NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name ROCK CREEK PARK HISTORIC DISTRICT
other names/site number Reservation 339

2. Location

street & number 5000 Glover Road, N W NA ☐ not for publication
city, town Washington ☐ vicinity
state District of Columbia code DC county NA code 001 zip code 20003

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property		
		Contributing	Noncontributing	
☐ private	☐ building(s)	9	28	buildings
☐ public-local	☒ district	0	0	sites
☒ public-State	☐ site	21	31	structures
☒ public-Federal	☐ structure	1	0	objects
	☐ object	31	59	Total

Name of related multiple property listing: NA

Number of contributing resources previously listed in the National Register 10

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

John W. Boarman — 6-19-91
Signature of certifying official State Historic Preservation Officer — Date

State or Federal agency and bureau

In my opinion, the property ☑ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Edward C. Bearss — 8/29/91
Signature of commenting or other official — Date

Chief Historian, National Park Service
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☑ entered in the National Register. ☐ See continuation sheet. — Patrick W. Andrus — 10/23/91
☐ determined eligible for the National Register. ☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

for Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
DOMESTIC/single dwelling	RECREATION AND CULTURE/outdoor recreation
INDUSTRY/manufacturing facility	LANDSCAPE/conservation area
DEFENSE/fortications	
LANDSCAPE/conservation area	
RECREATION AND CULTURE/outdoor recreation	

7. Description

Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)	
EARLY REPUBLIC	foundation	CONCRETE
other: I-House	walls	STONE/granite
LATE NINETEENTH AND EARLY 20TH CENTURY REVIVALS	roof	STONE/slate
other: NPS Rustic Architecture	other	WOOD/shingle

Describe present and historic physical appearance.

Summary

The Rock Creek Park Historic District is located in the northwest quadrant of Washington, DC, and lies entirely within the District of Columbia. The 1,754.62-acre parcel is legally defined as Reservation 339 and its boundaries are roughly defined as Sixteenth Street on the east, Oregon Avenue and Branch Road on the west, Klingle Road on the south, and the District line and Parkside Drive on the north. The district is predominantly picturesque forested valley with sloping hills and meadows. The park is surrounded by commercial and residential development, and it has only two modern areas of concentrated recreational and administrative activity. These areas are located just below Military Road, N W, in the vicinity of Sixteenth and Kennedy Streets and just east of Glover Road on the park's interior (see district map). Otherwise, Rock Creek Park Historic District retains a high degree of integrity that well reflects the development of this public landscape between 1791 and 1941.

[X] See continuation sheet

Description

The core of Rock Creek Park historic district is the creek and its picturesque gorgelike scenery. Particularly impressive is a one mile stretch of rapids and a rocky stream bed immediately south of Military Road. In contrast to the bold and picturesque valley core, Rock Creek Park also has gentle sloping hills and grassy meadows. This combination of landforms and the present vegetative character of the Rock Creek Valley's watershed has been described by landscape architect and historian Piera M. Weiss in the following manner:

> Rock Creek originates in Laytonsville, Montgomery County [Maryland] and has a watershed of approximately 77 square miles, 16.8 of which are in the District of Columbia. The watershed lies within the physiographic region of the Piedmont with characteristic rolling and hilly topography. The dominant vegetative composition today in the upper reaches in Montgomery County is oak--tulip poplar and is considered in the pre-climax or climax stage, that is, able to reproduce the same species barring any change in environment. The underlying topography is gently rolling with a floodplain which becomes more steeply sloped just north of the District line. The topography in the District of Columbia is more dramatic with steep ravines and the narrower floodplain characteristic of the Fall line. The dominant vegetative composition is oak, tulip poplar, beech with an understory of mountain laurel, holly, and dogwood on the hills, and sycamore, red maple, and wet tolerant understory in the areas along the floodplain. In areas where farming was practiced in years past or where the forest was cut for other purposes, such as the construction of Fort DeRussy during the Civil War, the vegetation composition reflects the primary stages of forest succession, eastern juniper, pine, and tulip poplar, found in this part of the east coast.

Rock Creek Park historic district contains approximately 1429 acres of natural forest growth and accomodates just over 310 acres of intensive recreational facilities, roads, trails, structures, and sites. The reservation is

bounded on the east and west by major arterial roads (Wisconsin and Connecticut Avenues and Thirteenth, Fourteenth, and Sixteenth Streets). Within the park interior Beach Drive experiences heavy morning and evening surges of traffic created by Maryland commuters. Wise and Park Roads, which are east-west connections in the district, also periodically receive a high volume of traffic. However, Military Road, a four-lane divided highway, which bisects the park in an east-west orientation is the only intrusive road. This modern ten-acre highway strip breaks the natural continuity of the park into two roughly equal sections. Aside from this conspicuous reminder of the intensive surrounding urban environment, the historic appearance of Rock Creek Park has changed little since the preparation of the Olmsted Brothers survey in 1917 (see map). A seminal management plan, prepared by the Olmsted landscape architecture firm after this survey, has guided the conservation of the park's natural resources since 1919.

The most conspicuous historic resources in the park are the nineteenth century stone residence and mill complexes built by the Pierce family. The Pierce-Klingle Mansion and Pierce Mill and their outbuildings have been considered historic sites from the acquisition of the park by the federal government. The influence of these solid vernacular Georgian buildings has been most evident in the use of native brown and grey stone as the appropriate material for subseqent park improvements. This building material has commonly been used for retaining walls, bridge abutments, and buildings throughout the park's history.

The circulation system of the park built and improved between 1830 and 1941 also contributes a distinctive layered historic character to the park. Many of the historic trails were adapted from old farm roads. The existing parkway road system was largely adapted from the reuse of existing county roads or originally built as early twentieth century park carriage drives All of the park's serpentine roads were designed as pleasure drives, which was a major recreational activity in the park before 1941. The present road system continues to reflect their original purpose of providing public access to the enjoyment of extraordinary rural scenery. Although adapted to the automobile, the designed alignment, width and environmental surroundings of these scenic roads has not substantially changed since the 1920s. The bridges of Rock Creek Park historic district, such as Pierce Mill bridge (1872-1921), Boulder Bridge (1902), and Rapids Footbridge (1935), also clearly

contribute to the historic development of the park. However, the most dominant physical characteristic of the district is the natural landscape itself. The exceptional natural beauty of this forested valley has determined or influenced historic events and associations in this historic district since intensive settlement in the region after 1790.

Identification and Evaluation Methods

The purpose of this survey was to identify and evaluate Rock Creek Park's above-ground historic cultural resources and to provide the documentation necessary to support the nomination of eligible sites and structures to the National Register of Historic Places. Significant prehistoric and historic archeological sites have not been considered. The survey began with a review of the extensive primary and secondary sources related to the history of Rock Creek Park in order to identify potential historic contexts. Previous field work and survey forms for Rock Creek Park's cultural resources were also compiled. In 1934-35 the Pierce Mill and Pierce-Klingle mansion complexes were surveyed and documented by the Historic American Buildings Survey. Since that time these complexes and several park bridges (Boulder and Ross Drive) have been listed in the National Register of Historic Places. The nomination forms for these properties and data on the park's List of Classified Structures was also obtained. In addition, copies of Historic American Engineering Record survey forms of Rock Creek Park's historic bridges, completed in 1988, were also reviewed. The data from previous survey and field work provided the basis for the compilation of a preliminary list of properties in Rock Creek Park with recognized or potential historic or architectural significance.

At this stage a base map of the park was made by Piera M. Weiss, RLA. Utilizing pertinent sheets of a map series prepared by Greenhorne and O'Mara, Inc., of Riverdale, Maryland, for the National Capital Planning Commission from aerial photography in 1981, a composite of Rock Creek Park's land area was compiled at a scale of 1"= 200'. A map was then prepared at a scale of 1"= 400'. The purpose of the reduction was to create a modern topographical map on the same scale as that used by the Olmsted Brothers in their survey of Rock Creek Park. A mylar overlay was then prepared to compare the 1918 Olmsted park topographical map of the

existing and proposed landscape units and circulation system with that of the 1980s. This base map was also compared to a 1939 National Park Service annotated copy of the 1918 Olmsted Map. The National Park Service annotation located existing utilities, roads, trails, stuctures, and attractions in the park on the Olmsted Map. The comparison of the mylar and historic maps provided a reliable visual aid for determining locations of potentially significant properties and for assessing the historic integrity of the designed alignment of roads and trails and of the Olmsted plan's organization of landscape units.

After the completion of a base map, a reconnaisance survey was undertaken by automobile and on foot of all structures indicated by the 1981 map of Greenhorne and O'Mara, Inc. Historic maps of the study area from 1800 to 1950 were also examined to identify potential historic structures or sites in the park not indicated by modern mapping. Historic photographs, plans, and drawings were also reviewed for information concerning the physical development of the park and to document the integrity of specific properties. An intensive survey was then conducted of all sites or structures built or developed prior to World War II. Field work for evaluating the park landscape and circulation system was conducted with the advice and assistance of Ms. Weiss. Approximately, 170 structures and sites were surveyed and evaluated for this study. The historic resources listed below are distributed throughout the park, but the highest concentration exists in the southern half of the reservation below Military Road. Historically this area has experienced the most intensive land use. Prehistoric and historic archeological sites were not considered.

Of the potential contributing properties, thirty-one were considered to possess the required significance and integrity to contribute to a potential National Register Historic District. There are also more than twenty farmstead, mill, and camp sites in Rock Creek Park. None of these sites, however, possess sufficient above-ground cultural material or associative historical significance to be considered eligible as a historic sites. However, these sites may possess important information potential and should be the subject of a future archeological survey. Approximately one-third of the 170 sites or structures identified were modern sports facilities concentrated in

the Sixteenth and Kennedy Street Recreation Area. These facilities are largely open spaces and do not detract from the significance or integrity of the park. Each type has been grouped for purposes of simplification and are listed for reference purposes only. (For example, eight basketball courts are considered one non-contributing property in the district inventory). None of these sites are considered substantial enough to be considered a non-contributing property.

The narrative history of the park in section 8 of this nomination was largely based on research in archival, cartographic, photographic, and special collections located at the Library of Congress, the National Archives and Records Administration, George Washington University, Historical Society of Washington, D. C., and the District of Columbia Public Library. Park history and physical data files located at the National Capital Region headquarters and Rock Creek Nature Center were also reviewed and utilized. Newspaper articles, planning reports, and local and regional historical literature located at the major Washingtoniana collections in the city also provided important insights into the history of Rock Creek Park and the background material for the development of the historic contexts. This nomination includes a map appendix containing an boundary map of the proposed historic district, the 1918 Olmsted landscape survey map, and a two-part historic resources base map indicating contributing and non-contributing properties.

INVENTORY

The following list of 31 contributing and 59 non-contributing above-ground resources are considered to be of sufficient size and scale to form the Rock Creek Park historic district inventory. The contributing properties are specifically addressed in the documentation of the areas of significance. Vacant lots and open spaces have not been counted (i.e. parking lots, picnic areas, and ballfields), unless they possess signficance under National Register criteria. A list of these minor properties has been attached for reference purposes. Rock Creek Park-Real Property Inventory (RCP-RPI) number codes for a survey compiled in 1982 are used where possible to aid identifications.

Contributing

Building Complexes

PIERCE-KLINGLE MANSION (HISTORIC NAME: LINNAEAN HILL).

(1) Site/ Designed Landscape, (1823; ca. 1850; 1936).
Architect/Builder: National Park Service, Branch of Planning, National Capital Parks, 1936.

Description

The setting for the Pierce-Klingle mansion is a designed historic landscape that took its present design configuration in 1935-36 when the property was restored by the National Park Service. The present approximately two-acre area was once part of an 82-acre estate developed along a U-shaped bend on Rock Creek. Joshua Pierce was a nurseryman who undoubtedly created a landscape setting commensurate to his 1823 house. The two-tiered garden terrace may have been part of an early formal garden design. The Boschke topographical survey maps of Washington, D. C. confirm that Pierce designed and built an extensive naturalistic landscape on his estate by 1856-1859. The map illustrates an intricate curvilinear road system, a large orchard on the northwest corner of the estate, and evidence of thinning and enhancement of the natural landscape.

Boschke also recorded eight buildings on the property. Three outbuildings, none of which are extant, were situated immediately northwest of the house. The twin dependencies to the rear of the house were delineated as pavilions linked by a massive retaining wall and greenhouse. The greenhouse was in ruins by 1907, and the wall was removed in 1935. The stone from the retaining wall was used in the restoration of the Pierce-Klingle house. South of the mansion were a springhouse and barn situated along the south side of a private drive cutting through the southern half of the estate. In the southwest corner of the property, northeast of what today is the intersection of Williamsburg Lane and Porter Street, was another sizeable outbuilding which may have been a gatehouse.

In 1867 Major Nathaniel Michler completed a topographical map of northwest Washington to accompany his now famous survey report for the location of a public park and a site for the Executive mansion. This map is a detailed record of the appearance of the grounds of the Pierce-Klingle estate in 1866. The outline and site configuration of the extant house, paired dependencies, and carriage house/garage were essentially as they appear today. Five additional outbuildings, which are no longer extant, were also illustrated on the map. Of these buildings only two had not been recorded by Boschke and may have been additions after 1859. The first new building was a large structure directly southwest of the extant carriage house/garage and possibly was a stable or another greenhouse. A second and larger building was also constructed directly north of the barn. These structures faced each other and flanked the curving roadway which ran across the southern half of the property.

The Michler map also depicted a network of drives and walks, lawns, and prominent plant material in greater detail than Boscke's antebellum maps. Vehicular access to the property was gained from Joshua Pierce's Road [later designated Klingle Road], which skirted the southern boundary of the estate. This road crossed Klingle Ford just north of what today is the National Zoological Park and connected with Pierce Mill (Park) Road on the east. Two drives led north onto the Pierce estate from Klingle Ford Road. The western most road led due north past the estate to the Pierce Mill complex. Two tree-lined lanes were constructed off this road to the east. The northern most drive accessed the house and a southern lane led back to two large outbuildings flanking that roadway. A carriage drive on the east side of the estate led north off Klingle Ford Road then skirted east along a ridge overlooking Rock Creek and then curved north toward the main house.

A fork in this roadway accessed a roadway connected to the stable and carriage house behind the house and to a lane leading out on a connection with Pierce Mill. It is known that Pierce had established a nursery and arboretum on his estate by 1857 and was selling plant specimens. It appears the drives were for pleasure rides through the property to examine the fruit and ornamental trees and shrubs on the grounds. The 1892 USGS topographical maps indicate that the property retained the general appearance recorded by Michler's survey team until the government acquired the 31 acres of the northern half the estate, which are now part of present day Rock Creek Park.

After creation of the park, the system of drives was no longer maintained. The northern paths and roads connecting the Pierce Klingle estate to Pierce Mill became bridle paths. Drives to the south of the new park boundary eventually were altered and reconfigured to accomodate an enclave of late nineteenth and early twentieth century residences which abut the park today. By 1919 the double loop drive in front of the house had been replaced by a single oval roadway. The only vestige of the intricate system of drives built by Pierce that is extant is what is now an abandoned gravel road on the east side of the house.

In 1935-36 the Pierce-Klingle estate buildings were restored and the grounds refurbished. Grading plans for a new roadway onto the site records a garden landscape plan for the house. This plan closely correlates to the existing circulation system and structural character of the present landscaped setting for the Pierce-Klingle house. Although this designed landscape is now deteriorated, the Pierce-Klingle mansion grounds clearly reflect their 1936 design intent. The historic house site was planned to create a setting that recalled Joshua Pierce's profession as a horticulturalist. Although the landscape design was not based on historic research, it attempted to capture the spirit of the original setting. However, the reduction of land area, the rich planting scheme, and balanced character of

the surrounding gardens reflects a design influence of house and garden landscape architecture of the period 1890-1930, rather than the mid-nineteenth century romantic villa grounds of Downing. A central element of this design was the creation of a southern vista from the center hall of the house leading out to a formal terrace and garden lawn below. The design transfers the balance and symmetry of the architecture of Linnaean Hill directly to the grounds. This vista and the original circulation system of gravel drives and stone walks remain intact. Although the walks are in need of repair and significant plant material has been lost, the terrace and semi-circular garden retain their distinct form and outline. The interpretive historic character of the grounds was enhanced by the retention of an 1850s carriage drive as a bridle path and adaptation of the remnants of old orchard for use as a corral. The design intent of this Depression-era landscape plan is intact.

(2) Pierce-Klingle House (1823; 1843; 1934-35). Listed individually in the National Register on October 10,1973. [RCP-RPI 3450-7185]
Architect/Builder: Pierce, Isaac, Abner, and Joshua.
Description:

The Pierce-Klingle House is located on a secluded landscaped hilltop site just off Williamsburg Lane above the west bank of Rock Creek about one-half mile south of Pierce Mill. The large stone farmhouse combines English-influenced Georgian and Pennsylvania German folk architectural traits in its form, plan, and architectural details. Like many Pennsylvania German residences the house is one-room deep and built into a bank and has a semi-subterrean cellar. The principal or north facade is two and one-half stories in height and the rear or south elevation, which incorporates the basement/cellar, has three floors and the attic. The original 1823 building had a symmetrical five-bay facade before the addition of a large projecting front gabled wing. A matching stone addition (one-story on the north facade and two-stories on the south elevation) with small pedimented gables on

each side was added to the west of the original building in 1843. The central projecting addition has three round headed archs forming an enclosed porch to the main entrance. Without this projection the north elevation of the Pierce-Klingle House would appear as a traditional British I-house (one room depth and two-stories in height) type.

The Pierce-Klingle house has a side-gabled roof with a moderate pitch, which is finished with wood shingles. Interior end chimneys are flush to the walls and were built on both the core building and its subordinate wing. The house's cornice is shallow-molded and uniformly unadorned. Two symmetrically balanced pedimented roof dormers light the attic story of the principal facade. The building's two-feet thick fieldstone walls are laid in irregular courses with minimal decorative detail. Lintels, sills, and doors surrounds are large flat stones. The wooden frames are also simple, and the window sash is patterned in a six-over-six configuration throughout the building.

The rear/south facade of the 1823 core building is also five bays wide, but it does not include a projecting wing. The third floor of this facade has five unit window design symetrically arranged in a standard manner for Georgian influenced architecture. The second floor on the rear has a central single door and paired windows to complete this level's five unit design. The door leads out onto a two-story decorative wrought iron veranda with stairs that lead down to a garden terrace. The basement level has a window-door-window-door-window arrangement. Double doors are symmetrically placed on each half of the elevation. The 1843 side wing has a pedimented cornice and a large central window with a grapevine decorative wrought iron balcony. On the basement level there is a smaller six-over-six window flanking a single door entry. The west and east elevations present blank

stone facades with the exception of the inclusion of square paired attic gable windows. A single door was also included on the west elevation at the basement level.

(3) and (4) Pierce Klingle Utility House and Potting Shed, (1823). Listed as contributing buildings with the Pierce-Klingle Mansion in the National Register on October 10, 1973. [RCP-RPI 3450-7187 and 7188]
Description:

Directly south of the Pierce-Klingle house are two identical outbuildings. These dependencies are built into a terrace and probably once framed a formal vista. Each dependency is square in form and has a single cell plan. They are both capped by a wood-shingled pyramidal roof finished with a finial urn. The walls are laid in irregular coursed fieldstone and match the masonry of the main house. Design continuity with the core building is also evident in the care to continue the use of simple flat stone door and window surrounds, identical wooden frame and sash construction, and six-over-six lights. From the north elevation the dependencies appear to be one-story buildings. In fact, each building is two-stories and banked into the hill. A semi-subterrean first level is visible only from the lower garden. Entries are located on the east on the second or terrace level and on the western elevation of the lower grade.

(5) Pierce Klingle Stable/Garage (1823;1936). Listed as contributing buildings with the Pierce-Klingle Mansion in the National Register on October 10, 1973 [RCP-RPI 3450-7186]
Description:

Approximately 100 feet west of the main house is a stable/garage outbuilding constructed into the hill. The first level, which is banked into the terrain, is built of irregularly coursed fieldstone masonry that matches the main house and probably dates to 1823. The upper level of the building is vertical framed siding that was added to create the garage in 1937. The

gable end roof is moderately pitched and covered with wood shingles. The fenestration is simple six-over-six wooden sash on the north and south elevation. The west facade has a barn door on the ground level with two simple square windows with six lights in the frame gable end. The east elevation contains a double-door garage entered on the second level.

PIERCE MILL

The setting of Pierce Mill has been altered many times during the administrative history of Rock Creek Park. The mill site was enhanced in a "naturalesque" style in 1919 and was reconstructed to complement the historical restoration of the mill in 1936. The landscape has not retained distinctive features from either design periods. Trees have been cleared, roads, trails, and bridle paths have been changed or obliterated. New features, such as railings and stone walks have also been introduced. Finally, the mill race, which was the focal component of the 1936 landscape reconstruction of Pierce Mill has been infilled. Although the site could not be considered a significant designed historic landscape, it does retain its topography and sufficient plant material to recall its nineteenth century creek side setting.

(6) Pierce Mill Bridge, 1872; 1895; 1921.
Architect/Builder: Conway Blunt, D. C. Bridge Engineer (1895); D. C. Assistant Engineer of Bridges, (1921). [RCP-RPI 3450-7313]
Description:

Pierce Mill Bridge spans Rock Creek in the vicinity of the intersection of Beach Drive and Park Road, N.W. The structure connects Tilden Street with Park Road and is an integral east-west link for a city thoroughfare that crosses the narrow southern end of the park. The two lane vehicular bridge is of plate girder design and construction consisting of three simple spans totaling an overall length of 178 feet and a width of 29 feet. Its steel girders rest on stone piers and concrete abutments faced with granite that were built in 1872 to support the original wooden superstructure.

In 1895 the D. C. Commissioners authorized bridge improvements that included installation of steel girders with a new wooden deck and railings. Between 1912 and 1914 the wooden railings that framed the east and west approaches to the bridge were replaced with irregularly coursed masonry wing walls. Further bridge improvements made in 1921 included construction of a new abutment on the east bank of Rock Creek and asphalt resurfacing of the deck. In that year a graded and filled roadway connection was built between the east wing walls and Park Road. The present tubular steel railings were also installed at this time. Although the bridge has periodically been resurfaced and the superstructure has been reinforced and repaired many times, the historic integrity of the bridge has been retained since its last major renovation in 1921.

(7) Pierce Mill, (1829;1919;1936). Listed individually in the National Register, March 24,1969. Architect/Builder: Pierce, Isaac and Abner. [RCP-RPI 3450-7170]

Description:

Pierce Mill is located on the west bank of Rock Creek at the foot of a gentle sloping hillside just north of the approach to the bridge connecting Tilden Street and Park Road NW. The impressive vernacular stone building was constructed according to its date stone in 1829. Yet some writers claim that the date stone signifies a later addition to the building. Although modified in 1931 and heavily restored in 1936, the early nineteenth-century architectural character of the mill has remained intact. Milling operations ceased in 1897 and the property was used as a tea house concession and park offices before 1936. During the first decade of the twentieth-century, a turbine engine, which had replaced the waterwheel in 1878, was removed and the original mill race was infilled. In 1919 the building was repaired and in 1931 a one-story screened porch was added to the north facade. This enclosure was built up on stone piers in the area of the old mill wheel. Other exterior changes were minor and included the removal of flower boxes and wooden shutters on the second level and replacement of two-over-two with six-over-six window sash.

In 1936 the National Park Service restored the mill. However, the exterior changes were again minor. The project repointed the stone walls and reconstructed holes cut in the north wall for the 1931 porch addition. Windows were also rebuilt and fitted with new frames and sash. All the sash installed in 1919 was replaced with a nine-over-six configuration except the gable end attic windows which retained six-over-six lights in 1936. The chimney flue was also repaired and a new brick stack erected which was based on the lines of the original. The major change to the exterior appearance of the building was the reconstruction of the waterwheel, and mill race (now infilled).

Pierce Mill was built into a hillside along Rock Creek with a northwest axis. Architecturally this industrial building resembled a large stone farmhouse combining Georgian and Pennsylvania German forms and construction details. The mill has gable-ends and a rectangular plan and is two rooms deep. The principal facade (west) is two-and-one-half stories and the rear elevation (east), which includes a semi-subterrean basement floor, is three-and-one-half stories. Pierce Mill is three bays wide, has ground floor center entrances on each elevation with the exception of the north facade, and the fenestration is formally arranged. The north facade has a wheel pit and waterwheel on the ground level. The gable end facades have paired symmetrical windows on each floor. The mill walls are brown and blue granite laid in irregular courses and all the sills and lintels are flat stones. The window openings have unadorned frames and are filled with nine-over-six sash except on the gable ends and the rear basement level. The attic level windows on the gables have a six-over-six configuration and the rear basement windows have wooden louvered screens. Side-hinged shutters are also included on the mill's fenestration.

(8) Pierce Mill Dam, (1904-1905). Architect/Builder: Strange, Otto. [RCP-RPI 3450-7515]

Pierce Mill Dam crosses Rock Creek at a point approximately 150 feet north of Pierce Mill bridge. The dam was constructed in 1904 by Otto Strange at a cost of $4,000 after an earlier upstream wooden dam was washed out. It was built on a foundation of rock and is of concrete construction. The dam measures twelve feet above the foundation, and the

height of the waterfall is approximately six and one-half feet. The structure is faced on the downstream side with boulders, and it is 100 feet long with a middle spillway of forty feet. Masonry wings were added to the dam in 1905. The structure was repaired and the boulders repointed by the Civilian Conservation Corps in 1936, but otherwise it has remained unaltered.

(9) Pierce Coach House [Art Barn], (ca. 1810; 1936). Listed individually in the National Register on October 25, 1973. Architect/Builder: Pierce, Isaac. [RCP-RPI 3450-7171]

Description:

The Pierce Coach House is located approximately 34 feet north of Tilden Street, NW. directly across from Pierce Mill. The two-and-one-half vernacular stone barn has a rectangular ground plan and roughly measures 26 wide by 35 feet long. The barn has a front gable end facing south and this wall consists of vertical (above the second floor) and horizontal (ground floor) boards. The varying direction of this elevation's wooden wall is continued by large diagonally framed double doors supported by long iron hinges. A smaller cross braced side door is located on the southeast corner of the building. Deep set transoms are placed over the barn doors and entrance. The barn door transoms are narrow and horizontal with three lights and the entry doors has a square window with six lights. Tripartite square six-light windows with bracketed tops are set into the attic gable over a second-story loft door.

