

PLACES *from the* PAST:♦♦

*The Tradition of Gardez Bien
in Montgomery County, Maryland*



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M-NCPPC

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Montgomery, in fact, was particularly fortunate in the composition of her early population, which was a harmonious blending of the English colonists of wealth and influence and of those energetic German and Scotch-Irish settlers from the North who carved their fortunes with their hands.

—J. Thomas Scharf, *History of Western Maryland*, 1882



Chapter One

BUILDING TRADITIONS AND SETTLEMENT PATTERNS

Note: Names in bold are historic sites that are designated either on the Montgomery County Master Plan for Historic Preservation or on the National Register of Historic Places. These resources are listed in the index for reference to more detailed information found in the inventory section.

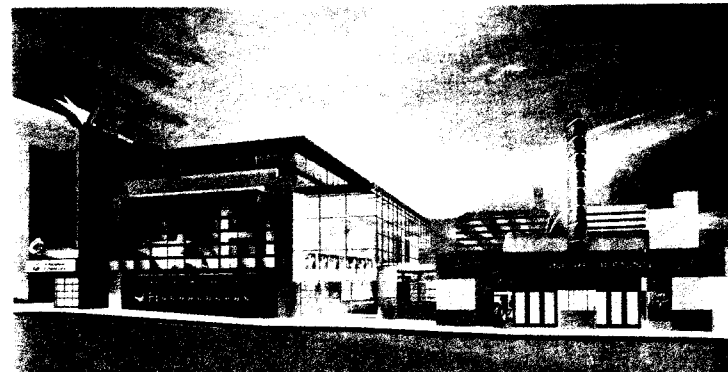
Opposite: The C & O Canal Company built **Great Falls Tavern** in 1831. From the time the imposing Federal-style structure was first built, it attracted tourists and canalboat operators. Great Falls Tavern remains one of the most visited historic sites in the county.

Below left: The **Bussard Farmstead** includes a dwelling begun in the early 1800s and expanded in 1908, and a bank barn built in 1898. Located in M-NCPPC's Agricultural History Farm Park, the complex serves to educate residents about Montgomery County's agricultural heritage.

Below right: When it opened in 1938, the **Silver Theatre and Shopping Center** was one of the most comprehensive and innovative retail complexes in the region. The theater is being rehabilitated as the centerpiece of a complex that will house the American Film Institute.

MONTGOMERY COUNTY HAS A RICH ARCHITECTURAL LEGACY spanning over 250 years. Its abundant character stems in large part from the dual nature of this border county located in a border state. Building traditions and settlement patterns in the county are southern and northern, British and German, rural and metropolitan. Situated in a state just south of the Mason-Dixon line, the county is yet heavily influenced by the north. Early settlers were English and Scottish tobacco planters who migrated from the Chesapeake and established staple crop plantations dependent on slave labor. Soon after came farmers from heavily Germanic areas of Pennsylvania and northern Maryland, establishing family operated wheat farms.

After the nation's capital was carved in part from Montgomery County land in 1791, a metropolitan force began to shape a new duality in the previously rural landscape. Wealthy Washingtonians, including high-level government officials, established country estates in the county by the early 1800s. Later in the century, railroad and streetcar lines radiating from the city brought new communities populated by middle-class white-collar workers, many of who hailed from the north.



Barnesville.⁵⁸ Meadowbrook Stables opened in 1934 in Rock Creek Park, Silver Spring, and hosted local, national, and international horse shows and festivities. Hailed as one of the finest saddle clubs in the East, the facility included a large Colonial Revival horse barn, outdoor riding ring, and blacksmith shop.

DAWN OF THE AUTOMOBILE

At the turn of the 20th century, the automobile was an expensive novelty for the rich. Two decades later, the availability of mass-produced automobiles led to their widespread use. From 1920 to 1930, the number of registered cars in the nation more than tripled. By the end of that decade, one of every five residents in Montgomery County owned a car. The automobile age brought a new set of building types and development patterns. Builders designed roadside architecture to be recognized from behind the windshield of a moving automobile. Developers subdivided tracts of land away from previously settled railroad and streetcar lines.⁵⁹

