

Munjoy Hill, Portland, Maine





Casco River

PORTLAND

Plan of the City of Portland
in the State of Maine
1826
Thomson

- 1. Meeting House
- 2. Town Hall
- 3. Court House
- 4. Bank
- 5. Custom House
- 6. Prison
- 7. School
- 8. Church
- 9. Warehouse
- 10. Dock
- 11. Wharf
- 12. Quay
- 13. Pier
- 14. Basin
- 15. Canal
- 16. Street
- 17. Alley
- 18. Lane
- 19. Walk
- 20. Square
- 21. Park
- 22. Garden
- 23. Field
- 24. Wood
- 25. Water
- 26. Fire
- 27. Light
- 28. Beacon
- 29. Tower
- 30. Castle
- 31. Fort
- 32. Barracks
- 33. Arsenal
- 34. Magazine
- 35. Hospital
- 36. Prison
- 37. Jail
- 38. Court
- 39. Office
- 40. Shop
- 41. Store
- 42. Warehouse
- 43. Dock
- 44. Wharf
- 45. Quay
- 46. Pier
- 47. Basin
- 48. Canal
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- 51. Lane
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- 94. Beacon
- 95. Tower
- 96. Castle
- 97. Fort
- 98. Barracks
- 99. Arsenal
- 100. Magazine



Portland, 1826 Map by Lemuel Moody
Maine Historical Society

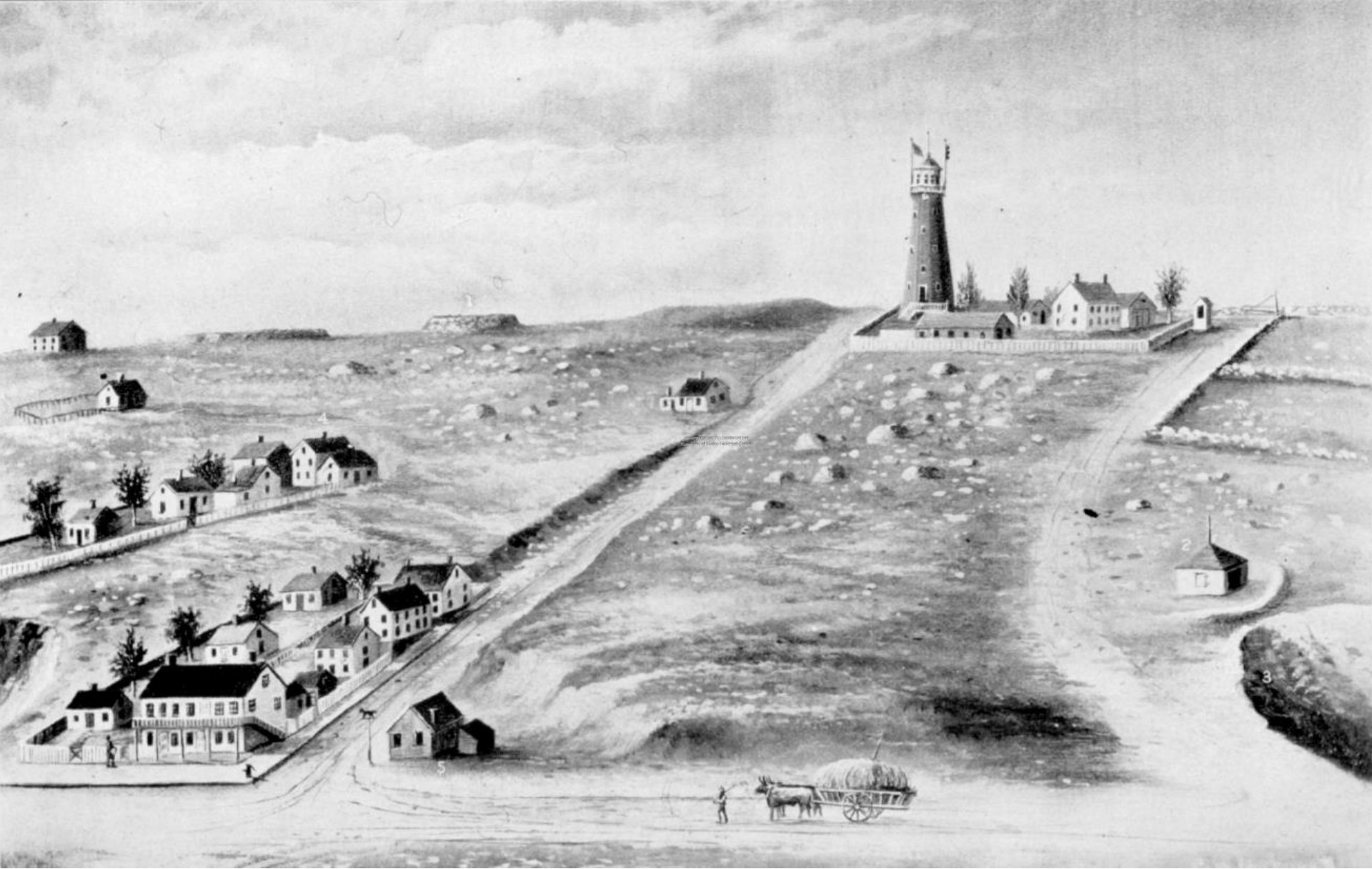
Greater Portland Landmarks has been researching the history of Munjoy Hill using deeds, city directories, US Census records and other resources to identify significant periods and social trends in the history of the hill's development.

The Hill's namesake George Munjoy (c1626-1680) settled near present day Mountfort and Fore Streets in 1659. He fled Portland after an Indian attack in 1676 and never returned.

The center of activity on Munjoy Hill for many years was the Portland Observatory (1807) which served as a signal communications tower for merchant vessels. Adjacent to the Observatory was a bowling alley and the house of its founder and operator Lemuel Moody.

The 1826 MAP by Lemuel Moody, depicts the hills an uninhabited place, mainly used for grazing livestock. Visible on the map are Fort Sumner and its battery off Monument Street and City Hospital (pest house – for those with contagious diseases)

The earliest surviving house on Munjoy Hill is the Homer House (c1829) at 81 Congress Street.