The building's remaining walls are irregularly coursed blue granite stone. All door and window openings have simple flat stone lintels and sills. The east elevation of the barn faces toward Pierce Mill and has symmetrically paired six-over-six windows on the second level with side hinged wooden shutters. Two windows of a similar design and configuration are placed on the first level but are irregularly placed. The opening for the window toward the rear of the barn was originally larger and accommodated a door, but this space was infilled with the replacement window sometime before 1936. A brick chimney stack protrudes from the roof of this elevation. The west elevation has two centrally placed windows that light each floor. The north facade has a center gable window and two

asymmetrical window openings placed to either side of a center axis. The barn was restored by the National Park Service in 1935-1936, and its exterior appearance has remained largely unaltered since that time. In 1971 the interior of the building was modernized for use as an art barn/gallery.

(10) Pierce Springhouse 1801; 1935. Listed individually in the National Register on October 25, 1973. Architect/Builder: Pierce, Isaac. [RCP-RPI 3450-7173].
Description:

The Pierce Springhouse is located in a triangular shaped hollow which is now part of a landscaped median strip between the dual lanes of Tilden Street, NW. The four lane road converges into a two-lane approach to Pierce Mill Bridge. The one and one-half story gable end building has a rectangular ground plan approximately 15 feet wide and 19 feet long. The walls are blue granite stone laid in irregular courses. The roof is covered by wood shingles and has a medium pitch. A square brick chimney stack breaks the roofline on the western elevation. The fenestration and door openings have stone lintels and sills and unadorned framed surrounds. On the ground level of the main (south) facade a vertically paneled door provides access into the building. Rectangular six-over-six windows with side hinged frame shutters are located on each gable end. A square window and a second door were located on the ground level of the east wall of the building. The springhouse was encircled with the addition of a horseshoe shaped dry laid granite wall with a side stepped entrance when the building was preserved within a highway median built in 1913.

Buildings , Structures, and Objects

(11) Joaquin Miller Cabin, (1883; moved 1912). Architect/Builder: Miller, Joaquin; California State Association. [RCP-RPI 3450-7132].
Description:

The Joaquin Miller Cabin is located at Picnic Area #6, approximately 75 feet west of Beach Drive and is approximately one-half mile north of Military Road, NW. The one-and-one-half story building is sited at the north end of a large meadow-like picnic grove. The L-shaped cabin was built by

noted American poet Joaquin Miller (1838-1913) in 1883 at a site near the intersection of 16th and Belmont Streets, NW across from what is now Meridian Hill Park. Historic photographs indicate that Miller erected his house on a log foundation with log walls tied together by double-saddle notching and concrete chinking. The gable ends of the building were finished with smaller vertical timbers and the steep pitched cross-gabled hipped roof was covered by shingles. All fenestration openings were trimmed with simple frame surrounds, sills, and lintels and filled with six-over-six window sash. A fieldstone fireplace was built at the center of the cabin, and the protruding stack section was common bond brick with a stepped decorative corbel.

In 1911-1912 the cabin was disassembled and moved to its present site and dedicated on June 2, 1912. Newspaper coverage of the building's move and reconstruction in Rock Creek Park indicate great care was taken in dismantling the building and replicating its appearance. Original building fabric was lost in the move, but Miller's cabin was reconstructed with a high degree of visual accuracy in terms of its design, materials, and workmanship. The log cabin was rebuilt at its present site on a concrete foundation with its principal elevation facing south. Paired windows with six- over-six sash are on the first level of the north and south elevations and single six-over-six gable-end windows light the attic story. In addition, there is an identical single window on the stepped back wall of the main elevation of the L-shaped cabin. Historic photographs indicate this fenestration pattern appears identical to that built in 1883. The remaining openings are simple framed doorway entries on the east side of the cabin. These doors provide access to the two rooms in the building. An L-shaped flagstone walk creates an outside patio connection between the two doors.

(12) Visitor Center/Park Police Substation [1935-1936].
Architect/Builder: National Capital Service, Eastern Division, Branch of Plans and Design. [RCP-RPI 3450-7165]
Description:

The Park Police Substation is located approximately one-quarter of a mile south of Military Road, NW fifty feet east of Beach Drive. The symmetrical one-and-one half story Colonial Revival style building has a simple rectangular three-part plan of a center block and two subordinate

wings. The center block has a large central ridged chimney and a slate gable roof with two balanced projecting clapboard sided hipped dormers. Each of the one-story wings also has a slate side gable roof. The building's walls are rough cut ashlar stone laid in irregular courses. Each of the door and window openings have segmental arches and the windows of the center block have decorative wooden shutters. Originally the north wing was used as a garage. The large arched span of the vehicle entry has since been infilled with wooden panels, a central door, and two flanking six-over-six windows. The fenestration of the projecting four-bay central block and roof dormers also has six-over-six sash. The south wing, designed as the comfort station, has a simple framed door opening abutting the central block. Two symmetrically aligned six-over-six windows are placed on the gable end of this wing of the building.

(13) Jules J. Jusserand Memorial (1936). Architect/Builder: Joseph Freedlander. [RCP-RPI 3450-7530]
Description:

The Jusserand Memorial is located approximately one-quarter of a mile south of the Pierce Mill complex and is sited on a gentle sloping hill apprximately twenty five feet east of Beach Drive. The memorial bench is carved out of Milford Pink granite in the form of an exedra and incorporates low relief carvings of wings at its ends. The elliptical bench is approximately 22 feet long and 4 feet high and rests on a stepped granite platform. On the backrest of the bench is inscribed: JUSSERAND, PERSONAL TRIBUTE OF ESTEEM AND AFFECTION, 1855-1932.

(14) Fort DeRussy Earthworks (1861-1865). Listed in the National Register as part of Civil War Forts thematic nomination, 1985. Architect/Builder: 4th New York Heavy Artillery, U. S. Army. [RCP-RPI 3450-7516]
Description:

Fort DeRussy is located approximately one-half mile northeast of the intersection of Military Road and Oregon Avenue and can be accessed by foot/bridle trail. Originally the fort was a trapazoidal earthwork with a 190 yard perimeter. The fort's original armament contained three 32 pdr. guns *(en barbette)* one 100-pdr. Parrott *(en barbette)* five 30 pdr. Parrots *(en embrasure)*, one 10-inch and one 24-pdr. cochorn mortar. The fort's

earthworks were the nucleus of an 86-acre site complex cleared of trees consisting of two barracks (lumber measuring 20' x 100'), two mess halls (lumber, 20 x 52'), five officers' quarters (log), two stables (log), an ordnance sergeants' quarters (lumber), and a guard house (log, 12' x 18'). All of the ordnance, buildings, and salvageable materials were removed from the site after a public sale on October 14, 1865. Today only the earthworks remain extant. They appear as a high mound-like form set in a heavily wooded area. The roughly trapazoidal earthworks retain their original dimensions. The earthen structure is surrounded by a moat-like trench, and its walls average a formidable 20 feet in height.

(15) Ross Drive Bridge, [1907; 1968], Listed in the National Register, 1979. Architect/Builder: Douglas, W. J. [RCP-RPI 3450-7320]
Description:

Ross Drive Bridge spans a deep ravine in Rock Creek Park located approximately one-half mile south of Joyce Road. This three-hinged reinforced concrete bridge has an overall length of 168 feet and is approximately 18 feet wide. The structure's general design consists of a central arch with a span of 100 feet and a rise of 15 feet with two approaches of 30 feet. The central span is composed of arch ribs carrying light spandrel columns at ten foot intervals. These spandrel columns, along with the independent columns of the approach fills, carry the concrete slab roadway, which originally was sixteen feet wide. The bridge was widened by the addition of extra roadway cantilvering in 1968, but the open spandrel arch design and structural integrity of the bridge were not effected by the changes. The only other notable alteration to the bridge was the infilling of troughs on the bridge walls. These troughs were originally designed as planting boxes for decorative vines.

(16) Grant Road Bridge, (ca. 1898) Architect/Builder: Unknown. [RCP-RPI 3450-7325].
Description:

The Grant Road Bridge spans Broad Branch at the intersection of Broad Branch Road and Grant Road on the southwestern edge of Rock Creek Park. The stone culvert has a single arch with a overall length of 10 feet and roadway width of 21 feet. The interior of the bridge's arch is brick faced

with irregularly coursed granite. A keystone is located at the center of the arch ring on each side of the bridge. The structure is in good condition and recently all the masonry work was repointed.

(17) Boulder Bridge, [1901-1902]. Architect/Builder: Douglas, W. J./ Talty and Allen. [RCP-RPI 3450-7309]

Description:

Boulder Bridge spans Rock Creek on Beach Drive approximately one and one-half miles south of Joyce Road. The structure is a Melan reinforced concrete and steel arch bridge with an arch ring and spandrel wall faced with worn boulders. The overall length of the bridge is 130 feet and the span of its segmental arch is 80 feet with a rise of 15 feet. The straight wing walls are 25 feet in length and rest on solid rock foundations averaging approximately 2 feet in depth. The arch stones average 3 feet in depth and from 16 to 18 inches in width. These large boulders are secured to the bridge's steel girder structural arch with wrought iron fastening clamps cemented into each stone. The bridges remaining facing and parapet walls are made up of boulders averaging 15 inches in width cemented in place with a mortar dressing, which has been scraped to minimize the appearance of artificial coursing. The facing stones were carefully chosen to recall the rocky character of the streambed in the vicinity of the bridge and the cobbled effect of the facing and masonry creates a distinct rustic design.

(18) Pinehurst Bridge (1910-1911;1958) Architect/Builder: Baily, T. C. J. Engineer; E. G. Gummel, Contractor. [RCP-RPI 3450-7303].

Description:

The Pinehurst Bridge is a vehicular structure on Beach Drive that spans Pinehurst Branch three quarters of a mile south of Sherrill Drive. The bridge has a single full centered circular arched span of sixteen feet. The structure's overall length totals 41 feet and the arch barrel has a width of 24 feet. The concrete arch is finished with rubblestone and originally it had a rustic stone parapet and wing walls. In 1958 the bridge was widened and the deck was raised three feet and these features were removed. The superstructure of the recent section of the bridge consists of a corregated steel multi-plate arch. This face on the west side of the bridge is finished with regularly cut and laid ashlar stone.

(19) Sixteenth Street Bridge (1907-1910). Architect/Builder: District of Columbia Bridge Division/Pennsylvania Bridge and Cranford Paving Company. Sculptor: Proctor, Alexander P.
Description:

The Sixteenth Street Bridge spans the Piney Branch valley and provides a north-south arterial across this eastern arm of Rock Creek Park. The structure is a single span concrete parabolic arch with a vertical highway clearance of 25 feet. Two large parallel arches and a system of spandrels form a structural underpinning which supports the road bed. The concrete arches were poured in place and span 125 feet. The spandrel work has been faced with pebble aggregate concrete and the triple arch ring and coping are finished with smooth concrete. Smooth concrete pilasters flank the arch and create the appearance of structural abutments even though they are merely decorative. The bridge is finished with a neoclassical ornamental balustrade and imposing bronze lions rest on granite cheek blocks at the ends of the bridge on Sixteenth Street, NW.

(20) Old Military Road Bridge--Joyce Road Bridge (1929). Architect/Builder: Bridge Division of D. C. Commission. [RCP-RPI 3450- 7307]
Description:

The old Military Road Bridge spans Rock Creek near the intersection of Joyce Road and Beach Drive. The superstructure consists of steel beams designed as simple flat spans supporting a concrete deck and resting on concrete abutments. The bridge's overall length is 90 feet and the total roadway width is 38 feet with sidewalks of 6 feet each. The surface of the structure is simple unfinished concrete, but it has carefully been molded to imitate classical ornament and detailing. Rusticated abutments, enriched moldings on the sides of the deck, and a balustraded parapet create a elegant Neoclassical expression from the formed concrete.

(21) Milkhouse Ford and Cross Valley Road Structures,(1904). Architect/Builder: U. S. Army Corps of Engineers.
Description:

Milkhouse Ford is located on Rock Creek east of Beach Drive approximately three-quarters of mile north of Military Road. The ford was an old natural crossing of the creek and in 1904 when it was paved it was

the only means of reaching Beach Drive from the western part of the park above Military Road. The paving consists of six to eight inches of concrete that is twenty four feet wide and seventy four feet long. The approaches on each side were also paved with granite block at this time, but have since been replaced with cobblestone. The flow of water over the ford usually does not exceed more than a few inches in depth over the course of the year. Two irregularly coursed rubbled stone structures flank the crossing which incorporate benches for pedestrians resting at and viewing the crossing.

(22) Morrow Drive Bridge (1911), Architect/Builder: U. S. Army Corps of Engineers.

The Morrow Drive Bridge is a large stone arched culvert which spans a brook approximately one-quarter mile west of the intersection of Morrow Drive and Sixteenth Street on the eastern edge of Rock Creek Park. The stone culvert was built at a right angle to the brook it crosses and has a single arch with a overall length of 65 feet and roadway width of 21 feet.

(23) Rapids Footbridge, (1934-1935). Builder/Architect: National Park Service, Eastern Division, Branch of Plans and Designs. [RCP-RPI 3450-7438]
Description:

The Rapids Footbridge is located on a pedestrian trail and spans Rock Creek approximately three quarters of a mile south of Joyce Road. The overall length of the bridge is 110 feet and its width is 5 feet 5 inches. Two stone piers and creekside abutments with wing walls support a long arched concrete span. The piers have a diamond shaped batter of one quarter inch to one foot. All masonry on the piers and abutments are square cut ashlar stone laid in regular courses. Wooden chamfered posts and railings with finials complete the bridge's design and are secured to the concrete deck with anchor bolts.

(24) Rolling Meadow Bridge (1934-35). Builder/Architect: National Park Service, Eastern Division, Branch of Plans and Designs. [RCP-RPI 3450-7434]
Description:

The Rolling Meadow Footbridge is located on a pedestrian trail and spans Rock Creek just east of Beach Drive approximately one quarter of a mile north of Joyce Road. The overall length of the bridge is 94 feet and its

width is 6 feet 5 inches. Two stone piers and creekside abutments with wing walls support a long arched concrete span. The piers have a diamond shaped batter of one quarter inch to one foot. All masonry on the piers and abutments are square cut ashlar stone laid in regular courses. The bridge's wings are stepped and simple iron railings complete the bridge's design.

(25) Riley Spring Bridge (1934-35). Builder/Architect: National Park Service, Eastern Division, Branch of Plans and Designs. [RCP-RPI 3450- 7432].
Description:

The Riley Springs Footbridge is located on a bridle path just east of Beach Drive and spans Rock Creek approximately one-half of a mile south of Wise Road. The overall length of the bridge is 120 feet and its width is 10 feet. Two stone piers and creekside abutments with wing walls support a long arched concrete span. The piers have a diamond shaped batter of one quarter inch to one foot. All masonry on the piers and abutments are square cut ashlar stone laid in regular courses. Concrete chamfered posts and railings with finials complete the bridge's design and are secured to the concrete deck with anchor bolts.

(26) Boundary Bridge (1934-35). Builder/Architect: National Park Service, Eastern Division, Branch of Plans and Designs. [RCP-RPI 3450-7430]
Description:

The Boundary Bridge is located on a pedestrian/bridle trail and spans Rock Creek at the District of Columbia boundary line approximately one hundred feet northeast of Beach Drive. The overall length of the bridge and abutments is 127 feet and its width is 11 feet 6 inches. Two stone piers and creekside abutments with wing walls support a long arched concrete span. The piers have a diamond shaped batter of one quarter inch to one foot. All masonry on the piers and abutments are square cut ashlar stone laid in regular courses. Wooden chamfered posts and simple flat railings complete the bridge's design and are secured to the concrete deck with anchor bolts.

(27) Bluffs Bridge (1934-35). Builder/Architect: National Park Service, Eastern Division, Branch of Plans and Designs. [RCP-RPI 3450-7444]
Description:

The Bluffs Bridge is located on a pedestrian/bridle trail and spans Rock Creek at a point approximately two hundred yards above the mouth of Piney Branch. The overall length of the bridge and abutments is 90 feet and its width is 6 feet. One stone pier and creekside abutments with wing walls support a low arched concrete span. The piers have a diamond shaped batter of one quarter inch to one foot. All masonry on the piers and abutments are square cut ashlar stone laid in regular courses. Wooden chamfered posts and railings complete the bridge's design and are secured to the concrete deck with anchor bolts.

(28) Circulation Network--Historic Roads and Trails (1830-1941)
Architect/Builder: U. S. Army Corps of Engineers and others. [RCP-RPI 3450-7251]
Description:

The roads and trails of Rock Creek Park form a historically significant circulation sytem built and improved between 1831 and 1941. According to the 1985 Rock Creek Park management plan, the road system is 18.79 miles long and the standard width of roadway is 20 feet. Historically the macadamized roads of the park built before World War I were 18 feet in width and the cuts varied from 24 feet to 30 feet. A comparison of a 1918 Olmsted Plan Map, a National Park Service annotated version of that base map prepared in 1941 indicating existing road conditions in the park, and a modern topography map prepared in 1989, illustrated that the alignment and width of the roads has not changed significantly since 1941. Extensive sections of the roadbed of Bingham and Beach Drive and Piney Branch Parkway were reconstructed, dangerous curves were smoothed, and intersections were rebuilt in 1958, but this work did not effect the designed integrity of the drives. The historically significant roads are listed below and the significant sections are indicated on the attached map:

Beach Drive(1897-1900)
Pierce Mill (Park) Road (1831)
Piney Branch Parkway (1935)

Grant Road (1862)
Sherrill Drive (1921-1925)
Wise Road (1900)
Bingham Drive (1921-25)
Joyce Road (1921-1925)
Ridge (Glover) Road (1899-1901)
Ross Drive (1902-1903)
Morrow Drive (1911)

The significant hiking and equestrian trails do not have individual names, but can be defined as part of the 15 and one-half miles of unsurfaced trails in Rock Creek Park. The historic segments are illustrated on the accompanying district map. [RCP-RPI 3450- 7406 and 7408]

(29) Rock Creek Golf Course (1923-1926) Architect/Builder: Payne, Irving W. and Flynn, William S. [RCP-RPI 3450-8012]
Description:

The Rock Creek golfcourse is located on a 108-acre tract of land roughly bounded by Military Road on the south, Sherill Drive on the north, Beach Drive on the west, and Sixteenth Street on the east. The course is accessed by a roadway entrance at Sixteenth and Rittenhouse Streets, NW. This curving roadway leads to a fork which continues on to Joyce Road or off in the other direction to the clubhouse and parking lot. The site for the course was selected in 1921 and work began in clearing the land in that year. This section of Rock Creek Park was chosen for the site because it required minimal clearing or earth moving because much of the land had been farmland. In 1922 noted American golf architect, William S. Flynn, was employed to locate the greens and tees for the new course. Flynn's recommendations were translated by landscape architect Irving W. Payne into the design of two nine-hole golfcourses which were completed in 1923 and 1926.

The combined distance of the two courses was 5,191 yards and the par was 70 strokes. The courses as they were laid out in 1926 and as they are played today:

1926

Course A Yardage	Course B
1. 304	1. 406
2. 281	2. 148
3. 167	3. 248
4. 336	4. 168
5. 97	5. 315
6. 216	6. 451
7. 327	7. 435
8. 459	8. 159
9. 318	9. 356

1989

Yardage			
1.	296	10.	384
2.	268	11.	155
3.	140	12.	276
4.	185	13.	165
5.	200	14.	320
6.	364	15.	390
7.	184	16.	400
8.	269	17.	162
9.	315	18.	330

Today the course plays shorter at 4,803 yards and the par is 65 strokes because a realignment of Military Road in 1958 cut into the acreage of the front nine of the course. The tees, greens, and traps have been moved, rebuilt, and reoriented many times since the course was first laid out. However, the fairways, particularly on the back nine holes are largely unchanged. The front nine's open and rolling landscape of what was once farmland is also intact. The highlight of the course is the tight, hilly back nine, which was built on what had historically been uncultivated woodland. This distinctive natural quality of the design remains evident today.

(30) Outdoor Fireplaces (ca. 1920-1941).
Description:

There are six historic outdoor fireplaces in Rock Creek Park designed in a Rustic style. They are located at Picnic areas 2, 6a, 6b, 7, 8 and 13. The structures average 3 feet in width and 6 feet in height inclusive of the chimney. The hearth-type fireplaces were constructed with randomly piled boulders to suggest a natural outcropping.

(31) Culverts and Retaining Walls, (ca. 1900-1941).
Description:

The numerous elements of this structural system have not been individually surveyed. Sections of retaining wall and small culverts (in many cases these structures are retaining walls pierced by a drain) are located throughout Rock Creek Park. In general the historic characteristics of this system of landscape elements can be defined as a native stone material laid in a variety of sizes in mortar or in a few cases dry designed to appear informal and inconspicuous. Examples of this historic construction are the three Bingham Road culverts built in 1923 and the Piney Branch Parkway retaining walls erected in 1936.

NON-CONTRIBUTING PROPERTIES:

Rock Creek Park-Real Property Inventory Code Numbers (RCP-RPI) are listed where possible to aid identifications.

Rock Creek Park Headquarters and Maintenance Yard Area, Glover Road

(1) RCP-RPI 3450-7100 Administration Office and Storage, 1959.
(2) RCP-RPI 3450-7101 Storage Room and Garage, 1959.
(3) RCP-RPI 3450-7102 Tool Shed, 1979.
(4) RCP-RPI 3450-7106 Salt Storage Shed, 1960.
(5) RCP-RPI 3450-7107 Storage Shed, 1950.
(6) RCP-RPI 3450-7108 Gas Storage Shed, 1974.
(7) RCP-RPI 3450-7110 Sewer Injection House, 1970.

Horse Center Area, Glover Road.

(8) RCP-RPI 3450-7116 Training Stable and Barn, 1972.
(9) RCP-RPI 3450-7117 Edgewater Stable, 1958.

Nature Center, Glover Road

(10) RCP-RPI 3450-7120 Nature Center (Visitor Exhibition Center), 1959.

Park Police Buildings, Oregon Avenue

(11) H-2 Park Police Stables, 1959;1980.
(12) H-2 Park Police Trailer (1980)
(13) RCP-RPI 3450-7126 Dog Pound Shelter,1970. Oregon Avenue.
(14) RCP-RPI 3450-7127 Dog Pound, 1970. Oregon Avenue.

Rock Creek Golfcourse, 16th and Rittenhouse Streets

(15) RCP-RPI 3450-7135 Clubhouse, RC Golfcourse, 1963.
(16) RCP-RPI 3450-7136 Storage Shed and Garage, 1982.
(17) RCP-RPI 3450-7140 Shelter 6, 1960.
(18) RCP-RPI 3450-7141 Shelter 14, 1960.
(19) RCP-RPI 3450-7142 Shelter 16, 1960.

Carter-Barron Theater Area, 16th Street and Colorado Avenue.
(20) RCP-RPI 3450-7155 Carter Barron Ticket Office, 1950.
(21) RCP-RPI 3450-7156 Carter Barron Bus Shelter, 1950.
(22) RCP-RPI 3450-7157 Parking Lot Guard House, 1950.
(23) RCP-RPI 3450-7500 Carter Barron Ampitheater and Stage, 1950.

Comfort Stations

(24) RCP-RPI 3450-7146 Comfort Station, Grove # 24,16th and Kennedy, 1950.
(25) RCP-RPI 3450-7172 Art Barn Comfort Station, Tilden and Beach Drive, 1917; Moved 1936;1950.

(26) RCP-RPI 3450-7130 Comfort Station, Grove #10, Beach Drive, 1930; 1950.
(27) RCP-RPI 3450-7133 Comfort Station, Grove #6, Beach Drive, 1950.
(28) RCP-RPI 3450-7175 Comfort Station, Grove #1, South of Tilden and Beach Drive, 1950.

Picnic Shelters

(29) Picnic Shelter, Grove # 1, Beach and Tilden, 1958.
(30) RCP-RPI 3450-7178 Pavilion Shelter, Grove #16, Beach Drive, 1970.
(31) RCP-RPI 3450-7128 Pavilion Shelter, Grove #18B, Glover Road, 1970.
(32) RCP-RPI 3450-7109 Pavilion Shelter, Grove #23, 16th and Colorado, 1970.
(33) RCP-RPI 3450-7147 Pavilion Shelter, Grove #24, 16th and Kennedy, 1950.
(34) RCP-RPI 3450-7183 Pavilion Shelter, Grove #15-B, Glover Road, 1950.

Bridges--Vehicular

(35) RCP-RPI 3450-7301 W. Beach and Beach Drive, 1940.
(36) RCP-RPI 3450-7302 Beach and Sherrill Drive, 1959.
(37) RCP-RPI 3450-7305 Beach at Milkhouse Ford, 1957.
(38) RCP-RPI 3450-7308 Joyce Road at Military and Rittenhouse, 1957.
(39) RCP-RPI 3450-7310 Beach at Broad Branch, 1957.
(40) RCP-RPI 3450-7311 Broad Branch and Beach Drive, 1957.
(41) RCP-RPI 3450-7312 Glover and Broad Branch, 1957.
(42) RCP-RPI 3450-7314 Beach Drive and Piney Branch Parkway, 1957.
(43) RCP-RPI 3450-7315 Klingle Road and Beach Drive, 1947.
(44) Porter Street Bridge over Beach, 1947.
(45) Military Road Overpass, 1957.
(46) 16th Street Underpass Bridge, 1959.
(47) Park Road Bridge, 1958.

Trail Bridges

(48) RCP-RPI 3450-7436 Oregon Avenue and Beach Drive, 1970.
(49) RCP-RPI 3450-7440 Pierce Mill Bicycle Bridge, 1968.
(50) RCP-RPI 3450-7442 S. of Tilden Beach Drive, 1982.
(51) RCP-RPI 3450-7450 Grove #1 Beach and Tilden, 1980.
(52) RCP-RPI 3450-7456 Beach Drive and West Beach, 1970.
(53) RCP-RPI 3450-7458 1/4 North of Milkhouse Ford, 1970.

Miscellanous Properties

(54) Rock Creek Tennis Stadium, 1987-88.
(55) RCP-RPI 3450-7181 Storage Shed, Tennis Courts, Park Road, 1970.
(56) RCP-RPI 3450-7145 Bicycle Rental Concession, Grove #24, 16th and Kennedy, 1970.
(57) RCP-RPI 3450-7150 Brightwood Recreation Center Building, Stage and Kennedy, 1971.
(58) RCP-RPI 3450-7151 Storage Shed, Tennis Courts, Kennedy, 1961.
(59) RCP-RPI 3450-7111 Ticket Booth, Tennis Courts, Park Road, 1970.

