

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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RECEIVED SEP 11 1978  
DATE ENTERED JAN 31 1979

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Island Pond Historic District

AND/OR COMMON

2 LOCATION

Int. of VT 105 and VT 114

STREET & NUMBER

Generally along Depot, Main, Railroad (Pherrin), Maple, NOT FOR PUBLICATION

CITY, TOWN South, Walnut, Cross, Elm, Middle, North and CONGRESSIONAL DISTRICT Mountain Sts.  
Island Pond VICINITY OF

STATE CODE COUNTY CODE  
Vermont 50 Essex 009

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input checked="" type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Multiple - See Continuation Sheet 4-1

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Office of the Town Clerk

STREET & NUMBER

Main Street

CITY, TOWN

Island Pond

STATE

Vermont

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Vermont Historic Sites and Structures Survey

DATE

1977

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Vermont Division for Historic Preservation

CITY, TOWN

Montpelier

STATE

Vermont

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Village of Island Pond is situated along the northwest shore of the body of water (actually a lake) for which it is named near the center of Brighton township. The main line of the Grand Trunk/Canadian National Railways (GT/CNR) between Montreal, Canada and Portland, Maine passes along the north shore of the lake and bisects the village. North of the railroad, the principal residential area of the village extends onto a hillside at the foot of Bluff Mountain, which rises about 1600 feet above the village to the north. The commercial center of Island Pond occupies an area adjacent to the south side of the railroad.

The Island Pond Historic District encompasses an area along both sides of the railroad, extending from the vicinity of the Vermont Route 105 overpass westward past the Maple Street grade crossing to the site (#71) where the last rail was laid to complete the Montreal-Portland line. South of the tracks, the historic district includes the railway station, the major commercial blocks along Main Street, and a section of the residential strip along Main Street and its westward continuation, Railroad (Pherrin) Street. North of the tracks, the historic district includes the hillside residential area north to the small plateau on Mountain Street. Owing to the presence of three churches and related religious buildings (all of which stand within the historic district), the hillside is known locally as "Christian Hill."

Most of the buildings within the Island Pond Historic District were constructed during the half century following 1853, when the railroad reached the site of Island Pond and development of the village began. The buildings generally represent vernacular forms of design; however, there exist a few notable examples of the Gothic Revival, Second Empire, and Queen Anne styles. On most of the buildings in the historic district, the expression of architectural style is limited to ornamental details, with the Italianate Revival style having provided probably the most commonly applied features such as bracketed cornices, entrance canopies, and bay windows.

Among the best examples of architectural styles in the Island Pond Historic District, the John Reeve House (#21) on South Street displays the most highly developed expression of the Queen Anne style. Also on Christian Hill, the Second Empire style appears prominently in a row of three houses (#'s 65-67) along the east side of Mountain Street. The Gothic Revival style occurs in the "Carpenter Gothic" form of the Dr. William McBride House (#9) on Main Street and in the plainer form of Christ Church (#33), the latter being one of the few buildings in the historic district known to have been designed by an architect - in this case, W. C. Hodge of Coaticook, Quebec.

Island Pond was built almost exclusively with timber obtained from the forests in the region. Within the Island Pond Historic District, the brick and stone railroad station (#1) is the only historic building not constructed of wood. Moreover, in many cases, the buildings were erected quickly and less substantially than nineteenth century standards usually demanded. A local historian refers to these buildings as being "Island Pond Instant."

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- ✓ 1. Grand Trunk Railway Station: Canadian National Railways  
Berlin, New Hampshire 03570
- ✓ 2. Opera Block: Town of Brighton  
Island Pond, Vermont 05846
- ✓ 3. Fogg Block: Jack Basil, Jr.  
1932 Powdermill Road  
Silver Spring, Maryland 20903
- ✓ 4. Bartlett Block: Ronald Langford  
Island Pond, Vermont 05846
- ✓ 5. Bosworth Block: Albert Bresciani  
Island Pond, Vermont 05846
- ✓ 6. Joseph Block: Raymond and Joseph Joseph  
Island Pond, Vermont 05846
- ✓ 7. Laba Block: David Stafford  
Island Pond, Vermont 05846
- ✓ 8. Norman Samson House: Norman Samson  
Island Pond, Vermont 05846
- ✓ 9. Dr. William McBride House: Island Pond Medical Center  
Island Pond, Vermont 05846
- ✓ 10. Felix Morrisette House: Albert Bresciani  
Island Pond, Vermont 05846
- ✓ 11. Thomas Farrell House: Gertrude and Louis Payeur  
Island Pond, Vermont 05846
- ✓ 12. Charles Lefebvre House: Harold and Christine Bellis  
Island Pond, Vermont 05846
- ✓ 13. Herbert Aldrich House: Gerald LaTouche  
Island Pond, Vermont 05846
- ✓ 14. The Beehive: Craig Goulet and Montgomery Moore  
Island Pond, Vermont 05846
- ✓ 15. Bernard Bailey House: Phyllis Bailey  
Island Pond, Vermont 05846

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- 
- ✓ 16. Carroll Worth House: Carroll Worth  
Island Pond, Vermont 05846
  
  - ✓ 17. Thomas Paquette House: Charlotte Moore  
Island Pond, Vermont 05864
  
  - ✓ 18. Frank Paquette House: Raymond Castonguay  
Island Pond, Vermont 05846
  
  - ✓ 19. Flavien Boutin House: Flavien Boutin  
Island Pond, Vermont 05846
  
  - ✓ 20. Guy Wing House: Guy Wing  
Island Pond, Vermont 05846
  
  - ✓ 21. John Reeve House: Connie Farrar  
1508 Great Plains Avenue  
Needham, Massachusetts 02192
  
  - ✓ 22. Joseph Castonguay House: Joseph Castonguay  
Island Pond, Vermont 05846
  
  - ✓ 23. Eugene Hobson House: Fujie Fitton  
1511 Nostrand Avenue  
Brooklyn, New York 11226
  
  - ✓ 24. William Gleeson House: Nelson Bunnell  
Boonville, New York 13309
  
  - ✓ 25. Thomas Morris House: Thomas Morris  
Island Pond, Vermont 05846
  
  - ✓ 26. Frank Mosher House: Thomas Morris  
Island Pond, Vermont 05846
  
  - ✓ 27. Lottie Davis House: Frank and Bea Lefebvre  
Island Pond, Vermont 05846
  
  - ✓ 28. Edward Turgeon House: Denis, Kevin, and Daniel Reynolds  
Island Pond, Vermont 05846
  
  - ✓ 29. Dr. Edward Norcross House: Gordon Chesney  
231 Bancroft Street  
Portland, Maine 04102

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- ✓ 30. The Maples: Albert Bresciani  
Island Pond, Vermont 05846
- ✓ 31. Aubrey Bean House: Aubrey Bean  
Island Pond, Vermont 05846
- ✓ 32. Fred Miner House: Albert Bresciani  
Island Pond, Vermont 05846
- ✓ 33. Christ (Episcopal) Church: c/o Mrs. Riley E. Applebee  
Island Pond, Vermont 05846
- ✓ 34. Bernard Boylan House: Bernard Boylan  
Island Pond, Vermont 05846
- ✓ 35. Gaston McDuff House: Gaston McDuff  
Island Pond, Vermont 05846
- ✓ 36. James Cooper House: Community National Bank  
Island Pond, Vermont 05846
- ✓ 37. Victor Tenney House: Gerald and Pauline Guay  
Island Pond, Vermont 05846
- ✓ 38. Congregational Church: Congregational Church  
Island Pond, Vermont 05846
- ✓ 39. Congregational Church: Congregational Church  
Island Pond, Vermont 05846
- ✓ 40. Thomas Mason House: Farmers Home Administration  
Federal Building  
Newport, Vermont 05855
- ✓ 41. Alphonse Demers House: Alcide and Margaret Fournier  
Island Pond, Vermont 05846
- ✓ 42. Bert Jones House: Barbara Carlisle  
Island Pond, Vermont 05846
- ✓ 43. Thompson House: Joyce Martin  
Island Pond, Vermont 05846

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- 
- ✓ 44. Herbert Caouette House: Herbert Caouette  
Island Pond, Vermont 05846
  
  - 45. St. James Parish Center: St. James Church  
Island Pond, Vermont 05846
  
  - ✓ 46. St. James Rectory: St. James Church  
Island Pond, Vermont 05846
  
  - 47. St. James (Roman Catholic) Church: St. James Church  
Island Pond, Vermont 05846
  
  - ✓ 48. Louis Lavoie House (second R. C. church): Marcel Lavoie  
Island Pond, Vermont 05846
  
  - 49. Herve Paradis House (original R. C. rectory): Kenneth Paradis  
P.O. Box 203  
Rouses Point, New York 12979
  
  - 50. Fulbert Caron House (original R. C. church): Fulbert Caron  
Island Pond, Vermont 05846
  
  - ✓ 51. Clifton Powers House: S. E. Powers  
Island Pond, Vermont 05846
  
  - 52. Hubert Sloan House: Hubert Sloan  
Island Pond, Vermont 05846
  
  - ✓ 53. Treffle Henry House: Roland LaPerle  
P.O. Box 222  
Colebrook, New Hampshire 03576
  
  - 54. Lizzie Foster House: James King  
Island Pond, Vermont 05846
  
  - ✓ 55. Chester King House: Harriet King  
29 Reed Street  
Springfield, Vermont 05156
  
  - 56. Flavin Devlin House: Raymond and Beverly Pepin  
Island Pond, Vermont 05846
  