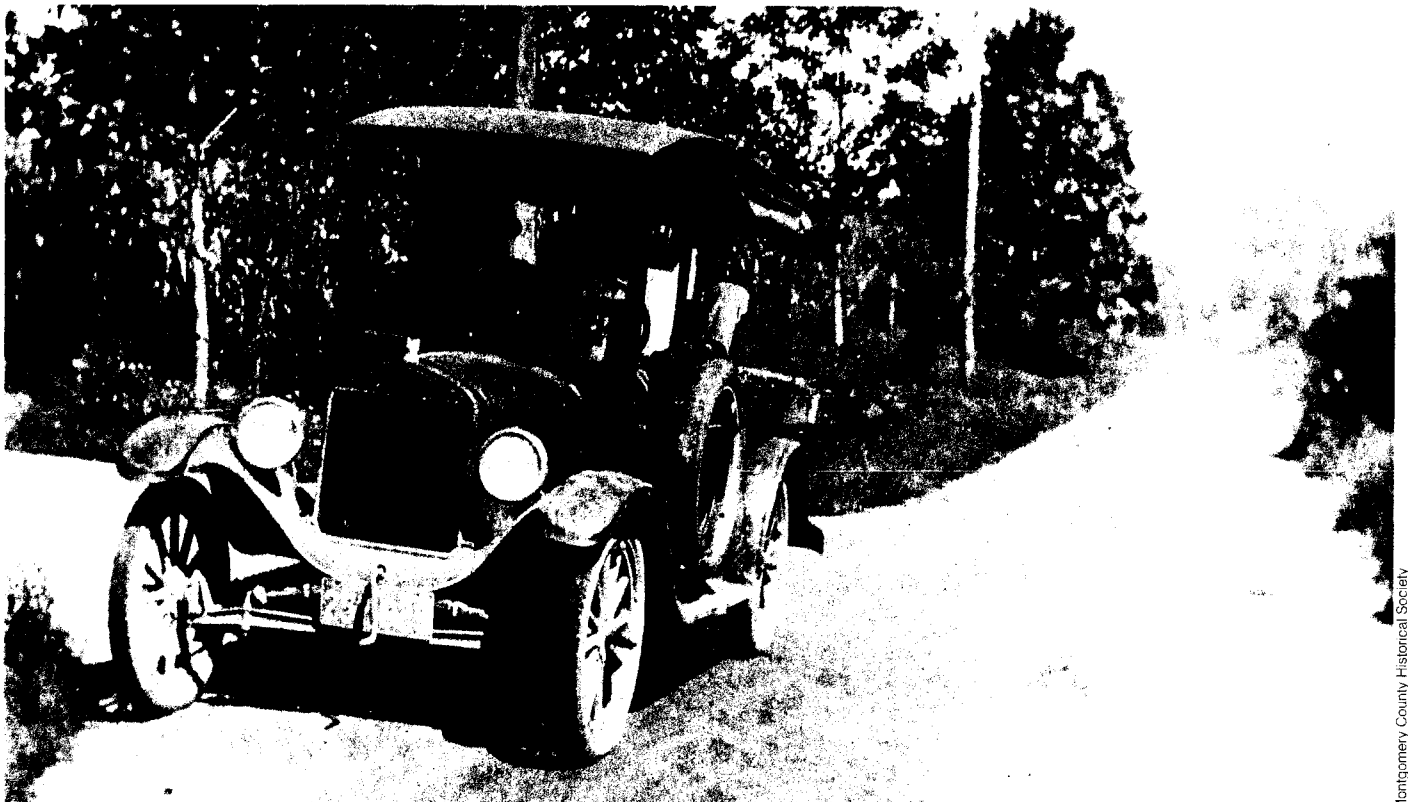
⁵⁸A Washington Hunt traversed downtown Washington after its organization in 1828. The Chevy Chase Hunt evolved from the Dunblane Hunt Club, operating from 1892 until about 1912. The Washington Riding and Hunt Club had organized hunts in Rock Creek Park from the 1920s until the kennels were moved to Potomac in 1931. The name of the hunt changed in 1938 from the Riding and Hunt Club to the Potomac Hunt. Margo McConihe (Ed), "By-days and Bygone Days with the Potomac Hunt," in *History of Potomac*, Potomac Almanac, 1970. Austin H. Kiplinger, "The Potomac Hunt—A Few Facts," in *The How Not to Book of Country Life*, Montevideo, Christmas 1973.

⁵⁹Chester H. Liebs, *Main Street to Miracle Mile: American Roadside Architecture*, Boston: Little, Brown and Company, 1985. Andrea Rebeck, "Montgomery County in the Early Twentieth Century," 1987.



A prime example of commercial roadside fantasies popular in the early 20th century, the *Cider Barrel* (c1922) promoted sweet cider in the era of Prohibition, when alcohol was banned. Postcard, c1922.

By the end of the 1920s, one in every five county residents owned an automobile. Photograph, c1926.



SUBURBAN COMMUNITIES IN THE AUTOMOBILE ERA

The Rockville Post Office is one of three federally-funded post offices built in Montgomery County in the New Deal era.

During the 1930s, Montgomery County's population rapidly increased as the Federal work force grew under President Franklin Roosevelt's New Deal programs. During this decade, the population more than doubled, growing from 34,921 to 83,912.⁶⁰ High demand for housing among Washington workers coupled with increased use of the automobile led to development of new areas of the county. Much of the new development in the years before World War II was located near the District line. Single-family dwellings were the predominant housing type, yet multi-family housing complexes began to emerge.⁶¹

Garden apartments became a common multi-family housing type in the 1930s. In contrast to towering urban apartments with single entry and long hallways, garden apartments were a smaller-scale complex of 3- to 4-story structures. Several entrances in a cluster of buildings helped foster a sense of community, creating a mini-neighborhood. The first garden apartments in the county were the **Falkland Apartments**, built in 1936 at the intersection of 16th Street and East-West Highway in Silver Spring. Falkland Apartments marked the advent of large-scale community design and building as well as the beginning of unified site planning carefully fitted to the terrain. The Colonial-Revival Cupola Building is representative of this apartment complex and typical in its traditional styling of the majority of garden apartments. Less common were modernistic Art Deco style apartments of which **Montgomery Arms** is a prime example. Designed by Washington architect George T. Santmyers, who specialized in apartment houses, Montgomery Arms showcases modern materials and techniques including glass block, corner windows, and geometric machine-influenced design. The apartments represent the development of Silver Spring as a major suburban center.⁶²