The following list of modern sites and structures were not of sufficient scale or size to enumerate for National Register purposes, but it will be useful for park maintenance reference. In many cases the sports facilities are open fields and do not detract from the park's natural character. All were constructed or modernized in the 1970s.

RCP-RPI	3450-8014	Badminton Court (1)
RCP-RPI	3450-8014A	Baseball Diamonds (2)
RCP-RPI	3450-8014B	Softball Diamonds (2)
RCP-RPI	3450-8014C	Basketball Courts (8)
RCP-RPI	3450-8014D	Football Fields (1)
RCP-RPI	3450-8014E	Soccer Fields (2)
RCP-RPI	3450-8014F	Tennis Courts (8) [Park Road]
RCP-RPI	3450-8014G	Hard Surface Courts (19)
RCP-RPI	3450-8014H	Volleyball Court (1)
RCP-RPI	3450-8014I	Bicycle Rental Stand (1)
RCP-RPI	3450-8014J	Day Camps (5)
RCP-RPI	3450-8014K	Equitation Field (1) [Glover Road]
RCP-RPI	3450-8014L	Dog Obedience Course (1)
RCP-RPI	3450-8014M	Parcourse Excercise (1)
RCP-RPI	3450-8014N	Orienteering Map Course (1)

Horse Corrals (15), Picnic Groves (30), Horsehoe Pits (4), Barbecue Pits (35), Park Furniture (Benches and Picnic Tables), 1970.
Fences, Signs, Flagpoles, Drinking Fountains, Parking Lots (14), 1970.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:
☐ nationally ☒ statewide ☐ locally

Applicable National Register Criteria ☒ A ☒ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☒ B ☐ C ☐ D ☐ E ☐ F ☐ G (Miller Cabin)

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
ARCHITECTURE	1791-1941	1820
COMMUNITY PLANNING AND DEVELOPMENT		1890
CONSERVATION		1918
ENTERTAINMENT/RECREATION		
INDUSTRY		
LANDSCAPE ARCHITECTURE		
MILITARY		
OTHER:HORTICULTURE		

Cultural Affiliation
NA

Significant Person
Pierce, Joshua

Architect/Builder
Olmsted, Frederick Law, Jr.
Olmsted, John C.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Summary

Rock Creek Park Historic District encompasses public reservation 339 created for the scenic and recreational enjoyment of the people of the United States on September 27, 1890. Rock Creek Park is a natural reserve within a heavily urbanized area and in this respect it is unusual. Unlike other great American urban parks designedin the 19th century, such as Central Park in New York City (1856), Golden Gate Park in San Francisco (1870), or the Boston Metropolitan Park System (1878-1895), Rock Creek Park was created by the forces of nature.

This historic district is architecturally and historically significant under National Register criteria A, B, and C. The period of significance for the district spans the years 1791 to 1941. The first date was chosen on the basis of historical associations with Andrew Ellicott's survey of the District of Columbia boundary. Rock Creek Park is the last major parcel of natural landscape in the District of Columbia and represents a symbolic reference to the historic Ellicott survey. The only other tangible cultural resource to recall this event are the District of Columbia boundary markers. Northwest Mile Marker No. 9 lies adjacent to the northwest corner of the park. It is known that the survey team worked in the park because the D. C. line also formed the northwest boundary line for Reservation 339 set aside as Rock Creek Park in 1890. The latter year for the period of significance correlates to the end of the Depression era improvements in Rock Creek Park. Under National Register criteria, the historic district has architectural and historical qualities and associations related to nine areas of significance listed and described below. (see continuation sheet)

☒ See continuation sheet

9. Major Bibliographical References

SEE CONTINUATION SHEET

[X] See continuation sheet

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [X] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [X] recorded by Historic American Buildings Survey # DC 109, 123
- [X] recorded by Historic American Engineering Record # DC 12, 13, 14, 15

Primary location of additional data:

- [ ] State historic preservation office
- [ ] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Specify repository: Library of Congress, Washington, D. C.

10. Geographical Data

Acreage of property 1,754.62

SEE CONTINUATION SHEET

UTM References

	Zone	Easting	Northing
A			
B			
C			
D			

[X] See continuation sheet

Verbal Boundary Description

SEE CONTINUATION SHEET

[X] See continuation sheet

Boundary Justification

SEE CONTINUATION SHEET

[X] See continuation sheet

11. Form Prepared By

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organization NA date 1/24/90

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Architecture

Rock Creek Park historic district has two nineteenth-century building complexes (Pierce-Klingle Mansion and Pierce Mill), which have previously been listed individually in the National Register. This group of structures, built by the Pierce family, are recognized as important examples of early nineteenth-century stone vernacular construction in the District of Columbia. The Pierce Mill's architectural significance is further enhanced by its status as the only extant industrial building of its type in the city. The mill also has additional architectural importance because of its 1936 restoration by the National Park Service. The building was an early NPS historic preservation project in the District of Columbia directed by noted restoration architect Thomas T. Waterman.

In addition to the major historic complexes, Rock Creek Park also possesses the only known example of a late nineteenth-century Rustic style log building in Washington. The Miller Cabin (1883-1912) was moved and reassembled in the park in 1911-12 as a tribute to the California poet Cincinnatus H. Miller who had built the structure off Sixteenth Street in 1883. The Park Police Substation (1935) also has architectural significance as an important reflection of the modern rustic design principles outlined in the influential NPS design sourcebook Park Structure and Facilities (1935).

Community Planning and Development

The historic district has strong associations with the planning history of Washington, D. C. Today the park is a vital reminder of the Pierre Charles L'Enfant's 1791 landscape plan to employ the surrounding forested hills of Washington as the frame for his formally designed city. In addition, Rock Creek Park has important ties to the historical development of the national capital's park system beginning with Major Nathaniel Michler's 1867 land surveys. The subsequent history of the park's establishment documents the influence of the nineteenth century sanitary reform and park movements and the origins of the City Beautiful movement in Washington, D. C. The district was a central component of the now famous 1901-1902 McMillan Plan for the park system of the national capital. Furthermore, the preservation of the Rock Creek watershed contributed an important impetus for the creation of modern regional planning agencies, the National Capital Planning Commission and Maryland National Capital Planning Commission, in the 1920s.

Conservation

The establishment of Rock Creek Park was a significant event in the nineteenth century movement to preserve natural scenic areas in the United States. The park was created by Congress in 1890 along with the first post-Yellowstone (1872) national parks. The historic district does not approach the scale of its famous counterparts, the California wilderness preserves of Sequoia, General Grant, and Yosemite. However, it was a significant product of this nineteenth century conservation movement and helped pioneer scenic landscape preservation in the United States.

Engineering

Rock Creek Park has two bridges (Boulder and Ross Drive) previously listed individually for engineering significance. The 1907-1910 Sixteenth Street or "Tiger Bridge" lends further civil engineering importance to the historic district as the first parabolic arched bridge erected in the United States.

Entertainment/Recreation

Rock Creek Park was established by Congress as a "pleasure ground" for the people of the United States in 1890. The creation of this open space for the enjoyment of the scenery, bicycle and horseback riding, strolls, picnics, and pleasure driving was considered a necessary antidote to urban growth. The district's historic roads and trails document the significance of these early liesure activities in the park. By the early 1920s the park accomodated more active recreational pursuits, including field sports, tennis and golf. Of the historic sites of these activities only the golf course retains sufficient integrity to recall this period of the park's recreational history.

Industry

Within Rock Creek Park the Pierce Mill complex represents the sole surviving mill along a waterway, which once supported a thriving milling industry. Pierce Mill has been individually listed in the National Register for its significance to the region's industrial past.

Landscape Architecture

Rock Creek Park possesses significance as a historic natural landscape, which was adapted and significantly enhanced as a public park by the U. S. Army Corps of Engineers and the National Park Service between 1890 and 1941. The influential 1918 Olmsted report, prepared by acknowledged master landscape architects Frederick Law Olmsted, Jr., and John C. Olmsted, established methods of landscape practice and a general development plan for the park which has guided management of the reservation's natural resources to the present day. Implemented in 1919 the plan was a significant early application of park landscape planning and scenic preservation. The principles outlined in the report also influenced the design of historic park structures and land uses in the park. The historic district also contains a significant designed landscape in the style of the Country Place era. In 1936 the National Park Service's Branch of Plans and Designs prepared a garden plan to complement the recently restored Pierce-Klingle mansion. The design documents a significant effort to create a landscape to interpret and visually convey to the public the historic importance of the house's first occupant horticulturalist Joshua P. Klingle.

Military

Rock Creek Park includes a significant military structure which was once an integral component of the Union network of forts that encircled and defended the city from Confederate attack during the Civil War. Fort DeRussy has been individually listed in the National Register for its military significance as part of the Civil War Fort sites nomination listed on September 9, 1978.

Other: Horticulture

The Pierce-Klingle Mansion has been listed individually in the National Register under criterion B for its historical associations with the career of nationally renowned horticulturalist Joshua P. Klingle.

Historic Context

Rock Creek and the L'Enfant-Ellicott Plan for the National Capital

With the enactment of the Residence Act in July, 1790, George Washington's dream of the establishment of a national capital on a Potomac River site became a reality. Yet, it would take another decade of negotiations, surveys, mapping, planning, and construction before the infant city became the seat of federal government, and another century before the capital acquired the physical size to suggest it might fulfill Washington's expectations or to match the scale planned for by Pierre Charles L'Enfant. The eccentric French engineer and architect's career and the fate of his famous city plan of 1791 need not be repeated here. It is sufficient to say that the scale and vision of grand radiating avenues focused on the erection of major public buildings and monuments, the nodal distribution of sites for educational, commercial, and social centers, and the integration of canals, gardens, parks, promenades, and the famous Mall esplanade proposed an urban landscape unique to North America at this time. L'Enfant's plan fired the imagination of President Washington, and his acceptance and support of this bold scheme is today considered a legacy to the nation.

L'Enfant's rough masterpiece of a city plan was translated by Andrew Ellicott into the engraved "Plan of the City of Washington in the Territory of Columbia, 1792." From this famous map can be discerned the intended outline for Washington City, nestled between the Potomac River and Eastern Branch (Anacostia River). The site was an attractive basin of river meadows and tidal marshes ringed by an amphitheater of hills, and not the fetid swamp so often described in today's popular histories and tourist literature. The watercourses of lower Rock Creek and the Eastern Branch formed natural boundaries on the west and east and eventually a roadway, which became known as Boundary Street (today Florida Avenue), was built on the alignment of the northern limits of the planned city. The land area acquired for Rock Creek Park was located northwest and well beyond the planned urban center situated in a political division known as Washington County. It formed part of the surrounding hills, conceived by L'Enfant as the natural frame for his formally designed city.

Andrew Ellicott, the talented surveyor and astronomer who rescued the plan of Washington after L'Enfant's dismissal for procrastination and insubordinance, was initially charged with the responsibility of surveying and delineating the boundaries of the ten mile square area of the District of Columbia. In his capacity as District surveyor, Ellicott directed the placement and erection of boundary stones in 1793. One of these geodetic markers, the Northwest No. 9 milestone, still stands approximately fifty yards northeast of the junction of Western and Oregon Avenues just outside Rock Creek Park. In 1794 the results of Ellicott's survey were distributed to the public in the form of an engraved map of the new District of Columbia. The map delineated the boundary lines, mile post locations, major roads, watercourses, existing and proposed settlements, and the region's general topographic features. All subsequent topographical maps were based on Ellicott's work, and this engraved topographical plan remained the official printed map of the District of Columbia until it was superseded by Albert Boschke's topographical studies published in 1861.

The land area of Rock Creek Park was recorded on Ellicott's remarkable work of cartography. From this map it can be discerned that innumerable spring-fed tributaries once flowed into Rock Creek, which have since been filled or converted into underground sewer lines. Only Piney and Broad branches remain open streams. The map also depicts Rock Creek's outlet into the Potomac River, which was once crowded with the masts of ocean and river trading craft. At the time of Ellicott's survey, the creek was navigable as far as the vicinity of P Street. An effort was made to protect the creek in 1792 when the Maryland legislature passed a law forbidding erection of weirs or hedges in the stream within two miles of the Potomac River. However, the reclamation of land, the construction of bridges at M Street (1788) and K Street (1792), and in all liklihood the transfer of tons of silt and sand from agricultural and construction activities upstream slowly constricted the navigability of the creek. In the 1830s the construction of a quay across Rock Creek's harbor for the operation of the Cheaspeake and Ohio canal essentially ended the use of the creek's mouth for a harbor. Eventually, all evidence of the stream's broad outlet was obliterated by further land reclamation and today it is virtually the same width as that of the creek miles upstream.

Another interesting feature of Ellicott's topographical map was the delineation of the major roads in the Rock Creek valley. The "Road to Frederick" on the west side of the creek and the "Rock Creek Road" on the east side of the waterway clearly bypassed the rushing waters and ravines that formed a formidable natural barrier to travel and settlement in this sector of the "Territory of Columbia." Each road skirted the ground either east or west of the creek and its tributaries to avoid the impediment of seasonally dangerous water crossings. Soon after establishment of the national capital major roads were built to the east of Rock Creek which accessed the markets of the new city. By 1830 major turnpikes into Maryland were linked to extensions of 7th and 14th streets. The "Road to Frederick" was superseded by the Georgetown and Rockville Road, and remained an important thoroughfare into the late nineteenth century.

The Settlement of Upper Rock Creek Before the Civil War

In 1890 the largest landholder of the land area proposed for Rock Creek Park was Pierce Shoemaker. He owned approximately a quarter of the total acreage eventually purchased for the new park. Shoemaker had inherited the estate from his uncle Abner C. Pierce, son of Isaac Pierce. Born in Chester County, Pennsylvania, on April 9, 1756, the son of Quaker parents George Pearce and Ann Gaines, Isaac Pierce came to the Washington area sometime prior to 1790. Here he met and subsequently married Elizabeth (Betsy) Cloud, the daughter of Georgetown miller Abner Cloud. The couple eventually had nine children, born between 1780 and 1797. Cloud operated Edes Mill located on the Potomac near the Chesapeake & Ohio canal approximately one-half mile east of Chain Bridge. In 1794 Isaac Pierce acquired a 150-acre parcel of land called the "Gift." The land was sold to him by Georgetown merchant and real estate speculator William Deakins. The property included a house, dependencies, and a mill. The mill building was located on an adjacent ten-acre tract and was also conveyed to Pierce in the purchase agreement. From this parcel, Isaac Pierce built an important estate. By the time of his death in 1841, he owned more than 1,200 acres in northwest Washington.

Other early nineteenth century landowners of note in the lower neck of land that forms the southern tip of Rock Creek Park included Thomas Blagden and General Hiram Walbridge. Their farms overlapped the park area on the east side of Rock Creek and have since developed into the Mount Pleasant and Crestwood neighborhoods in northwest Washington. Before the Civil War, the land that became Rock Creek Park which was not owned by Pierce or these men was largely uncultivated or uninhabitated. A few farmers, such as Jacob Hoyle, J. Moreland, Frederick Titnam, and James Pilling, had small land parcels on the east side of Rock Creek between what today are Military and Sherrill Roads.

The Hoyle farmhouse was located near the present site of the Miller Cabin, and the Morelands lived in a dwelling in the vicinity of the present Rock Creek Golfcourse clubhouse. Titnam and Pilling had farmland that overlapped the present park boundaries and their houses were approximately one-half mile northeast of Hoyle's homestead. The upper reaches of the park were owned by the heirs of prosperous dry goods merchant Darius Claggett and colonial proprietor Daniel Carroll. The Clagetts cleared an area west of what today is the intersection of Beach and Sherrill Drives and built a structure in this clearing, possibly a barn to provide shelter in a grazing pasture. The building was an appreciable distance southwest of the Claggett farmstead, which was oriented toward the Seventh Street turnpike (Georgia Avenue) and located in what is today Shepherd Park. Other than this clearing and the Hoyle and Moreland farms, the northern half of Rock Creek Park in 1861 was a predominantly wooded landscape.

The Pierce family erected the most substantial enclave of buildings in the southern half of Rock Creek Park, portions of which remain extant today. The original Pierce dwelling and its two immediate dependencies were located about one-quarter mile west of Pierce Mill, a land area occupied today by the Czechoslovakian Embassy compound just south of Tilden Street. By the late 1850s eleven buildings were standing at the Pierce farmstead just west of Rock Creek off Pierce's Mill Road. Two buildings, a springhouse (1801) and the potato house (1804), were sited north of the homestead and flanked Pierce's Mill Road. North of the main road was a cow barn (ca.

1810). Clustered near the creek were Pierce Mill (1829), a sawmill (ca. 1800; rebuilt 1865; razed 1907), and a carriage house (ca. 1810). At a point nearly equidistant between the farmhouse and the mills to the south of Pierce's Mill Road were the miller's house (ca. 1820) and a distillery (1811).

Of the eleven Pierce farm buildings recorded by the 1861 Boschke topographical map of Washington, D. C., three are extant within Rock Creek Park. These include the springhouse, carriage house (art barn), and Pierce mill. The Pierce Shoemaker house called "Cloverdale," built in the 1870s, is located on a promontory west of Pierce Mill overlooking Rock Creek. This structure replaced the orginal Pierce farmhouse razed by Shoemaker in 1876. A stone cottage on Shoemaker Street dated 1811 also stands just outside the park boundary and was originally the distillery. It was used a barn in the late nineteenth century before its conversion in 1916 to a residence. The potato house, sawmill, miller's house, and cow barn have been razed. All of the extant stone farm buildings were constructed by Isaac Pierce and his son Abner out of blue-grey and brown granite. The stone was probably extracted from quarries owned by the Pierce family and located along Broad Branch or on the east side of Rock Creek at the mouth of Piney Branch just above Klingle Road.

The Pierces built their farm buildings in a consistent manner, in terms of both design and materials. These agricultural buildings were conservative in form and architectural detail and resembled classically inspired building types commonly found in the Mid-Atlantic region. Although Isaac Pierce's parents were English, he was born and raised in Pennsylvania, and he undoubtedly admired and imitated building practices brought to that colony by German settlers. Primly symmetrical and solid in their granite construction, his conservative buildings were erected as permanent fixtures on the landscape and bear Pierce's mark B. I. P. and the date of construction. Today the structures remain rare examples of early nineteenth century vernacular stone construction in the District of Columbia. Pierce Mill's architectural significance is further enhanced by the fact that it is the only extant mill in the city, a once common building type along Rock Creek and the Cheaspeake and Ohio Canal.

In January, 1842, Abner C. Pierce (1785-1851) inherited his father's farm. Little is known about Abner, the eldest son, other than the facts that he was born in Pennsylvania in 1795 and worked as a farmer and stonemason. The 1850 census showed that the farm he had inherited from his father remained a prosperous concern. It included 80 acres of "improved" land and 880 "unimproved" acres of woodland and pasture. His nephew Pierce Shoemaker (1818-1891), also lived and worked at the farm in that year. After his uncle's death in 1851, Shoemaker inherited the farm and implements, furniture, and other possessions worth more than $30,000.

The patriarch Isaac Pierce also provided generously for his eighth child and youngest son, Joshua (1795-1869). In 1823 Pierce gave Joshua 82 acres of land adjacent and south of his own farm, and probably helped build his stone mansion, the core of a second major complex of buildings erected in Rock Creek Park by the Pierce family. The main house and its paired dependencies share qualities of design, materials, and construction technique similar to that of Isaac Pierce's mill. The conservative Georgian form and architectural detail, the solid irregularly coursed granite walls, and the massive stone lintels and sills impart the same confident vernacular architectural expression evident at Pierce Mill.

The 1861 Boschke map records that the Joshua Pierce estate consisted of eight buildings placed on a designed naturalistic landscape. The first buildings erected were the large three and one-half-story stone Georgian I-house, its Palladian-inspired paired dependencies, and the carriage house. In 1843 a matching one-story addition was made to the west side of the house. Later a two-story projecting front gabled pavilion with corner wall buttresses was added to the north elevation. This later addition to the house was probably attached to the house in 1866 and may have served two purposes: to reorient what was considered the front of the house from the south to the north, and to update the building's architectural style.

A greenhouse was also built between the paired dependencies behind a stone retaining wall. The structure used this terrace wall to support a glass shed roof, and it probably had been constructed in the original 1823 building campaign. Boshke presented the greenhouse as part of a large U-shaped structure south of the house, possibly to impart the information that the dependencies and greenhouse functioned as one unit. Farther south of the

main house were a spring house and barn and in the southwest corner of the estate was a large outbuilding, which may have been used as a gate house. In addition, there were outbuildings situated just northwest of the house. These structures were removed by 1866. Four of the eight buildings recorded by Boshke are extant, the main house, carriage house, and paired potting shed and utility house.

Joshua Pierce was born in the District of Columbia in 1795 and was educated in Rockville, Maryland and Philadelphia, Pennsylvania. He married Susan Ann Coates (1794 -1861) of Philadelphia. Although the couple died childless, Joshua Pierce's love of children has often been noted by writers as the reason he left substantial acreage in northwest Washington to a public charity to establish an orphanage. His appearance was described as "being below medium height and stout" with "an intelligent and benevolent face." An undated photograph of Joshua Pierce was published by local historian John Clagett Proctor in 1945. The image revealed a dour and scholarly man with huge mutton chop sideburns and a balding pate who looked every bit the stereotypical Victorian gentleman. Highly respected in Washington and considered a man of artistic taste and intellectual attainment, Pierce led an active social life. He was purportedly a congenial host who frequently entertained political luminaries of the period, such as John C. Calhoun, Henry Clay, and Daniel Webster.

The original name for the Pierce estate was "Lee Rig." It was later changed to "Linnaean Hill" in honor of the famous Swedish botanist Carl von Linne, inventor of the system of binomial nomenclature for biological species. Since Joshua Pierce was the first person to operate a general nursery in the District of Columbia, the impetus for the name change to "Linnaean Hill" may have been a dignified, but calculated, advertisement for the developing nurseries on the property. Pierce soon made Linnaean Hill a thriving concern. The nurseries at his estate and at a fifty-four-acre parcel of land on squares in northwest Washington between 14th and 16th and R and S streets made Pierce a wealthy man. At his death in 1869 his estate was valued at $150,000, and the inventory of his personal possessions and cash totaled more than $23,000.

Joshua Pierce's principal business was the propagation and sale of fruit and ornamental trees, flowers, shrubs, and other plant materials used in landscaping streets, suburban estates, and parks. Pierce provided botanical specimens for the grounds of the Executive Mansion, the U. S. Capitol grounds, and many of the city's other government parks and reservations. In the role of horticulturalist Pierce gained particular notoriety in the region for his cultivation of camellias, which were exceptionally rare in his time. The flowers drew large crowds to his estate to view or buy the blossoms and to enjoy a carriage ride or stroll through the grounds. As early as 1825 Pierce had agents in Philadelphia, Baltimore, Frederick, Rockville, and Leesburg accepting orders for his business. A catalogue of plant specimens was prepared and regularly published thereafter.

Little is known of the layout and design of Joshua Pierce's estate before 1856-1857, the period in which field data for the 1861 Boshke map was gathered. However, the Palladian influence in the siting of the dependencies suggests that the grounds may originally have had a formal character. By the late 1850s Linnaean Hill was considered a gem of picturesque landscape gardening art. Undoubtedly, Pierce had been influenced by Andrew Jackson Downing, the leading American horticulturalist of his day. The New York nurseryman, landscape gardener, and writer met a tragic death in a riverboat accident at the height of his fame in 1852. His books, entitled Treatise on the Theory and Practice of Landscape Gardening, Adapted to North America (1841), and Cottage Residences; or a Series of Designs for Rural Cottages and Cottage Villas and their Gardens and Grounds (1844) were particularly influential in promoting a "modern" style in the design of suburban or country houses and their landscapes. Central to Downing's naturalistic design philosophy was the concept that the architecture and landscape should conform to the character of the site. As a professional horticulturalist Pierce must have been cognizant of Downing's theories, and it is likely that he subscribed to the journal the Horticulturalist, edited by the pioneer landscape architect in 1846-47. Moreover, Downing worked in Washington delineating an 1851 master plan for the Mall and designing and laying out the grounds for three local villas.

The 1861 Boshke illustrated the layout of the buildings, an orchard, and the circulation system employed by Pierce in the design of his estate grounds. In 1866 Maj. Nathaniel Michler also recorded the Pierce property in a topographical survey of northwest Washington. This map accompanied Michler's report to Congress in 1867 advocating the creation of a public park in the Rock Creek valley, and proposing several new sites for the Executive Mansion. Michler's map reveals a particularly detailed record of the siting of all buildings, the network of tree lined drives and paths, copses, and major landscape features.

The map revealed that the arrangement of the extant house, paired dependencies, and carriage house/garage were essentially the same as they are today. Five additional outbuildings, which are no longer extant, are also illustrated on the map. Of these buildings only two were not recorded by Boschke in his 1856-1859 surveys. The first new building was a large structure located directly southwest of the extant carriage house/garage, possibly used as a stable. A second large building was also constructed directly north across from the barn so that the structures flanked a curving roadway which ran across the southern half of the property. The Michler map also depicted the network of driveways and prominent landscape features in greater detail than Boschke's antebellum map.

The overall character of the property was that of a small picturesque park. Pierce had a well established nursery and arboretum on his estate by 1857, so it appears the extensive system of drives were built for carriage rides through the property to examine the fruit and ornamental trees and shrubs on the grounds. The 1892 USGS topographical maps indicate that the property retained the general appearance recorded by Michler's survey team until the government acquired 31 acres of the northern half of the estate for present day Rock Creek Park.

The only other person to own a substantial complex of buildings before the Civil War in the land area of what today is Rock Creek Park was lumber merchant Thomas Blagden (1815-1870). Blagden bought his farm in 1853 and became the proprietor of a 375-acre tract adjacent to Pierce Shoemaker's land largely on the east side of Rock Creek. On this land, valued

at $150,000 in 1860 was a profitable flour and fertilizer mill complex. The "Argyle" or Blagden Mill was built prior to 1850, and by the eve of the Civil War had developed into a five building complex, including two mills, a miller's cottage, and two outbuildings. The complex was located approximately one-half-mile north of Pierce Mill on Rock Creek at a site just below the present location of Boulder Bridge. The Blagden farmstead was located about one-half-mile southeast of the mill in what today is the Crestwood neighborhood. The main house was a large frame Georgian house located at Varnum and Eighteenth Streets which was demolished in the 1930s. In 1860 the Blagden household consisted of Thomas, his wife Laura, his teenage daughters Mary and Harriet, and his boys, Tillman and Thomas, Jr. The Blagdens had a large contingent of servants, including a white housekeeper from Rhode Island and free blacks who served as domestics and farmhands.