Munjoy Hill, 1840s Sketch by Charles Goodhue

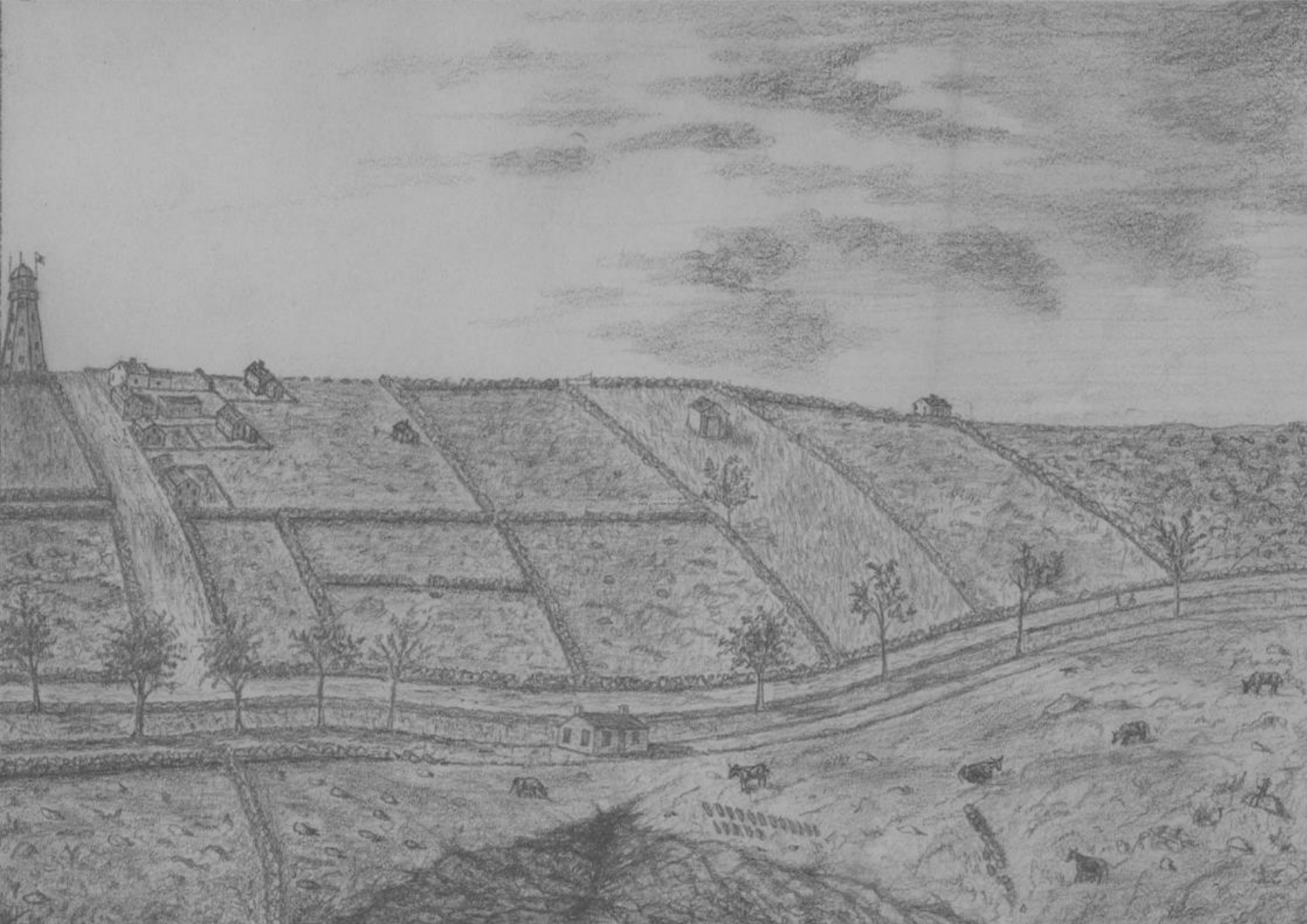
Previous Image: In the sketch of the hill, the barrenness of the hill is depicted. From right to left are Captain Lemuel Moody's House on Monument Street, the Observatory, Fort Sumner and Moses Gould-Eliphalet Clark House(1847), a brick house at 79-81 North Street.



79-81 North Street
Dr. Elphalet Clark & Moses
Gould House (1847)



Moses Gould was a real estate developer who hoped to establish a neighborhood of well-to-do residents on Munjoy Hill. He laid out lots on his land from North Street to the Eastern Prom in 1857.



Munjoy Hill, 1840s Sketch by Charles Goodhue

Previous Image: In the sketch of the Munjoy Hill from the water off Eastern Prom, Congress Street is visible to the left. The barrenness of the hill is depicted with its stone walls for grazing livestock. From left to right are the Observatory, some small houses near the Observatory, and Moses Gould-Eliphalet Clark House (1847), a brick house at 79-81 North Street. In the foreground is the pest house – or hospital – for contagious patients.

Next Image: Early homes were generally small, vernacular dwellings like these two extant houses on Munjoy Hill built before the Civil War.

7 Lafayette Street (c1849) was built on land owned by Enoch Moody and Isaac Fickett. Although Fickett, a caulker in the shipbuilding industry, owned the property until 1852, he does not appear to have lived in the dwelling, instead living on Hampshire Street 1830s-1860s.

In the 1850s the house was owned by the Littlejohn family. George Littlejohn was a cooper. He died in 1856 at age 30 either died in New Orleans or Havana, Cuba of Yellow Fever. His wife removed to Waterville Street.



81 Congress St., H. Homer House (c1829)



7 Lafayette Street (c1849)



ND

OVE



1857 H.F. Walling
Map of Cumberland Co.

Previous Image: 1857 MAP – Development on the hill increased in part due to development on the waterfront in the 1840s. The area off Fore Street developed in the 1840s and 1850s primarily in anticipation of a need for housing workers in the newly established Portland Co. and St. Lawrence & Atlantic Railroad.

Along and off North Street Gould's plans for residential development were laid out in 1857 & 1858 subdivisions. The North Street area also developed in the 1840s and 1850s as it connected Congress Street to East Deering via Tukey's Bridge.

Lafayette & Merrill Street developed in the mid-1840s as an African-American residential area, continuing into the late 20th century.

Many of the dwellings from this era are Greek Revival or early Italianate dwellings. Several examples of early outbuildings remain.



16 St. Lawrence Street
Stillman Soule House, c1858

87 St. Lawrence Street
Joseph Fowler House, c1852

Previous Image:

16 St. Lawrence Street, Stillman Soule House, c1858

Stillman Soule (1819-1898), a house carpenter and joiner. Home of he and his wife Mary until the 1870s. They moved to Wilmot Street and later to Mayo Street. He is buried in Evergreen Cemetery.

87 St. Lawrence Street, Joseph Fowler House, c1852

Joseph Fowler was a sail maker with his brother John Fowler. Their company was called J & J Fowler. Joseph lived in the neighborhood, but his brother John lived in the dwelling at 87 St. Lawrence Street according to city directories.

In the 1880s the building was owned and occupied by George Trefethen. He was a partner in Trefethen & Bearce, a firm established in 1852 that was a wholesale fish dealer and importer of salt.



49 St. Lawrence Street (c1858)



23 Lafayette Street (c1845)



Previous Image:

49 St. Lawrence Street (c1858)

The home of Joseph Ring, a trunk maker.

23 Lafayette Street, The Bush-Curtis House, c1845

Built by black mariner George Bush, later occupied by the Curtis family, founders of the Curtis Chewing Gum Co.

Their factory was on Fore Street, now home to HUB Furniture.

The dwelling was later owned by Mary Curtis Rundlett, whose husband worked for the Curtis Chewing Gum Co. before founding his own chewing gum company.