  - ✓ 57. A. Bosworth House: Charles Gray  
Island Pond, Vermont 05846

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- 
- 58. Alvin Bartlett House: Daniel Cross  
1350 E. Northern Avenue, Apt. 285  
Phoenix, Arizona 85020
  
  - 59. Luther Cobb House: Rachel Bartlett  
Island Pond, Vermont 05846
  
  - 60. George Dyer House: Bert Caouette  
Island Pond, Vermont 05846
  
  - 61. Charles Currier House: Charles Moody  
Island Pond, Vermont 05846
  
  - 62. Ed Potter House: Glenn Wallace  
Island Pond, Vermont 05846
  
  - 63. Delmond Worth House: Delmond Worth  
Island Pond, Vermont 05846
  
  - 64. Cydney Barnes House: Cydney Barnes  
Island Pond, Vermont 05846
  
  - 65. Luke MacLoughlin House: Luke MacLoughlin  
Island Pond, Vermont 05846
  
  - 66. Edward Parsons House: Dwight Maxwell  
Island Pond, Vermont 05846
  
  - 67. George Robinson House: Alexander Boutin  
Island Pond, Vermont 05846
  
  - 68. Leo Steady House: Edgar and Florence Boisvert  
Island Pond, Vermont 05846
  
  - 69. Porter Dale House: Emma Dale  
Island Pond, Vermont 05846
  
  - 70. Memorial Park: Town of Brighton  
Island Pond, Vermont 05846
  
  - 71. Site of last rail laid to complete Montreal-Portland railroad:  
Canadian National Railways  
Berlin, New Hampshire 03570

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- 
- 72. Railroad equipment barn: Canadian National Railways  
Berlin, New Hampshire 03570
  - 73. American Legion Hall: American Legion Post #80  
Island Pond, Vermont 05846
  - 74. Brighton Fire Department: Town of Brighton  
Island Pond, Vermont 05846
  - 75. House: William and Deborah Hawkins  
Island Pond, Vermont 05846
  - 76. House: Ronald and Jane Maxwell  
Island Pond, Vermont 05846
  - 77. Former gas station: Town of Brighton  
Island Pond, Vermont 05846



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Probably the most characteristic architectural form in Island Pond is the hip roof. Independent of style, it occurs atop numerous houses (#'s 17, 24, 27, 28, 35, 36, 39, 41, 42, 43, 46, 53, 56, 60, 64 and 69 within the historic district), three commercial blocks (#'s 2, 3 and 6), the railroad station (#1), and a former school (#45). The concentration of hip roofs in Island Pond contrasts markedly with the overwhelming predominance of gable roofs in most Vermont villages.

The principal streets within the Island Pond Historic District - Main/Railroad, South, and Middle Streets - are oriented on east-west alignments parallel to the railroad tracks and to the contours of the hillside. The only major north-south axis in the village, Cross Street and its northward continuation in Mountain Street, extends through both the Christian Hill residential area and the commercial center, but is interrupted by the tracks and the former railroad yard area. A paved walkway at the foot of a long flight of steps on the lower hillside crosses the tracks and former yard, connecting the ends of the street; before July, 1973, when it was demolished and most of the yard tracks were removed, a wood footbridge provided an elevated crossing of the tracks.

The former railroad yard now constitutes the largest open space in the historic district. Most of the area has not been redeveloped since the removal of the tracks in 1973, which left the station isolated from the new tracks along the north side of the former yard. Ironically, two short stub tracks were relaid in the area to serve a newly constructed metal barn (#72), used for storing railroad maintenance equipment, which stands north-east of the station. A smaller and more formal open space exists on the opposite side of the station: a small rectangular, landscaped green (#70) separates Depot Street from Main Street. The green, which the GT/CNR donated to the Town of Brighton in 1969, is furnished with a memorial lamp stand and an historical marker.

Along Main Street and Railroad Street, the historic buildings stand closely spaced and only on the south side facing the railway tracks. (Since 1974, two comparatively large single-story buildings, the American Legion Hall (#73) and the Brighton Fire Department (#74), have been built on the north side of Railroad Street next to the former railroad yard.) In the Christian Hill residential area, the buildings are sited in an irregular pattern of varying intervals and orientations along the streets, owing partly to the irregularity of the terrain. Some houses on the hillside are oriented toward the panoramic view to the south instead of the street. A dwindling number of large deciduous shade trees stands along the streets of Christian Hill.

At the height of its significance as a railroad terminal during the first two decades of the present century, Island Pond possessed a great complex of railway shops, servicing facilities, switching yards, and related buildings. The principal structures included a twenty-stall brick roundhouse, a motive power office, a car repair shop, a coal chute, and an ice house; a multi-span, wood truss highway bridge and a multi-span wood footbridge connected the halves of the village bisected by the nineteen track switching yard. Since the late 1950's, all of these structures have been either dem-  
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or destroyed by fire, and most of the yard tracks have been removed. Two other related buildings, the 1-1/2 story, wood frame, gable-roofed former freight house and the two-story, wood frame, flat-roofed former bunkhouse and wrecker barn, still stand in 1977 although both have been abandoned by the GT/CNR.

Within the boundaries of the historic district, several major buildings contemporary with the railroad expansion at the turn of the century have also disappeared. Next to the west of the station stood a three-story, wood frame, hip-roofed and dormered Railroad Y.M.C.A. with an elaborate entrance porch at its northeast corner; it burned on May 8, 1918, and was never rebuilt. Next to the west of the Y.M.C.A. stood the three-story, wood frame, flat-roofed Gane Shirt Company factory which had been rebuilt from a five-story predecessor after a fire in 1903; converted in 1920 to the Brighton Furniture Company factory, the building was finally demolished in the 1960's. The largest of the nineteenth century hotels in Island Pond, the Stewart House, occupied the lot next to the east of Christ Church. Built in 1879, the four-story, wood frame hotel was capped by a dormered mansard and hip roof, atop which stood a large rectangular, open-sided belvedere; the Stewart House was destroyed by a great fire on April 3, 1929, and its site remains vacant. A short distance north of the crest of the hill on Mountain Street, the Brighton High School was rebuilt after a fire in 1895; it was a square two-story, wood frame, hip-roofed building dominated by a square four-story domed bell tower at its north west corner. After being closed in 1967, the former high school burned on June 21, 1974. Around the turn of the century, an octagonal open-sided wood gazebo or bandstand capped by a conical roof stood at the northwest corner of the Cross Street footbridge over the railway yard.

Five basic types of historic buildings exist within the Island Pond Historic District: houses, commercial blocks, churches, railroad station, and (former) school. Three commercial blocks (#'s 2, 3 and 6) and the former St. Mary's School (#45) share with numerous houses the same basic form of wood frame, hip roof, and square or rectangular plan, although on larger scales. Another commercial building, the Laba Block (#7), consists basically of a 2-1/2 story, wood frame, gable-roofed house type also common in the historic district. However, in an attempt to match the full three-story height of the adjacent Joseph Block (#6), the front gable elevation of the Laba Block was concealed behind a false front which rises to a prominent cornice at the eaves line of the adjacent block. The Laba Block constitutes an outstanding example of the false front building type which is becoming increasingly scarce in Vermont.

Most of the buildings in the Island Pond Historic District remain in their original or related uses. The principal exceptions are four buildings related to the St. James Roman Catholic parish. Its two former churches have been moved along Walnut Street a short distance to the north of their original site and then converted to private houses (#48 and #50). The original St. James rectory, which stands behind the converted churches has also been converted to a private house (#49). The only school building in the historic district, the former St. Mary's parochial school and convent, has been converted to the St. James Parish Center (#45).

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The general condition of the buildings in the Island Pond Historic District ranges from fair to good, although several buildings show varying degrees of cosmetic or structural deterioration. A number of buildings, including important landmarks such as the Opera Block (#2), have been altered by the removal of ornamental details which contributed significantly to their original architectural character. Most of the buildings in the historic district were sheathed originally with clapboards; subsequently, however, various kinds of composition shingles or metal siding have been applied to many buildings, concealing the original material. Restoration or rehabilitation activities in the historic district have been limited to a few individual buildings, such as the Congregational Church (#38).

The boundaries of the Island Pond Historic District reflect the relative integrity and continuity of the nineteenth and early twentieth century built environment in the village. Historically, the section of Cross Street south of Main Street has been the most important commercial street in Island Pond. However, during the later twentieth century, fires and demolition have eliminated a number of buildings along that street, leaving distinct breaks in its historic environment. Similarly, the loss of most of the railroad complex to the east of the station has left that area essentially stripped of its historic character. On the north and west sides of the historic district, discontinuities in the concentrated historic fabric of the village define the limits of the district.

Buildings and sites that contribute to the character of the Island Pond Historic District: (numbers refer to the enclosed sketchmap)

1. Grand Trunk Railway Station (Depot Street):

Built in 1903-04 by the Grand Trunk Railway for its passenger service and U.S. Customs Offices, the station consists of a five-bay main block originally used for passenger facilities and a three-bay east wing for baggage and express. The building generally rises 2-1/2 stories with glazed brick walls set on a high rusticated stone foundation and capped by a complex hip roof with two hipped dormers on both the north and south slopes. On the trackside (north) elevation, a polygonal three-story tower contains the former agent's office bay in its first story and rises to a crenellated parapet; the tower projects from the east flank of a 2-1/2 story gabled pavilion which contains the main trackside entrance to the building. A platform canopy extends along the entire length of the building supported by wall brackets and projects beyond each end of the building to terminate under its own hip roof supported by curvilinear angle-iron posts. The canopy roof wraps around both north corners of the building; on the east, a bracketed canopy continues around the building to the interior end of the south elevation of the east wing. On the south elevation of the main block, the building presents to the street a round-arched main entrance (now partly infilled around a smaller door) flanked by a two-story bay window at each corner of the block. Other fenestration consists of symmetrically arranged double-hung sash surmounted by transoms on the first story and mostly grouped in pairs on the second story, although triplet and quadruplet groupings also occur on the north elevation. Ornamental details on the station include brick "quoins"

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at the main corners and around most windows, notched corners on the projecting bays, rusticated stone belt-course window sills, and a denticulated wood main cornice. Although now converted to freight crew and maintenance quarters, the station remains essentially in its original exterior appearance and is maintained in good condition.