In addition to wealthy landowners like the Pierces, Shoemakers, and Blagdens, there were also a few farmers such as Jacob Hoyle, James Pilling, J. Moreland, and Frederick Titnam who owned more modest parcels of land above Military Road in the northern section of the park. These men also cultivated fields and raised families along the banks of Rock Creek. Hoyle's farmstead was representative of the more common pattern of agricultural land use and social status of farmers in Washington County during the antebellum period. He had settled along the eastern bank of Rock Creek just below the Milk House Ford Road by at least 1830. The census of that year recorded that his household included himself, his wife, four children, a fifteen-year-old female slave, and a thirty-six-year-old freeman. The 1850 census listed his occupation as "Farmer" and also noted that he was born in Maryland and was illiterate. His wife Sarah and now four adult children also lived on the 100 acre farm, which was valued at $3,000. There were no slaves or farmhands recorded by the census in 1850. In that year Hoyle owned three horses and three milk cows and produced fifty bushels of wheat and one hundred and fifty bushels of corn. He also cultivated garden vegetables for his table and most likely sold surplus produce at Washington's market. By 1860 Hoyle and his wife were advanced in age and lived alone. The farm's value had decreased to $2,000.

The Hoyle farmstead is depicted on the Boshke map as consisting of two buildings in a clearing. They were probably a modest frame or log house and a barn. Hewn log buildings were commonly built in Rock Creek valley in the nineteenth century. The land acquisition records for Rock Creek Park contain reference to an "old dwelling house of logs and weatherboards" constructed in the 1840s on land owned by Alida C. Brown, who owned the tract identified as the land of the Carroll heirs on the Boshke map. A photograph taken in the park in 1902 illustrated an unidentified single-pen cabin with log walls hewn square with V-notching, a common folk building of the Mid-Atlantic region. The original Isaac Pierce house, demolished in 1876 by his grandson, was also constructed of hewn logs.

The Milling Industry Along Rock Creek

Pierce Mill today stands as the only building of its type in the District of Columbia. Yet, in the first half of the nineteenth century at least eight mills were built along Rock Creek from Georgetown to the District boundary. Many others operated on the Chesapeake and Ohio Canal and other tributaries in the region. Pierce Mill stands as an architectural testament to the constructive ability of Isaac Pierce as a vernacular craftsman and is historically significant as a lone survivor of the watermills, which once made a vital contribution to the economic growth of the District of Columbia.

The milling industry and its variety of products, such as paper, flour, fertilizer, and cut timber, flourished along Rock Creek in the first half of the nineteenth century. These industrial enterprises were built in the late eighteenth and early nineteenth centuries and grew in proportion to the development of Georgetown and Washington City. It is believed that the watermills built on Rock Creek within the boundaries of the District of Columbia, included Lyons (ca. 1780), Deakins (pre-1794), Columbian (pre-1800), Parrott (pre-1800), Argyle (pre-1850), and the Pierce (1829), complexes.

The Lyons Mill was probably built by partners, Pigman and Crow, in 1780 just across Rock Creek from Oak Hill Cemetery. In 1795 the property was acquired by Joseph Rowles, who operated the mill under the name

Federal Mills. By the mid-nineteenth century the mill, which produced flour was commonly referred to as Lyons Mill. The Rowles heirs sold the mill property in 1811 to a small group of investors, including John Kurtz and John Lyons, who apparently adminstered its operations. At the time the mill ceased operation in 1875, it was under the sole proprietorship of Evan Lyons. Lyons was the miller at this facility for more than 30 years. The mill was used for barn dances and other social occasions in the late nineteenth century and remained a popular picnic spot until the 1910s. In 1913 the mill collapsed and its ruins were subsequently removed for road and trail construction.

The Columbian Mill was believed to have been built by Georgetown merchant and real estate speculator Benjamin Stoddert before 1800. Stoddert was one of George Washington's agents who aided the president in his negotiations with land proprietors in the region and was the first secretary of the Navy. It was purchased by John Quincy Adams in 1825 and thereafter became known as the "Adams" mill. The property was located on the National Zoological grounds on the east bank of Rock Creek, about 700 feet south of a distinctive sharp bend in the waterway. After a checkered career the flour mill ceased its business operations around 1867. Michler's map depicted the complex as intact and identified it as "Columbia Mills." The building soon fell into ruins and was removed during the development of the zoo grounds in the 1890s.

Little is known about the remaining mills, with the exception of the Pierce and Blagden (Argyle) concerns which were located within the boundary of modern day Rock Creek Park. The Deakins Mill was purchased by Isaac Pierce in 1794, and it was replaced by the present stone structure in the 1820s. Richard Parrott owned a woolen mill that operated briefly in the early nineteenth century. It was located at the northeast corner of Q and Twenty-seventh streets, and the building's walls were visible as late as 1927. The Patterson or Paper Mill was erected by Gustavus Scott and Nicholas Lingan about 1800. The mill manufactured writing paper, and in 1820 was operated by Edgar Patterson. According to the U. S. census of manufacturers in that year the mill had two engines and two vats, half of which were in operation. The mill employed six men, twelve women, and two boys and was valued at $30,000. The three-story mill ceased operations in the 1820s and was extant until about 1868. It was located on the west bank of Rock Creek in the vicinity of the P Street Bridge.

The final two mills located in the Rock Valley of the District of Columbia were those owned by Thomas Blagden and Isaac Pierce. The Blagden complex was named the "Argyle" Mill after the old land patent name on which it was built. Blagden purchased the property in 1853 and leased it to German miller Charles W. Floecker or paid him to operate the facility. Since the 1860 and 1870 census schedules record Floecker as working at the mill, the agreement between owner and miller must have been mutually beneficial in this period. In 1880 Charles Gaskins was operating the Argyle mill, which by that time had fallen on hard times. In 1860 the mill produced 4,200 barrels of flour valued at $24,000. By 1870 the mill's production of flour and meal had doubled to $44,095. By 1880 its economic decline was readily apparent in the gross production value, which had plummeted to $11,100. Another indication of the mill's business decline was the fact that its operations entailed entirely custom grinding. The mill ground wheat, rye, or corn for the customer's personal use or sale, rather than the merchant production of larger bulk quantities of flour or meal for wholesale dealers. These figures are not surprising given the fact that by 1880, the industry of flour milling had been transformed by the introduction of new processing methods, advanced technology, and rail transportation.

The appearance of Blagden Mill was recorded in a historic photograph of the property taken in the 1890s. From this view it can be discerned that the grist mill had a marked similarity with Pierce Mill in its symmetrical Georgian design and solid stone construction. The mill ceased operations in the early 1880s after suffering severe damage by the famous 1889 Johnstown flood. The mill ruins were eventually removed during the initial construction of Beach Drive in 1899, however, one of the old bridge abutments stands on the east bank of the creek in this area.

The grist mills along Rock Creek were modest enterprises in comparison to other nineteenth merchant mills in Washington built along the Cheasapeake and Ohio Canal. The latter location had the advantages of docks, barge conveyance, and access to a transportation artery into the western hinterlands. In addition, the expense of transporting grain to the mills and shipping the barrels of flour to Georgetown or some other market also confined the growth of the Rock Creek mills. However, the cost of constructing large water-powered mills was beyond the means of most American entrepreneurs, and the banks of waterways such as Rock Creek, which could provide a reservoir or small head of water to power two or three stones, were considered attractive sites for investment in the lucrative flour milling industry.

Before the American Revolution, Georgetown was the largest tobacco port on the Potomac River. The gradual shift of the region's agricultural economy from tobacco to wheat as the staple crop in the late eighteenth century brought important changes. By 1840 flour milling was Georgetown's principal industry. Apparently, Isaac Pierce anticipated this shift in regional agricultural economics and built his stone mill to take advantage of a thriving flour business which peaked between the 1830s and 1850s. The major flour milling centers of the Chesapeake region in this period were Baltimore and Richmond, but the economies of towns like Alexandria, Georgetown, and Washington also benefitted from the milling industry.

The rise and decline of the milling industry in the District of Columbia reflected the city's economy as a whole in the nineteenth century. In 1840 flour milling was the dominant industry in the nation's capital. The construction of the Chesapeake and Ohio Canal was largely responsible for this economic success. However, Rock Creek mills like the Pierce and Blagden concerns remained modestly profitable enterprises until about 1870. Louis P. Shoemaker recalled that his father received about $1,500 to $2,000 in "annual rents" from the mill business. However, this state of affairs would not last long. By the last quarter of the nineteenth century both the city's economy and milling industry were again in transition.

Washington had not grown into the commercial emporium envisioned by George Washington for many reasons. The westward advance of the Chesapeake and Ohio Canal had been too slow, there was wasteful competition between the cities of Alexandria, Georgetown, and Washington, and Baltimore's rise to commercial superiority as the nexus of the Baltimore and Ohio Railroad both confined and frustrated the capital's development into a national center of commerce. By the end of the 1870s it was apparent to informed Washingtonians that the future economic growth of the city hinged on its political status as the national capital. After 1880 it was the vast growth of the federal government that provided the key to the city's prosperity.

Washington's financial base in the last quarter of the nineteenth century became the profitable development of real estate. This important change in the city's patterns of investment had no immediate effect on the operations of Pierce Mill. However, by 1880 technological advances in mill

machinery in the form of steel rollers made stone grinding obsolete. In addition, a new milling process had been introduced into the United States in the 1870s that produced a fine white flour from the hard spring wheat predominantly grown in the Midwest. Within a decade the focus of wheat production and flour milling had shifted westward. By 1900 few water powered mills were in operation in the east. Most were abandoned and met the fate of the Blagden mill. A. P. White continued grinding corn, rye, and wheat into meal and flour at Pierce Mill until the main shaft broke in 1897. He had been renting the facility from the government after the property's acquistion as part of Rock Creek Park and officials reasoned the cost of the damage did not warrant repair of the mill's shaft. Luckily the mill building was still sound and began a new career in 1903 as a concession and later in 1936 as a historic cultural and educational site.

The Civil War Period, 1861-1865

The Civil War had a major impact on the late nineteenth century development of the land area of Rock Creek valley, even though combat in the area was minimal. Military activity along Rock Creek largely involved garrison duty at Fort DeRussy, and the construction and occupation of these fortifications had a profound effect on the physical character of the northern section of Rock Creek Park. In addition, the rapid population growth of Washington during and just after the Civil War with its social and economic consquences permanently changed the region. Within a decade after the war, northwest Washington county, once considered remote, was perceived as an ideal future location for new suburban residences set apart from the congestion and contagion of the burgeoning national capital.

Important physical changes were made to the upper Rock Creek valley by the construction of Fort DeRussy and Military Road. The fort and the road were built in 1862 as part of a ring of military fortifications. These installations have been termed Washington's "shield," as they were built as a deterrent to Confederate attack. Washington, as the national capital, was an important symbol of Union and strategically vital to the North because of its role as a staging area where federal military forces in the east assembled, equipped, trained, and crossed the Potomac to fight. In this respect it was also the Union's "sword," and defense of the capital for both symbolic and strategic reasons was imperative.

Fort DeRussy proved to be an integral part of the circumferential defense network and saw significant action in repelling a Rebel assault on the city in July, 1864. The fort derived its name from Col. Gustavus A. DeRussy because its construction details were provided by the 4th New York Heavy Artillery under his command. Located just northeast of the intersection of today's Miltary Road and Oregon Avenue on what was then the farm of Barnett Swart, the fort was strategically placed to form, with Batteries Kingsbury, Sill, and the "Battery to the Left of Rock Creek," formidable resistance to any enemy with designs on moving down the Rock Creek valley. The fortification held a commanding position over the Milkhouse Ford Road, which provided the only shallow crossing over Rock Creek in the northern section of Washington county. Traces of Batteries Kingsbury, Sill, and the unnamed battery to the left of Rock Creek are no longer visible. However, Fort DeRussy was and remains the most pronounced Civil War structure in Rock Creek Park. At least fifty six acres of trees surrounding Fort DeRussy were cut down to clear sight lines for the guns and provide lumber for the construction of the fort's quarters, outbuildings, and abatis. The site was an eighty-six-acre fort complex built with both civilian and military labor, consisting of "two barracks (lumber, measuring 20' x 100'), two mess halls (lumber, 20' x 52'), five officers' quarters (log), two stables (log), and ordnance sergeants' quarter (lumber), and a guardhouse (log, 12' x 18')." All of these buildings and salvagable materials were sold at a public sale on October 14, 1865, and removed from the site.

The story of the "Battle of Fort Stevens" remains central to the history of Washington's Civil War forts. Lt. Gen. Jubal A. Early's troops marched down the Shenandoah Valley late in June and occupied Frederick. The Confederates ransomed the city for $200,000 and then engaged and defeated Maj. Gen. Lewis Wallace's inferior Union force near the Monocacy River. On the weekend of July 10 and 11 a race to the capital ensued. Grant dispatched reinforcements from the VI and XIX Corps who arrived by river just in time to defend the city. The protracted battle on the Monocacy River and the oppressive July heat slowed Early's force enough to prevent his planned swift attack on the Northern capital. On the evening of July 11th, the Confederates established positions in front of Forts Slocum, Stevens, and DeRussy. Early soon realized that his opportunity had been lost as

intelligence reports revealed that veteran Union troops were bolstering the lines of defense. The excitement of the impending battle drew thousands of Washingtonians out to watch the conflict. The Star reported "the hills, trees, and fences within sight of Fort Stevens were covered with human beings quite a number of whom were ladies," and the throng of sightseers interfered with the movement of Union army wagons. The outcome of the weekend's conflict was a stalemate.

Fort DeRussy had played a vital role in this outcome. The long range fire of its artillery anchored the Union flank and contained the Confederates beyond Rock Creek preventing a headlong assault on the defense lines. Aside from this famous encounter in mid-July, 1864, Fort DeRussy, designed for 11 officers and 233 enlisted men, saw little action beyond drills and maintenance of the ordnance. The monotony of this guard duty was broken up by bathing parties in Rock Creek, when the stream was not fouled by camp waste, occasional holiday and patriotic celebrations, and visits from garrison commanders wives who conveyed packages from relatives. At times freedmen and women musicians toured the forts and also provided a periodic and entertaining diversion from daily routine.

Although the land surrounding the fort is once again heavily wooded, the construction of the fort and Military Road had a long term impact. All of the vegetation in the area is much younger than is generally recognized, and the new road became the major transportation corridor in the upper northwest sector of Washington county between Tennallytown and Brightwood. Military Road was well built and provided a bridge across Rock Creek affording a more reliable crossing than the Milk House Ford. Although the land on which Military Road was built was not condemned for public use until Rock Creek Park was established, the owners readily granted the government continued permission to use the road and maintain it. The significance of the road's contruction remains apparent today as Military Road, although realigned, widened, and modernized, remains the major east-west traffic arterial in this section of the District.

Nineteenth Century Roads and Land Uses After 1865

The construction of Military Road had broken with the traditional pattern of road building in the Rock Creek Valley because of the war emergency. All of the important county roads built in the park before the Civil War, including Pierce's Mill road and Joshua Pierce's Road (later renamed Klingle Road) both laid out in 1831, Broad Branch Road, surveyed and built in 1839, and the 1847 Blagden's Mill Road, were privately built, presumably because the owner wished to connect with or to improve access to a mill property or farm from a major public road leading to town centers in Maryland and the District of Columbia.

The development of Pierce's Mill Road illustrates the gradual transition of these thoroughfares from private to county roads. Constructed as a connection for the mill and farmstead with the Rockville Turnpike on the west, a major access route to Georgetown, the road eventually developed into a major east-west connection through the Rock Creek valley. It led across a ford just below the mill leading to the Fourteenth Street Road on the east. Public maintenance and improvements followed and by 1872 the road was significant enough that District officials expended public monies to build Shoemaker's (Pierce Mill) Bridge. By 1890 the road had emerged as one of the most important transportation routes in the county.

Joshua Pierce's Road was laid out as a connection between the owner's estate, Linnaean Hill, and Pierce's Mill Road on the east. Broad Branch Road was laid out for Abner Pierce in 1839 as a route north to connect Pierce Mill with Milkhouse Ford, the Brookville, and the Old Baltimore Roads. Blagden's Mill Road was planned and built in 1847 to access the "Argyle" Mill to Brightwood and the Piney Branch Road, which led south to the Fourteenth Street Road leading into Washington. Milkhouse Ford Road was an old public thoroughfare, but after the war the segment in the Rock Creek valley was largely superseded by Military Road. By 1884 the road had been renamed Rock Creek Ford Road, and by 1890, it was a mere access road to property located along the east side of Rock Creek above Military Road. When Rock Creek Park was established only three county lanes, Klingle, Pierce Mill, and Military Roads had through connections on either side of the valley above

the National Zoological Park. These roads and the major north-south routes on the eastern and western edges of what became Rock Creek Park, such as Fourteenth Street, Broad Branch, and Daniels (today Oregon Avenue) Roads, largely determined the development of the land area into the twentieth-century.

A series of topographical maps prepared by Army engineers between 1866 and 1890 reflects a gradual increase in population density and land use activity in the Rock Creek valley in this period. One of the most interesting and detailed maps of the area was prepared in conjunction with Michler's survey and report concerning a potential location for a public park in the District of Columbia. This map depicts the antebellum building complexes, farms, and Civil War structures previously discussed. In addition to these features, the map also illustrated the existence of a new road on the east side of Broad Branch on the Pierce Shoemaker farm. This lane led north and connected with Military Road. There were two clearings along this road flanked by five buildings. In the larger clearing to the north were four buildings identified by the names Dickinson, Robinson, and Clock. An unidentified house was located in the lower clearing. These five structures probably were the tenant houses for which Shoemaker paid county taxes in 1868. A later topographical map prepared under the direction of Brig. Gen. J. Lydecker, published in 1884, did not reflect any evidence of the houses and illustrated the area as uncultivated woodland.

A second instance of a short-lived improvement on Shoemaker's vast farm was the construction of what may have been a failed resort complex. Michler's map located three large buildings collectively named "Crystal Springs" on a site that is approximately a half-mile south of the present Park Police headquarters on Beach Drive and from this area about 800 feet east of Rock Creek. As was the case with the tenant houses, the property had reverted to woodland by 1884. Crystal Springs was a hotel that flourished during and just after the Civil War located on an old tract known as "White's Mill Seat" near the location of long abandoned mill ruins and apparently was a renowned spot because of its fine waters. It was considered a particularly picturesque section of Rock Creek. Louis P. Shoemaker, an amateur historian of Rock Creek Park who was raised on the estate, believed that the "rugged

and picturesque character of the landscape, the great number of huge rocks deposited in the stream, and the rapidity with which the water flows . . . . causes this to be unquestionably the most attractive and valuable portion of Rock Creek Park." Apparently, the Crystal Springs development was built to attract Washingtonians to take in the waters and enjoy the natural beauty of the location. The property was a long buggy ride from the city, but was a popular stopping point along country roads in an area that was already being considered Washington's park.

The recovering Rock Creek landscape above Military Road remained relatively unchanged until the formation of the park. A reporter in 1890 considered the northeastern section of the proposed park to be "comparatively bare and uninteresting" and suggested that the services of a landscape gardener would be required in this area. The antebellum farms of Hoyle, Moreland, Pilling, and Titnam were sold to new owners on the east side of Rock Creek, and these lands continued to be cultivated until the property was acquired by the government. On the west side of the creek, several small tracts owned by Horace White, Notley Moreland, and the Kurtz heirs were also farmed by successors. The Kurtz farmstead had been owned by Barnett Swartz who settled in the region after the Boshke map was prepared in 1856-1857. A large portion of his farm was commandeered for the construction and operation of Fort DeRussy and Military Road during the Civil War. The land was later bought by John R. Dos Passos, the father and namesake of the famous American author. The land in the northern section of the park owned by the Clagett and Carroll heirs was also sold off after the Civil War to W. R. Riley and Alida Catherine Brown and largely remained a rolling wooded landscape.

Within a generation more than a dozen people owned seperate tracts above Military Road. Construction of houses and farm buildings or extensive cultivation of the land was minimal. Of the houses that were erected after the Civil War most were sited close to Daniels Road (Oregon Avenue) or the Seventh Street Turnpike (Georgia Avenue). Plans to develop suburbs in the Rock Creek Valley began in the mid-1870s, when the Blagden heirs and Alexander "Boss" Shepherd constructed access roads into what became the park. Washington's post-Civil War residential expansion beyond the 1792

L'Enfant-Ellicott plan's city limits was largely focused along old county roads extending from 7th and 14th Streets. After the Civil War major expenditures on public buildings, the acquisition of parks, and upgrading of the city's sewers and streets imparted confidence that a "new era" was underway and allayed Washingtonians' fears that the government bureaucracy might move to another city. Shepherd, vice-president of the Board of Public Works and the driving force behind the improvement projects built under the auspices of the territorial government between 1871 and 1874, fully realized the potential of real estate investment in the region. However, the political fallout of these controversial public works initiatives and Shepherd's personal financial problems may have diminished his interest in developing the Rock Creek tract. Shepherd declared bankruptcy in 1876 and later went to Mexico in 1880. He remade his fortune investing in that country's silver mines, and in 1887 Shepherd returned to a city that hailed him a hero for his direction of the public works, which had dramatically improved the image of Washington.

Washington experienced its first peacetime building boom in the 1880s. This development was fueled by the vast expansion of the federal government after the Civil War. Real estate speculators made quick fortunes and soon recognized that suburban growth could be extended well beyond the city limits if streetcar lines were built. By 1887 the Shepherd and Blagden tracts were conspicuous on the city's real estate atlases, although at this point they were no more than paper suburbs. Yet, by the turn of the century, new streetcar suburbs were under development in Washington county, including Chevy Chase (1890) and Cleveland Park (1894) on the west of Rock Creek and Petworth (1887) and Brightwood Park (1891) on the east. All of these communities were rapidly developed around the valley. Undoubtedly Shepherd's and Blagden's subdivisions would have been built to the banks of Rock Creek if the acquisition of the park lands had not stunted their westward growth in 1890.

At the time of its proposed acquisition, the approximately 2,000-acre land area of Rock Creek Park had more than seventy owners. Approximately one-third of these individuals had built "improvements" on their tracts. Only a handful of the resident owners claimed anything beyond a "small dwelling" on their land. The exceptions, of course, were Pierce Shoemaker and Joshua

Pierce Klingle. The Blagdens had sold the "Argyle" mill complex to real estate magnate and banker Brainard. H. Warder, and the structures were in ruins. Warder became one of the leading members of the citizens' committee led by Charles C. Glover that vigorously lobbied for legislation establishing Rock Creek Park. Harvey L. Page, a talented and prosperous Washington architect, had purchased land on the east side of Rock Creek across from the Pierce-Klingle mansion and erected a large frame residence on a site just to the south. Page had designed the Palais Royal Department Store (Woodward and Lothrop's north building, razed in 1987) and numerous important mansions in the city, such as the 1892 Weeks House (Women's National Democratic Club).

The only other owners with buildings that exceeded in value $1500, a sum well below the $4,000 value of the Page and Klingle complexes were Samuel Freas and William J. Cowden, whose farmsteads were located on land that is presently occupied by the Rock Creek golf course. Most of the remaining "improvements" were valued by the government at less than $1,000, and were modest even if the owner's valuations were more accurate. On the average they were three times highers than the official estimates. Few of the residences built in the Rock Creek Valley at this time were considered substantial enough to save.

Creation of Rock Creek Park

The 1890 legislation establishing Rock Creek Park set aside land in the District of Columbia for the purpose of creating "public park and pleasure ground for the benefit and enjoyment of the people of the United States." A pleasure ground in the nineteenth century was usually considered to be a naturalistic park designed primarily for the quiet contemplation of scenery. These green urban expanses provided the fresh air, lakes, meadows, and sunshine of the country and were perceived as an antidote to the stress of indoor work and congestion of the city. Pleasure grounds soon evolved into important urban recreational spaces that provided children with play areas and adults with carriage drives, horseback riding trails, walking paths, and, by the 1890s, fields for organized outdoor sports activities.

The creation of large urban parks, such as New York's Central Park (1858), Philadelphia's Fairmount Park (1865), San Francisco's Golden Gate Park (1870), and Forest Park in St. Louis (1876), brought an idealized natural scenery into the city. These parks were consciously designed to counter the enervating and unhealthy urban environment. Nature as a civilizing force with romantic associations with morality, peace, health, and the vitality of the individual and family was deeply rooted in American intellectual tradition. By the mid-nineteenth century social reformers, religious leaders, landscape architects, and civic leaders became concerned by the potential threat posed to these values by uncontrolled, explosive growth in American cities. They strenuously advocated creation of parks and open living spaces to help alleviate the squalor and misery of crowded and disease-ridden neighborhoods. Drawing on the rhetoric of republicanism and sanitary reform and of the moral superiority of nature, these reformers sought to supply naturalistic communal spaces open to all people, which promoted health, urban culture, and democratic ideals.

America's urban parks movement of the nineteenth century was profoundly influenced by the work of Frederick Law Olmsted. As a reformer and landscape architect, Olmsted sought to reshape the American city by designing public parks and park systems to balance the best aspects of city and country life. He envisioned a modern metropolis where large naturalistic recreational parks and openly built residential communities would be integrated with the working commercial center to provide for the social and psychological well-being of the urban resident. Olmsted's park systems did shape the growth of many American cities and helped inspire the city planning movement. This legacy would be particularly significant to the development of Rock Creek Park because his son and professional successor, Frederick Law Olmsted, Jr., would prepare an influential report on the city's park system as a component of the 1901-1902 McMillan Plan and a 1918 comprehensive study for the development for the park.