African American Resources

From the mid 19th century onward the neighborhood on Lafayette and Merrill Streets was home to a number of Portland's black residents, many of whom worked on Portland's waterfront or in nearby businesses. While some black residents were native to Maine, many were from Canada, particularly from Nova Scotia. Others came to Portland from Guadeloupe, Jamaica, Cape Verde, West Indies, Portugal, and other states like North Carolina, Virginia, New York, Wisconsin, and Georgia.

Buildings & Sites with African American Associations

46 Sheridan Street, Green Memorial AME Zion Church, 1914
(National Register, 1972)

Carleton Court (site of)

30 Lafayette Street

39 Lafayette Street (site of)

42 Lafayette Street

43 Lafayette Street

44 Lafayette Street (site of)

46 Lafayette Street

48 Lafayette Street

49 Lafayette Street

50 Lafayette Street

51 1/2 Lafayette Street (Site of)

56 Lafayette Street

19 Merrill street

49 Merrill Street (site of)

50 Merrill Street

65 Merrill Street

24 Montreal Street

15 North Street

52 Quebec Street

84 Congress Street

99 Congress Street

200 Congress Street





48 Lafayette Street (1860s)

24 Montreal Street (c1868)



48 Lafayette Street (1860s) Owned by the Dickson Family 1927-1984

David Augustus Dickson (1887-1979) came to the United States from Kingston, Jamaica, British West Indies in 1911. His wife, Mary Daly (1890-1981) was named Maine State Mother of the Year in 1950.

The couple lived on Lafayette Street for several years before purchasing the home at 48 Lafayette Street in 1927 from Cressey & Allen, David's employers. David worked at Cressey & Allen's retail music store on Congress Street for many years. He later briefly worked as an elevator operator and janitor at Porteous, Mitchell and Braun Department Store (1941-1943). The Dicksons raised five children. The four eldest, Leon, Audley, David, and Frederick, graduated from Bowdoin College. Their brother David received his master's and doctoral degrees from Harvard, served in World War II, and went on to spend 40 years in academia as a teacher and university president.

Their youngest and only daughter, Lois, Radcliffe College. A few years after her graduation she became the vice-president and director of the Washington DC office of the College Entrance Examination Board (CEEB). While with the CEEB she designed and implemented the Pell Grant Program. She married Emmett J. Rice, an economist, and had two children E. John Rice Jr. and Susan E. Rice, former U.S. Ambassador to the United Nations and U.S. National Security Advisor for President Obama.

24 Montreal Street (c1868) Owned by the Gaskill Family 1900-1994

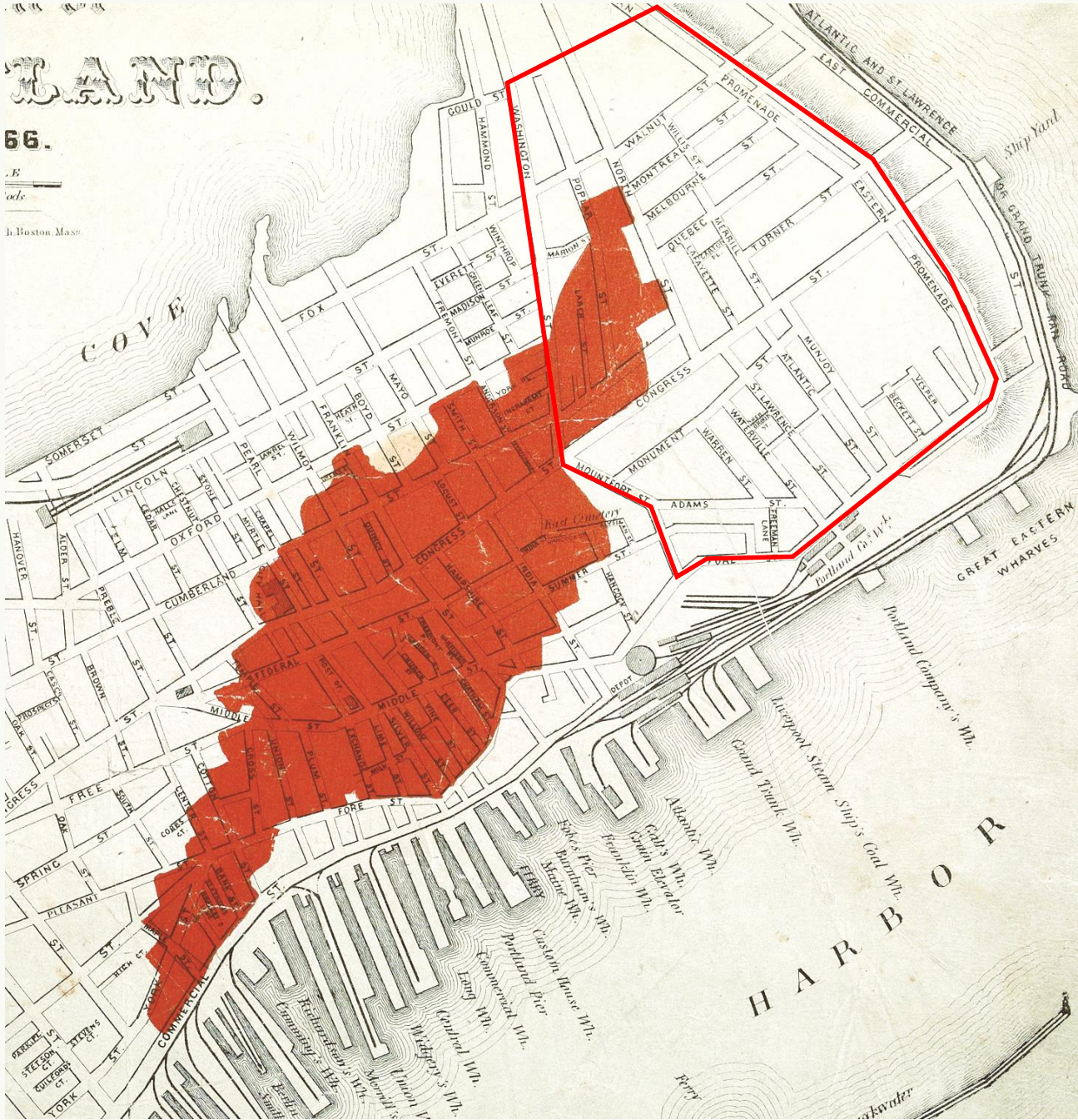
John W. Gaskill (1850-1904), was born in North Carolina the son of Sylvester and Rebecca Gaskill of New Bern. In 1889 John W. Gaskill (1850-1904) married his wife Charlotte (Lottie) Hill (1864-1922). According to street directories he worked as a mariner, cook, and steward. In the early 20th century he owned two restaurants, one on Commercial Wharf and the other at 232 Federal Street. A few years earlier in 1900 he took out a mortgage for \$650 and purchased land and a dwelling on Montreal Street from real estate developer Moses Gould.

Walter H. Gaskill (1889-1966) served in World War I. Walter and his wife Geneva lived close to his childhood home for many years at 49 Lafayette Street. Geneva worked as an elevator operator in the Chapman Building at 477 Congress Street while Walter worked according to US Census Records and street directories variously as a waiter, an auto mechanic, and in a local laundry.