2. Opera Block (Main Street):

Diagonally across Depot and Main Streets to the southeast of the station, the Opera Block (now called the Town Hall) stands at the east end of the Main Street commercial area and defines the southeast corner of the historic district. Built in 1889 on a simple rectangular plan, it is a large three-story, wood frame, commercial block capped by a hip roof with a deck. On its main (north) facade, three (originally four) storefronts occupy the first story with entrances recessed behind round-arched, pilastered bays alternating with display window bays separated by pilasters or paneled between storefronts. Former small-paned transoms above the display windows have been infilled. A projecting arcuate cornice delimits the frieze above the storefront pilasters. On the east side of the building, the main entrance to the upper floors is recessed behind a pilastered opening with two inset columns and surmounted by a denticulated cornice.

During the late 1940's or early 1950's, many original architectural features were removed from the building when composition siding was applied over the original clapboards. These included: corner pilasters, a modillion main cornice, ornamental panels between the central windows on the upper stories of the main facade, a cornice above the central windows on the second story, round-headed windows above ornamental spandrels on the second story of the east elevation and a second story bay window flanked by pilasters above the main entrance to the upper floors. Earlier, possibly in the 1920's, the opera auditorium had been converted to a gymnasium.

3. Fogg Block (Main Street):

1922; two stories; wood frame; composition siding; hip roof with small deck; modillion cornice on main (north) facade above two storefronts, one with main entrance at truncated northwest corner.

4. Bartlett Block (Main Street):

Built in 1900 by the Bartlett department store partnership, this is a large three-story, wood frame, clapboarded, flat-roofed commercial block. On the main (north) facade, two two-story bay windows rise through the upper stories above two storefronts, one with a recessed central entrance; a prominent parapet with a modillion cornice stands above the roof line.

Circa 1903, fire destroyed the original complex hip roof and top half story; a prominent gable was centered on the main facade with a triptych window centered in the gable end, and a smaller gable projected above each side of the building.

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5. Bosworth Block (Main Street):

Standing on the corner of Main and Cross Streets, this three-story, wood frame, flat-roofed commercial block was built in 1898 for the Bosworth hardware store. A prominent parapet with a modillion cornice rises above the main (north) and west (Cross Street) elevations. A storefront with a recessed central entrance flanked by large display windows occupies the ground floor of the main facade.

The original clapboard sheathing of the building has been covered with composition siding, concealing the ornamental figure centered between the windows on the third story of the main facade. Two balustraded balconies have been removed from the second story of the west elevation.

6. Joseph Block (Cross Street):

Built prior to 1889 for a general store, this three-story, four-bay, wood frame, stuccoed commercial block is capped by a hip roof with a small deck. The main (east) facade is dominated by an enclosed two-story porch with display windows on the first-story storefront. A one-story, flat-roofed wing with an extension of the storefront has been added to the north (Main Street) elevation.

Originally the building was sheathed with clapboards and corner pilasters rose to the existing bracketed cornice. The two-story porch had an open balustraded upper level above display windows flanking two recessed entrances on the street level.

7. Laba Block (Cross Street):

Pre-1889?; 2-1/2 stories; two bays; wood frame; clapboarded, gable roof perpendicular to street; two-story enclosed porch on main (east) facade surmounted by full third-story false front capped by bracketed cornice; storefront on street level.

8. Norman Samson House (Main Street):

Pre-1889; 2-1/2 stories; wood frame; clapboarded; gable roof perpendicular to street; corner pilasters; main entrance porch on north; paneled bay windows on north and east; two-story wing and barn on south.

9. Dr. William McBride House (Main Street):

This modestly scaled house built prior to 1889 constitutes the only notable example of the "Carpenter Gothic" style of residential architecture in the Island Pond Historic District. A 1-1/2 story, three-bay, wood frame, stuccoed house with its gable roof oriented parallel to the street, its main (north) facade is dominated by steeply pitched triplet gables with open curvilinear scrollwork on the cornices and overscaled windows, including a pointed-arch window in the dominant central gable. The corner pilasters,

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with pointed-arch panels, frieze (which rises into the gables), first-story bay window and enclosed entrance porch nearly cover the wall surface. A 1-1/2 story ell and barn are attached to the south elevation.

10. Felix Morrissette House (Main Street):

Pre-1889, 1-1/2 stories; two bays; wood frame; composition siding; gable roof perpendicular to street; transverse gable on east above bay window; entrance porch on north; corner pilasters; 1-1/2 story wing on south.

11. Thomas Farrell House (Main Street):

Pre-1889; 1-1/2 stories; three bays, wood frame; metal siding; gable roof perpendicular to street; bay window and entrance porch on north; one-story wing on south.

12. Charles Lefebvre House (Railroad Street):

Pre-1889; 2-1/2 stories; two bays; wood frame; composition siding; gable roof perpendicular to street; corner pilasters; pilastered recessed entrance on north; 2-1/2 story wing on south.

13. Herbert Aldrich House (Railroad Street):

Two stories, wood frame; composition siding; jerkinhead roof; two-story interior corner entrance porch on northeast; north pavilion with truncated first story corner windows; enclosed porch on west.

14. The Beehive (Railroad Street):

Built circa 1909 by John Sweeny and Porter Dale, this large 3-1/2 story, wood frame apartment building stands with its gable roof oriented perpendicular to the curve of Railroad Street. The building constitutes the western visual terminal of the Main/Railroad Street axis. A porch with a second-story deck on the north extends completely around the north (main) and east elevations of the building, which is now sheathed with composition siding.

15. Bernard Bailey House (Maple Street):

Two stories; wood frame; clapboarded; mansard roof; bracketed cornice; bay window on east; bracketed canopy over main double-doored entrance on south; large two-story, hip-roofed wing on west with entrance porch on south.

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16. Carroll Worth House (Paquette Street):

One-and-one-half stories; wood frame, composition siding; multiple gable roofs over three sections of house with transverse gables on south; entrance porches on south.

17. Thomas Paquette House (Paquette Street):

Two stories, wood frame; composition siding; hip roof; brackets at corners of cornice; bay window with bracketed cornice on south; bracketed canopy over south entrance; bay window and entrance porch on east.

18. Frank Paquette House (South Street):

One-and-one-half stories; wood frame; clapboarded; gable roof perpendicular to street; bay window and enclosed entrance porch on north.

19. Flavien Boutin House (South Street):

One-and-one-half stories; wood frame; composition siding; gable roof parallel to street; enclosed porch on north.

20. Guy Wing House (South Street):

Circa 1895; Al Moye, builder; 1-1/2 stories; wood frame; clapboarded (except shingles under gables); gable roof parallel to street; decorative panels under gable peaks; enclosed entrance porch on north; 1-1/2 story ell on south surrounded by porch with turned posts (except enclosed on east); ornamental details similar to adjacent John Reeve house (#21).

21. John Reeve House (South Street):

This late Queen Anne style house constitutes the most highly styled example of residential architecture in the Island Pond Historic District. A local carpenter, Al Moye, built the house in 1897; it is not known whether an architect prepared the plans. Standing on a sloping lot, the house presents to South Street a 1-1/2 story north elevation with a main entrance porch placed at an interior corner of the irregular plan; on the downhill side, the full brick basement story is exposed with a two-story porch (the upper level of the porch opens from the main floor of the house to enable viewing of the extensive panorama to the south). The wood frame house is sheathed mostly with clapboards but with shingles under the north gable and on the towers (in four different patterns) which rise from the east and west elevations.

The main block of the house and its gable roof are oriented perpendicular to the street. An ell extends from the east side of the main block and terminates in a 3-1/2 story polygonal tower whose roof rises to a pyramidal peak punctuated by a segmental pedimented

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dormer. On the opposite (west) elevation, a three-story round tower rises to a conical peak; the second story of this tower consists of an open semi-circular entrance porch with turned posts and balustrade.

The Reeve House displays several intricate polychrome and curvilinear ornamental features which are unique in the historic district. The spandrels on three planes of the east tower show variations of a red-sun-with-yellow-rays motif; a semi-circular variation occurs above the paired windows in the north gable end; and the upper halves of the double-hung sash are bordered with colored glass. Other decorative features include a low balustraded balcony under the first story window surmounted by a modillion cornice on the north gable elevation, and brackets at the corners of the main cornice. A small 1-1/2 story barn stands southwest of the house; a transverse gable on the east slope of its roof reiterates the sun-and-rays motif on the east tower of the house.

22. Joseph Castonguay House (off South Street):

One-and-one-half stories; wood frame; composition siding; gable roof perpendicular to street; wing on north with entrance porch on east.

23. Eugene Hobson House (South Street):

Pre-1889, 1-1/2 stories; wood frame, composition siding, gable roof parallel to street; bay window on west; entrance porch on north.