The creation of Rock Creek Park in 1890 was a late manifestation of the park movement's antidote to urban congestion and contagion. Washington had lagged behind larger cities like New York and Philadelphia, both in population size and physical growth. However, the Civil War and the

subsequent rapid expansion of the federal government in the latter half of the nineteenth century provided the economic stimulus for Washington's urbanization. Soon the unhealthy and crowded urban conditions, which a generation earlier had spurred construction of large naturalistic parks in other major cities, became evident in Washington. The creation of Rock Creek Park was promoted as a remedy to urban ills, but it was stressed by park advocates that the preservation of its unrivaled natural scenery was most important. Therefore, the establishment of Rock Creek Park was also linked to the nascent conservation movement in this country, which pioneered the concept of national park reserves. Congress emphasized preservation of the park's natural resources and landscape scenery in the legislation, mandating that "regulations shall provide for the preservation from injury or spoilation of all timber, animals, or curiousities within said park, and their retention in their natural condition, as nearly as possible." Thus, from its inception Rock Creek Park became a landscape that combined the conservation and recreational missions of the wilderness preserve and urban park.

Legislative Background to the Creation of Rock Creek Park

The legislative origins of Rock Creek Park can be traced to the interest of the U. S. Senate in providing a new residence for the president. The initiative had been inspired by the unhealthy character of the property in the vicinity of the Executive mansion. The Washington City Canal, which once ran along what today is Constitution Avenue, was an open sewer by the 1860s. In 1866 the outlet for this waterway into the nearby Potomac River was located just below the Executive mansion (the Potomac Flats were not reclaimed until the 1880s), at Seventeenth Street. President and Mrs. Lincoln often removed to a cottage at the Soldier's Home to escape the stench, heat, and contagion of the city. In 1864 Mrs. Lincoln advocated the construction of a new residence for the president on the grounds of the Soldiers Home. B. B. French, the Commissioner of Public Buildings, agreed that the cost of repair of the old mansion would be higher than construction of a new house. He also gave his opinion that the existing building was unfit for occupation. However, no action was taken by Congress on French's recommendation until after the Civil War.

On June 25, 1866, a resolution submitted by Senator Luke P. Poland (R-VT), directed the Committee on Public Buildings and Grounds "to inquire whether a tract of land of not less than three hundred and fifty acres adjoining or very near the city, can be obtained for a reasonable price for a park and site for a presidential mansion, which shall combine convenience of access, healthfulness, good water, and capability of adornment." Five days later, a similar resolution was passed by the Senate, but it limited the land area of the proposed site to one hundred acres. The resolutions were referred to the Committee on Public Buildings and Grounds and resulted in the appointment of Maj. Nathaniel Michler to examine the topography of the region and to report his recommendations.

In a report submitted in 1867, Michler interpreted his directive as a call to treat the park and executive mansion as separate subjects. He enthusiastically endorsed the construction of a new Executive mansion at a number of choice suburban locations, and subsequently prepared plans for a building. As late as 1870 Michler sought advice from architects concerning potential construction costs. However, President and Mrs. Grant revered the building's historical tradition and, even though the house was considered old fashioned and woefully inadequate for accomodation of state and private quarters, they had no interest in the engineer's proposal. The project floundered and Michler's drawings for the house have subsequently been lost.

Michler's report defining the potential land area for a park in the District of Columbia had more permanence. His survey maps and essay are extant and proved to be documents which helped inspire the conservation, enhancement, and public use of the Rock Creek valley. The engineer's romantic prose has often been quoted by succeeding generations of civic activists and historians attempting to establish, preserve, and foster public appreciation of the park. Michler's projection of a grand urban park in Washington on a scale that could be favorably compared to the green spaces of London, Liverpool, Dublin, Paris, Vienna, and Munich was inspirational to a later generation of civic minded businessmen who successfully lobbied for creation of the park. City Beautiful proponents at the turn of the century hailed Michler's prescience in their efforts to promote the improvement and integration of the valley into a citywide park system.

Michler's ideas concerning the dimensions and character of his Rock Creek Park proposal differed from the park created in 1890. He outlined two spatial alternatives for the park in his report to the Senate committee. One scheme proposed 2,540 acres and the other a more modest undertaking of 1,800 acres. Either plan necessitated the acquisition by the federal government of a large section of prime suburban real estate in northwest Washington. The park's rough northern limits as originally proposed would have been the line of "historical" fortifications between Tenleytown Road (Wisconsin Avenue) and the Seventh Street Turnpike (Georgia Avenue), including Forts Reno, Kearney, DeRussy, and Stevens. The southern boundary was the Cliffburne estate of Mrs. S. R. Hobbie, situated just below the present National Zoological Park grounds. Michler's park proposal included an ambitious long-term improvement scheme at an estimated cost of $100,000. Playgrounds, parade grounds, miles of bridle and carriage paths, lakes for boating and skating, botanical and zoological grounds encompassing "a variety of scenery, a happy combination of the beautiful and the picturesque," were envisioned in the plan.

Michler's park proposal was evidently a large-scale version of New York's Central Park, which he called "the most important work of its kind undertaken in America." His description of plans to mix formality and naturalism in the landscape, to separate functionally circulation systems, active recreation areas, and pastoral scenery for repose, to preserve natural scenic beauty, and to promote the restorative psychological powers of the park echoed Frederick Law Olmsted's park design philosophy. Yet Michler also explained that the Rock Creek valley already possessed the qualities of a magnificent park and all that remained to be accomplished was improvement of pubic access and enhancement of nature by the "engineer and artist."

Michler's recommendations were enthusiastically received by Senator Benjamin Gratz Brown (D-MO), chairman of the Senate Committee on Public Buildings and Grounds, who subsequently sponsored a bill in 1867 to create a park based on the engineer's survey work. The Senator was a liberal Republican turned Democrat who was an early advocate of universal

suffrage and such reforms as an eight-hour work day and a civil service merit system for government workers. In a speech delivered to the Senate concerning his bill, Brown rhapsodized about the beauty of Rock Creek valley and its restorative psychological powers. However, the bill was ultimately tabled and House action on the measure was not forthcoming during this session of Congress. A strong willed and outspoken man, Brown might have succeeded in obtaining the park legislation had he remained in the Senate. However, he ended his term in 1867, and a new champion for Rock Creek Park legislation did not appear in Congress until the 1880s. After his Senate service, Brown's political career led him back to Missouri where he was elected governor in 1871 and selected as Horace Greeley's running mate in 1872.

Although Michler and Senator Brown both advised the immediate public acquisition of the Rock Creek Valley before "costly suburban villas" encroached on the acreage, Congress did not heed the warning. For the next two decades major public works projects focused largely on central Washington. Street paving, dredging the Potomac River, harbor construction, erection of new government office buildings, laying gas and sewer mains, and extension and improvement of the city's water supply were considered most vital to the development of the national capital. Parks were not ignored and the Mall and smaller reservations throughout the city were significantly improved in the 1880s. Reclamation of the Potomac Flats began in 1882 and, largely because of the efforts of Charles C. Glover, became a major addition to the city's park system in 1897. Renewed interest in Michler's Rock Creek Park proposal stemmed from the maturation of a public works program that created modern Washington. By 1890 the large scale public works projects of the Army Corps of Engineers had created the modern floodproof city and insured "the future desirability of the city for residential purposes in terms of clean water, the continuous system of parklands and public edifices with which a nationwide citizenry could identify."

In 1883 Capt. Richard L. Hoxie, assistant engineer commissioner of the District of Columbia, proposed a plan to create a massive reservoir in the Rock Creek Valley. His idea was to build a dam above Georgetown creating a water catchment area encompassing 1,300 acres backing the creek four miles up the valley. Hoxie's proposal was a logical development, given the

keen public interest in engineering plans to provide Washington with a plentiful source of clean water and a modern sewer system. To this end, Hoxie advised the federal government to acquire the entire watershed area of Rock Creek within the District of Columbia and to create a lakeside park around the reservoir of "great natural beauty." If implemented, the planned reservoir would have inundated the land area of the National Zoological Park and the sites of the Pierce and Blagden Mills.

The renewal of interest in the creation of a major urban park in Washington in the 1880s was also a product of growing public health concerns. Eradication of waterborne diseases, especially typhoid, was a vigorous reform movement in all major American cities in this decade. In 1879 the sewers in Georgetown and Northwest Washington emptied into Rock Creek. By 1889 the pollution of Rock Creek was considered a serious threat to public health. Evening Star editor Crosby Noyes graphically remarked:

> The necessity of immediate action in the matter is caused by the danger that inroads may be made upon the magnificant forest growth of the region, and that the valley, if not speedily secured by the government, will be occupied for purposes that will convert it from a "thing of beauty, a joy forever," into a dangerous nuisance in the shape of foul open sewer, lined with a succession of slaughterhouses breweries, dye-houses, hog-pens, privies, & c., polluting the creek with their excrement.

Noyes's fears were not unfounded because in the previous year the District Commissioners had presented a proposal in their annual report to deflect a noxious section of lower Rock Creek through a tunnel from O Street to Pennsylvania Avenue, NW. The type of establishments Noyes described had been built along this section of the creek. The major benefit of this massive arched tunnel would have been a land connection between Georgetown and Washington, thus eliminating the need for bridge construction. The commissioners reasoned that the tunnel and a landfill at this point of Rock Creek would also provide "a dumping ground for grading in neighboring parts of the District, and it will enable the serious question of

the sewage problem of the creek to be treated in a satisfactory manner." However, the plan aroused sharp opposition from the Washington architectural profession. The architects opposed the conversion of a section of the creek into a sewer tunnel and landfill. The project never gained widespread public support and debate over the issue of infilling the valley continued for a generation. Eventually the proposal was abandoned and the Rock Creek and Potomac Parkway in 1913 was established to connect the Potomac and Rock Creek valley parks.

The pollution threat to the Rock Creek valley grew steadily as suburban communities flourished along Fourteenth Street Road in Washington county. This was evident in an 1885 report on the city's infrastructure by the Engineer Department that noted "urgent calls for sewerage facilities" from the Mount Pleasant, Columbia Heights, and Meridan Hill neighborhoods. After the Civil War, park advocates throughout the country had absorbed sanitary reform ideas and proposals and soon began to promote open green space as an essential part of the city's general health program. Park planners in Chicago, Boston, and New York City were presenting potent arguments for the establishment of new parks based on scientific theories and bolstered by mortality tables and vital statistics. Conditions in Washington in the 1880s reflected widespread urban public health problems. In 1881 only one-third of the city's houses were connected to sewers. Wells and springs were still commonly in use and often became contaminated. The Medical Society of the District of Columbia prepared a detailed survey of the past causes of the city's contagious diseases in the early 1890s. This study prompted the doctors to submit an extensive report to Congress in 1894 on Washington's santitation. The document caused immediate enactment of legislation by Congress requiring all houses in the District to be connected to the city's water supply and sewerage systems.

A final and vital component of the movement that established Rock Creek Park was the formation of an effective lobbying effort by the city's business elite. These men had substantial influence in Congress by virtue of their legal, financial, and social connections. In 1883 a group of prominent Washingtonians, represented by banker and arts patron William Wilson Corcoran, Justice William Strong, and Josiah Dent, wrote to the District

Commissioners and urged city officials to obtain congressional approval for the creation of Rock Creek Park. The following year Senator Thomas F. Bayard of (D-DE) introduced a resolution calling for a joint committee of five House members and three senators to review the Michler report, make additional surveys under the direction of the Secretary of War, and report their findings at the next session of the Congress. In his remarks, Bayard noted that he introduced the park measure on the recommendation "of gentleman well known to us all, large property owners, men of intelligence, of character, and cultivation in the city . . . ." Bayard also enlisted Frederick Law Olmsted to promote interest in the park and to prepare the preamble for the resolution. The resolution was roundly approved by the Senate in 1884, but the House took no action on the matter. Like the park's bill's first champion, B. Gratz Brown, Bayard left the Senate to further his political career. He later became Secretary of State during the first Cleveland administration (1885-1889), and served as ambassador to Great Britain (1893-1897).

In the first session of the 49th Congress, the sponsorship of the park legislation was taken up by Senator John J. Ingalls (R-KS), a famous orator noted for his sharp tongue. He introduced a bill on June 2, 1886, that proposed to authorize the D. C. Commissioners to condemn land for a Rock Creek Park, the boundary of which was limited to a 1,000 feet width along the banks of the waterway from Massachusetts Avenue to the District line. The park measure was again approved by the Senate and was referred to and recommended by the House committee on the District of Columbia. However, the Senate legislation was not called up for a vote in the House and died again in that session. Ingalls persisted and in the 50th Congress reintroduced a park bill in the Senate. A House companion bill, sponsored by Representative Jonathan R. Rowell (R-ILL), was also submitted. South Carolina Democrat John J. Hemphill became the bill's most outspoken proponent and his motion brought the bill to the House floor for a vote on August 13, 1888. The Rowell bill differed from Ingalls's Senate version because it directed the D. C. Commissioners to prepare a new survey map of the proposed park, to record it with the registrar of deeds, and to condemn the property without payment until such time that Congress approved an appropriation. Hemphill argued that the bill was merely a fact-finding measure placing no obligation on Congress. He also downplayed potential

costs by noting that several major owners in the valley were willing to donate land for the park. In an 1887 article that expressed frustration with the House's intransigency on the park issue, the Evening Star related that the District commissioners had letters on file from Joshua P. Klingle, Hiram D. Walbridge, A. P. Brown, and W. M. Dunn offering to donate property in the Rock Creek valley for park purposes.

The House's reluctance to pass the park legislation stemmed from the members' age-old hostility toward expenditure of public monies to fund what they perceived as improvements of a "local" nature. These oppponents weakened the Rowell bill with so many amendments that Hemphill requested and obtained its recommital to the House Committee on the District of Columbia for revision. Pent up frustration over the repeated legislative failures and caustic negative remarks by Representative Lewis Payson of Illinois alleging that the park proposal was a calculated boon to local real estate speculators, sparked a popular backlash that the Evening Star described as "an uprising of citizens" in the winter of 1888-1889.

The leader of this revived movement to establish the park was Charles Glover, a man of wealth and social prominence who was at the time a partner in the banking firm of Riggs and Company. This firm was expanded in 1896 and became Riggs National Bank. Glover also had extensive financial interests in streetcar and fire insurance companies and was president of the Washington Stock Exchange between 1883 and 1890. A power in national financial circles and known for his fiery temper, Glover was determined to see the park created. In a now famous event, Glover invited friends on a Thankgiving Day outing to tour the Rock Creek valley. Glover and his guests, engineer commissioner Capt. Thomas W. Symonds, lawyer Calderon Carlisle, and bank partners James M. Johnson and Thomas Hyde, formed a pact to mount a full-scale effort to obtain the park. Glover directed the drafting of a new Rock Creek park bill by Johnson and Carlisle and then launched a concerted lobbying campaign to influence the House members in opposition to the park. He opened the campaign with a meeting at his house a few days after the Thanksgiving day reconnaissance outing and obtained the support of a cadre of powerful supporters including a propagandist for the campaign, Evening Star editor Crosby Noyes, and a host of other socially prominent businessmen. Next came a highly publicized citizens' meeting at

the Atlantic Building on F Street on January 11, 1889. Noyes presided over the meeting, which elected an executive committee composed of Glover and Noyes, Alexander T. Britton, George E. Lemon, Frank A. Richardson, and Brainard H. Warner. Glover was elected chairman and was the "leading spirit" of the campaign.

The executive committee was a powerful brain trust with economic and political connections. Britton was a nationally respected lawyer who specialized in land and railway law. He was also president of the American Security and Trust Company and vice-president of Columbia National Bank. Lemon was also a lawyer who was well known to Congress as a legal advisor concerning pensions and claims cases. He was also the founder of the widely read National Tribune and had extensive real estate holdings in Washington. Frank A. Richardson was a renowned correspondent for the Baltimore Sun who had covered political affairs in the national capital for more than twenty years and was highly respected by members of Congress. Brainard H. Warner was an "unknown country boy" when he came to Washington, but by 1890 at age forty-two was a resident of Washington's "millionaire's row" on Massachusetts Avenue. Warner began selling real estate after graduating from Columbia Law School (George Washington University) in 1869 and eventually started his own company. By 1889 he was the proprietor of the largest real estate company in the city and president of the Columbia National Bank and Washington Loan and Trust Company, then financial powers in the city. The citizens' executive committee used their legal expertise, influence as financial brokers, and social position to persuade Congress to enact the park bill.

With the boost from Glover, Congressman Hemphill once again tried to convince his colleagues in the House to reconsider a Rock Creek park bill. He introduced the new legislation in January, 1889, which emphasized the aesthetic and public health benefits to be gained by the city if the bill were enacted. The House again refused to consider the bill. Hemphill tried but was unsuccessful in his efforts to attach the park measure as an amendment to the pending National Zoological Park legislation, enacted on March 2, 1889. No antagonism existed between the supporters of the two park projects. In fact, the sentiment for creating Rock Creek Park helped secure the Zoological park. During deliberations over the issue, a compromise was reached with

park opponents who voted for the smaller Zoological park in exchange for the omission of the amendment establishing Rock Creek Park. The establishment of the National Zoological Park proved vital to the Rock Creek Park campaign because it focused public attention on the beauty of the region and revealed the imminent threat of real estate development to the valley.

The key to the eventual victory was Glover's tenacity and his ability to persuade powerful Senator John Sherman (R-OH) to sponsor new park legislation. Sherman was the older brother of Civil War Gen. William T. Sherman and a highly respected figure in the Senate. By 1890 he had served as chairman of both the House Ways and Means Committee (1859-1861) and Senate Finance Committee(1867-1877) and had been appointed secretary of the Treasury (1877-1881) in the administration of Rutherford B. Hayes. In the 1890s Sherman would serve as Secretary of State (1897-1898) under William McKinley. Other bills sponsored by Sherman in the 51st Congress that were enacted in 1890, such as the Sherman Antitrust Act and Sherman Silver Purchase Act, reflected the senator's authority on national financial issues and his leadership position in Congress at that time.

Sherman's version of the Rock Creek Park legislation was passed by the Senate on January 28, 1890, and sent to the House. In considering the bill the House made amendments changing the designation of the park to "Columbus Memorial" Park to honor the forthcoming quadricentennial of Columbus' voyage of discovery to America. The bill also was amended to provide that half of the park's cost and future maintenance would be defrayed by District revenues. Another controversial amendment was made during the lengthy House debate over the Senate bill. This provision required adjacent land owners who benefited financially from the park's establishment to contribute to its costs.

It was widely known that new parks in New York City, Boston, and Chicago had raised adjoining land values and provided a stimulus to real estate speculation. Senator Sherman, while a long-term resident of Washington, had acquired extensive real estate holdings near the periphery of Rock Creek Park. He owned and subdivided several large tracts, such as Meridian Hill (1867), Sherman's Subdivision (1868), and Columbia Heights (1882). It is not surprising that his colleagues in the House were suspicious of Sherman's motives in sponsoring the park bill.

A bill establishing Rock Creek Park was approved by both houses of Congress and signed into law by President Benjamin Harrison on September 27, 1890. The law establishing Rock Creek Park set a limit of 2,000 acres for the land area with an appropriation of $1,200,000, equal portions to be paid out of District revenues and the U. S. Treasury. A rough southern boundary was established at Klingle Ford Bridge, and the law specified limits of 600 to 1200 feet for the park's width below Broad Branch and Blagden Mill Roads. This provision accounts for the reservation's parkway character in the neck of land that today forms the southern tip of the park. The width of the park's remaining boundaries was left to the discretion of the Rock Creek Park Commissioners. These officials were the Chief of Engineers, United States Army; the Engineer Commissioner of the District of Columbia; and three citizens appointed by the president with the advice and consent of the Senate. The remaining sections of the act explained the duties of the commission and outlined condemnation, appraisal, and benefit assessment procedures. The final provision placed the new park under the joint control of the D. C. Commissioners and the Chief of Engineers of the U. S. Army. "whose duty it shall be as soon as practicable, to lay out and prepare roadways and bridle paths...."

The establishment of Rock Creek Park proved to be vital to the future development of the national capital. The fight to establish the park had united a body of civic-minded businessmen dedicated to the city's economic improvement and residential desirability. At the height of the lobbying campaign to establish Rock Creek Park in November, 1889, a new organization of businessmen called the Washington Board of Trade was founded. Berian Wilkins, a former Congressman from Ohio, was largely responsible for creating this civic group. Wilkins heartily endorsed Glover's efforts on behalf of Rock Creek Park and delivered one of the keynote speeches at the highly publicized 1889 citizen's rally in support of the proposed legislation. Prominent members of the Board's directorate and its first presidents were the familiar names of Charles C. Glover, Crosby H. Noyes, and Brainard H. Warner. In addition, many of the Board of Trade's charter members were drawn from the ranks of the businessmen brought together to lobby for the creation of Rock Creek Park.

Between 1890 and 1911 the Board of Trade excercised more power in Washington than any other body with the exception of Congress and the D. C. Commissioners. Their principal goal was to strengthen the economy of the capital, but they viewed urban aesthetics, paticularly park development, as a vital asset to the residential city. The members of the Board of Trade were strong supporters of the expansion and development of Washington's park system and later proposed that the city's 1900 centennial be commemorated by the establishment of a citywide park system. They became important advocates of the "City Beautiful" movement in Washington and many of their ideas were later adopted by the Senate Park Commission and U. S. Commission of Fine Arts.

The establishment of Rock Creek Park was also a signal event in the history of conservation in that it was, according to Rock Creek Park historian Barry Mackintosh, "part of the first post-Yellowstone influx of natural parks established by the federal government." It was created in 1890, the same year Congress authorized California's Sequoia, General Grant, and Yosemite National Parks. Although Rock Creek Park did not approach the scale of these vast wilderness preserves and lacked the "national" title, it was created to preserve irreplaceable natural resources and remains today an urban gem within the National Park System.

Planning and Development of Rock Creek Park, 1890-1933.

During the first decade of its existence, Rock Creek Park was a nominal public landscape. Access to the creekside interior of the park was limited to hiking or equestrian enthusiasts until the opening in 1899 of the first section of Beach Drive between Blagden Mill and Military Road. Before this time, long pleasure drives in the Rock Creek Valley were made along existing county thoroughfares, such as Broad Branch and Daniel Roads. These roads were primarily located on the periphery of the new federal reservation. In the early years of the park's history the Rock Creek Board of Control faced the challenge of directing the land's smooth transition from private to public use.

The land area that became Rock Creek Park contained several large estates and numerous small farms with houses, mills, barns, stables, roads, and trails. In 1896 there were twenty tenants living on or using property in

Rock Creek Park. Some had been lessees of previous owners and a few were elderly black farmhands allowed to live out their lives on the property. Several farm tracts were rented to new tenants and the park foreman and watchman were also given accomodations in the park. The Board recognized that the protection and maintenance of the park in these early years required temporary residential caretakers.

By 1895 guidelines had been introduced for the gradual relocation of park residents. The Board permitted tenants the use of a house, its outbuildings, and a one-acre garden plot. No new ground could be plowed and each acre of land in the existing fields cultivated by the tenant added $5 to the annual property rents. The rate of house rentals in 1896 ranged from $3 for a frame building just off Military Road to $20 per month for the stone Pierce-Klingle mansion. The buildings were not repaired by the government, so many subsequently lost their rental value. This condition was considered "prima facie evidence of tearing the structure down." Since most of the buildings in the park were of frame or log construction, most deteriorated rapidly without periodic maintenance and were removed. A few of these deteriorated buildings were given to individuals who dismantled and rebuilt the houses off the park's grounds. In 1912 the Board of Control ordered the termination of the remaining tenancy agreements. However, a few exceptions were made. The Summer Outings Committee that operated Camp Goodwill for needy children, the Water Department that grazed horses east of Daniel Road just above Military Road, and an elderly black man who lived in a cabin off Ridge (renamed Glover) Road were allowed to continue their uses of the land.

To guide the transition from private property to public landscape, the Board of Control framed regulations for the care and management of Rock Creek Park in 1895. These rules stressed public safety and conservation of the natural beauty of the park. They also governed public conduct on the reservation and levied fines from $5 to $50 on violators. Safety measures included a ten miles per hour speed limit for the drivers or riders of carriages, bicycles, and horses and prohibited firearms or fireworks in the park. Flora and fauna were protected by rules prohibiting hunting, fishing, overnight camping, and the cutting or defacement of vegetation. Although permits were issued for scheduled picnic gatherings, the park was banned as a venue for public meetings. Additional provisions prohibited livestock

grazing and curbed bathing in Rock Creek's traditional swimming holes. However, permits for grazing livestock and swimming were regularly issued by the Board during its management tenure between 1895 and 1918.

Although regulations for its operation were framed almost immediately after the Board assumed managerial responsibility, the reservation experienced little public use before 1900. In that year the Evening Star reported on road improvements in Rock Creek Park and remarked that "few people in Washington are yet acquainted with this royal principality of the picturesque." The article publicized the construction of new roadways (Beach and Glover Drives), and noted they opened "a beautiful sealed book" to the public.

Park Planning and the Centennial of National Capital

From the outset of the campaign to establish Rock Creek Park in the 1880s, Washington Star editor Crosby Noyes forcefully expressed his view that the future civic stature of the national capital depended on Washington's development as a "city of parks." Noyes became president of the Board of Trade in 1898 and launched a concerted campaign to effect improvements to existing parks and connect them into a city-wide park system. In a farewell to the Board on November 13, 1899, Noyes challenged his colleagues to press Congress for the creation of a united system of parks in Washington to be connected by a "ring street."

As a result of Noyes's speech, the Board of Trade promoted Congressional legislation to establish a park system in Washington as part of the city's centennial in 1900 as the seat of federal government. Earlier proposals to mark the centennial, such as the construction of a memorial hall or Potomac River bridge, had been urged by a local citizens' committee which comprised several Board of Trade leaders. Congressional and national committees had also been formed to honor the occasion and each backed various commemorative plans. However, by the later months of 1899 Congress had not authorized any project. Local promoters feared the anniversary might pass without execution of any permanent improvement for the city. Consequently, in a final attempt to salvage a memorial project, a meeting of the national, congressional, and local committees was arranged and held on February 21, 1900. At that meeting Senator James McMillan (R-MI), then Chairman of the Senate Committee on the District of Columbia and

a powerful figure in city affairs, focused the attention of the various committees on a new memorial scheme. McMillan deftly won unaminous endorsement for an anniversary plan that called for the enlargement of the Executive Mansion and the construction of a grand tree-lined boulevard leading from the Capitol to the Potomac River. A White House renovation was overdue in the view of many, but the possibility of constructing a new boulevard to be called "Centennial Avenue" at an oblique angle on the Mall proved to be a highly controversial suggestion.