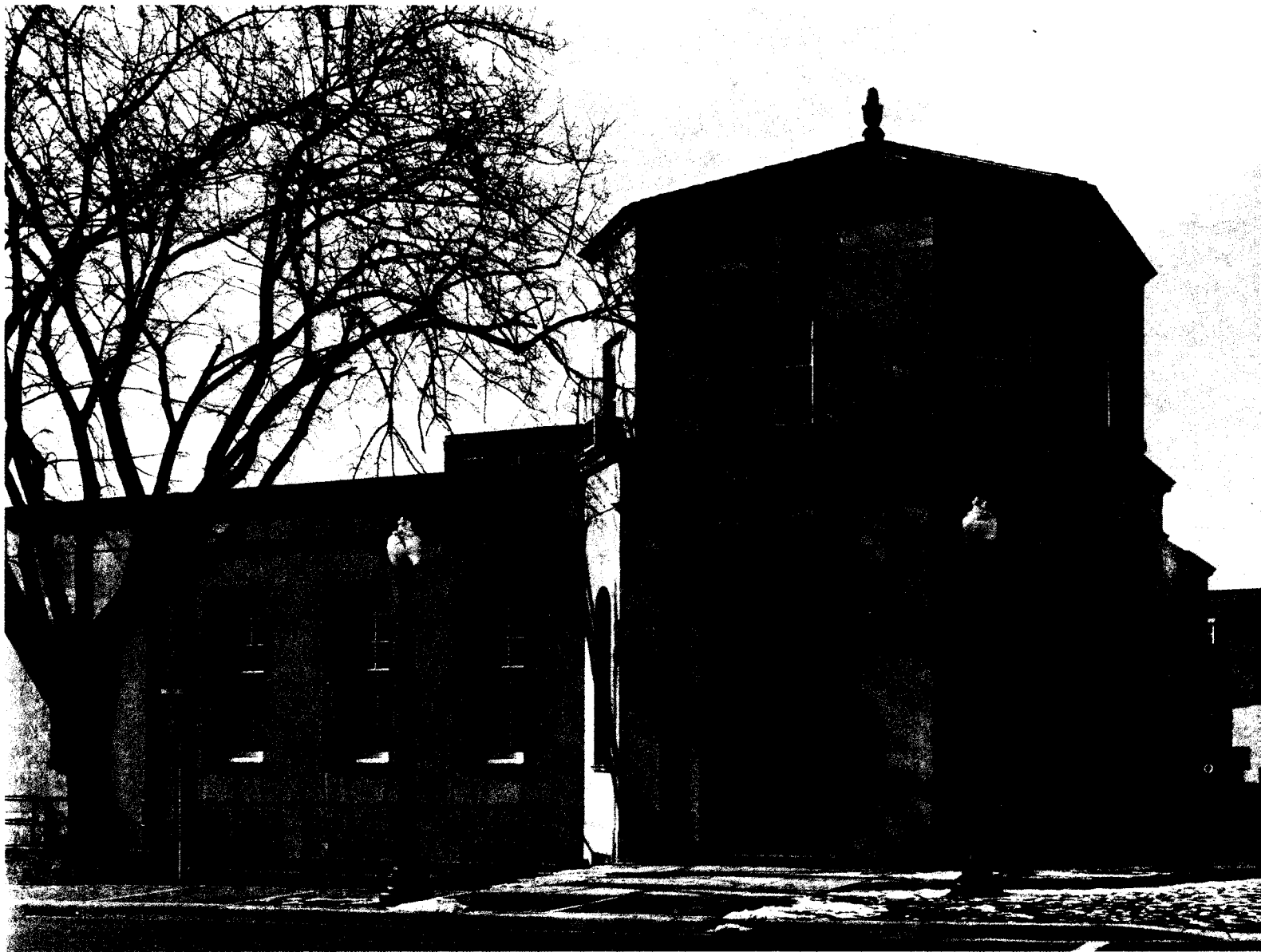
As the residential development of Silver Spring grew, the commercial district expanded. Throughout the 1920s, a number of substantial new commercial buildings were constructed, primarily along Georgia Avenue. By the 1930s, over sixty stores had opened in Silver Spring and formed an almost continuous ribbon of development. The southeast corner of Georgia Avenue and Colesville Road became the site of one of the most comprehensive and innovative retail developments in the region - the Silver Theatre and Shopping Center.

The **Silver Theatre and Shopping Center**, which opened in 1938, provides a rare example of an early planned neighborhood shopping center with parking integrated into the complex (pp. 48-49). This design exemplifies the cultural, economic and social history of Montgomery County and the Washington region in the 20th century as car-oriented shopping complexes replaced smaller-scale commercial development.

⁶⁰Hiebert and MacMaster, p.302.

⁶¹In contrast with Washington, D.C., however, Montgomery County limited the number of multi-family complexes in this era. In 1941, County Commissioners passed a zoning moratorium prohibiting apartment buildings.

⁶²Michael Copp, "Maryland Historical Trust Inventory Form: Falkland Apartments," #36/12, Falkland Tenants Assn, 1980. Carol Kennedy, "Maryland Historical Trust Inventory Form: Montgomery Arms Apartments," #36/7-2, M-NCPPC, 1990.



NEW DEAL ARCHITECTURE

During the 1930s, Montgomery County benefited from President Franklin Roosevelt's New Deal programs. One of the first three projects insured by the newly created Federal Housing Authority (FHA) was **Falkland Apartments** in Silver Spring, built between 1936 and 1938. Falkland embodied the improved rental housing design and site layout that the FHA developed and encouraged in this Post-Depression era. For more on the Falkland Apartments in the context of multi-unit housing, see the following section on automobile-era suburbanization.