24. William Gleeson House (South Street Extension):

Two stories; wood frame; clapboarded; hip roof; two-story shingled bay window on south; main entrance porch with square paneled pilasters on south; enclosed shingled porch extends around southeast corner; one-story shed on north.

25. Thomas Morris House (South Street):

One-and-one-half stories; wood frame, clapboarded, gable roof perpendicular to street; corner pilasters; bay window on west; bracketed canopy over entrance on west.

26. Frank Mosher House (Walnut Street):

Pre-1895; 2-1/2 stories; wood frame; clapboarded; gable roof; projecting pedimented gable end on east above two-story bay window with shingled spandrels; pedimented entrance porch on east; two-story bay window with shingled spandrel at southeast corner surmounted by pedimented gable; wing on west with entrance porch on south.



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27. Lottie Davis House (Walnut Street):

Pre-1895; two stories; wood frame; clapboarded; hip roof; bracketed cornices; entrance porch on south; bay window on east; two-story wing on north with second story bay window over entrance on west and entrance porch on east.

28. Edward Turgeon House (South Street):

Two stories; wood frame; shingled; hip roof; cornice bracketed at corners; two-story bay window on east; bay window on south; two-story wing on west.

29. Dr. Edward Norcross House (Cross Street):

Built in the 1850's by the Grand Trunk Railway for its resident superintendent, this Italianate Revival, 2-1/2 story, wood frame house stands with its gable roof oriented perpendicular to Cross Street and parallel to South Street. Except on the north elevation where the original clapboards and corner quoins still appear, the house has been sheathed with metal siding. The brick ground floor is exposed on the south (downhill) elevation.

The main (east) facade is dominated by a two-story bay window with triplet sash in its central panel below modillion cornices. To the right of the bay window, the main entrance is sheltered by a bracketed canopy; its double doors have slender paired round-headed lights and are surmounted by a rectangular transom. Centered in the gable end is a pair of round-headed windows framed by a round-headed surround. The modillion cornice rises into the gable end.

A two-story wing is attached to the west end of the house. A large carriage barn stands to the west of the wing.

30. The Maples (South Street):

Built in 1853-54 by the Grand Trunk Railway for its Island Pond agent, this large two-story, wood frame, clapboarded house is capped by a mansard roof with shed-roofed dormers. A balustraded porch with triplet slotted posts surrounds the main (south) and West (Cross Street) elevations. The paneled double doors of the main entrance are flanked by side-lights and surmounted by a transom. Corner pilasters rise to a modillion cornice. The mansard is sheathed with polychrome composition shingles. A two-story wing is attached to the north elevation.

31. Aubrey Bean House (South Street):

Pre-1864; 1-1/2 stories; wood frame; stuccoed; gable roof perpendicular to street; corner pilasters; pilastered bay window on west; round-headed window in south gable end; enclosed entrance porch on south; bay window below shed dormer on east; 1-1/2 story wing with entrance porch and attached barn on north.

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32. Fred Miner House (South Street):

Pre-1864; 1-1/2 stories; wood frame, clapboarded; gable roof perpendicular to street; corner pilasters; bay window on south; 1-1/2 story gabled ell on east with enclosed shingled entrance porch on south; two-story hip-roofed wing on north with entrance porch on east.

33. Christ (Episcopal) Church (South Street):

This simplified Gothic Revival church was designed by the architect W. C. Hodge of Coaticook, Quebec and built in 1874. The wood frame structure is sheathed with board-and-batten siding and is capped by a steeply pitched gable roof. A gabled main entrance shelter reiterates the form of the main body of the church. Fenestration consists of symmetrically arranged slender vertical windows with triangular heads; a triptych window is centered in the south gable end.

At the southeast corner of the church, a square bell tower rises from an exposed quoin foundation to a modillion cornice; above the cornice, gablets centered with the faces of the town clock (installed in 1915) verge into the base of the copper-shingled polygonal spire which rises to a pyramidal peak topped by an ornate metal cross.

34. Bernard Boylan House (Elm Street):

Pre-1889; 1-1/2 stories (except 2-1/2 stories on south); wood frame; clapboarded; multiple gable roofs over three distinct sections on two levels; entrance porches on west and south.

35. Gaston McDuff House (Elm Street):

Two stories; wood frame; metal siding, hip roof with deck; bracketed cornices; two-story bay window on west; bay window on north; porch around northeast corner.

36. James Cooper House (Cross Street):

Two stories; wood frame; clapboarded; hip roof with small deck; bracketed cornices; two-story shingled bay windows on west and south; circular shingled pavilion around northwest corner with entrance porch on west; two-story wing on east with entrance porch.

37. Victor Tenney House (Cross Street):

Circa 1925; 1-1/2 stories (except 2-1/2 stories on south and east); wood frame, clapboarded; gambrel roof with shed dormers on east and west; entrance porch on west.

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38. Congregational Church (Cross Street):

Built in 1853 largely through the efforts of Pastor Moses Robinson and Deacon Charles Cummings, this plain wood frame, clapboarded church stands with its gable roof oriented perpendicular to Cross Street. The main (east) facade is dominated by a central entrance pavilion which rises through the cornice to the square base stage of the bell tower. The gable end is sheathed with flush boards hung vertically with sawtooth bottom ends terminating above an arcuate frieze at the top of the wall. Atop the base stage of the tower stands the bell chamber with its pilastered, semi-elliptical arched, and balustraded openings; the polygonal metal-sheathed spire rises to a pyramidal peak topped by a metal ball and arrow weathervane.

In 1908, the church was raised bodily to enable the construction of a vestry on the ground floor. Recently (1975), a large gabled canopy was built above the balustraded flight of steps leading to the main entrance.

39. Congregational Church parsonage (Middle Street):

1895; two stories; wood frame; metal siding; hip roof with small deck; bracketed cornices; two-story bay window on east; two-story entrance pavilion on north.

40. Thomas Mason House (Middle Street):

One-and-one-half stories; wood frame; clapboarded (except shingled above first story); gambrel roof with gambrel dormers; central dormer on east has window recessed behind round-arched opening; bay windows on north and south; round-headed window centered on west; enclosed shingled porch on east; shingled entrance porch on west.

41. Alphonse Demers House (Middle Street):

Pre-1889; two stories; wood frame; composition siding; hip roof; two-story bay windows on north and south; bracketed canopy over main (north) entrance; 1-1/2 story gable-roofed wing on west with entrance porch; carriage barn to west.

42. Bert Jones House (Middle Street):

Two stories; wood frame; clapboarded; hip roof with small deck; corner pilasters; bay window on north; 1-1/2 story gable-roofed wing on south with attached barn.

43. Thompson House (Middle Street):

Two stories; wood frame; metal siding; hip roof with deck; bracketed cornices; enclosed entrance porch on northeast corner; bay window and main entrance with bracketed canopy on north; outside stairway to second story of wing on south.

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44. Herbert Caouette House (Middle Street):

One-and-one-half stories; wood frame; clapboarded; gable roof perpendicular to street; enclosed porch on south with truncated southeast corner.

45. St. James Parish Center (Middle Street):

Built in circa 1872 on a smaller scale, this former parochial school and convent has been enlarged twice to reach its present size of three stories and five bays across the main (north) facade by seven bays along the sides. The wood frame structure is sheathed with clapboards and is capped by a hip roof with a deck. A two-story porch with turned posts extends across the main facade; a high flight of steps leads to the central pilastered main entrance on the second story. A pointed-arch niche containing a religious figure is centered in the third-story wall above the main entrance. Centered atop the roof deck, a bell tower rises from a hexagonal clapboarded base stage through a hexagonal open balustraded bell chamber to a hexagonal spire topped by a ball and metal cross.

Originally the building stood only 1-1/2 stories with a gable roof oriented parallel to Middle Street. On the main (north) facade, a central gable containing a pointed-arch window rose above the main entrance on the first story; an uncovered porch extended across the entire facade, with a second story balcony sheltering the main entrance. Probably the existing bell tower stood atop a square base stage on the ridge of the roof. In 1887, a wing was added to the south side of the building; in 1906, the building was expanded to its present size (the two-story porch was added in 1915).

46. St. James Rectory (Middle Street):

1891, two stories; wood frame; clapboarded; hip roof with small deck; bracketed cornice; two-story polygonal tower at southeast corner capped by pyramidal-peaked roof; gabled pedimented dormer on south slope of main roof; enclosed entrance porch on east; two-story wing on north; former porch with balustrade and turned posts around south and east elevations removed in 1941.

47. St. James (Roman Catholic) Church (Walnut Street):

Built in 1889 on a cruciform plan to replace the second church on the site, this large wood frame church stands with its gable roof oriented perpendicular to Walnut Street. On the main (east) facade, a slightly projecting central pavilion contains the main double-doored entrance surmounted by a large semi-circular fanlight, above which a pair of round-headed windows rises toward the oculus centered in the gable end. The church is sheathed with composition shingles applied in a diagonal pattern, concealing the original clapboards and corner quoins. Fenestration consists of symmetrically arranged round-headed windows framed by hood moldings. The gabled transepts repeat the paired windows of the main facade.

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Three of the four corners of the church are defined by square tourelles which are paneled on their upper stages and capped by bellcast roofs and finials. Projecting from the northeast corner, the full bell tower rises from a square base stage to octagonal intermediate stage louvered oculi; above the latter stands the octagonal metal-sheathed, arcaded bell chamber, which is capped by an octagonal metal-sheathed spire rising to a peak topped by a ball and metal cross.