McMillan's scheme sparked what urban historian Jon Peterson has called the "battle of plans," a reference to the political fracas that resulted from the multitude of design proposals competing to guide the development of Washington's central core in 1900. The senator had attempted to combine the construction of a Centennial memorial with a complicated deal he had negotiated several years previously with the Pennsylvania Railroad Company. In exchange for the removal of tracks at dangerous grade crossings in the capital, McMillan readied legislation for a government land grant to the Pennsylvania Railroad between Sixth and Seventh Streets on the Mall. The company would obtain an expanded lot for the station of its subsidiary, the Baltimore and Potomac Railroad, at the heart of Centennial Avenue. The plan alarmed local businessmen with property interests on Pennsylvania Avenue because it threatened to relegate the existing main street to a secondary thoroughfare. It also clearly impinged on the Board of Trade's contemplated park chain, which envisioned an open Mall as the starting point for the park system. However, the Board did not publicly criticize the plan and cooperated with McMillan's objectives because the senator had been the principal supporter of their park proposals. McMillan had conducted hearings on the Board of Trade's park proposals in 1899 and authorized preliminary surveys of the land between Georgetown and the National Zoological Park. He had also prepared legislation to appoint a commission to plan the system.

McMillan's most vocal antagonist was Col. Theodore Bingham, who as superintendent of public buildings and grounds had charge of most of the city's parks and maintenance of the Executive Mansion. Bingham had his own plans for a White House extension to mark the city's Centennial, and the proposed avenue cut right across the Mall. As the caretaker of this park, the colonel publicly denounced McMillan's Centennial Avenue as a

desecration of the historic 1791 L'Enfant plan. He also immediately prepared a counterproposal for the open landscaped development of the Mall removing the railroad station to the south of the park.

The Army engineers were a formidable political force in all decision-making concerning public works projects in Washington because of their conspicuous record of excellence in the execution of construction programs in the city after the Civil War. Congress respected their opinion and traditionally entrusted the U. S. Army engineers of the Chief of Engineers Office within the War Department with the responsibility of superintending all major public works or building projects in the capital. In June 1900, an amendment to a civil appropriations bill authorized the Chief of Engineers to assign Colonel Bingham the task of redesigning the Executive Mansion and employing a landscape architect of "conspicuous ability" to plan the Mall and to design a parkway link to the National Zoological Park. McMillan had proposed the amendment to the appropriations bill, but wished to assign this task to civilian design professionals who would be associated with the Chief Engineer's Office. However, the House approved the amendment authorizing the engineers to direct the project. This version of the amendment eventually prevailed in the House and Senate conference over the bill. It seemed that Bingham had won the "battle of plans" at this juncture, but as it turned out the city's planning future was far from decided.

At this critical point an outside agent, the American Institute of Architects, intervened in the planning debate and within a year had shifted responsibility for the planning of Washington from the Army engineers to an expert commission of civilian design professionals. The mastermind behind the Institute's political strategy was Washington architect Glenn Brown. A dedicated proponent of the professional architect's status as the appropriate designer of government buildings and civic spaces, Brown seized the opportunity presented by the centennial planning debate as a means of promoting the expertise of his profession. He had been instrumental to the founding of the AIA's Washington Chapter in 1887 and subsequently directed that organization's activities for nearly three decades. In the 1890s Brown aggressively advocated that architects in private practice be employed by the federal government to design major public buildings. He also organized a national lobby to establish a board of fine arts experts to advise the government in its patronage of architecture, landscape architecture, and art. These initiatives established Brown as a noteworthy advocate of the architectural profession and led to his election as national AIA secretary in 1898.

Once installed as an AIA executive officer, Brown launched the organization into an aggressive series of campaigns to promote its political influence and to discipline American architectural design by controlling the appearance of major public buildings and parks in the nation's capital. Brown organized the Institute's 1900 convention on the theme of the future development of Washington's central core. The objectives of the convention were twofold: to discredit the Bingham schemes for the Executive Mansion expansion and lanscape plan for the Mall and to win congressional support for the appointment of an architect-dominated commission to study and suggest a plan for Washington. Sharp professional criticism of Bingham's White House extension plans, which had been published in the Ladies Home Journal in October and displayed as a plaster model at a Centennial reception held at the White House on December 12, helped defeat the scheme. Likewise, Bingham's plan for the Mall, developed by New York landscape architect Samuel Parsons, was overshadowed by competing alternatives presented at the architects' convention and eventually were abandoned. Brown arranged for extensive press coverage of the AIA convention and obtained nationally respected experts, such as landscape architect Frederick Law Olmsted, Jr., sculptor H. K. Bush-Brown, and architect C. Howard Walker, to deliver public lectures on the appropriate treatment of a federal building group on the Mall. The meeting proved to be a resounding public relations success which stymied Bingham and successfully reopened the debate over Washington's future.

After the AIA convention a delegation of architects led by Institute president and Boston architect Robert S. Peabody, Glenn Brown, and Frederick Law Olmsted, Jr., met with Senators McMillan and Jacob H. Gallinger (R- NH). The Evening Star informed the public that the conference was held to devise a "practical way for proceeding with the work of securing a plan which will bring all the parks of the District under a single management and will cause them to be beautiful harmoniously." It was also noted in the newspaper report that the park planners would study and recommend future locations for public buildings and statuary. The delegation nominated Olmsted and Daniel Burnham of Chicago, the famous chief

architect and director of the 1893 Chicago World's Columbian Exposition, to the planning commission. Subsequently, McMillan selected these men and prepared a resolution to appoint two architects and one landscape architect "to consider the subject of the location and grouping of public buildings and monuments....and the development and improvement of the park system" in the nation's capital. However, the legislation faced sharp opposition in the House and was defeated. On March 8, 1901, during an executive session of the Senate after the adjournment of Congress, McMillan marshalled a resolution through the Senate which authorized the District Committee to employ experts "to report to the Senate plans for the development of the entire park system of the District of Columbia." On March 22 the Evening Star reported that McMillan had held a meeting with Burnham and Olmsted, the first members appointed to what became popularly known as the Senate Park Commission. The article noted that the three men concluded their business with a carriage ride out to Rock Creek Park underscoring McMillan's stated interests in the development of a citywide park system. A few weeks after the initial appointments, Burnham and Olmsted chose New York architect Charles F. McKim to join them in their work and a few months later sculptor Augustus Saint-Gaudens was also appointed to the panel of experts.

The 1901-1902 McMillan Plan and Rock Creek Park

On January 16, 1902, the McMillan commission opened a stunning exhibit of its comprehensive plan for Washington, which was displayed at the Corcoran Gallery for six weeks. Huge color renderings, plaster models, and plans illustrated Washington's future appearance. Poster size photographs of European urban centers afforded viewers the opportunity to compare old world cities to the future grandeur of Washington. The timing for the presentation of this bold plan was indeed propitious. The national economy had fully recovered from a depression triggered by the Panic of 1893. America became a major colonial power in 1898 with the acquisition of the Phillipines and was seeking symbols to mark its emergence as a great nation state. Labor unrest and squalid urban conditions underscored the perception of many reformers that an urgent need existed for the creation of social discipline and visual order in American cities. For these and many other reasons, the classical architecture and orderly arrangement of the 1893 World's Columbian Exposition came to symbolize an ideal prototype for turn-of-the-century "City Beautiful."

The now famous 1901-1902 McMillan plan had no legal sanction and was resented by House members, particularly powerful Representative Joseph Cannon (R-ILL) who was elected House Speaker in 1903. To "Uncle Joe," Senator McMillan had flagrantly circumvented the traditional legislative bargaining process. The result was more than a decade of acrimonious debate over the design, location, or treatment of Washington's public buildings, parks, and monuments. Legal recognition of the McMillan plan started with the formation of the U. S. Commission of Fine Arts in 1910 because Daniel Burnham, Frederick Law Olmsted, Jr., and Charles Moore were accepted as its charter members. However, it took more than a decade for Congress to recognize the commission's work and to enact legislation that codified the 1901-1902 plan's proposals. These statutes established the National Capital Parks and Planning Commission in 1926 and the Capper-Cramton park program in 1930.

The two major elements of the McMillan plan were the commission's now famous kite-shaped design for a concentrated civic core of public buildings and monuments and their proposals for a regional park system. Execution of these planning components were basically limited to the plans for Washington's monumental core, where virtually all of the commission's suggestions were followed. However, significant pieces of the proposed park system, largely planned by Frederick Law Olmsted, Jr., were also built. There were many reasons for this imbalance in the McMillan plan's execution. Foremost was the perception of the vital symbolic importance of the Mall plan. In this space was to be exhibited the landscape, buildings, statuary, and monuments created by the nation's most talented professional landscape architects, architects, and artists. The Mall also came to represent the plan's patriotic component because it revived the central vista of the 1791 city plan of Pierre Charles L'Enfant. It was proudly claimed by the planners and their advocates that the McMillan plan reinstituted a historic legacy of planning and architectural order intended by Presidents George Washington and Thomas Jefferson. Implementation of the central core design was considered essential to the McMillan plan. Moreover, the hard fought campaigns to defend the Mall plan, most notably for siting the Agriculture Building (1904), the Grant Memorial (1907), and the Lincoln Memorial (1913) in a manner that adhered to the commission's design, largely absorbed the energies of the plan's advocates in the first decade of its implementation.

The park system proposals presented in the McMillan commission's report in 1902 were not neglected. Olmsted's plans to provide neighborhood parks, particularly outside the limits of the L'Enfant city, the creation of parks at the sites of Civil War forts, and a parkway connection between the Potomac and Zoological Parks were popular ideas with strong support from citizens groups, veterans organizations, and the Board of Trade. The plans for Washington's park system also included the construction of a huge quay along the Potomac River at Georgetown, reclamation of the Anacostia flats as a recreational water park, a parkway system connecting the historic Civil War defense fortifications, and construction of a "national" highway to Mount Vernon. Major park acquistions, such as the Piney Branch (1907) and Rock Creek and Potomac (1913) Parkways, were early manifestations of attempts to integrate Olmsted's planning suggestions into the city's future development.

A significant indication of the growing importance of park development in the outlying areas of the city was the publication of the McMillan commission's 1902 report in an abridged form in 1913. The stated objective of this booklet was "to give a conception of the plans of the Park Commission for the development of Washington, especially that part relating to the outlying park system." In this document, plans for the Mall core were condensed into a few paragraphs and the commission's park suggestions received emphasis. The publication of this reprint may have been caused by the perceived urgency on the part of Charles Moore to counteract the advance of suburban growth. The pamphlet warned that whatever natural beauty preserved or park space acquired had to be provided for "during the next few years or it will be forever too late." Many specific components of the commission's park system were not executed, such as the fort drive parkway. Yet the park system proposals influenced succeeding generations of planners who used the report as a resource for regional park development. For example, the George Washington Parkway was an extension of the Mount Vernon road concept presented in the 1902 planning report.

Olmsted was 31 years of age when he was appointed to the McMillan commission and his relative youth was important. The landscape architect enjoyed a long and illustrious career as one of the foremost members of his

profession. Consequently, his advice and services were sought after in Washington. As an active member of the U. S. Commission of Fine Arts, National Capital Park and Planning Commission, and employed adviser to government agencies for more than three decades, Olmsted would have a profound influence on the evolution of the capital's modern park system.

In the 1902 report the McMillan commission made it clear that Rock Creek Park's development as the "principal park of a populous city was a matter of great perplexity, requiring the most careful study." The landscape architect emphasized the need for a master plan for the park's development. He praised the overall roadbuilding skill of the Army engineers in the park, but noted that the grading of several sections of Beach Drive had seriously damaged the scenery. The report suggested building new roads on the heights above the creek and cautioned that "it is true that the value of the park scenery depends absolutely upon making it conveniently accessible to the people, but nothing can be gained if the means of access destroys the scenery which it is meant to exhibit...." Olmsted's suggestion of a comprehensive plan for Rock Creek Park was not acted on for more than fifteen years.

Park Planning and Administration, 1916-1933

In 1917 the Board of Control commissioned the Olmsted Brothers to prepare a planning study for the future development of Rock Creek Park. The resulting report, completed by the landscape architecture firm in December, 1918, quickly became a seminal planning document for the improvement and expansion of Rock Creek Park. Its first sentence boldly declared the credo that "The dominant consideration, never to be subordinated to any other purpose in dealing with Rock Creek Park, is the permanent preservation of its wonderful natural beauty, and the making of that beauty acessible to people without spoiling the scenery in the process." The character of the topography and natural growth areas were defined in the study and suggestions proposed for the systematic preservation and enhancement of the landscape. Rock Creek Park was divided into four fundamental units defined as natural forest (Type I), open woodland (Type II), an area of growth primarily of cedars (Type III), and open grass land (Type IV) [See map].

These defined landscape units were illustrated on a map of the park accompanying the report. Type I indicated natural forest conditions of mixed deciduous trees as they existed in 1918. This category of landscape dominated the land area of the park. Type II were units of open woodland where groves of trees would be planted for shade and for provision of a transition from open field to dense forest. Few areas of this type existed in the park at this time. Type III was a landscape category to identify areas of cedar, sassafras, locusts, and occasional pine trees, which contributed an "interesting and valued variation in the general landscape of the park." The Olmsteds noted a stretch of trees of this type existed on the slopes near Fort DeRussy. Type IV was an open landscape with a few shade trees, and it was to be primarily open mowed lawns and meadow.

The Olmsted Plan also defined administrative units in the park. The primary area was the Rock Creek Valley, which was considered as "topographically and psychologically the backbone" of the park. The creek was considered a "drawing card" where picnic groves, swimming holes, and wading pools were to be permitted, but this use was always to appear "unmistakably incidental." The principal tributaries of Rock Creek, the Piney Branch and Broad Branch, and the valley of the Military Road were to form an arterial system of parkways. Another major administration unit was the plateau of land adjoining the Brightwood Reservoir. At this site space for recreation grounds for basketball, tennis, cricket, football, and band concerts were to be developed. Two forest units of 300 and 450 acres were set aside in the northern half of the park mainly for exploration, hiking, and horseback riding. Another 150-acre unit of rolling hillside and meadow above Military Road east of Rock Creek was provided for leisurely walks and picnics.

The report also discussed the treatment of artificial structures in the park, emphasizing that "they should be so designed and located as to fall naturally into place as part and parcel of the scenery." Trails and bridle paths were to be built to exhibit the "variety and charm of the scenery" and planned to appear as though they belonged where they were placed. The report proposed only a tentative development plan for roads. Yet, it was noted that the present park roads could not be widened without damaging the landscape. It was recommended that more narrow roads be built. The

Olmsteds anticipated that this would mean "a one-way traffic regulation may sometime be necessary." Three major cross valley thoroughfares were also considered. One was placed on the ridge south of Military Road, and the other two were elevated viaducts planned to move streetcar and automobile traffic across the valley at the narrow end of park at points above and below Pierce Mill.

As might be expected the Olmsted Plan received glowing praise from James L. Greenleaf, a landscape architect and member of the U. S. Commission of Fine Arts who succeeded Olmsted in this position in 1918. In a lengthy letter to Col. Clarence S. Ridley, Officer in Charge of Public Buildings and Grounds, whose agency began the administration of Rock Creek Park in 1918, Greenleaf discussed the Olmsted report and advised that "[it be] abstracted in printed form and read daily as their bible by those immediately in responsible charge of maintenance of woodland and meadow." After the approval of the Commission of Fine Arts, Ridley incorporated the plan into his management policies for the park and ordered that nothing would be done in Rock Creek Park that was contrary to the letter or the spirit of the Olmsted report without his written permission. The colonel also established a park board which included his staff landscape architects, James D. Langdon and Irving W. Payne. These experienced professionals were detailed to study the plan, to make recommendations on its implemetation, and to review and report on ongoing work in the park. They were also directed to consult with James Greenleaf and obtain his advice for proposed work. Ridley also added forestry specialist Smith Riley to the his staff.

Soon after the reorganization of the administration of Rock Creek under the Office of Public Buildings and Grounds, criticism of its management began to surface with Greenleaf and Fine Arts Commission chairman Charles Moore. Ridley's successor, Col. Clarence O.Sherrill, took umbrage to Greenleaf's criticism of his management of the park and challenged the landscape architect's criticism on several occasions. In 1921 he explained that there was no lack of artistic feeling in the work on the park, but that appropriations were not sufficient to accomplish all that was necessary to do. In 1925 the Office of Public Buildings and Grounds was abolished and its function as managers of Washington's park system was assigned to a new

agency, the Office of Public Buildings and Public Parks of the National Capital. For the next eight years the army engineers continued to administer Rock Creek Park, but faced increasing scrutiny from a growing group of professional architects, landscape architects, and planners as Washington emerged into a metropolitan center. On August 10, 1933, the Office of Public Buildings and Public Parks of the National Capital was abolished and its responsibility for Rock Creek Park was transferred to the National Park Service.

In the early 1920s the impact of urbanization on the environmental quality of Rock Creek Park reached crisis proportions, and it was feared that, if left unchecked, development in the watershed of Rock Creek Valley would render the creek into a mere trickle. As northwest Washington and Montgomery County, Maryland, were settled and sewer lines were built, the tributaries and springs which fed Rock Creek were diverted or capped. Deforestation had also contributed to a substantial reduction of the stream's flow. This problem had been predicted by Maj. John Biddle, secretary of the Board of Control, in a report prepared under his direction in 1907. However, no action was taken to protect the watershed until the situation became dire in the 1920s.

The aquisition of park land to preserve the streamflow and to prevent the pollution of Rock Creek was a major objective of progressives who wished to see a planned national capital become an inspirational symbol for the nation's cities. National and local organizations, most notably the American Planning and Civic Association and the Washington Board of Trade, lobbied aggressively for legislation to create a park commission with regional planning powers. On June 6, 1924, legislation creating the National Capital Park Commission was enacted. The statute authorized the commission to acquire park lands in the District, Virginia, and Maryland with the intention of preserving the flow of water in and preventing the pollution of Rock Creek. It was also a conservation measure aimed at preserving the forests and natural scenery in the Washington region and instructed the commission "to provide for the comprehensive, systematic, and continuous development of park, parkway, and playground system."

In 1926 subsequent legislation gave the new commission expanded planning powers and renamed the agency, the National Capital Park and

Planning Commission. The 1926 act "outlined a host of new duties in 'preparing, developing, and maintaining a comprehensive, consistent and coordinated plan for the National Capital and its environs,' embracing transportation, subdivisions, public building sites, sewerage, zoning, commerce and industry, and 'other proper elements of city and regional planning.' " This regional planning movement was continued in 1927 with the creation of the Maryland National Capital Park and Planning Commission set up to administer the acquisition and development of parkland in Montgomery and Prince Georges counties. This commission established by the Maryland legislature would have similar powers to its federal counterpart in the jurisdictions bordering the District of Columbia. In 1930 regional planning was given an important boost by the enactment of the Capper-Cramton Act, sponsored by the Senate and House District Committee chairmen, Senator Arthur Capper (R-KS) and Representative Louis Cramton (R-MI). This law established a grant program to provide monies for the acquisitions of park acreage in the Washington metropolitan region. With the aid of this funding source, the Maryland National Capital Park and Planning Commission began to aquire land along the Rock Creek stream valley. Some years later the state had completed a significant extension of Rock Creek Park into Maryland, ultimately comprising 4,193 acres and reaching 22 miles upstream from the District line. By the early 1930s Rock Creek Park in the District had become a component of an emerging regional park system under combined state and federal jurisdiction. Preservation of the watershed would be enhanced. However, the abatement and prevention of the pollution of Rock Creek has remained a serious problem.

The Development and Uses of Rock Creek Park Prior to 1933

Until the Olmsted plan for Rock Creek Park was prepared, there was no comprehensive planning document for the reservation. The Board of Control, however, did adhere to a consistent policy in all park improvements. In Section 7 of the act establishing Rock Creek Park, Congress instructed the Board of Control to provide improvements in the form of roadways, bridle paths, and trails for driving, horseback riding, and walking. They also mandated that the natural beauty of the park and its "curiosities" be preserved. These guidelines, presented in the legislation, largely determined the Board's direction of the park's physical development during its managerial tenure.

Road, Trail and Bridge Construction

The appropriations received for Rock Creek Park's improvement between 1899 and 1918 were primarily spent on road and bridge construction. Most of the remaining monies were expended to support adaptive reuse of existing buildings, roads, bridges, and trails. With the exception of the Miller cabin, only temporary buildings were added to the park in this period. Several dramatic serpentine drives, such as Beach Drive, Glover, Wise and Ross Roads were built in this period. In the 1920s connecting routes, Sherrill, Joyce, and Bingham Drives, were completed. The construction of this road system, which is largely extant, required considerable grading and innovative construction and represents the most conspicuous contribution of the Army Corps of Engineers to the park's designed character.

The first Army officer to act as superintendent in Rock Creek Park was Captain Gustav J. Fieburger. His tenure from 1894 to 1896 was brief, and it appeared from his correspondence that his time was absorbed with routine management responsibilities. Fieburger's successor was Captain Lansing H. Beach, whose imprint on Rock Creek Park was profound. It was largely because of Beach's initiative that the program of road improvement and construction in the park was launched. In 1897 the Army engineer assumed responsibility for the park and almost immediately began maintenance work on existing roads. He also directed construction of a park drive along Rock Creek incorporating existing road segments and a dirt road created by the construction of a sewer line alongside the creek just below Piney Branch in 1896. In recognition of his contributions to the early development of Rock Creek Park, this drive was named in his honor in 1901.

Undeterred by the failure of Congress to provide appropriations for the park's improvement, Beach arranged for the use of convict labor to work on the roads and to remove undergrowth. Although he was promoted to Major and appointed to the post of District Engineer Comissioner in 1898, Beach continued to direct the development of Rock Creek Park until the completion of his service in November, 1902. His civilian assistant, William P. Richards, noted that four miles of macadam and three miles of dirt road had been built under Beach's direction. In addition, older existing roads, such as Pierce Mill (1831), Grant (formerly an abandoned segment of old

Military Road, (1862), Military Road (1862), and Daniel Road (1872, now Oregon Avenue) were widened, regraded, and surfaced with gravel. Beach's roadbuilding program was a significant achievement, given that it cost only $55,000 and comprised more than two-thirds of a total of more than eleven miles of new and repaired roads constructed or repaired in the park before 1918.

The new roads built in Rock Creek Park before World War I included Beach Drive (1897-1900), Wise Road (1900), Ridge Road (1899-1901, now Glover Drive), Ross Drive (1902-1903), and Morrow Road (1911). The average width of roadbed averaged between sixteen and twenty-four feet. However, the heavily used lower section of Beach Drive between Klingle Ford and Pierce Mill was thirty feet wide. The macadamized surface width averaged eighteen feet. Most of the roads required heavy grading and substantial fills to reduce steep inclines to a maximum seven percent grade throughout the system. The rock blasted away in the cuts was crushed and used to macadamize the roads. To minimize environmental impact innovative engineering solutions were employed. For example, when the Blagden Mill ruins were removed in 1899 to make way for the construction of Beach Drive, the roadbed was constructed on the line of the old mill race.

From the start of the road building program, the engineers were sensitive to potential criticism concerning the effect of the construction on the natural beauty of the park. In reviewing the progress of road building before 1905, Richards noted that great care had been taken "to do as little damage to the topography as possible outside the limits of the road, and considerable dirt was hauled from points at the two ends of the roads in order to prevent defacement of the banks on either side."

The road network was a popular addition to the park because it opened the valley to scenic carriage and automobile rides in most seasons, particularly south of Military Road. Road conditions on the unpaved roads in the northern section required the thoroughfares be closed during inclement winter months. Opening the park to vehicular traffic provided increased public access to the walking trails and bridle paths. To a nation influenced at the turn-of-the-century by President Theodore Roosevelt's philosophy of the strenuous life, hiking and horseback riding were naturally popular recreational pursuits in the park.

President Roosevelt was a frequent visitor to the park and hiked its rugged hills and ravines, often exhorting his cabinet members and foreign ministers to join him on rambles through the area. French ambassador Jules J. Jusserand often accompanied Roosevelt on his hiking expeditions. The ambassador enjoyed the city's parks and was keenly interested in Washington's development, particularly the McMillan commission's planned revival of the L'Enfant plan for the Mall. President Woodrow Wilson also enjoyed walks and drives in the park. With the popularity of riding and walking in the park and the prominent statesmen pursuing these leisure activities, it was not surprising that the Board of Control had authorized construction or improvement of approximately 22 miles of bridle paths and six miles of footpaths by 1918. Many of the trails were adapted from abandoned nineteenth-century paths and roads, which required little more than the addition of jumps to create challenging riding circuits.

By 1914 Rock Creek Park was no longer considered a remote outlying park reservation. Streetcar service had expanded to within reasonable walking distance of the boundaries of the park along Fourteenth and Sixteenth Streets and Connecticut Avenue and plans to extend the lines into the park were being considered. The success of the road and trail building program in opening Rock Creek Park to recreational pleasure drives, walks, and horseback riding was immediate. By 1907 the park's roads and bridle paths were so crowded with vehicles and horses on Sundays and holidays that a park report noted that "walking is attended with danger and discomfort." In 1909 tour bus companies were granted permission to enter the park, but vehicle passenger capacity was limited to eight persons. This restriction was waived for a private bus service arranged by the Board. For a ten-cent one-way fare a rider could travel from Mount Pleasant through the Zoological Park and Rock Creek Park along Beach Drive to Brightwood. On April 10, 1910, a park traffic report recorded that 1,126 motorcyles and automobiles, 1,050 two-and 190-one horse vehicles, 293 equestrians, and 1,215 pedestrians has passed Pierce Mill between 10 am and 6 pm. In 1912, when the Board of Control published its report of park improvements, the automobile dominated discussion of future needs for Rock Creek Park.

In 1918 Rock Creek Park and the Piney Branch Parkway were made a part of the park system of the District of Columbia under the jurisdiction of the Chief of Engineers and authority for the park's management was

transferred to the Office of Public Buildings and Grounds. New roads surveyed and constructed between 1919 and 1925 by this agency included Bingham Drive, Sherrill Drive, and Joyce Road. These thoroughfares were major connections to the existing system and opened new crossing routes in the northern section of the park while providing access to the new golf course. The first of the roads to be built was Bingham Drive, connecting Daniel Road to Beach Drive above Military Road. This winding drive was considered a model for future roadbuilding in the park. In 1931 it was proposed that the road system be rebuilt to the standards of Bingham Drive, which had an asphalt surface. The existing "old waterbound macadam" surface-treated gravel roads were considered antiquated, being "designed for carriage traffic and can not much longer stand up under the increasingly heavy motor traffic." A major program of upgrading the road system was not implemented until the National Park Service assumed responsibility for the park after 1933. Although improvements have been made in building new spans across Rock Creek, installing modern roadbeds, and widening the dangerous curves and interesections, the design of this circulation system remains extant and documents the roadbuilding skill of the Army engineers.

