, or cleared upland area and may be surrounded by forests, hills, or mountains. They should retain their rural nature. Rural historic districts must be significant and distinguishable entities, but each farm complex need not have individual distinction and each building within a farm complex need not be outstanding.

District buildings, most of which will be vernacular in style,

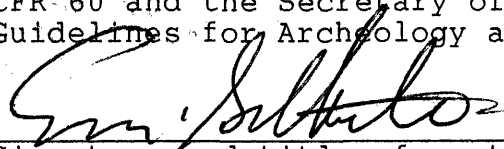
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will be located mainly in farm complexes. Houses are likely to display the most style, with the Federal and Greek Revival styles being the most common. Agricultural outbuildings will be utilitarian in appearance, with decorative features mostly being limited to lintelboards and cupolas.

Buildings, especially farm buildings, are likely to have been altered over the years and there will be non-contributing elements on and between the farms, but taken as a whole a rural historic district should clearly reflect agricultural and architectural significance.

Rural historic districts by their nature will retain their integrity of location. They should retain an integrity of setting so their rural nature is clear. Each element of a district need not retain its integrity of design, but the overall district character should retain basic integrity of building and spatial relationships and the landscape. Extensive amounts of alterations made within the last fifty years that obscure or result in destruction of historic features or significant modern period construction (particularly that not related to agriculture), will affect integrity of design. Some changes in materials and workmanship are to be expected, but the overall appearance of the district should convey its historic character. Rural districts must clearly retain their integrity of feeling and association.

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.


Signature and title of certifying official6/25/97
Date

Vermont Division for Historic Preservation

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Geographical Data

GEOGRAPHICAL DATA

The geographical area encompasses the town limits of the towns of Fayston, Moretown, Waitsfield, and Warren, in Washington County, Vermont.

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Summary of Identification
and Evaluation Methods

SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

The multiple property submission for the historic resources of the Mad River Valley was initiated as a result of a recommendation in the Mad River Valley Rural Resource Protection Plan, which was published in 1988. This plan was based on the Rural Resource Protection Project of the Mad River Valley Planning District (composed of the towns of Fayston, Waitsfield, and Warren) and the Vermont Land Trust. The project and plan identified and developed a conservation strategy for four major elements of the rural character of the Mad River Valley Planning District. The elements are historic and archeological resources, scenic resources, agricultural and open land resources, and river and trail resources.

The survey on which the rural resource protection plan and the multiple property submission was based is the Vermont Division for Historic Preservation's Vermont Historic Sites and Structures Survey. The surveys of Moretown and Fayston were conducted in 1978, Waitsfield in 1979, and Warren in 1983. The surveys of the last three towns were updated in 1987/88 as part of the Rural Resources Protection Project.

The historic contexts were identified in the Rural Resource Protection Plan and are compatible with the historic contexts in the Vermont Historic Preservation Plan. The Rural Resource Protection Plan identified the following historic contexts for the Valley: Agricultural Development of the Mad River Valley, Educational Development of the Mad River Valley, Historic Districts and Villages, Industrial and Commercial Development of the Mad River Valley, Tourism, and Architecture. For the first phase of the MPDF, it was decided to concentrate on the Industrial and Commercial Development of the Mad River Valley and Agricultural Development.

The geographic area covered by the multiple property submission are the towns in the Mad River valley drainage. The Mad River and its tributaries are the main drainages for this section on the eastern flanks of the Green Mountains in Central Vermont. Fayston, Waitsfield, and Warren are the three members of the Mad River Valley Planning District. Moretown was added to these towns in the multiple property submission because it is part of the Mad River Valley and because it has many historic resources that are linked or

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similar to the historic resources in the other three towns.

The first property type to be covered in the multiple property submission is "village," as the Planning District and the Vermont Division for Historic Preservation have identified villages as a high priority for nomination to the National Register. There are only four villages in the geographic area, and one (Waitsfield Village) has already been listed in the National Register as a village historic district. The requirements for integrity were based on a knowledge of the condition of these four villages and the National Register standards for assessing integrity.

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