48. Louis Lavoie House (Walnut Street):

This building was constructed originally in 1868 as the second St. James Roman Catholic church on the site of the present one, #47. The wood frame, clapboarded church stood with its gable roof oriented perpendicular to the street. On the main (east) facade, a central entrance pavilion rose through the cornice to the base stage of the bell tower; above its projecting cornice stood an open octagonal arcaded bell chamber, surmounted in turn by a similar smaller-scale chamber and a spire rising to a pyramidal peak topped by a ball and cross. Both the window and door openings on the building were framed by round-headed keystone surrounds, with a fanlight over the main doorway. The corners of the building were pilastered. On its west end, the building was attached to the small original (1859) church which had been adapted to become the chancel and vestry of the newer church.

In circa 1898, after the parish decided to construct a still larger church on the same site, the second church was split into its two distinct sections; they were moved a short distance to the north and converted to houses (#'s 48, 50). The 1868 building became this 2-1/2 story house oriented with its gable roof parallel to the street; a full-length porch was added to the main (east) elevation, and subsequently the house was sheathed with composition siding.

49. Herve Paradis House (off Walnut Street):

Circa 1882 (built as first St. James Roman Catholic rectory); 1-1/2 stories; wood frame; composition siding; gable roof parallel to street with shed dormer on east slope; enclosed entrance porch on east.

50. Fulbert Caron House (Walnut Street):

1859 (built as first St. James Roman Catholic church on site of present one, #47); wood frame; composition siding; gable roof perpendicular to street; entrance porches on east and south; one slender round-headed church window remains on south elevation.

51. Clifton Powers House (North Street):

Pre-1889 (built as tenement house); double house; 2-1/2 stories; wood frame; clapboarded; gable roof parallel to street; enclosed entrance porch on north; same scale ell on south.

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52. Hubert Sloan House (North Street):

Pre-1889, 1-1/2 stories; wood frame; composition siding; gable roof perpendicular to street with steeply pitched transverse gables on east and west slopes; bracketed canopy over main entrance on north; enclosed entrance porch on east.

53. Treffle Henry House (Walnut Street):

Pre-1889; two stories; wood frame; metal siding; hip roof; two-story projecting entrance pavilion on west.

54. Lizzie Foster House (Middle Street):

Pre-1895; 2-1/2 stories; wood frame clapboarded; gable roof perpendicular to street; bracketed cornice on south with lattice under gable peaks; bay windows on south and west; bracketed canopy over main entrance on south; two-story wing on north; small barn to northeast.

55. Chester King House (Middle Street):

Pre-1889; two stories; wood frame; clapboarded; gable roof perpendicular to street; pedimented gable with lunette projects over main (south) facade; two-story bay window rises to modillion cornice under projecting gable; bracketed canopy over main entrance on south; 1-1/2 story ell on east with entrance porch.

56. Flavin Devlin House (Middle Street):

Pre-1889; two stories; wood frame; composition siding; hip roof; bay windows on east and south; entrance porch on south; two-story wing on north.

57. A. Bosworth House (Middle Street):

Pre-1889; 1-1/2 stories; wood frame; composition siding; gable roof perpendicular to street; bay windows on south and west; bracketed canopy over south entrance; sidelighted central doorway (added?) on east.

58. Alvin Bartlett House (Mountain Street):

1853 (first house in Island Pond Village); 1-1/2 stories; wood frame; clapboarded; gable roof perpendicular to street with steeply pitched triplet gables on south slope, single gable on north slope; gabled entrance porch on south; 1-1/2 story wing on west.

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59. Luther Cobb House (Mountain Street):

Pre-1889; Italianate Revival; 2-1/2 stories; wood frame, composition siding; gable roof perpendicular to street; modillion cornice; main (east) facade similar to Norcross House (#29) with two-story bay window with triplet sash in central panels below modillion cornices; similar bay window on south; bracketed canopy over sidelighted main entrance; two-story wing and barn on west.

60. George Dyer House (North Street):

Pre-1889; two stories; wood frame; clapboarded; hip roof; bay window on south; bracketed canopy over main entrance on south; 1-1/2 story wing on north with entrance porch on east.

6. Charles Currier House (Mountain Street):

Pre-1864, late Greek Revival; 1-1/2 stories; wood frame; clapboarded; gable roof perpendicular to street; corner pilasters; pilastered sidelighted main entrance on east; 1-1/2 story wing on west with entrance porch on south; 1-1/2 story barn on north.

62. Ed Potter House (Mountain Street):

Pre-1864; 1-1/2 stories; wood frame; clapboarded; gable roof parallel to street with steeply pitched double gables on east slope; corner pilasters; entrance porch on east; one-story wing on north with enclosed entrance porch on east; two-story ell on west with enclosed entrance porch on south.

63. Delmond Worth House (Mountain Street):

Al Moye, builder. 2-1/2 stories; wood frame; clapboarded; gable roof parallel to street; bracketed cornices; bracketed canopy over main (east) entrance; 1-1/2 story ell on west with enclosed entrance porch; barn to west.

64. Cydney Barnes House (Mountain Street):

Circa 1891; Al Moye, builder. Two stories; wood frame; clapboarded; hip roof; bracketed cornices; two-story bay window on south with paired sash in central panels; bracketed canopy over main entrance on west; two-story wing on east with enclosed entrance porch on south; carriage barn on east.

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65. Luke MacLoughlin House (Mountain Street):

Pre-1889; Second Empire; one-story plus mansard; wood frame; clapboarded; bellcast mansard with pedimented gable dormers surmounted by denticulated cornice and capped by hip roof; bracketed cornice above first story; bay windows on west and south (both stories) with paired sash in central panels; bracketed canopy over main (west) entrance; wing and gabled barn on east.

66. Edward Parsons House (Mountain Street):

Pre-1889; Second Empire; two stories plus mansard; wood frame; clapboarded; mansard with shed dormers capped by hip roof; bracketed cornice above second story; three-story bay windows on west and south with paired sash in central panels; similar two-story bay window on north; shingled entrance porch on west surmounted by balustrade; two-story gabled wing on east with recessed entrance porch and second-story bay window on south.

67. George Robinson House (Mountain Street):

Pre-1889; Second Empire; two stories plus mansard; wood frame; composition siding; bellcast mansard with pedimented gabled dormers surmounted by modillion cornice and capped by hip roof; bracketed cornice above second story; central entrance porch with carved paired posts on west; two-story plus mansard wing on east with two-story porch on south.

68. Leo Steady House (Elm Street):

Pre-1864; 1-1/2 stories; wood frame; metal siding; gable roof perpendicular to street; bay window on south; recessed entrance on east; two-story ell on east with two-story bay window on south.

69. Porter Dale House (off Mountain Street):

Two stories; wood frame; clapboarded (except band of shingles between first and second stories); hip roof; modillion cornices; three-story polygonal tower at southeast corner rising to pyramidal-peaked roof; two-story bay window on south under hipped dormer; two-story pavilion on southwest corner with paired sash in central panel; entrance porch on west; two-story hip-roofed wing on north.



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70. Memorial Park (bounded by Depot and Main Streets):

Small rectangular green oriented parallel to streets; furnished with stone and iron memorial lamp stand, historic site marker relating to railway, and flagpole.

71. Site of last rail laid to complete Montreal-Portland railroad (GT/CNR right-of-way):

Point on present single track main line about 500 feet west of Maple Street grade crossing; formerly indicated by marker, now lost.

Buildings that do not contribute to the historic character of the Island Pond Historic District and which will not be entered in the National Register:

72. Canadian National Railways equipment barn (off Depot Street): 1977; one story; metal building.

73. American Legion Hall (Railroad Street): 1974; one story; shallow-pitch gable roof.

74. Brighton Fire Department (Railroad Street): 1976; one story; shallow-pitch gable roof.

75. House (Mountain Street): 1975; one story; wood frame; shallow-pitch gable roof.

76. House (Mountain Street); 1975; one story; wood frame; shallow-pitch gable roof.

77. Former Gas Station (Main Street): one story, flat roof.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

## SPECIFIC DATES

## BUILDER/ARCHITECT

### STATEMENT OF SIGNIFICANCE

The Village of Island Pond, represented by the Island Pond Historic District, derives its principal significance from its historic relationship with the first major international railway in North America, the Grand Trunk Railway line between Montreal, Canada and Portland, Maine. The railroad was completed in July of 1853 on the site of what became Island Pond, almost exactly half-way between Montreal and Portland. During the next fifty years, Island Pond developed into the principal division point with the largest service facilities along the route, and became one of the most important ports of entry for rail traffic bound into the United States. Concurrently, the village became the commercial, cultural, and religious center of sparsely populated Essex County in the northeast corner of Vermont.

Unlike a number of other villages in Vermont whose development followed the construction of railroad lines, Island Pond was created basically to serve the railroad rather than local commercial interests. The village actually constituted an outpost of economic and political interests foreign to Vermont and the United States: initially the British stockholders and management of the Grand Trunk Railway, and later the Canadian government through its ownership of the successor Canadian National Railways. To a decisive extent, Island Pond was the object of economic and political policies made in London and Ottawa; its fortunes rose and fell accordingly. That international relationship and the access provided by the railroad enabled Island Pond and its residents to experience interchange with urban centers to an extent largely unknown by other Vermont villages of its size. Indeed, Island Pond communicated and traded with Montreal and Portland instead of the larger Vermont towns to the south. After the middle 1920's, Canadian preference for domestic routes to Canadian Atlantic ports caused a drastic decline in railroad activity at Island Pond, and the village experienced a corresponding decline in population and economic activity.