Beach's mark on Rock Creek Park also extended to early bridge design. In 1900 the engineer planned to build several permanent bridges for his Rock Creek road and obtained the design services of Washington architect Glenn Brown. Brown was paid to design three melan arch concrete bridges for Rock Creek Park. However, only one of the bridges was built according to the architect's design. This structure was Pebble Dash bridge, which spanned Rock Creek's Broad Branch tributary and was completed in 1902. It was named for its sandy colored brushed concrete and pebble finish and was a popular landmark in the park. For many years it was used in conjunction with a ford to cross Broad Branch at Beach Drive, but both features were replaced by modern bridge construction in the 1960s.

It was likely that Brown also prepared preliminary designs for a small stone and concrete arch built over Piney Branch in this period and for the Boulder Bridge. The architect was noted for the excellence of his park bridge design. This reputation had been significantly advanced in 1900 by an article in the American Architect and Building News, citing Brown's bridge designs at the National Zoological Park as nationally praiseworthy. These bridges

were the Boulder bridge (1894) and the Log bridge (1895), both of which were widely admired in Washington. Although Brown's designs for the Piney Branch arch (1901) and Boulder Bridge (1902) were not executed, his ideas may have influenced the eventual appearance of these structures. His work at the National Zoological Park had set an important precedent in the demonstration of how Olmstedian theories of landscape design might be applied to the Rock Creek Valley, clearly subordinating bridge architecture to the landscape. Of this series of Rock Creek melan arch bridges built in 1901-1902 only Boulder Bridge remains. The structure was built to replace an old plank crossing near Blagden Mill. Its design is usually credited to the D C bridge engineer, William J. Douglas, who prepared the working plans.

In 1921 a condition report, prepared by Lt. Col. Clarence O. Sherrill, summarized the work of the Board of Control in the park. Sherrill noted that the Board had directed the construction of "three permanent stone and concrete bridges, and one temporary girder bridge across Rock Creek, five masonry bridges or viaducts across smaller streams, and numerous culverts, 2 wood bridges, a dam at Pierce Mill composed of bowlders, and a considerable area of the park near the roads cleared and the portion open maintained in a suitable condition." The three permanent bridges mentioned were probably Boulder (1902), Pebble Dash (1902), and Ross Drive(1907) structures. Ross Drive bridge replaced a timber trestle erected in 1903 by convict laborers across the deep ravine approximately one-half mile south of Joyce Road. The new bridge was an open spandrel reinforced concrete structure designed by William J. Douglas and completed in 1907. The engineer claimed that it was the earliest known triple-hinge bridge built in the United States. The bridge was a departure from the earlier rustic expression of the melan arches that had been built under Beach's direction. Douglas considered the light structural appearance of the ribbed arched and spandrel columns and the addition of concrete troughs for vine planters a sufficient concession to the picturesque surroundings. The planters have been removed and the bridge was widened in 1968, but the design integrity of its dramatic arched span and its handsome organic structural shape have been retained. The temporary girder bridge may have been the Kalmia Bridge (1902), which had a span of sixty feet carried on two steel girders supported by gneiss stone abutments. The bridge has been replaced by a modern structure.

The masonry bridges mentioned in the 1921 report probably included the Piney Branch and Pinehurst bridges. The latter bridge was constructed in 1910 and spans Pinehurst Branch approximately three quarters of a mile south of Sherrill Drive. Built to replace a wooden structure, the bridge has a single concrete arched span faced with irregularly coursed stone. In 1958 the bridge was widened as part of the Beach Drive reconstruction. At this time the structure was significantly widened, the original stone parapets were removed, and steel railings were added.

Several other arches were built on Beach Drive above Military Road and on Morrow Drive between 1909 and 1911, but most of these small masonry structures have been replaced. However, the Morrow Drive Bridge, built at a right angle to the brook it crosses, is extant and well represents this stone arch bridge type built in the park in this period. Temporary wooden rustic bridges were commonly built in Rock Creek Park before 1933 as vehicular and pedestrian crossings. Periodic floods often washed these bridges away. One of the best known examples of this bridge type, constructed under the direction of the Board of Control, was the log girder "Old Rustic Footbridge" built across Rock Creek in 1907 on line with Bladgen Avenue. The structure was removed in 1939.

The dam mentioned in Sherrill's summary is extant. It was built under the direction of Otto Strange in 1904 as a replacement for an old wooden dam farther upstream which was washed out. The banks of the creek in the vicinity of Pierce Mill were an early popular picnic area in the park, and the new boulder dam was built to restore the picturesque site. The loss of the old dam had revealed a "barren and rather ugly bed" along the segment of the creek which had once been an attractive mill pond.

Two important bridges--the Park Road Viaduct (1900) and the Sixteenth Street Bridge (1907-1910)--may not have been considered in Sherrill's summary because they were built under the authority of the D C Bridge Division. The Park Road bridge was erected before the addition of the

Piney Branch Parkway to Rock Creek Park in 1907. The simple steel truss bridge had an overall length of 300 feet and a roadway width of approximately 21 feet. The utilitarian structure was built by the Toledo Bridge Company and spanned the Piney Branch valley connecting Mount Pleasant with Beach Drive and Tilden Street. A modern bridge has replaced the structure. The Sixteenth Street Bridge, which is extant, began construction in the year the tributary valley was acquired by the government. This handsome structure was built in two stages between 1907 and 1910 and was the first parabolic arch bridge built in the United States. From the parkway the bridge has a span of 125 feet and appears as a solid arch. A smooth concrete triple arch ring and coping relieve the filled spandrels covered by pebble aggregate. The topside of the bridge on Sixteenth Street incorporates simple neoclassical balusters and dramatic tigers, sculptured by noted animalier Alexander P. Proctor, which flank each end of the bridge. This architectural sculpture lends the bridge its popular name, "Tiger Bridge."

During the 1920s the Army Corps of Engineers directed the repair or construction of five notable park bridges across Rock Creek and its tributaries. These were the Pierce Mill (1921), Sherrill (1924), Milkhouse Ford (1926), old Military Road (1929), and the Wooden Cantilever (1929) Bridges. Pierce Mill Bridge was originally a wooden structure built in 1872 and was supported on granite piers and abutments. In 1895 the DC Commissioners authorized installation of new steel girders, a wooden deck, and railings. The Board of Control directed additional improvements framing the east and west approaches to the bridge with masonry walls in 1913. In 1921 the Office of Public Buildings and Grounds renovated the structure. A new abutment was constructed on the east bank of Rock Creek and the deck was surfaced with asphalt. In addition, a graded and filled roadway connection was built between the east wing walls facing Park Road and tubular railings were installed. This upgrading improved safety at the junction, but it was considered a temporary expedient. The 1918 Olmsted park plan made it clear a new bridge was needed and suggested construction of a bridge 500 feet downstream to alleviate the heavy cross valley traffic. However, the structure, although reinforced and repaired many times, remains in service today and is the oldest bridge in the park.

The Sherrill Drive Bridge built in 1924 also reflected a utilitarian approach to bridge construction. This structure was a light Warren-type steel semi-through truss bridge obtained as surplus material from the War Department after World War I. The steel superstructure was erected on native stone abutments and was considered to be conspicuously out of harmony with its setting. Today a less obtrusive modern bridge spans the creek at this point on Sherrill Drive.

The remaining bridges built in the 1920s, with the exception of old Military Road bridge, were designed in a rustic manner. The Milkhouse Ford Bridge (1926) was a Howe truss with a single span of 48 feet and width of 18 feet. The height of the bridge was fifteen feet above the creek. The construction material was heavy, hand-hewn timbers. The structure was located just above the Milkhouse Ford and has since been replaced by a modern span. The Wooden Cantilever Bridge (1929) was 74 feet long amd was constructed with small log timbers supported by cut stone piers and concrete beams. The pedestrian bridge, which is no longer extant, was three-and-one-half feet wide and long. It was elevated ten feet above the creek and was built near Pulpit Rock.

The old Military Road Bridge was built in 1929 and was a significant departure from the rustic designs employed for the majority of bridges erected in the park before 1933. The structure remains extant and spans Rock Creek on a section of road that is now part of Joyce Road. Military Road was reconstructed in the 1960s and its new alignment bypassed this old segment of the thoroughfare. The bridge is a steel beam, flat arch structure with concrete deck and abutments. Designed under the direction of the DC Bridge Division, the bridge has an overall length of 90 feet and a width of 38 feet. The surface of the concrete structure has been carefully molded to imitate classical ornament and detailing. Rusticated abutments, enriched moldings, and a balustraded parapet create a neoclassical bridge design more attuned to an urban street of this period than a park.

In addition to the major bridges, there were at least seven fords on Rock Creek for vehicles and horseback riders. In 1907 these fords were located at Klingle Ford Road, just south of Pierce Mill Road, adjacent to the Pebble Dash bridge on line with Blagden Avenue, at a site approximately a quarter of a mile north of Boulder Bridge, and the Milkhouse Ford above Military Road. The remaining fords were located along equestrian trails north of Sherrill Drive. In 1933 only the Pebble Dash Bridge and Milkhouse fords were in operation. Today Milkhouse Ford is the only extant crossing of this type.

Major Buildings and Park Facilities

As might be expected by the pattern of road construction in Rock Creek Park before 1933, the major facilities and most intensive use of the park occurred in the land area below Military Road. The solid stone buildings erected by the Pierce family were among the first structures adapted for park use. Pierce Mill ceased operations as an industrial building in 1897 and was converted into a tea house by 1905. The Pierce-Klingle mansion, after being rented to various individuals before 1910, became a semi-official residence of the park foreman until the administration of the reservation was transferred to the National Park Service in 1933.

In 1903 Louis P. Shoemaker, then president of the Brightwood Citizens Association, advocated that the Pierce family buildings in the park be restored. His proposal included the preservation of the Pierce Mill as a historic attraction depicting early industrial endeavors in Rock Creek Valley and transforming the Pierce-Klingle mansion into a nature center and museum. In 1908 Shoemaker repeated his proposals in a lecture on the history of Rock Creek delivered at a meeting of the Columbia Historical Society. He also suggested that band concerts would be welcome events on the grounds of the old buildings. The Brightwood Citizens Association lobbied the District commissioners and submitted inquiries to park officials in 1913-1914 to consider these goals but no action was taken. There were also other proposals for restoring the mill's waterwheel as a pictureque feature. However, by 1914 the wheelpit and mill race were badly deteriorated. To improve the Pierce Mill grounds, this ditch was filled.

Pierce Mill continued to be used as a tea house and also contained a "Red Cross Room." The facility was operated by Mary Louis Noble and Florence I. Blake during the park board's administration. Apparently, the facility was a profitable enterprise serving beverages, sandwiches, salads, and cold luncheon plates. Blake eventually lost the concession because of her failure to pay the rent promptly. Management troubles were also a factor in her removal. An employee at the tea house related to the engineers that Blake's "mismanagement, poor service, exorbitant prices, and poor standing with dealers" had ruined the business. In 1919 Blake was ordered to vacate the premises and apparently left in haste, leaving behind furniture and a piano. Also found on the premises were "two hundred and fifty empty whiskey bottles and a great amount of trash."

After the Office of Public Buildings and Grounds assumed responsibility for management of the park, Col. Clarence S. Ridley, Officer in Charge, instructed the agency's architect Horace W. Peaslee to survey Pierce Mill and to make recommendations for improvements of the facility. Peaslee collaborated with staff landscape architect Irving W. Payne and together they prepared recommendations for upgrading the mill and its surroundings. Peaslee and Payne filed a preliminary report on April 22, 1919, which noted the condition of the mill at that time:

> This old mill is an historical land mark. It is built of stone, very solid in construction, its floor beams and girders of oak, mostly in good condition. Two sets of stones are still in place and three extra stones stand nearby. Wooden pin gear wheels are in the pit below, the gate wheel on the inside of the building is in place. This is all that remains of the old milling facilities but it is probably enough to materially help create the proper atmosphere within. Water-wheel, gate, flume, grain bins, chutes and elevators have all disappeared. Modern windows have been substituted for the old, which were probably fitted with old style wooden shutters. The easterly Dutch door still carries evidence of being original. The westerly door is uncertain as to origin. The woodwork is in bad condition where exposed to the weather.

A list of recommendations followed the general description of the building. Most of these suggestions were minor, such as laying a concrete floor in the basement, cleaning and staining woodwork, and replacement of window sash. However, Peaslee did propose a water-wheel restoration as a means of creating atmosphere for the adaptive use of the mill as a country inn or coffee house featuring outdoor dining. Improvements were also suggested for the grounds of the mill to simplify the circulation pattern of pedestrians, horseback riders, and automobiles. In the preliminary report Peaslee recommended the construction of a screened porch on the east side of the mill which would be constructed out "of stone to match the building having arches below the first floor, square stone columns on the first floor suitable to the building, and a wood roof shingled and gabled to match the roof and gable end finish of the house."

In his final report submitted in November, 1919, Peaslee deleted the porch addition. Over the summer months he had visited and studied the construction details and operation of several old mills in Thoroughfare Gap, Virginia, and decided the addition would be "out of keeping with any conception of an old mill." Nevertheless, a porch with a similar design to Peaslee's addition was erected on the north side of the building by 1931. General cleaning and painting and sash and woodwork replacement were accomplished in 1919, but the mill wheel restoration and proposed landscape changes were not implemented. Payne submitted a revised report for the improvement of the grounds in 1920, which recognized as fundamental "the instrinsic charm of the naturalesque in its future developments, so that its present distinct features may be preserved and accentuated." His plan was inexpensive and required only the enhancement of existing plant material and simplified traffic circulation in the vicinity of the mill by redirecting pedestrian and horse trails away from automobile traffic on Pierce Mill Bridge.

In 1920 Hattie L. Sewell, a black woman, was granted the concession to the teahouse at Pierce Mill. Business increased by 200 percent over that of her predecessor, but persistent racially motivated complaints by the trustee of the Pierce-Shoemaker estate eventually led to a decision not to renew Sewell's lease. The teahouse was then operated by the Girl Scouts Association of the District of Columbia. The group ran the concession until 1922, after which the Welfare and Recreational Association of Public Buildings and Grounds, Inc., a charitable organization within the War Department, operated the facility until it was closed in 1934 to prepare for the building's restoration.

One of the earliest facilities introduced into Rock Creek Park was Camp Goodwill. This summer camp for deprived white children and their mothers began its operations in 1905 under the sponsorship of the Committee on the Prevention of Consumption. A precedent for the temporary charitable use of the park had been established in 1892. Captain Fieburger had allowed the Washington Hospital for Foundlings to use the Page House for several summers to escape the heat of the city. The building was located on a high knoll across Rock Creek from the Pierce-Klingle mansion and was razed by the engineers in 1906.

Camp Goodwill and its affiliate, the Baby Hospital Camp, were placed on the Cowden and Freas farms, which were located between the Milkhouse Ford and Sixteenth Street to the north of Military Road. The seasonal camp provided a two-week holiday from the squalor and oppressive heat of Washington's alley dwellings to poor children and their mothers during the summer. Progressive social reformers provided a clean, healthy camp and plenty of wholesome food, organized play and country air to restore the health of the "unfortunates" and their "tired" mothers. Camp Goodwill was described in a 1914 newspaper article:

> The two months of the summer bring many visitors, all of whom exclaim over the beauty of the spot, and one cannot wonder for it is indeed a charming sight. The old rambling, white painted farmhouse, with its white outbuildings set among beautiful trees; the white canvas tents glistening in the sunlight, the croquet grounds, see-saws, swings, tetherpole, sandboxes, and baseball grounds, all occupied by happy children, while in the shade of splendid old trees, rocking, resting, sewing, or talking happily, are the mothers with their babies.

The Summer Outings Committee of the Associated Charities, the local charity which administered the camp in this period, actively promoted the camp and its counterpart, Camp Pleasant at Deanwood, for black children. Committee members included some of Washington's most prominent social reformers, such as Dr. George M. Kober and John Joy Edson, who were also instrumental in promoting public health and housing reform. The construction of a golfcourse on the land area occupied by Camp Goodwill required relocation of the facility to a six-acre site on the west side of Rock Creek in 1923. Temporary frame buildings, including an administration building, dining hall, nursery, bath houses, and tent platforms were erected and playing fields were laid out. The camp continued to accomodate 150 mothers and children for two-week periods until 1936 when the facility was relocated to Chopawamsic, near Quantico, Virginia. The camp site in Rock Creek Park was later used by the Civilian Conservation Corps and the U. S. Army during War War II. None of the buildings erected at this site in this period are extant.

To varying degrees early intrusions into the park influenced site selections for early sports facilities. In 1900 the DC Water Department obtained Congressional authorization for the construction of the Brightwood Reservoir, located on a site occupied today by the Rock Creek Tennis Stadium, tennis courts, and ballfields between Morrow Drive and Carter Barron Theater. The Board of Control opposed this action, but presented with what appeared to be the inevitable enactment by Congress of legislation authorizing the siting of the reservoir in the park, they negotiated a land exchange compromise with the bill's proponents. The Board surrendered use of parkland to the Water Department in exchange for the city's purchase of private land on the eastern boundary of the park. The resulting agreement gave the Water Department its reservoir and a site it desired and the Board was able to rectify a section of the boundary along Sixteenth Street.

As a result of the installation of the reservoir, this area of the park was considered an acceptable site for recreational facilities. In 1907 a nine-hole golfcourse was laid out adjacent to the Brightwood Reservoir. It was hoped that enthusiasm for the sport would generate the purchase of additional private acreage adjoining the park on the west side of Sixteenth Street to expand the course to eighteen holes. A 1909 newspaper account concerning the potential construction of a clubhouse for the golfcourse indicated that a potential site would be near the intersection of Blagden Avenue and Sixteenth Street south of the reservoir. A lack of funds evidently stymied these plans. A nine-hole golfcourse was laid out and grass seed planted, but neither the course or clubhouse went beyond this initial planning phase. However, the work of clearing the land was not wasted because in 1916 playing fields, a large picnic area, shelters, and tennis courts were built adjacent to the reservoir. By the 1930s the Brightwood Reservoir had become obsolete when new reservoirs above Great Falls were built, but the pattern of active recreational development in the area has been continued into modern times.

A notable intrusion to the park's natural character in 1911 was the establishment of an arboretum for experimental tree planting along Rock Creek to the north, south, and east of Camp Goodwill by the U. S. Forest Service. A cooperative agreement was reached between the Board and the Forest Service to allow the federal agency to use the site primarily for experiments in the hybridization of willow trees. However, by 1914 seventy species had been introduced into this section of the park representing every

region in the United States. Some of these trees, particularly the California Redwoods, did not survive. By 1920, 2,000 trees of 170 species were being cultivated in the park. There was a movement in the late 1910s to formalize this arrangement with the establishment of a permanent arboretum and the addition of a botanical garden. The U. S. Commission of Fine Arts, which had been requested by Congress to review potential sites for the relocation of the Mall botanical gardens in 1916, strongly opposed any plan that would use Rock Creek Park for this purpose. Frederick Law Olmsted, Jr. quoted the commission's report at length in his 1918 planning study for Rock Creek Park. He emphasized the point that the establishment of the arboretum in the park had been a grave mistake that threatened to destroy the natural beauty of the landscape if it continued and expanded. In 1920 the experiment was discontinued. Within a year Colonel Sherrill began planning a new use for the area and ordered the start of construction of fairways for the Rock Creek golf course.

In October, 1921, the rough outline for the fairways of a nine-hole golf course were laid out by landscape architect Irving W. Payne under the authority of Colonel Sherrill. In January, 1922, Colonel Sherrill requested and obtained the services of golf course architect William S. Flynn of Ardmore, Pennsylvania. Flynn was a leader in the field of golf course design at this time and today is considered an American master of golf course architecture. His best known work was the revision of the course at Shinnecock Hills on Long Island, New York, but his courses at Spring Mill and Rolling Hills, both outside Philadelphia, Pennsylvania, are also highly regarded. Flynn worked as a consultant on the design of Rock Creek golf course and spent two days going over the ground to locate the tees and greens. The final course design, incorporating Flynn's verbal suggestions, was prepared by Payne. The first nine holes of the Rock Creek golf course opened in 1923 with a remodeled farmhouse as its clubhouse. A second nine-hole course was laid out and opened by 1927. The immediate popularity of the course was reflected by the fact that more than 75,000 golfers played the course in that year. The facility remains a popular recreational attraction in the park and has been in continuous operation since 1923.

In contrast to the Brightwood Reservoir and arboretum which were replaced by sports facilities, an unwanted building was moved into the park in 1912 and remains extant. In 1911 the California State Association

requested that the Board of Control allow the group to move the Joaquin Miller Cabin, threatened with demolition, into Rock Creek Park. Initially the Board refused the request. Cincinnatus H. Miller had built the cabin in 1883 on Crescent Street across from Meridian Hill Park and lived there briefly while lobbying for a diplomatic post within the Cleveland administration. Unable to obtain a desired position as an ambassador or minister, Miller left Washington in 1885. Renowned for his colorful personality, Miller adopted the dress of the western frontiersmen and the name Joaquin as his eccentric signature. He wrote numerous books of poetry, but after the publication of the volume of poems, Song of the Sierras, his fame was established. Although his work was popular in his lifetime, his works are not considered classics of American poetry.

State pride was an issue in the Miller cabin siting controversy and Senator John D. Works (R- CA), interceded on the behalf of his constituents to locate the building in the park. President Taft directed the senator's letter to the Board of Control with the request that a memorandum be prepared on the cabin issue. With the political stakes significantly raised, the Board approved reconstruction of the cabin in the park with conditions and informed the president of this decision in their reply. The Board's conditions were relocation without expense to the government, use and maintenance of the cabin as a park shelter, and the authority to remove the building if this should be necessary. This compromise satisfied the Californians and the building was moved into the park just off Beach Drive, approximately one-half mile north of Military Road, and was dedicated on June 2, 1912.

The cabin became an "adopted" historic attraction in the park and was soon a meeting point in the northern section of the park for picnic groups, hikers, and horseback riders. For at least a decade after the relocation, the California State Association held an "annual pilgrimage" to the Miller cabin. The festivities included decoration of the cabin with flags, shields, and bunting, musical entertainment, and the delivery of a speech by a member of Congress from California. By 1918 the meadow in the vicinity of the Miller cabin had developed into one of the largest picnic areas in the park, rivaled only by the facilities at the Pierce Mill and Brightwood Reservoir areas. In 1931 the Miller cabin was leased by the poet's niece, Pherne Miller,

who taught summer art classes and sold soft drinks and candy there until the mid-1950s. Park officials seriously considered moving the building in 1972 after flooding caused by Hurricane Agnes damaged the structure. Vandalism has also been a recurrent problem at the building because of its isolated location. However, the cabin was not moved and, although it is in poor condition, retains sufficient integrity to recall its strong historic association with the park's recreational development.

In the period 1890 to 1933 Rock Creek Park evolved from a little-known and remote public reservation into a vital recreational resource within the city of Washington. The rustic aesthetic of Rock Creek Park's improvements during its military custodianship was conservative. The once ubiquitous log shelters, picnic tables, benchs, signs, fences, and guard rails were all meant to be impermanent, harmonious, and subordinate to the park's landscape. In 1918 the Olmsted Plan would praise this work in a discussion of guidelines for artistic construction in the park: "The split rail fences along the roadsides and many of the foot-bridges now found in the Park are happy examples of this fitness of design." With the exception of selected bridges, the engineers left few conspicuous landmarks. Yet, the Army engineers did leave an indelible mark on the park's identity. Their legacy was the construction of the road circulation system that blended unobtrusively into the natural setting, selective preservation and adaptive reuse of nineteenth century historic landmarks, and the addition of active recreational facilities. In 1933 the National Park Service assumed managerial responsibility for Rock Creek Park, largely based on its reputation of creative interpretation of public lands under its care. This adminsitrative shift opened a new era in the reservation's history as a modern metropolitan park.

Rock Creek Park in the New Deal Era, 1933-1941

On March 4, 1933, Franklin Delano Roosevelt was inaugurated as president, promising a "New Deal for the American people," who at this time were enduring the bleakest period of the Great Depression. His pledge would result in the implementation by the federal government of a diverse group of programs aimed at restoring public confidence, raising revenue, and effecting economic recovery. The programs put into effect during the 1930s, ultimately expanded the role of the government in the lives of individual citizens, as well as the economic and social affairs of the nation. A major component of the planned economic recovery was the creation of a massive program of public works projects to provide jobs. For example, the establishment of the Civilian Conservation Corps (CCC) and the Public Works Administration (PWA) served to create the manpower and monetary resources for improvements to state and national parks. The identity of Rock Creek Park, like that of many other public landscapes, was significantly affected by the New Deal programs.

On August 10, 1933, Executive Order 6166 became effective. This order caused a major reorganization of the executive branch. As it impacted the National Park Service, Executive Order 6166 consolidated the administration of national monuments and battlefields and placed them under the agency's care. Before this time three separate departments managed these federal cultural and historic sites. As a result of the administrative reorganization brought about by Executive Order 6166, Rock Creek Park became a part of the National Capital Parks under the jurisdiction of the National Park Service, which had been established as a government agency in 1916. Horace M. Albright was the prime mover in the Service's acquisition of these new responsibilites. Albright was an ambitious and energetic director of the National Park Service, and was politically well-connected. It was his objective to enhance the influence of his bureau.

Albright lobbied influential Roosevelt administration officials and subsequently obtained his goal of management responsibility for national monuments and battlefields. As a bonus, he also acquired stewardship of the District's federal park reservations. The Office of Public Buildings and

Public Parks of the National Capital, which had custody of Washington parks from 1926 to 1933, was abolished. Albright recognized that the National Park Service's administration of these parks would enhance the prestige of the young agency and provide Congress with a highly conspicuous sample of its work. Before the 1933 reorganization, the National Park Service had been oriented toward the management of western natural and wilderness areas. Administration of city parks was not considered to be the mission of the "real Park Service." As historian Barry Mackintosh has noted, this "dichotomy between the National Park Service and National Capital Parks persists to the present in the minds of many Service traditionalists."