A prominent theme in New Deal architecture was regionalism, the intent to design buildings compatible with local styles, traditions, and materials. The Works Progress Administration funds built three post offices in the county, in Bethesda, Rockville, and Silver Spring. The **Bethesda Post Office** (1938) is built of locally-quarried Stoneyhurst stone. The **Rockville Post Office** (1939), in the Montgomery County Courthouse Historic District, is limestone and brick, reflective of the adjacent 1931 Grey Courthouse. The Neoclassical **Silver Spring Post Office** (1936) is contemporaneous with the similarly traditionally styled Falkland Apartments, predating the modernistic Silver Theatre and Shopping Center. The Department of the Treasury hired artists to paint murals for the lobbies of each of these post offices. Depicting local historical scenes, the murals were designed to boost civic pride in this post-Depression era. In 1997, the Silver Spring mural was installed at the Silver Spring Community Library. The **Bethesda-Chevy Chase Senior High School** (p. 25) and **Montgomery Blair High School** were both built in 1935 under the Public Works Administration.

Many historic structures in Montgomery County were recorded through a New Deal program known as the Historic American Building Survey (HABS). The Department of Interior established HABS in 1933 as a make-work program for architects, draftsmen and photographers. The first surveyors were charged with documenting a representative sampling of America's architectural heritage. Some 75 sites in Montgomery County have been recorded through the HABS program.

AUTOMOBILE-AGE ARCHITECTURE

As autos became more common, owners of general stores such as Poole's Store installed gas pumps to serve motoring tourists. Built in 1927, **Bonfield's Service Station** was an early establishment built to serve to growing automobile culture. Bonfield's has the same two story, gable-front form as Poole's Store. This two-story building form was commonly used for commercial structures in Montgomery County since the mid-1800s. Bonfield's had a gas pump out front and an open-air grease pit on the side.



By the late 1920s, drive-through gas stations began to emerge on the scene. The Kensington Service Center (1926), in the **Kensington Historic District**, has a Bungalow-type form typical of these early buildings. A modest one-story office has a supported porch-like canopy sheltering the gas pumps.

By the 1930s, the most popular styling for gas stations included domestic imagery. Stations that looked like tiny houses fit in well with residential areas. In Takoma Park, the Tudor Revival mode was chosen for Glickman's Service Station (c1932), complete with stone-trimmed openings, half-timbered gables, and slate roof.

Just up the street, and dating from the same era, is the only remaining Art Deco gas station in the county, strategically located at the corner of Carroll and Ethan Allen Avenues. Both of these gas stations are in the **Takoma Park Historic District**.

One of the earliest shopping centers designed to accommodate the car, the **Silver Theatre and Shopping Center** in Silver Spring included a gas station surrounded by parking lot and affording a convenient way for drivers to get on and off the road. The gas station no longer stands. The Shopping Center is discussed in more detail in the following section on Automobile Suburbanization, which includes a discussion of early twentieth century movie theaters.

An outstanding example of early roadside architecture is found on Frederick Road (Rt. 355) near Germantown. Andrew Baker built the **Cider Barrel**, in 1926, to advertise his apple and cider business (opposite). Seeking customers among the droves of car travelers heading out of Washington, Baker carefully selected the Frederick Road site for his retail store, though his orchard was near the railroad community of Germantown. The oversize, streamline barrel quickly became a landmark and remains the beacon for a thriving roadside business today.

During this era, standardized hamburger stands became popular, serving a growing quick-lunch market. The first hamburger chain was White Castle, whose first stand opened in 1921. Following on its success, the Little Tavern chain opened in the Washington area. The restaurants drew on the nostalgia of domestic imagery with designs based on English cottage. Bethesda's **Little Tavern** is best preserved of those in Montgomery County. Two other Little Tavern structures still stand in Silver Spring.