Building activity in the Island Pond Historic District nearly ceased after the great reduction in railroad operations. Except for gaps caused by occasional fires, the architectural environment created during the railroad expansionist period of the nineteenth and early twentieth centuries has remained essentially intact to the present, especially in the Christian Hill residential area. Generally the buildings of the historic district are more significant for their historical association with the railroad than for their limited range of architectural expression. Many of the houses on Christian Hill were built either by the Grand Trunk Railway or by its employees. Among the latter, the John Reeve house (#21) achieves in its Queen Anne form the most highly developed expression of any architectural style represented in the village (although it came about fifteen years after the Queen Anne had lost its ascendancy in national architectural fashion). The Reeve house belonged to the Grand Trunk agent who served the longest tenure (1867 to 1908) of anyone in that position at Island Pond.

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# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approximately 42

UTM REFERENCES

A	19	27,23,25	4,96,6	600	B	19	27,22,7,5	4,96,5	150
	ZONE	EASTING	NORTHING			ZONE	EASTING	NORTHING	
C	19	27,16,5,0	4,96,5	625	D	19	27,16,7,5	4,96,6	675
	ZONE	EASTING	NORTHING			ZONE	EASTING	NORTHING	

VERBAL BOUNDARY DESCRIPTION

See Continuation Sheet

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE

Hugh H. Henry, Historic Sites Research

ORGANIZATION

Vermont Division for Historic Preservation

DATE

August 29, 1977

STREET & NUMBER

Pavilion Building

TELEPHONE

802-828-3226

CITY OR TOWN

Montpelier

STATE

Vermont

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL     

STATE   X  

LOCAL     

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*William B. Pomeroy*

9/6/78

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE 1/31/79

ATTEST:

KEEPER OF THE NATIONAL REGISTER

KEEPER OF THE NATIONAL REGISTER

DATE 1/26/79

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With the solitary exception of the brick railroad station, the buildings in the Island Pond Historic District are constructed of wood, giving the village a homogeneity of material unusual in a community of its size. This extends even to the large turn-of-the-century commercial blocks along Main Street, whose counterparts in almost every other Vermont town were constructed of brick. The roofs of the village contribute another element of its distinctive appearance: scattered over both Christian Hill and the commercial center are numerous hip roofs atop houses, the former school, the railroad station, and commercial blocks. Fewer in number but still notable are the false fronts and prominent parapets which give certain commercial blocks more impressive facades than bodies and contribute still another distinctive element to the character of Island Pond.

Ironically, while much of the historic architectural environment which the railroad made possible still survives in Island Pond, the great complex of shops, servicing facilities, and switching yards built by the Grand Trunk has almost completely disappeared. Only the former passenger station (#1) remains in active use, although now isolated from the track and converted to freight offices and crew quarters. With its curvilinear iron platform canopy supports, high rusticated stone foundation, glazed brick walls, and crenellated agent's office bay tower, the Island Pond station ranks among the finest examples of the dwindling number of railroad stations in Vermont. Within the Island Pond Historic District the station is the pivotal building, the last direct link to the great railroad era and the symbol of the 125-year relationship between Island Pond and the first major international railway in North America.

Before 1850, the township of Brighton (in which the Village of Island Pond is located) was a small and isolated farming community. However, it straddled a natural route of travel used by the Native Americans along a series of rivers and ponds between the Connecticut River Valley on the east and the St. Lawrence River drainage basin on the northwest. Indeed, in 1825, DeWitt Clinton, Jr. surveyed the route for a proposed canal between the Connecticut River and Lake Memphremagog to the northwest of Brighton. The canal project proved too expensive to construct; in any case, the railroad era was about to begin.

During the 1840's, a railroad promoter from Maine named John Alfred Poor conceived the grandiose scheme of building a railroad from the ice-free port at Portland to Montreal, where navigation ceases during the winter when the St. Lawrence River freezes. Business interests in Boston nearly diverted the proposed line to their city; however, with the help of a Canadian named Alexander Tilloch Galt, who solicited favor and money from the Montreal business community, Poor succeeded in bringing the railroad to Portland.

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Two similar corporate entities were created to construct concurrently the railroad on both sides of the international boundary: the Atlantic and St. Lawrence Railroad Company for the portion in the United States, and the St. Lawrence and Atlantic (headed by Galt, who later became a leading Canadian railroad promoter) for the portion in Canada. Early in 1845, the Maine Legislature and the Canadian Legislative Assembly granted charters to the respective companies, and construction started at the Portland end of the route in July, 1846. The necessary capital was raised slowly, however, with the result that the track was built to a crude standard.

In late 1851, after reaching Richmond, Quebec, the Canadian company secured a government guarantee of its debt to build the remaining fifty miles to Island Pond. The next year, Galt acquired control of the nearly bankrupt American company, and then sold both to a consortium (Peto, Brassey, Jackson, and Betts) considered the world's leading railroad contractors of the period. The contractors, who had undertaken the construction of a Canadian main line from the Atlantic coast to Michigan, proceeded to connect the lines and to put them into working condition. The line from Portland reached Island Pond on temporary track in January 1853; six months later, the lines were finally joined there, with the last rail being laid at a site (#71) about 500 feet west of the present Maple Street grade crossing. On July 18, 1853, the first through trains met at Island Pond, 143 miles from Montreal and 149 miles from Portland. The next month, the railroad was leased to the recently formed Grand Trunk Railway Company of Canada; the former Atlantic and St. Lawrence became the Portland Division of the Grand Trunk with its western terminal at Island Pond.

Almost immediately, the Village of Island Pond began to emerge. The first railroad station was built the same year, and the customs office and the Brighton post office were installed there. Also in 1853, Charles Cummings built the first permanent house (#58), later called the Bartlett House, on the hillside north of the track. The next year, Pastor Moses Robinson and Deacon Charles Cummings led the construction of the first church, the Congregational Church (#38), just below the Bartlett House.

Concurrently, the Grand Trunk Railway started building on the hillside, completing in 1854 a house for its Island Pond agent (#30, later called "The Maples") on a prominent site overlooking the railroad. Also in 1854, the Grand Trunk built the first hotel in the village, the Island Pond House, on the lower hillside to the east of the agent's house and north of the station (a covered wood footbridge provided access across the tracks). The hotel provided meals and lodging for train passengers who, during the first twenty years of the Montreal-Portland service, before the introduction of sleeping cars, had to change trains and stay overnight in Island Pond. Also in the 1850's, the Grand Trunk built a house for its Island Pond superintendent (#29, later the Dr. Edward Norcross House), situated across the street from the agent's residence and also overlooking the railroad below.

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The great forests of Essex County surround Island Pond and from them came the material for building the village. Wood frame buildings, of course, made the village vulnerable to fire. The first such disaster occurred during the winter of 1856, when a half-dozen buildings were destroyed. However, they were soon replaced and the village continued to grow rapidly. By 1862, Island Pond had two hotels, four stores (both wholesale and retail) three groceries, two schoolhouses, a large steam saw mill, and various "mechanic" shops. In 1850, the population of Brighton township had been only 193; ten years later it reached 945, and by 1870, it increased to 1,535.

The railroad provided access to markets for the timber of the Island Pond region, and a substantial lumber industry developed there. George H. Fitzgerald started the enterprise which later became the Fitzgerald Land and Lumber Company, the largest lumber producer with its steam mill on the shore of the lake east of the village center. Lumber shipped from Island Pond reached the international market, and the lumber industry became the most important economic activity in the village other than the railroad itself.

By the late 1860's, Island Pond had developed to the extent that a second generation of larger, more elaborate buildings began to appear. In 1866, the Grand Trunk "rebuilt" and presumably expanded its enginehouse. In 1868, a new St. James Roman Catholic church was built, incorporating the small original church (built in 1859) as its chancel and vestry. (The Roman Catholic church represented the French-Canadian and Irish cultural influence in Island Pond; its early priests came from Quebec along with many of its members who emigrated to work for the railroad.) The second railroad station appeared in 1873 after fire destroyed the original building; the new station and its detached baggage houses stood amidst an expanding complex of switching yard tracks, servicing facilities and warehouses.

In 1874, another church appeared on what became known as "Christian Hill" north of the railroad tracks. The Episcopal parish, which had been organized the previous year, commissioned the architect W. C. Hodge of Coaticook, Quebec to design a wood frame church for a site north of the new Grand Trunk station. In its simplified Gothic Revival style, Christ Church (#33) constituted a new architectural expression in the village, although a belated use of the style in the national context of architectural fashion. Christ Church represented the English-Canadian cultural influence in Island Pond, corresponding to the English proclivities of the Grand Trunk itself (whose stock was held mostly in the mother country).

The English influence on the Grand Trunk coupled with Canadian fear of American invasion by railroad had determined that the original track was laid to the British broad gauge of 5 feet 6 inches. In contrast, most of the North American railroad network was being built to the standard gauge of 4 feet 8.5 inches, making impossible the direct interchange of equipment with the Grand Trunk. In 1874, the Grand Trunk yielded to economic necessity and converted its main lines to standard gauge; the Montreal-Portland line was converted in one day, the 26th of September.

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During the 1870's, the beautiful natural environs of Island Pond and the convenient access by increasingly comfortable Grand Trunk trains began to attract substantial numbers of summer tourists. The hotel business flourished; during the summer of 1879, more than 500 guests per week stayed at the Island Pond House. The same year, the Stewart House with its roof-top observatory overlooking the lake was built between Christ Church and the Island Pond House. At the height of the tourist influx in the 1880's, there were nine hotels in Island Pond.