John E. Gaskill (1892-1991) for many years worked for Central Maine Power Company as a lineman. John and his wife Lulu, like his brother Walter, lived close to his childhood home for many years at 56 Lafayette Street.

Viola Gaskill (1894-1950) worked for many years as an elevator operator in the Chapman Building at 477 Congress Street. She married in 1918 to Manuel Santos, a ship's steward from Cape Verde. For several years the young couple and their son lived with Viola's mother on Montreal Street. After Lottie's death the couple continued to live in the family home.

Fire of 1866

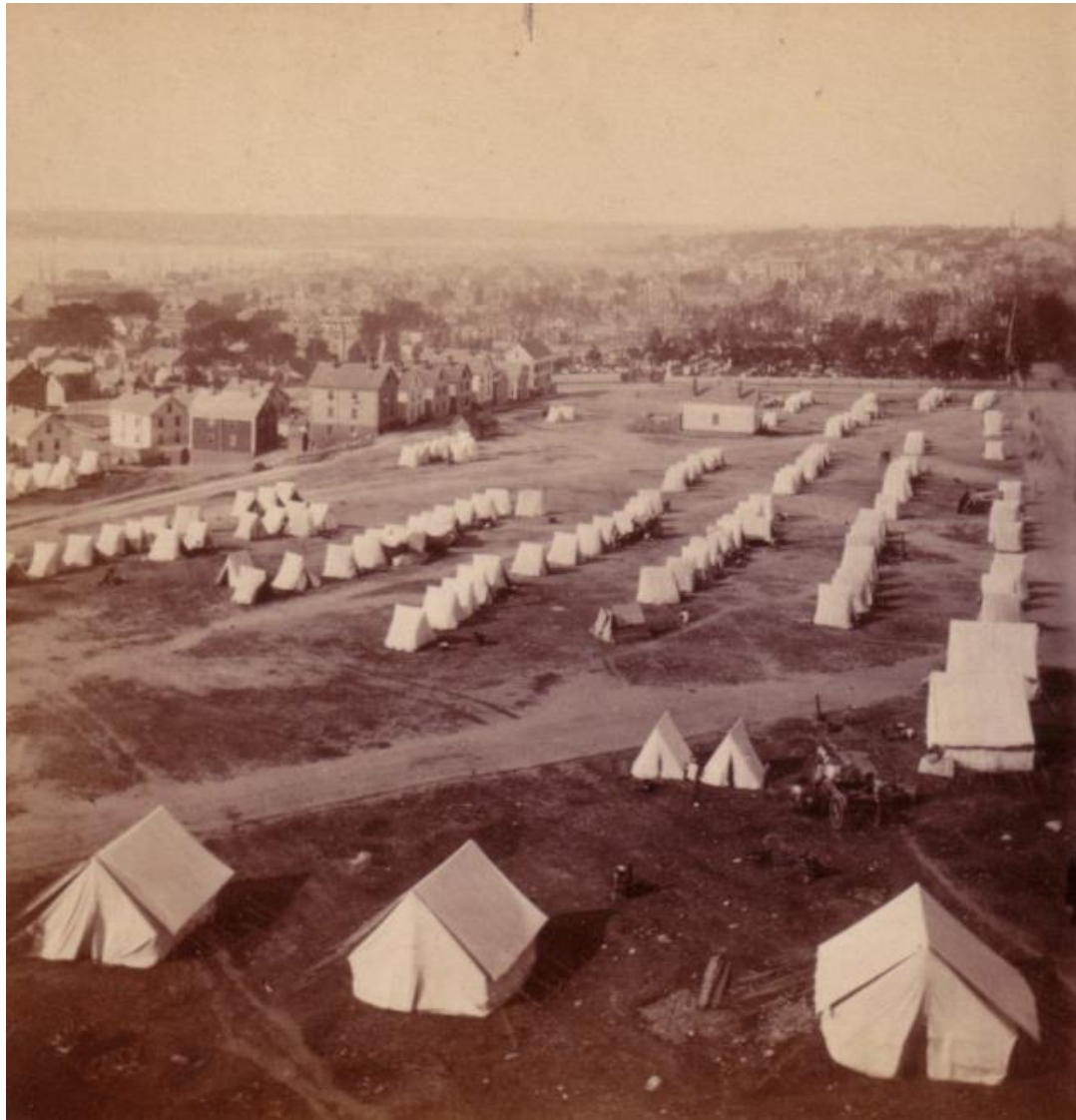


Previous Image: The Great Fire of 1866

As Portlanders and their visitors gathered to celebrate the first Independence Day since the end of the Civil War, the day's festivities ended tragically in the greatest fire our country had experienced up to that time.

The fire began on the afternoon of July 4th, 1866 near the present-day location of Rufus Deering's lumber yard and spread northward across the city. Accidentally ignited, the fire spread across Commercial Street to John Bundy Brown's Sugarhouse on Maple Street. The intense heat of the fire melted the building's steel shutters and galvanized iron roof, sending out a thick black smoke over the city. Powered by strong winds, the fire swept diagonally across the city through the Old Port and the India Street neighborhood to Munjoy Hill where, aided by the tireless efforts of the City's firefighters, it burned itself out early on July 5th.

The fire destroyed the new City Hall, the Customs House, the Post Office, all the city's banks, and many hotels, shops, and offices. Several churches were destroyed by the flames, including the Cathedral of the Immaculate Conception which was still under construction. Of the 1800 buildings destroyed by the fire, 1200 were residences. These were home to 10,000 of Portland's citizens, leaving both wealthy and poor homeless.



1866 Stereograph view by J.P. Soule

Previous Image:

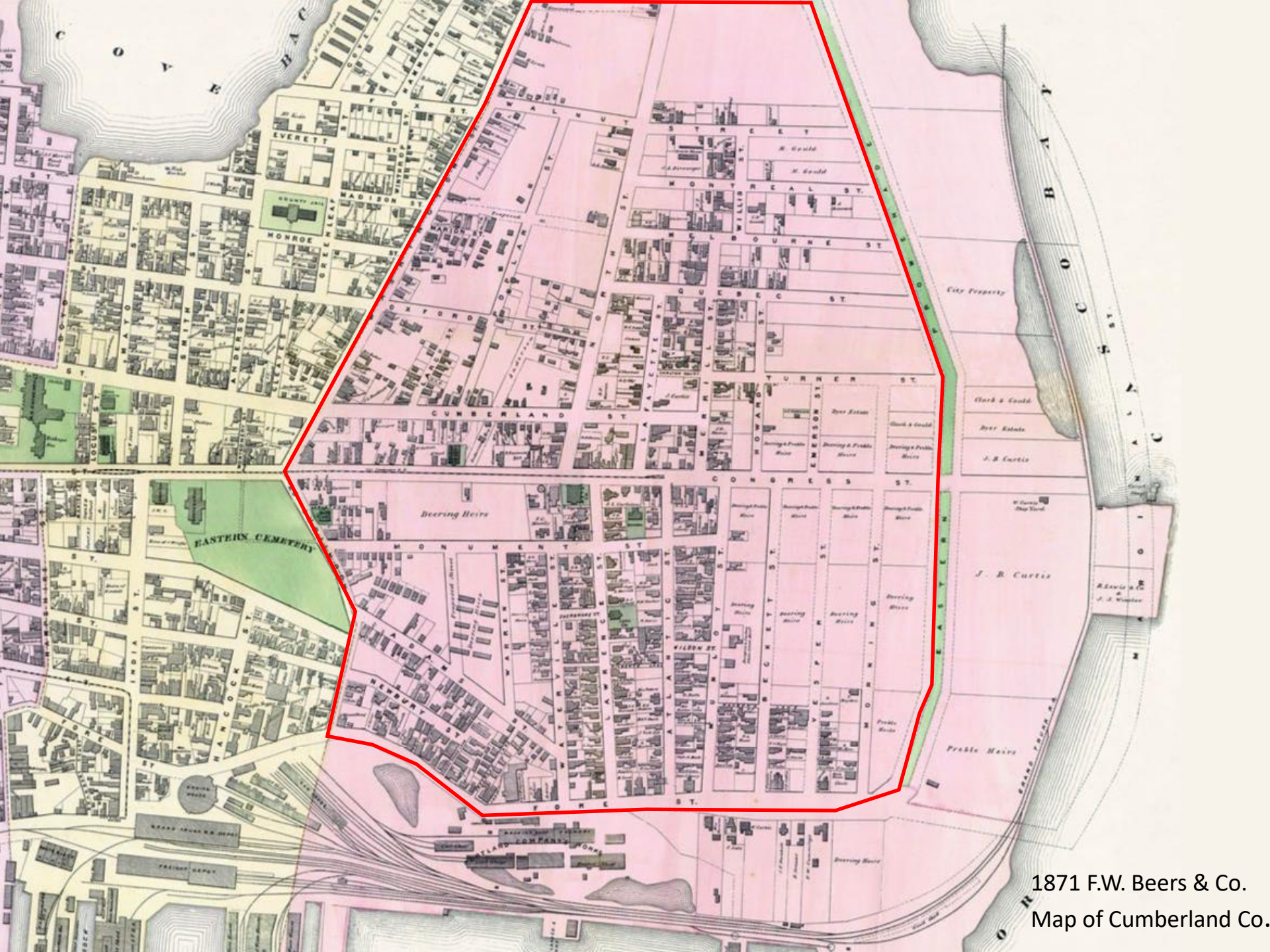
Portland's leader's issued a call for help that was immediately answered. The Federal Government shipped 1500 tents to the city. The tents were set up in a make shift tent city below the Portland Observatory on Munjoy Hill. The City of Boston sent five train car loads of food that was served from a soup kitchen set up in the old City Hall in Monument Square. Train loads of blankets, clothing and other goods arrived from Sherbrooke, Montreal, and Ottawa in Canada, and from other New England states. As word spread of the extents of the disaster donations arrived from all over the United States.



Previous Image:

Portland immediately began to rebuild, almost completely rebuilding the city in two years and leaving us with a mostly brick city of Victorian Architecture. Workers poured into the city to assist in clearing the debris and rebuilding the city. Architects from Boston, New York and Canada opened offices in the city to assist in the rebuilding efforts. Most of the buildings constructed after the fire were built in one of the two popular styles of the time period, the Italianate Style and the closely related Second Empire Style. Most commercial and multi-family buildings were built of brick and granite, to lessen the chance of fire. The Old Port was rebuilt as a mostly commercial area while new residential construction occurred on Munjoy Hill and in new suburbs in Deering. To serve as a fire break between the new commercial area and new residential construction on Munjoy Hill, the city purchased the land bounded by Pearl, Franklin, Federal, and Congress Street for a city park. First named Phoenix Park, it was renamed the following year as Lincoln Park.

To ensure a reliable water supply, the Portland Water Company, later known as the Portland Water District, began piping water into the city from Sebago Lake in 1869. A large reservoir on Bramhall Hill was constructed for water storage in 1868, with a second large reservoir built on Munjoy Hill in 1888. In the neighborhoods affected by the fire, new fire stations were built, like the one on India Street in 1868.



1871 F.W. Beers & Co.
Map of Cumberland Co.

Previous Image:

Following the fire, infill development occurred between the earlier Greek Revival and Italianate homes. A number of the multi family Second Empire and Italianate dwellings were built in the aftermath of the 1866 fire to shelter the newly homeless.

The 1871 Map of Portland in the Atlas of Cumberland County depicts additional development on Munjoy Hill to provide housing post fire. Also visible on the map is the 1863 horsecar line on Congress Street that only extended as far as the top of the hill.



65-69 St. Lawrence Street
Capt. Merrill – AJ Fickett House (c1868)



38-40 Eastern Promenade
William E. Dennison Block (1867)



Previous Image:

63-69 St. Lawrence Street, Captain A Merrill & Ai J. Fickett House, c1868

Built shortly after the Great Fire of 1866, the large multi-family dwelling is Greek Revival in style. According to Landmarks records, it is the Captain A Merrill & Ai J Fickett House. It was occupied by the Fickett family for many years. Ai J Fickett was a carpenter, and the likely builder of the house. Fickett lived with his two daughters, Ella and Mabel. The daughters ran a fancy goods store out of a portion of the dwelling. Mabel died in 1884 at 25 years old. Her sister continued to operate the store for a few more years.

In the 1920s, Mrs. Hattie Besse of 63 St. Lawrence was the publisher of Whitney's Pocket Guide to Portland (copies of this travel guide can be found at Osher Map Library)

38-40 Eastern Promenade, Captain William Dennison Block, 1867

Built shortly after the Great Fire of 1866, the Italianate dwelling was built for Captain William Dennison, a steamboat captain on land formerly owned by Sylvanus Beckett (1867, CCRD Book 351/Page 10). William Dennison (1832-1895) married twice, first in 1855 to Sarah Webber (1834-1885) and second in 1887 to Lizzie Tobey (1856-1937) of Machiasport. His son Alexander (1863-1916) born to his first wife Sarah, also became a sea captain. After his death, his widow Lizzie lived in the house with their young children, son William Winslow Dennison (b.1889) and their daughter Adelaide (b.1891), Lizzie's sister Marion, a stenographer, and an Irish servant.



65 Quebec Street
Edward N. Greely House (c1866)

80 Quebec Street
Alfred Roberts House (c1881)



Previous Image:

65 Quebec Street, Edward N Greely House, c1866

Edward N Greely (1835-1908) was a milk dealer. He built his house on Quebec Street and operated his dairy out of a building behind his house on Merrill Street

In 1900 according to the US Census Edward lived with wife his wife Mary, son Elmer, daughter in law Harriet, and their servant Mary Griffin (who was first generation Irish-American).