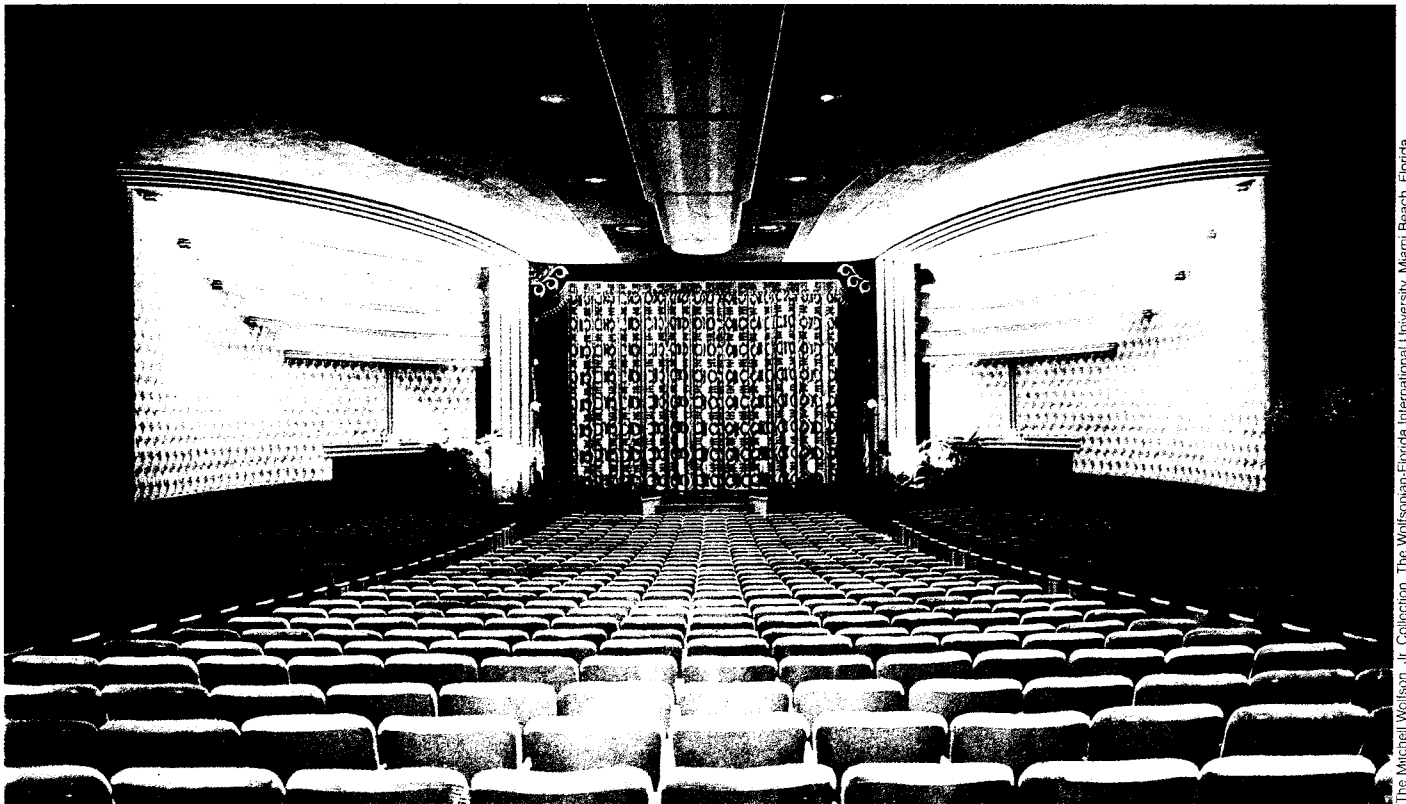
One of the most popular wayside eateries in the early 1900s was the diner. In addition to offering a owners a recognizable image to attract customers, diners came fully equipped with factory installed appliances, furniture, and décor. One of the earliest diner manufacturers was Jerry O'Mahony, established in 1913. The company was responsible for constructing Silver Spring's **Tastee Diner**, in 1946. The Streamline Moderne style is based on the form and styling of sleek, modern railroad cars. The exterior surface of porcelain enamel has rounded corners trimmed with curved bands of stainless steel wrapping around the diner's streamline form. A continuous band of ribbon windows flows across the front and sides. Jerry O'Mahoney, Inc. constructed the diner at its Elizabeth, N.J. factory and shipped it to Silver Spring in two sections. Owner Eddie Warner operated Tastee Diners in Rockville (1932), Bethesda (1939), Silver Spring (1946), and Laurel (1951). In addition to the Silver Spring diner, the Laurel and Bethesda models are still in place, though the latter has been extensively altered.

The metal streamlined sign announcing Bonfield's Service Station (1921) heralded the fast pace of the automobile age. For 70 years, Walter Bonfield operated the MacArthur Boulevard business, living in the upper-level apartment. Bonfield expanded his automobile repair service to provide gasoline, installing gas pumps in 1936.

Innovative, motor-age elements of the complex included the parking areas at the front and rear, stores with double entrances so that they could be entered from the front or the rear parking areas, and a gas station that once stood at the corner of Georgia Avenue and Colesville Road.

The streamline design of the Silver Theatre and Shopping Center, by architect John Eberson, is symbolic of the dynamic industrial and technological advances of the period. The theater interior design, for example, makes reference to nautical design themes. Eberson, a nationally recognized theater architect, also designed the modernistic **Bethesda Theatre** (1938) on Wisconsin Avenue. The theaters have futuristic designs built with modern materials. Highlighting blond brick walls are linear bands of black brick. Aluminum and glass marquees race across the front façade. While the Bethesda Theatre was planned as part of a larger shopping complex, the project was downsized with only single flanking stores, yet it included a free 500-car parking lot. The 1,000 seat theater provided state-of-the-art facilities, including high fidelity sound system, the latest projection equipment, and air conditioning.

The opening of the Silver Theatre and Shopping Center began a building boom that revolutionized the character of Silver Spring. The post World War II era brought a flurry of commercial construction, much of which was also in the streamlined Moderne style. These new buildings formed Montgomery County's first large-scale downtown area. The Silver Theatre and Shopping Center was at the head of major commercial changes in Silver Spring. In 1949, a reporter for the *Washington Times-Herald* summed up the tremendous changes: "...ten years ago, there was only 6,000 people to shop in Silver Spring, and District merchants called it a 'country town.' This year there are 60,000 and...nearly seven times





The Silver Theatre and Shopping Center complex, which opened in 1938, is a rare example of an early planned neighborhood shopping center designed for the automobile. A parking lot and gas station were integral features of the complex. Postcard, 1946.