Also in 1879, there occurred in Michigan a series of events which led to an enormous increase in traffic on the Grand Trunk line through Island Pond. Through carefully planned acquisitions of smaller railroads, the Grand Trunk outmaneuvered none other than William Vanderbilt, the American railroad tycoon, to gain direct access to Chicago. Soon, nearly half of the Grand Trunk's freight traffic came from Chicago, much of it in the form of chilled meats. That cargo required icing of the freight cars en route, and icing facilities were constructed at Island Pond; the ice was cut from the frozen lake during the winter and stored in an icehouse for the rest of the year.

The economic success of the Grand Trunk and its rising employment at Island Pond gave the impetus for another round of redevelopment and commercial expansion. By 1887, about a dozen stores lined Cross and Main Streets. At this stage, the cultural aspirations of the village became apparent: in 1889, the Opera Block (#2) was built, with the backing of the Fitzgerald lumber interests, giving the village an auditorium suitable for performances by traveling theater companies. The Opera Block was also the first member of the last generation of major commercial blocks along Main Street and architecturally the finest of those blocks. (During the twentieth century, both the auditorium and most architectural details were removed from the building.)

The last decade of the nineteenth century began with the population of Brighton exceeding 2000 for the first time, and the latter half of the decade brought more major construction in Island Pond. In 1895, the Brighton High School was rebuilt and enlarged; the same year, the electrical system was installed in the village. Three years later, the Bosworth Block (#5), another of the largest commercial blocks along Main Street, was built to contain one of the largest hardware stores in northeastern Vermont. In 1900, the third large block in the commercial row on Main Street, the Bartlett Block (#4), was built for a wholesale and retail department store. With the exception of the smaller Fogg Block (#3) constructed in 1922, the south side of Main Street reached its ultimate development by the turn of the century.

The secular construction activity in Island Pond during the 1880's and 1890's was nearly matched by the efforts of the St. James Roman Catholic parish. In circa 1882, the parish built its first modest rectory, which still stands as a private house (#49). In 1884, the Reverend Cleophas D. Trottier became priest of the parish and, with the exception of the interval 1902-1905, he remained in that position until his retirement in 1919. Under his vigorous leadership, St. Mary's School and Convent (#45), which had been built in circa 1872 but not used, was opened for classes in 1886; subsequently, the building was enlarged twice, first in 1887 and again in 1906 to its present size.

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In circa 1890, a substantial new rectory (#46) was built next to the church. Then, in 1898, to culminate the development of its facilities, the parish built its third church (#47) in forty years, again significantly larger than the previous one (which was moved a short distance to the north and converted into two private houses, #48 and #5). The new church took the form of a Roman basilica, and was dedicated on February 2, 1899 to serve a parish which by then had grown to nearly 700 members.

However substantial the secular and parochial construction in Island Pond during the late 1890's, that was only the prelude to what followed the turn of the century. Traffic on the Grand Trunk was increasing enormously: in 1891, the customs port at Island Pond recorded 38,754 cars; by 1899, the number had nearly doubled to 76,072. At the turn of the century, the Grand Trunk was hauling about one-sixth of the eastbound freight traffic originating in the American Middle West. A change of Grand Trunk administration in 1895 brought Sir Charles Rivers-Wilson to the presidency, and he soon initiated vast improvements in the physical facilities and operations of the railway. At Island Pond, that meant an extensive new complex of switching yards, servicing facilities, repair shops, and a passenger station, all built during the first four years of the present century.

The construction of the complex began with the demolition of a neighborhood of working class houses, the excavation of a hillside, and the filling of a small pond to create the land area required for the complex. Existing Grand Trunk shops at Richmond, Quebec and Gorham, New Hampshire were moved to Island Pond; the new consolidated shops were built to the northeast of the passenger station and included a twenty-stall brick roundhouse for locomotives, a motive power office, a car repair shop, and a coal chute. The switching yard was expanded to a capacity of 1200 cars on nineteen parallel tracks. A short distance to the east of the station, a multi-span wood truss bridge was built to connect the two halves of the village bisected by the great complex. The expansion project culminated in the construction of an elaborate glazed brick and rusticated stone passenger station (#1) to replace the 1873 station. With the completion of these facilities, Island Pond became the most important railroad center between Montreal and Portland.

During the first decade of the twentieth century, freight tonnage and passenger traffic on the Grand Trunk doubled again. Paradoxically, however, there occurred during the same period a series of events which led directly to the financial collapse of the Grand Trunk, followed by its purchase by the Canadian government and the diversion of most traffic away from the Montreal-Portland line. In 1903, the Grand Trunk entered a partnership with the Canadian government to build a second Canadian transcontinental railway. Among the terms established by the Government was the requirement that the Grand Trunk should not haul any of its eastbound traffic over the Montreal-Portland route unless the shippers so specified.

The First World War intervened to give the Montreal-Portland line a reprieve from the ultimate effect of this condition, and railroad activity at Island Pond continued to flourish.



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However, the war brought an embargo on the export of the British capital which sustained the Grand Trunk. At the same time, the Grand Trunk Pacific proved a financial disaster; only five years after its completion in 1914, it collapsed into receivership. Starved of capital and undermined by the Grand Trunk Pacific, the Grand Trunk management hastened its own demise by committing a series of political blunders in its dealings with the Canadian government. The end came late in 1919 when the Canadian Parliament passed the Grand Trunk Acquisition Act. On May 21, 1920, the Canadian government took formal possession of the Grand Trunk Railway, and incorporated it into the recently created Canadian National Railways system.

By this time, Island Pond had achieved the pinnacle of its development; in 1920, the population of Brighton township reached its maximum of 2280. The Grand Trunk employed about 800 persons either at Island Pond or in train and maintenance crews based there. Thirty locomotives were assigned to the Island Pond terminal, and about forty trains per day arrived or departed there. A great surge of wheat traffic occurred during the winter of 1923, when up to 800 cars of wheat per day transited the Island Pond yard. That flurry soon ended; by the late 1920's, most former Grand Trunk traffic was being rerouted to the Canadian ports of St. John's and Halifax and a great retrenchment occurred on the Montreal-Portland line, especially at Island Pond.

While still at the height of its railroad activity, Island Pond began to lose some of its landmark buildings to fire. In 1903, the large Gane shirt factory, which stood near the present American Legion building (#73) to the west of the station burned and was rebuilt on a smaller scale; later it was converted to the Brighton Furniture factory and finally was demolished in the 1960's. Another major fire in that area occurred on May 8, 1918, when the Railroad Y.M.C.A., which stood to the west of the station, was destroyed; among the last generation of buildings in the Grand Trunk complex (built in circa 1905), the Y.M.C.A. was the first to disappear without replacement. At the end of the next decade, on April 3, 1929, the Stewart House, the largest of the railroad hotels, was destroyed by a great fire; its site remains vacant to the present.

The international economic depression of the 1930's exacerbated the effects of the railway retrenchment on Island Pond. Subsequently, the Second World War precipitated a revival of activity but it proved only temporary. After the war, railroads generally undertook pervasive technological changes; in 1951 the new president of the Canadian National Railways, Donald Gordon, made the technological decision that eventually caused the abandonment of most railroad activity at Island Pond: the Canadian National chose to shift from steam to diesel locomotives. Applied to the Montreal-Portland line, diesel locomotive eliminated the need for servicing en route and consequently for servicing facilities. At Island Pond, the end of the steam era was marked by the demolition of the coaling tower in the late 1950's. The roundhouse was converted to a diesel repair shop for a few years, but by 1967 the shops were closed permanently.

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The passenger trains on the Montreal-Portland route had served Island Pond since the opening of the railroad, being for most of that time its principal link to the rest of the world. In 1965, during the accelerating national decline in railroad passenger service, the remaining two daily passenger trains through Island Pond were abandoned. The next year, the operation of switching locomotives in the Island Pond yard was discontinued. After passenger service ceased, the United States and Canadian customs offices became superfluous and were closed in 1969, removing from the station another activity begun with the opening of the railroad. Three years later, perhaps the most symbolic railroad tradition ended when the position of Grand Trunk/Canadian National agent at Island Pond was abolished. These events basically completed the reduction of railroad operations and personnel at Island Pond.

The population of Brighton township reflected directly the decline of railroad activity: by 1960, the number had decreased to 1545, almost exactly equal to the number in 1870, and during the next decade it dropped further to 1365. The declining population and financial resources of the community lead inexorably to reduction in social institutions and commercial enterprises established during the railroad expansionist period. For example, after years of dwindling enrollments, both principal schools in the village, the Brighton High School and St. Mary's School, were closed in 1967 and 1969 respectively with the students being transferred to other schools. Subsequently abandoned, the high school building was destroyed by fire on June 21, 1974. The St. Mary's building was converted to the St. James Parish Center and remains in use to the present.

During the late 1960's, the major buildings in the railroad complex began to disappear. In the spring of 1968, the ice house burned; as late as 1959, 5,000 tons of ice were cut from the lake for use in refrigerator cars before the technological shift to mechanical refrigerator cars was completed. In January 1969, the motive power office next to the roundhouse was razed.

Then in 1973 there occurred the greatest alteration of the historic railroad environment in Island Pond since the turn of the century. It started on April 13 with the dynamiting of the tall brick chimney of the boiler plant at the shops. Ten days later, the wood truss highway bridge over the switching yard was closed to traffic and demolished within two weeks; all but two of the tracks beneath it were removed. Subsequently, in its place, a long curved earth fill approach was constructed to carry the highway to a new short steel span over the two new main line tracks along the north side of the old yard (the old main line track had passed the station along the south side of the yard). Concurrently, the roundhouse was being demolished; only its steel turntable remains to mark the site.