80 Quebec Street, Alfred Roberts House, c1881

Alfred Roberts was a dealer in shoes and boots. He owned several properties in the neighborhood.



1914 Richards Atlas
Of Portland

Previous Image:

1914 Richards Map of Portland depicts most of the hill as built out although there are some empty lots where post - 1924 infill will later occur. Notice the extension of the street car line looping through the neighborhood, down Morning Street, to the car barn on Beckett Street and back up to Congress.

Eastern Prom



The Eastern Prom largely developed later than the core of neighborhood, since the Deering family heirs that owned much of the land didn't subdivide it until close to the turn of the 20th century. These large Queen Anne and Colonial Revival homes provide a backdrop to the historic landscape of the Eastern Promenade.





Previous Image: Turn of the 20th century development on Munjoy Hill in part helped by extension of the street car line into the neighborhood in the late 1880s. The presence of public transportation made the hill an appealing place for Portland's growing immigrant population to settle.

Next Image: The Beckett Street Horse and Car Barn on the site formerly occupied by the Marada Adams School, now a park and housing development.





55-57 Morning Street (c1912)



117-123 Morning Street
Albert Family Apt. Building (c1925)

55-57 Morning Street, The Raymond Apartments, c1912

The brick apartment building, formerly known as the “Raymond Apartments” is an example of a housing type built to accommodate a greater number of units than the multi-family residences and triple deckers on Munjoy Hill. It was built c1912 for Samuel D Plummer and owned for many years by his family. Samuel D Plummer (1858-1917) built a Queen Anne house at 140 Eastern Prom in 1898 on land he bought from the Deering heirs in 1897. Plummer was a real estate dealer according to US Census Records. He lived in the house on the prom with his wife Alice, their children, his adult sisters Ada and Elmira, and two servants. He later built the two apartment buildings on Morning Street on the remainder of the land he purchased from the Deering family.

Originally from Scarborough, Plummer was one of the incorporators of the Scarborough and Cape Elizabeth Railway and owner of multiple properties in Portland, South Portland, and Scarborough. He was the developer of an early subdivision at Cash Corner in South Portland, between Skillings and Cash Streets.

117-123 Morning Street, Albert Family Apartment Building, c1925

The large apartment building at 119 Morning Street was built by and remains in the ownership of the Albert family. Built on land once owned by the Deering family, the apartment was built c1926 and formerly known as the “Cleevesland”. It was built for and occupied by James Albert, a realtor. James Albert (1887-1970) was born in Russia and came to the United States in 1893, his brother Herman and their mother Pauline followed two years later. Although the family initially occupied just one unit in the apartment building, after the brothers married they each had a separate unit in their building, with Pauline Albert living with her son Herman and his wife. James is buried in Temple Beth El Memorial Park.

Our research shows an evolution of cultural and economic diversity on Munjoy Hill that emerged as the hill developed. After its early settlement further development occurred in response to the need for housing following the Great Fire of 1866 and again with a need to house Portland's growing immigrant population around the turn of the 20th century.

Could a historic district be a part of the solution to address some of the challenges that led to the moratorium? Would it be feasible?

Greater Portland Landmarks research looks to understand if a local historic district is a feasible part of the solution. Our research includes looking at the history of development on the hill, the social and cultural history of the hill, and a visual assessment of the historic resources that remain on Munjoy Hill that illustrate its history. A 2003 Study commission by the city needed updating to assess the architectural integrity of the hill's resources. Additional research was also needed to determine what areas of significance would be appropriate if a district(s) were considered.




2003 Landmarks Survey

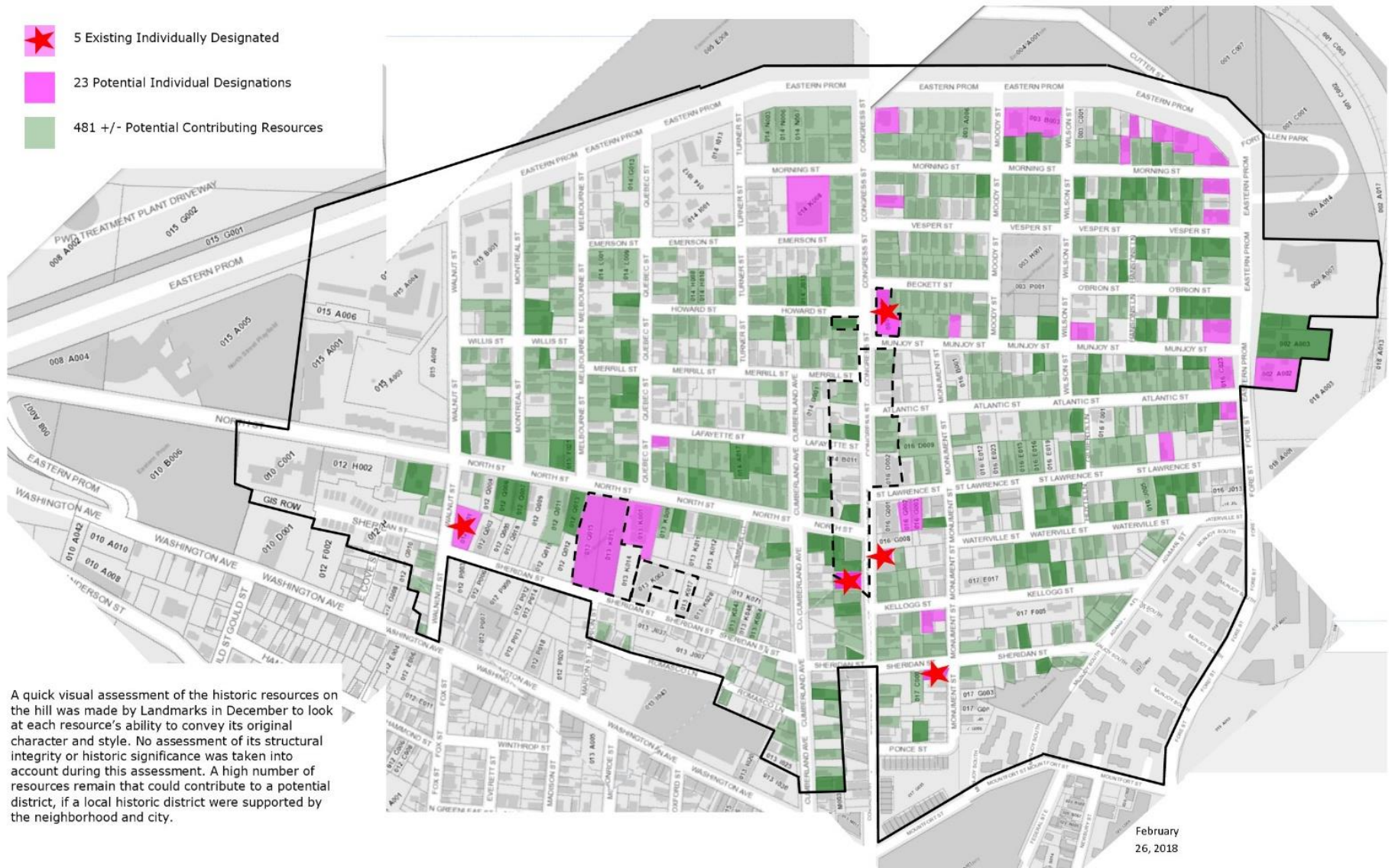
In the 1990s and in 2003 at the request of the City's Preservation Program, Landmarks undertook initial survey and research on the historic resources on Munjoy Hill. This map from 2003 illustrates the buildings that could contribute to a potential historic district on the hill.