Silver Theatre interior, 1938.

that number to drive to Silver Spring to buy...Within this wonderful decade, Silver Spring has become the largest business community in Maryland, excepting only Baltimore."⁶³

TECHNOLOGY – FEDERAL AND INDEPENDENT SITES

The Federal government selected Montgomery County for institutional complexes beginning in the 1930s. The **Bethesda Naval Hospital Tower complex** (pg. 50) was built in the early years of World War II as the U.S. Navy's principal center of medical practice. Franklin Delano Roosevelt selected the Bethesda site and provided the design concept. The National Institutes of Health was established in 1938, and was expanded nine years later to include the adjacent George Freeland Peter Estate. The Naval

Surface Warfare Center built the **David W. Taylor Model Basin** (1937-40) on a 186-acre tract in Cabin John. The facility enabled ship-builders, both governmental and commercial, to test ship designs using scale models.

The U.S. Coast and Geodetic Survey's Edwin Smith, an astronomer and geophysicist, established observatories in Rockville and Gaithersburg in the 1890s. Smith built the USGS's first astronomical observatory for the study of latitude variation, in a small Forest Avenue building in Rockville's **West Montgomery Avenue Historic District**. The **Gaithersburg Latitude Observatory** (1899) is one of six international observatories established by the International Geodetic Association to study the nature of the Earth's wobble on its rotational axis. In 1957, the Federal Government purchased 555 acres of Gaithersburg land for the relocation of the National Bureau of Standards, now the National Institute of Standards and Technology.

Technological innovations in the early 1900s are represented in Montgomery County's historic sites. Two Wheaton sites are landmarks in the history of communications technologies. The **Jenkins Broadcasting Station** (1929) was the center of operations for television pioneer Charles Francis Jenkins. With its twin 100-foot steel transmitting towers, Jenkins'

⁶³Gwen Marcus, "Approved and Adopted Amendment to the Master Plan for Historic Preservation: Silver Theatre and Shopping Center, and Taste Diner," M-NCPPC, 1994.



Lake County (IL) Discovery Museum, Curt Teich Postcard Archives

Radio Movie Broadcast Station, operating from 1929 until 1932, provided one of the earliest regularly scheduled television services in the country.

In contrast to the traditional residential appearance of the Jenkins Station, the **WTOP Transmitter Building** (1939-40) had a futuristic design reflecting a new era in radio technology. Located on University Boulevard, the transmitter was designed by Washington architect E. Burton Corning. The state-of-the-art facility broadcast at 50,000 watts, the maximum power the Federal Communications Commission allowed, becoming the Washington area's most powerful broadcasting station.

THE FUTURE OF HISTORIC SITES

The dual nature that has characterized the county's past remains a defining feature of Montgomery County today. Newcomers are often astonished by the contrast of working farms and high-tech companies, rural villages and urban downtowns.

Northern regions in the county have retained a rural character into the 21st century. One third of the county's land, about 90,000 acres, is protected farmland in the Agricultural Reserve. Of this land, about 50,000 acres is preserved farmland, protected by such programs as Transfers of Development Rights and state and local easements. The Montgomery County Agricultural Fair remains the largest county fair in Maryland. In addition to protected farmland, the County has 45,000 acres of local and federal parkland.

The southern and central portions of the county have an increasingly urban and contemporary character. While major population centers in the mid-1900s were in down-County areas, concentrated in Silver Spring,

The Bethesda Naval Hospital Tower (1939-42), 8901 Wisconsin Avenue, is a modernistic Art Deco complex designated on the National Register of Historic Places. 1943 view.

Opposite: When this photograph was taken in 1917, water flowed in the Silver Spring, near the Acorn Gazebo on Francis Preston Blair's 42-acre estate.

Today, the newly restored spring and gazebo are protected in an urban park near the revitalized Silver Spring Central Business District.



Bethesda, and Wheaton, in recent years more and more people have been moving to communities in the county's center. The majority of growth in the last decade has occurred in the Germantown and Gaithersburg areas, near the High-Tech Corridor created along Interstate 270. The county's population rose from 164,000 in 1950 to 855,000 in 2001, and is expected to reach 1 million by the year 2020.⁶⁴ Increased development in northern parts of the county threatens its rural character. Farmland and woodland have been increasingly subdivided for residential use. The intensive development of the land for residential and commercial use; the loss of agricultural open space; and the increasing impact of roads and traffic on what was once a rural area presents major challenges for the preservation of remaining historic resources. An average of 3,500 housing units per year have been constructed in the past decade, while an average of eleven historic resources are designated each year.

Historic sites are tangible reminders of history. We would do well to remember the county motto to *gardez bien* or guard well the historic treasures of Montgomery County. Through the preservation and interpretation of historic buildings we may remember and learn from the past and gain inspiration for the future.

⁶⁴Research and Technology Center, M-NCPPC, June 2000.

Michael Heister

Partner with Frank P. Milburn. Milburn, Heister and Co. Architects was known for its hollow tile courthouses. A South Carolina native, Milburn designed buildings at the University of North Carolina (1907-12) and the State Houses of Florida and South Carolina. Locally, the firm designed the Powhatan Hotel, Pennsylvania and 18th Streets, Washington D.C. (1911). *Selections from the Work of Milburn & Heister, 1907* at George Washington University. BB
Heister House, 27 Primrose, Chevy Chase Village, by 1912. Hollow tile construction.