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On July 27, the wood footbridge over the yard immediately west of the station was demolished. Three days later, the last through train passed the station on the old main line next to it; the next day, the track was cut and the new main line along the north side of the yard was put into operation. This left the station isolated from the track, and subsequently the old yard area beside the station was converted to a parking lot. The remainder of the old yard to the east of the highway bridge was rebuilt and greatly reduced in size, leaving only a few short tracks.

This drastic alteration of the historic Grand Trunk complex marked the end of the 120-year era during which the railroad dominated the existence of Island Pond. Another event occurred the same year to confirm the economic transition: a new furniture factory started operation near the village with enough employees that, for the first time since 1853, another enterprise provided more local employment than the railroad. At the present time (1977), the former passenger station is the last building of the once great complex still in use by the Grand Trunk/Canadian National Railways (for its only remaining offices and crew quarters). Two other buildings in the complex, the former freight house and the former bunkhouse and wrecker barn, still stand to the east of the highway overpass but both have been abandoned and stripped of their furnishings. The last two daily freight trains between Montreal and Portland stop at Island Pond only briefly to change crews.

Owing to its economic decline, the Village of Island Pond has not been subjected to the extensive redevelopment which many Vermont towns have experienced during the past two decades. Since 1974, however, a new generation of buildings (#72-76) has appeared in two areas of the Island Pond Historic District, introducing the standard contemporary type of one-story, horizontally proportioned, severely rectilinear shell capped by a shallow-pitched gable roof. The application of this building type ranges from two small houses (#75-76) on the Mountain Street site of the former high school to two large warehouse-like versions (#73-74) erected on the vacant land along the north side of Railroad Street next to the former railroad yard. These new buildings lack the architectural quality of the neighboring historic buildings and differ markedly from them in proportions. On balance, however, the new buildings constitute relatively neutral elements which do not seriously detract from the integrity of the historic environment.

Apart from the railroad complex, much of the nineteenth century built environment in the Island Pond Historic District remains intact. The commercial blocks along Main Street, the railroad station, and the houses and church buildings on Christian Hill preserve much of their historic character. Given the prevailing economic conditions and the decreased need for the existing buildings, however, Island Pond faces a considerable challenge to maintain these historic resources and the historic environment which they compose.

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The boundary of the Island Pond Historic District begins at a Point A at the intersection of the centerlines of Main Street and an unnamed street that intersects it from the south near the northeast corner of the Opera Block or Town Hall (#2); thence the boundary proceeds southerly along the centerline of the latter street to a Point B at its intersection with the extension in an easterly direction of the rear (south) property line of the Opera Block; thence the boundary turns westerly and follows the rear property line of the Opera Block, crosses Mill Street, and continues westerly along the rear (south) property lines successively of the Fogg Block (#3), the Bartlett Block (#4), and the Bosworth Block (#5); thence the boundary crosses Cross Street and continues in a generally westerly direction along the south property line of the Laba Block (#7) and the rear (south) property lines successively of the Samson, McBride, Morrissette, and Farrell houses (#8-11); thence the boundary crosses Alder Street and continues westerly along the rear (south) property lines of the Lefebvre and Aldrich houses (#12-13) and The Beehive (#14) to a Point C at the southwest corner of the Beehive property; thence the boundary turns northerly and follows the west property line of The Beehive and its extension, to a Point D at its intersection with the centerline of Railroad (Pherrin) Street; thence the boundary turns northwesterly and follows said centerline to a Point E located on said centerline 500 feet west of the intersection of the centerlines of Railroad Street and Maple Street; thence the boundary turns perpendicularly to the northeast and follows a straight line to a Point F at its intersection with the north boundary of the Canadian National Railways right-of-way; thence the historic district boundary turns southeasterly and follows said right-of-way boundary to a Point G at its intersection with the west property line of the Bailey House (#15); thence the historic district boundary turns northeasterly and follows said property line and its extension, crossing the western extension of South Street, and continues along the west property lines and their extension of the Gleeson and Thurber houses (#24 and 43) to a Point H at the intersection of the extension of the latter property line with the centerline of Middle Street; thence the boundary turns southeasterly and follows said centerline to a Point I at its intersection with the extension of the west property line of the Caouette House (#44); thence the boundary turns northeasterly and follows said property line and extension thereof to a Point J at its intersection with the centerline of North Street; thence the boundary turns southeasterly and follows said centerline to a Point K at its intersection with the extension of the west property line of the Dyer House (#60); thence the boundary turns northeasterly, follows said property lines, and continues in a generally northerly direction along the rear property lines successively of the Potter and Worth Houses (#62 and 63) to a Point L at the intersection of the extension of the latter property line with the centerline of Forest Street; thence the boundary turns easterly and follows said centerline to a Point M at its intersection with the centerline of Mountain Street; thence the boundary turns northerly and follows the centerline of Mountain Street to a Point N at its intersection with the extension of the north property line of the Barnes House (#64); thence the boundary turns easterly and follows said property line to a Point O at the northeast corner of the Barnes property; thence the boundary turns southerly and follows the rear property lines successively of the Barnes house and the former Brighton High School lot to a Point P at the southeast corner of the latter lot; thence the boundary turns southeasterly and follows a straight line to a Point Q located at the intersection of two lines

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

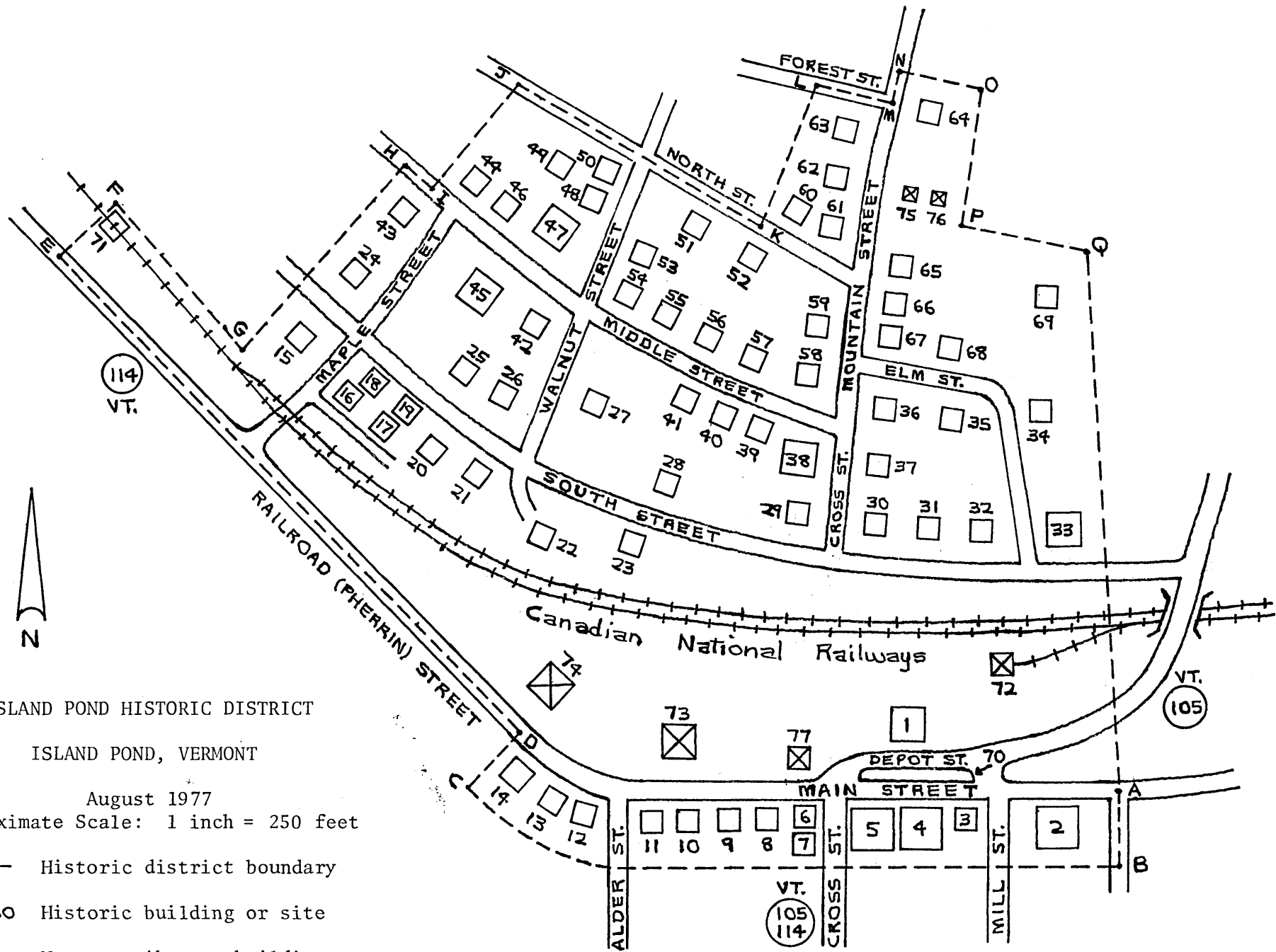
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parallel to, and 100 feet north and east of, respectively, the north and east elevations of the Dale house (#69); thence the boundary turns southerly and follows a straight line crossing South Street, the GT/CNR tracks, and VT 105 to the point of beginning.



ISLAND POND HISTORIC DISTRICT

ISLAND POND, VERMONT

August 1977

Approximate Scale: 1 inch = 250 feet

- Historic district boundary
- 30 Historic building or site
- ⊗ 72 Non-contributory building