The yellow and orange colors indicate parcels where the buildings would contribute to a potential district. Red parcels are landmark properties. Brown parcels would be non-contributing buildings in a potential district.

We decided to look at the neighborhood in 2017 and see if this map still made sense given the changes on the hill.



-  5 Existing Individually Designated
-  23 Potential Individual Designations
-  481 +/- Potential Contributing Resources



A quick visual assessment of the historic resources on the hill was made by Landmarks in December to look at each resource's ability to convey its original character and style. No assessment of its structural integrity or historic significance was taken into account during this assessment. A high number of resources remain that could contribute to a potential district, if a local historic district were supported by the neighborhood and city.

February
26, 2018

This winter we developed the map above to determine if there were patterns of areas that might appear that could become historic districts. The darker green parcels indicate dwellings with slightly higher degrees of architectural integrity than those that are a lighter green. Parcels that are gray are either new construction or homes with low levels of architectural integrity that would be non-contributing in any potential district or districts.

An aerial photograph of a coastal town built on a hillside. The foreground shows several multi-story houses with varied architectural styles, including brick and white siding. A street with parked cars and streetlights runs through the middle ground. In the background, a large body of water is filled with numerous sailboats. The sky is clear and blue.

What would a local historic district mean on Munjoy Hill?

Since the moratorium Landmarks Board and staff have met with neighbors, city staff, and the public in both public and private listening sessions.

What People Like About Munjoy Hill

- Being able to see the topography of the hill, vistas
- Wood details & materials
- Scale/sunlight from pitched roofs
- Open spaces for light and air even with density
- Small building footprints
- Vernacular character aimed at family living
- Front porches, stoops, front/side gardens
- Knowing your neighbor
- Bay Windows – security of eyes on the street
- History of the neighborhood
- Diversity of housing – “funkiness” of the hill
- Immigration, ethnicity, diversity
- Mix of styles, families, economic levels
- Access to culture, restaurants, neighborhood amenities
- Neighborhood commercial corridor & bus line
- Pedestrian friendly neighborhood
- 19th century architecture is valued, even if covered w/vinyl

What People Have Concerns About on Munjoy Hill

- The overwhelming massing of some new construction
- Garage doors being too prominent on the street
- Losing the history neighborhood
- Losing the current mix of families and economic levels
- Demolition of homes that could be restored
- Being heard in city decision making process



What else did we hear? A historic district in Munjoy Hill doesn't make sense, because Munjoy Hill isn't like the West End.

Above is an image by Corey Templeton of May Street in the West End Local Historic District. Each district has its own character and that context is what the historic preservation board takes into consideration as they review projects that come before them. The structures in this portion of the district are contemporary with and in similar condition to structures on Munjoy Hill.

Would new construction be allowed in a local historic district on Munjoy Hill?



Yes, new construction happens in local historic districts. (Clockwise from top left, a new house on Orchard Street, a new multi-unit building recently approved for Joy Place and a new two-unit under construction on Danforth Street).



Would new construction be allowed in a local historic district on Munjoy Hill?



Yes, new construction happens in local historic districts. (Clockwise from top left, CIEE building, Hiawatha Apartments on Congress Street, Hilton hotel on Commercial Street, new Aura nightclub, and restaurant on Commercial Street).



Can buildings be altered in a local historic district?

Landmark, contributing and non-contributing buildings can be altered in a historic district. All are reviewed slightly differently, depending on their contributing status. Modern additions and contemporary features like solar panels have been approved in historic districts like these examples: (Clockwise from top right, a contemporary at-grade addition on large single family home at the corner of Chadwick & West Streets, solar installation on a brick house on Winter Street, and a non-contributing garage converted to a residence (note the solar panels on the front dormer).



Can buildings be altered in a local historic district?

Clockwise from top right, a contemporary addition on the Brown Research Library, Dana Street addition, and rooftop dormers on Regency Hotel, a former armory.



Could buildings be demolished in a local historic district on Munjoy Hill?



New construction on Brackett Street – before below and after above.

While contributing buildings cannot be demolished as a right in a local historic district, they can be reclassified to non-contributing, and then may be demolished, if their structural integrity and architectural character is diminished. This was the case on Brackett Street where the small house and commercial addition on the bottom left were reclassified from contributing to non-contributing, demolished, and replaced with the mixed use building shown above at Brackett and Pine Streets.



What are the Right Land Use Tools to Address Challenges in the Final Standards?

Dimensional Standards

Revert to 2015 Standards?

Reuse IPOD Standards?

Pre-2015 Standards?

Design Review/Standards

Enforce Exist. Staff Review?

Design Review Panel?

Historic District?

Demolition

Utilize Dimensional Standards to disincentive Demolitions?

Demolition Overlay Zone?

Historic District?

If a historic district is part of the solution for the R6 zone on Munjoy Hill, then how much of the hill should be included in the district?