S. G. Henseley, Builder

Goshen Methodist Episcopal Church, 1870-1

Robert H. Hill (b.1904)

African American builder from Sandy Spring, formed Sandy Spring Construction Company in the 1940s. Constructed an estimated 250 residences, churches, and other structures, including a brick funeral home. McGUCKIAN

William T. Hilton, Builder

Sugarloaf Mountain Chapel, 1861

Mt. Ephraim, 1868

Thomas White House, Barnesville, 1903

Christ Chapel/Hilton Shop, Barnesville, 1876

Hornblower & Marshall

Though no known Montgomery County buildings have yet been directly attributed to Hornblower & Marshall, the firm influenced many architects who worked in the county. Joseph C. Hornblower (1848-1908), FAIA, was one of the first American students to formally study architecture in Paris. He graduated from Yale University's Sheffield Scientific School in 1869. He established an architectural practice with William Poindexter (1877-9) before opening his own firm. In 1883, he joined long-time friend J. Rush Marshall in a partnership. Marshall (1851-1927), FAIA, was trained at Rutgers Scientific School and on tour in Europe. He worked under A.B. Mullett in the Office of the Supervising Architect of the Treasury, in 1872. Hornblower & Marshall was a prolific and successful firm that operated for over 25 years. The firm was known mainly for its Colonial Revival and Romanesque Revival residences for Washington's social and political elite. Later public buildings include the Baltimore Customs House (1903), the Smithsonian Museum of Natural History (1904), and the Army and Navy Club Building (1911). AIA 100

Howard Brothers

African American Builders

Pleasant View M.E. Church, 1888, Rebuilt 1914

David J. Howell (b.1863) Civil Engineer and Landscape Architect
Trained at Washington and Lee University, Howell began his career as an engineer and railway surveyor for the State of Virginia. He was a USGS topographer (1884-7) until, at the age of 23, he started his own practice, which became David J. Howell & Son. He became a national planning expert on waterways, railways, water supply systems. Howell was superintendent for the National Zoo, and worked with the Chevy Chase Land Company over two decades. His firm planned numerous subdivisions in the metropolitan area, including Massachusetts Park, Sixteenth Street Heights, Richmond Park, and Forest Hills. M-NCPPC, CC

Chevy Chase Water Tower, Rosemary Circle, 1893

Chevy Chase Section 4 plan, Town of Chevy Chase, 1909

William H. Walker Subdivision, Town of Chevy Chase, 1920

Chevy Chase Section 5 Re-Subdivision, 1922

J. Frederick Imirie (1899-1967) Builder

Born in Washington, D.C., Imirie grew up in the Latham-Imirie House, Town of Chevy Chase. He ran his own Bethesda-based construction business from about 1920 to the early 1930s. He was Montgomery County's first building inspector from 1933-35. He organized the Appraisal Branch of the National Park Service of which he was head from its origins in 1955 until his retirement in 1966. It was estimated that he directed the appraisal of more than \$60 million worth of land bought by the National Park Service. M-NCPPC, OFFUTT

4012 Thornapple Street, Town of Chevy Chase, 1926

Bethesda Fire Station, Old Georgetown Road, 1926

\$15,694.15

Lindley Johnson (1854-1937) AIA

A prominent Philadelphia architect, Johnson received a B.S. from the University of Pennsylvania. He studied at the Atelier Moyaux in Paris and worked for architect Frank Furness one year before establishing his own firm. Johnson was a founding member of Philadelphia's T-Square Club. He is mainly known for his residential work and resort hotels. He was the lead architect for the Chevy Chase Land Company, designing six model cottages, a hunt club (not built), hotel, and houses for company officers. M-NCPPC, CC, BDPA
Edward Stellwagen House (The Lodge), 5804 Connecticut Avenue, 1892
Nyman House, 5901 Connecticut Avenue, c1892 (Demolished)
Herbert Claude House, 5900 Connecticut Avenue, c1892
Newlands, Residence, Chevy Chase Circle, c1893
Chevy Chase Inn, Connecticut Avenue, 1893 (Demolished)
William M Stewart House, 1892, residence, stable, barn

Philip M. Jullien (1875-1963)

Jullien, a native Washingtonian, worked in the city for two years

before moving in 1897 to New York. He became affiliated with several leading architectural firms and earned national acclaim for his work. In 1917, Jullien returned to the Washington area and resided in Chevy Chase Village (30 Quincy Street). M-NCPPC, WPP, CC

George A. Lewis

Residence, 34 Quincy Street, 1922

Congressional Country Club, River Road, 1924

Taylor-Britton House

(Boxwood), Expansion, 3815 Bradley Lane,

c1929, Attribution



Philip M. Jullien

Photographer: Washington Past and Present (1930). Historical Society of Washington, D.C.

Louis Justement (1891-1968) FAIA

Justement came to Washington, D.C. from his native New York to attend George Washington University. He graduated with a degree in architecture in 1911 and worked for Milburn & Heister for several years. He became a draftsman for the Navy's Bureau of Yards and Docks. In 1919 he joined **Alexander Sonnemann** to form Sonnemann and Justement. Among the firm's designs are Kalorama Triangle row-houses. Justement formed his own firm in 1924 and worked until his death in 1968. The firm was known for its hospitals, schools, commercial buildings, and large-scale housing projects, including Fort

Dupont Dwellings (1939). Justement received many local and national awards. AIA 100

Falkland Apartments, Silver Spring, 1936-8

Charles Barton Keen (1868-1931)

Philadelphia architect Charles Barton Keen (1868 - 1931). Keen received his architectural training at the University of Pennsylvania. He designed country estates in Winstom-Salem (Reynolda House, 1917), Newport, Rhode Island, and West Chester, Pennsylvania. Keen may be best known for his 19th century Philadelphia suburban developments (Pelham, Overbrook, Ogontz Park, Glenside). MNCP-PC <www.cmhpf.org> <www.uchs.net/Woodlands>

Charles I Corby House (Strathmore Hall), c1914 Alteration of 1900 house (see Appleton Clark)

Albert Kruse and George Edwin Pope

Wilmington Delaware architectural firm established 1935.