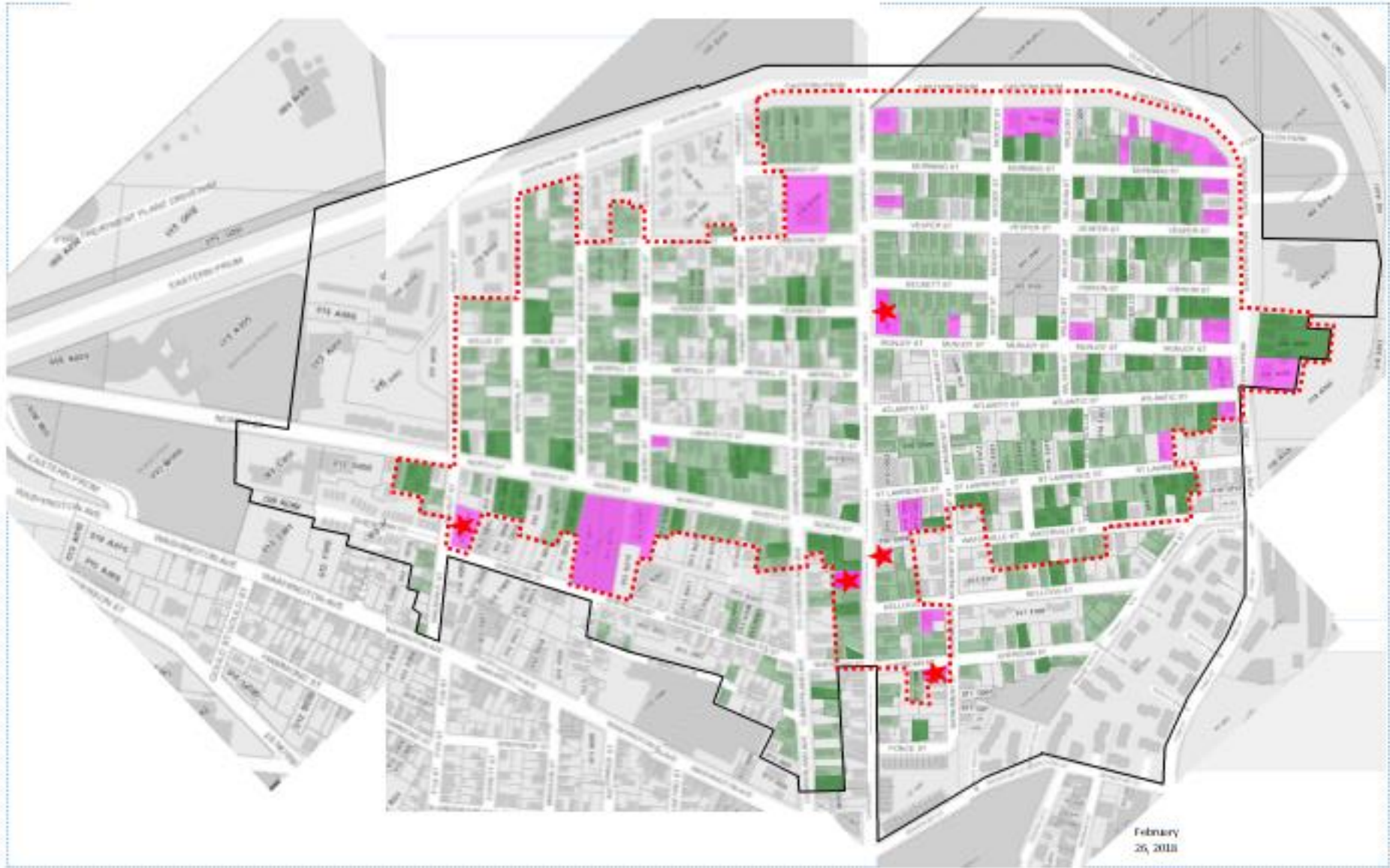
A potential boundary could be drawn around a majority of the contributing properties on the hill to form a large district (Option A)

OR

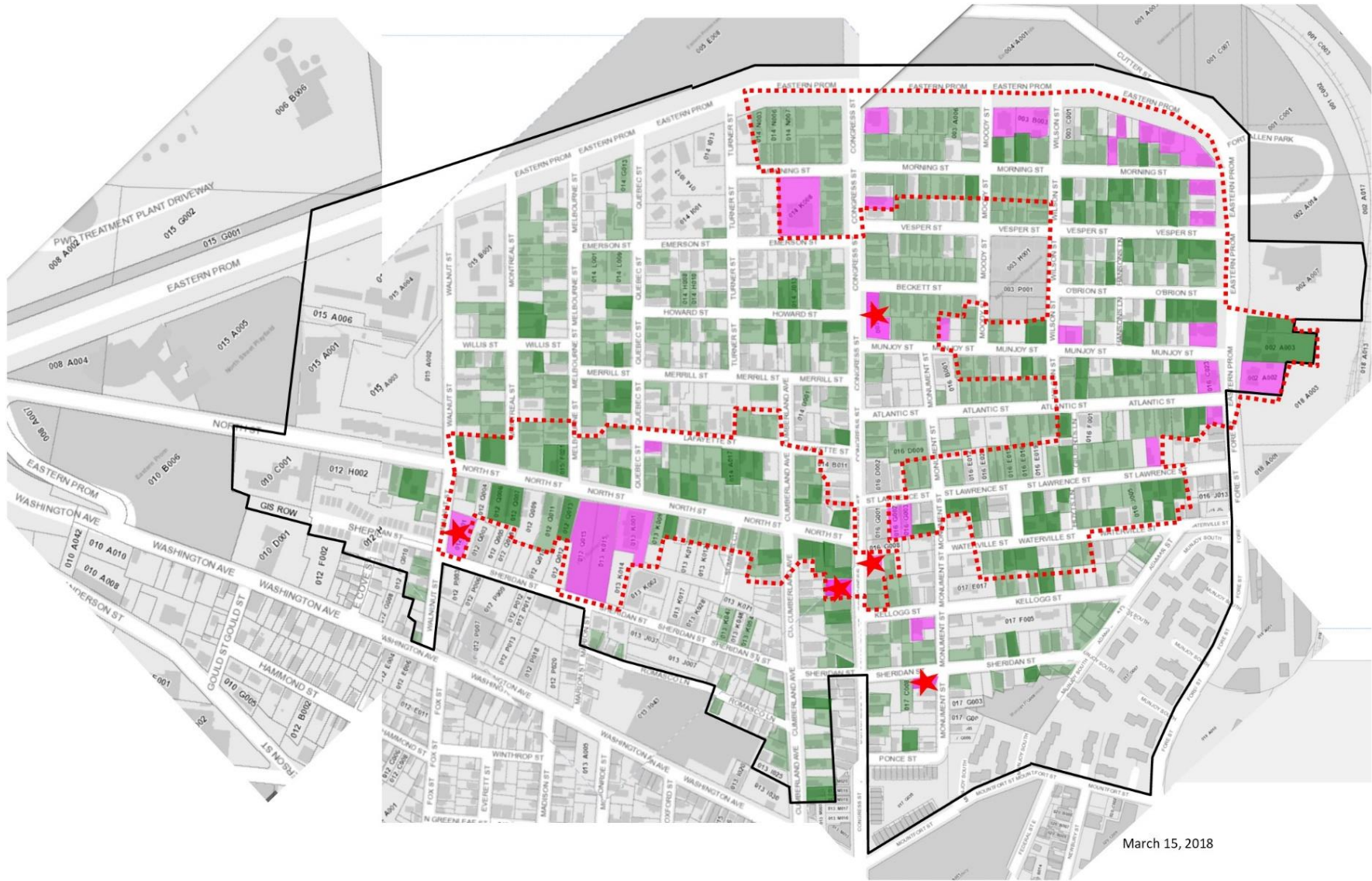
Smaller districts encompassing the majority of buildings with greater levels of architectural integrity focused on North Street and the Eastern Prom as well as those streets leading off Eastern Prom. (Option B)

OR

Leave designation up to individual owners of those properties that merit landmark designation. (Option C)



OPTION A



March 15, 2018

OPTION B



OPTION C

April 2 6PM

A Diverse Neighborhood - Early Settlement & Immigration on Munjoy Hill

April 9 6PM

**The Eastern Promenade Takes Shape:
Turn-of-the-Century Development on the Hill**

April 3 6PM

19th Century Real Estate Development: Moses Gould & Eliphalet Clark's Plan

April 23 6PM

Housing Workers for Portland's Growing Waterfront



**Walk Around the
Block with us!**

www.portlandlandmarks.org