Albert Kruse (1897-1974), FAIA, was a preservation architect who was director of the Historic American Building Survey for Delaware. His restorations include Mount Harmon, Earleville, Maryland, and Reed Creek, Centreville, Maryland. AIA, M-NCPPC

Col. Edward Beale House, 11011 Glen Road, Potomac, 1938



Albert Kruse

E. Brooke Lee

World War I hero, county political boss, and real estate magnate, Lee was the president of North Washington Realty Company that developed a series of Silver Spring area family estates during the interwar period. Known as the Colonel, Lee was a close associate of Maryland Governor Albert C. Ritchie and worked as his legislative agent, 1920-35. Lee was elected to the House of Delegates in 1926, and soon became House Speaker. His political influence in Annapolis made him a formidable power in county politics and land development. He was a strong advocate of planned suburban growth in Montgomery County and was instrumental in establishing both the Washington Suburban Sanitary Commission (1916) and the Maryland-National Capital Park and Planning Commission (1927). In addition to the projects listed below, North Washington developed Northgate, and Rock Creek Park Estates, in the District of Columbia. M-NCPPC, H & MacM

Gist Blair Property Subdivision, 1921

Blair-Takoma Subdivision, 1924 \$6,000 houses

Colonial Village

North Hills of Sligo, 1930

Silver Spring projects advertised in 1933 include South Woodside Park, Sligo Park Hills, Highland View, North Hills, Country Club Park, and Indian Spring Park

Charles M Lightbown (d.1942)

Builder and Realtor, living at 3905 Thornapple, Town of Chevy Chase, 1927

Builder, Office at 4 Decatur St., Cottage City, Maryland (7-24-1926 Eve Star ad)

3807 Thornapple St., Section 5, Chevy Chase, 1926

4 Dorset Avenue, Kenwood, 1934

The Old Stone House, Georgetown, by 1940

Seneca Baptist Church, Restoration, 15811 Darnestown Road, 1940

Maddux, Marshall & Co.

Retired military officers formed Maddux, Marshall and Company, a Washington-based real estate development firm. The company was a charter member of the Home Builders Association of Washington, Inc. (1924). In Garrett Park, the Maddux, Marshall Company built Chevy houses, one-story, two-bedroom cottages with built-in radios and optional garages complete with Chevrolet cars. The *Chevy House* at 10912 Montrose Avenue dates from 1927. The company, later known as Maddux, Marshall, Mallory and Moss, expanded into apartment and hotel complexes in the late 1920s but collapsed when the Great Depression hit. M-NCPPC, OFFUTT

Battery Park, Bethesda, 1922

Garrett Park subdivision, 1924 \$7,500-8,500 houses

William J. Marsh (d.1926) FAIA

William Johnston Marsh was born in Washington and studied architecture as an apprentice. He worked for Hornblower & Marshall until he established his own practice in 1892. Marsh established a partnership with **Walter G. Peter** in 1898, which lasted until Marsh's death. See **Marsh & Peter**. WP 1903, M-NCPPC, NR

Alton, Crosby Noyes Mansion, 1000 Mansion Drive (Site of Woodside Park), Silver Spring, 1891, \$7,000 (Demolished)

Marsh & Peter

Walter G. Peter and **William J. Marsh** formed a partnership in 1898, which lasted until Marsh's death in 1926. Marsh & Peter's projects included the Willard Hotel, First Church of Christ Scientist, the Evening Star Building, Walter Reed Army Hospital (by 1908), and the DAR Administration Building. WP 1903, M-NCPPC, NR

Boland Hall, Georgetown Preparatory School, 10900 Rockville Pike, North Bethesda, 1917

Rudolph Kauffman House, by 1903 (Note: Kauffman at 1 W Melrose, Chevy Chase, by 1927. Rose Greely landscape architect for Kauffman)

Thomas McCormick, Builder

Longwood, 2900 Dubarry Lane, Brookeville, 1817

Montgomery Cunningham Meigs (1816-1892)

A native Georgian, Meigs moved to Philadelphia in his childhood and attended the University of Pennsylvania for one year. He entered the United States Military Academy, graduating fifth in his class in 1836. On assignment with the Engineer Corps, Meigs designed many significant engineering projects. His design for the monumental Cabin John Aqueduct was for some 50 years unsurpassed as the longest masonry arch in the world. From 1853-9 he supervised the building of the Capitol's wings and dome; and from 1855-9, the extension of the General Post Office Building. During the Civil War, Meigs rose to the rank of Major General. He later supervised plans for the War Department Building (1866-7), the National Museum (1876) and the Pension Office Building (1882).

<www.qmfound.com/BG_Montgomery_Meigs.htm>

Cabin John Aqueduct, 1853-63

Louis D. Meline, Architect

Meline worked with builder Henry M. Earle to build several early houses in Chevy Chase Village. Meline was a member of Chevy Chase Club in 1893. See also Henry M. Earle. M-NCPPC, CC

Chevy Chase Village H. D. :

Lemly House, c1896, 4 Laurel Parkway

4 & 6 W. Kirke Street, 1895

C. B. Browne House, c1895, 11 W. Irving Street