On June 16, 1933, the Public Works Administration was established under Title II of the National Industrial Recovery Act. The purpose of this agency was to stimulate the economy by creating a fund of 3.3 billion dollars for public works. The National Park Service, like other federal agencies, received substantial grants for construction and maintenance projects. Between 1934 and 1938 PWA grants funded the construction of new bridges and buildings, restoration of Pierce Mill, completion of the Piney Branch Parkway, and upgrading and paving of the existing vehicular circulation system in Rock Creek Park.

The first construction program funded by the PWA in Rock Creek Park was the replacement of a series of foot and bridle path bridges destroyed by high winds and rain in August, 1933. The flooding resulting from this storm inundated sections of Rock Creek Park with two to four feet of water. Storm damage was severe and required the replacement of eight foot and bridle path bridges, the repair of three highway bridges, and wholesale replacement of the park's rustic picnic tables and benchs. In 1934-35 five new bridle and foot bridges were erected in Rock Creek Park with PWA monies. These structures included the Bluff, Rapids, Rolling Meadow, Riley Spring, and Boundary Bridges, all of which are extant today.

This distinctive group of bridges was designed by the Branch of Plans and Designs of the National Park Service's Landscape Division. This branch also provided the designs and working drawings for all other national parks in this period. The influential director of the landscape division was Thomas C. Vint. Vint had joined the Service's Landscape Divsion as a young architectural draftsman at Yosemite in 1922 and by the late 1920s had

advanced to the position of division chief in San Francisco. His influence on National Park Service design policies was profound and during the 1920s he initiated the preparation of master plans for each of the national parks. By the 1930s he was the "controlling figure" in the NPS rustic architecture program and was largely responsible for the Service's widespread adoption of a style of building design known today as "parkitecture."

The PWA and Emergency Conservation Work (ECW) allotments generated a massive work load for Vint's design and drafting force in the Branch of Plans and Designs. The office expanded rapidly to provide drawings for public works projects in the national parks, and an Eastern Division with offices in Philadelphia was subsequently established in 1955. By 1935 the branch had evolved into a plan factory with 120 architects, landscape architects, and engineers on staff. In the next year the staff further grew to accomodate 220 professionals when a share of design assistance duties for state parks was assigned to the Branch of Plans and Designs. Before the boom of PWA and ECW projects in 1933, Vint had been able to personally train his staff and critique their work. However, the project load increased to the point that these duties had to be delegated to senior office members.

In response to the need for a training manual for the large staff and to maintain consistent standards of design in the national parks, the National Park Service prepared a park architecture textbook. In 1935 the agency's Division of Planning published a manual entitled Park Structures and Facilities with the stated intention of exerting "a beneficial influence on the design of park structures everywhere." The publication contained 20 chapters on the design of park structures and facilities that ranged from small improvements like signs or trail steps to larger construction projects, such as the erection of administration and service buildings. The book was heavily illustrated with examples of successful designs, and its introductory chapter, "Apologia," written by Albert H. Good, is today considered to be the "definitive statement" on rustic or non-instrusive architecture as practiced by the National Park Service prior to World War II. A talented group of NPS architects and landscape architects contributed to the book, including Vint, Good, Norman T. Newton, and Herbert Maier. The five bridges built in 1934 and all other structures built in Rock Creek Park before 1941 embodied the design philosophy of this seminal volume.

The new direction in the design of Rock Creek Park's structures was previewed by Service landscape architect Malcolm Kirkpatrick. In June, 1934, Kirkpatrick prepared a 16-page report on the reservation titled "What's Wrong with Rock Creek Park" as a supplement to the 1918 Olmsted plan. The document recorded a withering critique of the previous management of the natural resources of the park. He also declared the existing rustic designs of park structures and signs to be offensive and found the bridges to be of "bad architectural and structural design." Kirkpatrick probably held to the Branch of Plans and Designs design philosophy expressed in Park Structures and Facilities (1935):

> That the so-called "rustic" style offers, if anything more pitfalls to failure than do the more sophisticated expressions, is not widely enough understood. And while generally speaking it lends itself to many semi-wilderness regions perhaps better than others, its use is by no means appropriate to all park areas. This is instantly demonstrated by recalling the wide range of dominant characteristics of our parks. Spectacular snow-covered mountain peaks, dramatic primeval forests, open expanses of arid desert or limitless prairie, shifting sand dunes, gently rolling woodland and meadow, semi-tropical hammock, are not to be served appropriately by a single structural expression. A range of architectural styles as varied in their backgrounds must be employed before our park architecture will come of age.

All of the bridges designed by the Branch of Plans and Designs were intended to be compatible modern additions to Rock Creek Park. Each structure incorporated a bold concrete span with randomly coursed stone abutments, piers, and wing walls. The structures, varied in dimension and the treatment of the chamfered wooden or iron railings, created a distinct pattern of bridge construction without direct design repetition. The clean lines of the modern rustic structures recognized Rock Creek Park's emergence in 1934 as a metropolitan park.

Another significant modern rustic addition to the reservation was a new Park Police Lodge built in 1935-36. Before this time a small frame "gingerbread" building was situated in 1919 at the junction of Military Road and Beach Drive and served as a police station. The new building replaced

this structure and was built just south of Joyce Road. The lodge was designed by the Branch of Plans and Designs and reflected the same design philosophy employed on the foot and bridle path bridges in this period. The building was constructed in 1935 and a wing was added to the south elevation by the CCC for use as a comfort station in the following year.

The substation is a one and one-half story building with flanking one-story subsidiary wings. Its style of architecture is eclectic, combining Rustic and Classical form and details. This design combination was considered well-suited to Rock Creek Park. Randomly laid native stone walls, the grey slate roof, and earth toned wood finishes were selected to blend the building into its environment. The simple classical finishes, such as the cornice, dormers, shutters, and multipane window design, lend an understated Georgian sophistication to the building. The design set it apart from the more rugged Rustic style log and stone structures built by the National Park Service in the western wilderness parks in this period. In this respect the architects also recognized the design precedents set in the park by the Pierce family buildings. Their thematic approach toward the architecture of park buildings was outlined in the design guide Park Facilities and Structures (1935), which stated, "structures necessary in a park are naturally less obtrusive if they are reasonably unified by a use of one style of architecture, limited construction methods, and not too great variety in materials."

This publication also urged the implementation of national park plans, stating that any "individual building or facility must bow deferentially before the broader park plan." During the 1920s Vint and his staff developed master plans for most of the national parks. These plans were implemented during the Depression era. In the case of Rock Creek Park the master plan was contained in the 1918 Olmsted Report. The principles and concepts promulgated in the NPS park structures design guidebook clearly echoed the Olmsteds' planning philosophy. This was not surprising given the seminal influence of Frederick Law Olmsted, his sons Frederick and John, and their associates on the genesis of the landscape architecture profession and on the preservation and management of America's state and national parks.

The stylistic influence of the Pierce family buildings may have been strengthened by the fact that these structures were restored with PWA grant projects in 1935-36. The most extensive of these historic restorations was the Pierce Mill project. In August, 1934, a meeting was held between

park administrators and the architects and engineers of the Branch of Plans and Designs. The purpose of the conference was to discuss the restoration of Pierce Mill and to outline a "policy and procedure for the preparation of plans." In an August 17 memorandum sent to NPS Director Arno B. Cammerer, Charles Peterson, then-chief of the Eastern Division, Branch of Plans and Designs, summarized the meeting's proceedings:

> It was the recommendation of those present that the Historical Division be called in to compile a bibliography of information on the physical history of the Mill. Because of the necessity of showing construction progress it was decided to draw a deadline as of October 15 for the research program. In the meantime an "inner committee" consisting of one architect and one engineer will keep abreast of the historical data brought to light, and by October 15 drawings will be well under way. It is possible that certain demolition and repair work can be completed before the final plans for the entire project are approved, thereby avoiding some of the difficulties that may come with winter weather.

The "inner committee" assigned responsibility for the plans consisted of noted pioneer restoration architect Thomas T. Waterman and Malcolm Kirkpatrick. Preliminary research on the mill and a photographic survey of the property had previously been prepared by NPS historian Ruth E. Butler and junior landscape architect Albert S. Burns in the spring of 1934. Further historical data was collected and filed as part of the Historic American Building Survey. The restoration architects also utilized comparative photographic evidence from a HABS survey of the Muncaster grist mill in Maryland, which was destroyed by a fire in January, 1935. In that month the National Park Service announced the proposed restoration of Pierce Mill. The press release stated "that unless Pierce Mill is restored now, its identity will be lost and its preservation seriously jeopardized." It was also noted that "extreme care has been taken to make it a true copy of the original mill."

By June 6, 1935, the restoration work had completed almost all necessary structural repairs. Thomas T. Waterman, the project's

superintendent, described the heavy work in the first paragraph of a June progress report:

> The repair of the mill building is fairly complete. The exterior stone walls have been repointed where necessary, the chimney flue repaired and a new stack built on the lines of the old. Various apertures made in the stonework of the basement wall, when the turbine was installed have been stopped up, and the openings made under the windows above for the introduction of doors to the porch have been reconstructed and the porch and porch piers removed. The West second story window has been reopened. The cement window stools have all been removed and stone ones rebuilt. The steps to the South door have yet to be built.

The architect also explained the progress on the replacement of new window frames and sash, the installation of a new hand split cedar shingle roof, and the construction of an enclosed stair from the first to the second floor. Waterman also noted that the construction of the mill race was near completion.

In June, 1935, the Fitz Water Wheel Company of Hanover, Pennsylvania, was awarded a contract to restore the milling machinery for Pierce Mill. The specifications for the work had been prepared from preliminary plans prepared by the firm at a cost of $500. The specifications for the restoration of the milling machinery required that existing machinery in Pierce Mill be used, if practicable, and recommended the utilization of "original parts coming from mills of the same period and properly overhauled and put in first class working order whenever the furnishing of additional equipment is required; provided, however, that no parts shall be stripped from their historic mills for which projects for restoration are under consideration."

The restoration of the mill race, wheel pit, and waterwheel proved to be the greatest challenge to the restoration team. Excavations on the race and wheelpit had to be completed before it could be determined that a new

dam at a location farther upstream on the creek would be essential to raising the elevation of the water to a height sufficient to power the wheel. Since the dam had not been calculated into the restoration estimate, a proposal for a timber dam (to be built at a location corresponding to that of the Shoemaker dam) costing $8,500 was forwarded to the PWA in July, 1935. However, funds were not allocated for the project. Eventually an undershot wheel was installed that did not require a high elevation of water and ultimately the dam built in 1904 was repaired. Pierce Mill's restoration was completed and the building was opened to the public in 1936.

This compromise on Pierce Mill's restoration may have been influenced by the sensitivity on the part of Secretary of the Interior Harold L. Ickes to criticism in the press concerning the expense of the project, which eventually totaled $26, 614.60. Ickes was accused of wasting federal monies on a pet project that would produce "the most expensive flour, perhaps, ever ground in history." He was disturbed by the cost of the restoration as well as the legal implications of allowing the tea house concessionaire, the Welfare and Recreation Association of the Public Buildings and Grounds, to continue its use of the mill and to produce cornmeal in "fancy packages." He later reconsidered his approval of the project in a January, 1937, memorandum to Acting NPS Director A. E. Demaray:

> I recall distinctly that it was I who first suggested the restoration of the mill, but I never expected it to be operated and I did not know that it was going to be operated. Why such an important policy should have been decided without reference to me is beyond my understanding, and yet the file shows that such authority was given by Director Cammerer. Here was a policy evolved over a course of months without the matter being brought to my attention by way of memorandum of information. This is just another instance of my learning of Interior Department activities through the daily press.

The legal issues concerning the operating agreement were ultimately resolved because the Welfare and Recreation Association continued to produce cornmeal under the supervision of miller Robert A. Little. For the next twenty years the mill operated on a sporadic basis because of frequent problems with machinery breakdowns, fluctuations in water supply, and the difficulty encountered by the Service in finding an experienced millwright to

maintain the machinery. By 1958 the milling apparatus no longer functioned. In the late 1960s interest in running the mill machinery resurfaced and the waterwheel, which was badly deteriorated, was replaced. An overshot wheel was installed because it was considered to have greater historical authenticity and the gears were adjusted to the directional change. A steady water course was created by means of a short exposed race supplied by city mains, and the mill was put back in operation in the early 1970s. Storm damage to the mill wheel in 1975 necessiatated further repair and since that time the milling machinery has seldom been operated. The restored 1935 mill race-way, which was stone-lined and extended about 300 feet from the bend in the creek above Pierce Mill, was infilled in the 1970s.

In addition to the major restoration of Pierce Mill, the adjacent historic carriage and spring houses were repaired. In 1971 the carriage house was adapted for use as the Art Barn, a function it retains today. The Pierce Mill grounds were also extensively graded and new trees, shrubs, and vines were planted in this period. The bridle paths were reconfigured in the vicinity of the mill and an underpass was built for riders under Pierce Mill Bridge, thereby eliminating a dangerous crossing on Tilden Street. An old spur road that connected the Pierce Mill complex to Broad Branch Road was obliterated and a new parking lot was built at this time.

Another historic preservation project undertaken by the National Park Service in the 1930s was the restoration of the Pierce-Klingle mansion. The work was not extensive because the house had been maintained as a residence since its acquisition by the federal government. The walls and door and window surrounds needed repair and were patched with stone taken from a retaining wall behind the house. This wall had once been part of a glass greenhouse structure built below the twin dependencies which linked the potting and utility sheds. The interior of the house had lost decorative features, such as mantles and plaster moldings, but was in large measure intact. Temporary partitions were removed and the interior rooms were cleaned and painted. In addition, new wallpaper, patterned after historic coverings from the 1830s, was hung in the drawing and living rooms. An early fireplace was uncovered in the basement and rebuilt, but this was the only notable new construction beyond stabilization and repair. The dependencies were also restored and a new wooden garage was built on the banked stone walls of a nineteenth century carriage house.

In addition to the restoration of buildings, the grounds of the Pierce-Klingle mansion were refurbished in the 1930s. National Capital Parks superintendent C. Marshall Finnan believed that it was essential that the grounds be landscaped because of Joshua Pierce's significance as a noted American horticulturalist. Finnan may have had an ulterior motive beyond interpretative educational values because he planned to live in the house after its restoration. The grounds of the house were laid out in a manner of house and garden landscape architecture of the period 1890-1930 and were not based on historic research. Apparently, it was the spirit of the historic association that was intended and not an accurate landscape restoration. The central component of the design was the creation of a southern vista from the center hall extending across the terrace and encompassing the garden below. Although in need of structural repair and restoration of plant material, the overall design of the grounds, the circulation system, and construction features, such as walks and steps, remain intact [See map].

Finnan eventually obtained the house as his residence and lived at the Pierce-Klingle mansion with his family from October, 1936, to August, 1939, when he was transferred to the post of superintendent of Zion National Park in southwestern Utah. The house was subsquently rented to an Interior Department official until 1952. A few years passed and the building experienced limited use by park staff. It was later reopened as the Rock Creek Nature Center in October, 1956. In 1960 a new nature center opened on the interior of the park, located east of the upper section of Glover Road. After this time the Pierce-Klingle mansion has been leased to non-profit organizations on two occasions and during the 1970s was used for administrative offices and as a center for the horticultural outreach program, the "Green Scene."

The only significant addition to Rock Creek in the 1930s that was constructed without Depression-era relief monies was a memorial to French Ambassador Jules Jean Jusserand. This memorial bench was designed by New York architect Joseph Freedlander and was constructed of Milford pink granite. The bench was designed and built on an embankment overlooking Beach Drive approximately one-quarter mile south of Beach Drive. The movement to erect a memorial to honor Jusserand was initiated by the prominent New York architect Cass Gilbert. Gilbert was instrumental to the 1933 organization of a memorial committee, composed of prominent statesmen, such as Gen. John J. "Blackjack" Pershing, Chief Justice Charles Evans Hughes, former Secretary of War Newton D. Baker, and former senator and Secretary of State Elihu Root.

Gilbert had been president of the American Institute of Architects (AIA) during 1908 and 1909 and was a member of the U. S. Commission of Fine Arts between 1910 and 1916. In this period he was a staunch advocate of the revival of the L'Enfant plan and the implementation of the 1901-1902 McMillan plan for Washington. Jusserand had supported these causes and on several occasions attended AIA dinners and exhibits held to publicize the Institute's goals. He also was a keynote speaker at the AIA's memorial service to honor French engineer and architect Pierre Charles L'Enfant in 1911 after reinterment of his remains at the present gravesite in Arlington Cemetery.

The erection of memorial tribute to Jusserand was probably destined because the French ambassador was a greatly admired figure in the United States. He was a friend of five American presidents and a highly repected statesman. Jusserand also made longstanding contributions to diplomatic relations between his nation and the United States. His tact, intelligence, and understanding of the American people was particularly significant during the tense early years of World War I before the United States joined the Allies in the conflict. He was the recipient of numerous awards and honors from American universities and art and literary organizations. Jusserand also won a Pulitizer Prize in 1916 for a book on American history titled With Americans Past and Present.

Shortly after the ambassador's death in 1933, Gilbert visited Madame Elise Richards Jusserand in Paris to discuss the memorial proposal. On his return to New York he wrote to Charles Moore, then-chairman of the U. S. Commission of Fine Arts, to discuss a location in Washington for the memorial and to ascertain whether an act of Congress would be required to built it. Gilbert's August, 1933, letter stated the following:

> I told Madame Jusserand of my conversation with you on the subject, and I expressed a preference for a site in some quiet spot in Rock Creek Park not too conspicuous, not too far from the Creek, and reasonably accessible. I recall that as you and I drove through the Park there was just such a location down in the valley with a modest amount of open space in front of it and the hill rising behind it.

Gilbert subsequently prepared preliminary sketches of a memorial in the form of a Greek stele and sent them to Moore. The commission chairman thought the design was a "little funereal" and later related to Gilbert's son that the "form had so recently been used in Arlington for the Taft memorial that I was fearful lest the Jusserand would seem a gravestone out of place."

At Gilbert's suggestion William Mitchell Kendall, a principal member of the renowned New York firm of McKim, Mead and White, was asked by the committee to prepare a design. Kendall produced several sketches for the memorial to be built in a sunken garden to be located along the Rock Creek and Potomac Parkway. On June 17, 1935, Congress enacted a bill authorizing the erection of the Jusserand Memorial in a "simple and artistic form" on public land in Washington, exclusive of the U. S. Capitol and Executive Mansion grounds. The memorial committee considered Kendall's designs to be too elaborate and expensive. Subsequently, Freedlander was commissioned to plan a memorial. His design was eventually approved by the Commission of Fine Arts and built in Rock Creek Park. The memorial bench was placed in Rock Creek Park and was described by Moore as a "happy incident in a rural setting." However, former park custodian Col. U. S. Grant III did not share this view and strenuously objected to the erection of "artificial memorials" in Rock Creek Park on the grounds it would set a dangerous precedent. Apparently, the site chosen by Gilbert and Moore in their 1933 ride in Rock Creek Park was selected and was considered an ideal place for a memorial because of Jusserand's well-known regard for the park. President Franklin D. Roosevelt delivered an address at the ceremony formally dedicating the memorial on November 17, 1936.

While bridges and restored historic buildings were the most conspicuous legacy of the New Deal era programs, Rock Creek Park's roads, trails, and creek banks were also busy sites of PWA and CCC projects. During the 1930s 7,516 square yards of roadway was resurfaced, providing years of work for numerous unemployed males in the District of Columbia. In a report filed on May 28, 1934, concerning the progress of the two-year PWA construction project on the Piney Branch Parkway, it was noted that a daily average of 136 laborers and 3 stone masons were at work constructing the road and its retaining walls. The CCC made significant contributions to the infrastructure and recreational facilities of the park. The Corps were put to

work riprapping the creek, planting trees and shrubs, building a two-mile equestrian trail and jumps, and obliterating abandoned roads and trails. These young men also demolished the Brightwood Reservoir (1900) and were detailed to construct tennis courts and ballfields in the vicinity of Sixteenth and Kennedy streets in 1937.

The available maintenance work in Rock Creek Park was sufficient justification to establish a CCC camp on the site of Camp Goodwill just north of Fort DeRussy in September, 1938. The camp, designated NP-14, was opened with a company strength of 154 enrollees. Housing and administrative accomodations were provided by "portable" wooden buildings. The enrollee's camp routine included reveille at six in the morning, attendance at vocational classes or lectures delivered by prominent civic leaders, work detail, and drum and bugle corps practice in the early evening. A recreation hall and library room were provided for reading or playing checkers, darts, card games, or bingo. In 1942 the CCC program was terminated, and the camp site was occupied by the Army and renamed Camp King during World War II. No structural evidence of either camp is extant.

The 1930s was an important transitional decade in the history of Rock Creek Park. In addition to the major administrative changes and notable New Deal improvements, the park's tolerance of pollution and the volume of automobile traffic began to break down. The threat of the pollution of Rock Creek had been one of the principal justifications for the creation of the park in 1890. By the 1920s the park's springs were no longer safe sources of potable drinking water and swimming holes had to be chlorinated. However, it was not until the 1930s that the National Park Service prepared the first major study of the pollution and siltation threats to Rock Creek and advanced a plan to eliminate these sources of environmental degradation. It was a costly solution requiring the extensive upgrading of the existing sewer system and the construction of separate storm sewers to prevent overcharged intercepting sewers from dumping their contents into the creek. The siltation and land erosion caused by upstream development were also noted as having major adverse effects on the water quality and stability of Rock Creek. These problems remain today, even though sewers have been extensively repaired and modernized. In the 1960s dams were built

upstream in Montgomery County, and grading and sediment controls have been adopted for the watershed. While these efforts to control the water quality have improved conditions, pollution remains a serious threat to the future of Rock Creek Park.

The increasing volume of automobile traffic has also had a destructive impact on the character of Rock Creek Park. Although pleasure driving by carriage and later automobile was considered a prime recreational activity in the park, the opening of the reservation to commuter traffic has increasingly diminished leisurely scenic driving. The completion of a "motor" driveway from the north end of Rock Creek Park to the East-West highway in Maryland in 1932 and the opening of the Rock Creek and Potomac Parkway in 1936 created a commuter corridor in the park. The impediment of sharp curves and periodic high water levels, which closed the fords on the road in the National Zoological Park grounds, limited the speed and reliability of the route in the 1930s and 1940s. Highway advocates had anticipated the bottleneck and began lobbying for a tunnel link under the zoo as early as 1933. Park planners concerned with the impact of a traffic artery on the character of the park delayed the project. However, as part of the Mission 66 park improvement program commemorating the 50th anniversary of the National Park Service, a tunnel and road segment was built and opened under the zoo in 1966. The Service later regretted their support of this project because it greatly expanded commuter use of park roads. Today more than 10,000 cars daily utilize Beach Drive as a connecting route from Maryland into downtown Washington.

In addition to the tunnel project, highway proponents over the years have advocated construction of a highway through the Rock Creek Valley. In 1938 District Commissioner Melvin C. Hazen favored the construction of a highway connection from the Rock Creek and Potomac Parkway through the zoo grounds and Rock Creek Park to the East-West Highway in Maryland. Opponents stalled the project and World War II delayed serious consideration of Hazen's proposal. Yet, it reappeared with renewed vigor in a report presented by the Regional Highway Planning Commission in 1952. A four-lane highway arterial was proposed to connect U. S. Route 240 (now Interstate 270) in Maryland with the Rock Creek and Potomac Parkway. This planned route cut through the heavily forested western edge of Rock Creek Park. The National Park Service strenuously opposed the highway and, with the support of numerous civic and conservation groups, succeeded in a long struggle to block the project.

The battle over the highway plans became especially heated during the 1950s when the growth of the Washington suburbs mushroomed and new road construction was considered the only viable solution to regional transportation demands. In 1966 the Metropolitan Washington Council of Governments revived the proposal to cut a highway through the western edge of Rock Creek Park, but the National Park Service again opposed the measure. The advent of the planned construction of a rapid rail Metro system signaled a new approach to Washington's regional transit problems and has rendered the Rock Creek Park freeway proposal obsolete.

Major Park Development and Land Use, 1942-Present

Within the last forty-seven years Rock Creek Park has acquired several new structures on the interior of the reservation and has experienced intense development in the Sixteenth and Kennedy Street area. The new additions were built to accomodate the expanding public demands for entertainment, interpretative, and recreation programs. A comparison of a 1933 map of Rock Creek's facilities to a contemporary one reveals that the reservation has retained a high degree of its historic integrity from this former period. For example, the roads indicated on the 1933 map have largely retained their designed alignment, width, and scenic character. Periodic reconstruction of roadbeds or resurfacing has occurred, and in the 1950s the alignment of several segments of Beach and Morrow Drives were altered. However, the National Park Service has consistently respected the natural beauty of the park in these road projects. Significant changes were limited to reconstruction and regrading of the roadbed, modernization of intersections, and bridge replacement. All of these improvements aimed at smoothing dangerous curves and intersections. A major exception was the reconstruction of Military Road (1958), which has been developed into a four-lane freeway and no longer retains its historic integrity. As part of road improvement programs, a series of new bridges have been constructed, including the Klingle Road (1947), Broad Branch (1957), Kalmia (1957), Milkhouse Ford (1957), and Sherrill Drive (1959) Bridges. These structures combine modern convenience with low, minimal unobstrusive design. They were built of concrete and steel and the piers and abutments are uniformly faced with gneiss stone.

The system of trails indicated on park maps in the 1930s indicate that many paths have been reclaimed by the forest or reoriented. Rock Creek Park's trail system evolved from adaptive reuse of old roads and paths existing in the 1890s. With the passage of time, succeeding park managers have cut new trails and obliterated older paths to increase safety or modify the system. For example, the present equestrian trails were extensively reconfigured in the 1950s. However, equestrian and hiking paths, which were extant before 1941, have been maintained and incorporated into the modern trail system. These segments document the long historic tradition of these recreational actitivities in the park. A major non-historic addition to the trail system of the park was the paving of bicycle routes in the 1960s and 1970s.

In the modern period, recreational and administrative uses of Rock Creek Park have been most intensive to the south of Military Road. The land area north of this highway, which bisects the park, has experienced few changes since World War II. Camp King, the short-lived Army facility which replaced the CCC camp, was removed from the park in 1945. The Park Police Stables (1954) were built in this area and then renovated after fire damaged the building in 1980, but the disturbance is minimal. Although the realignment of Military Road encroached on the site, the golf course has remained in the same location since its completion in the 1920s. A new clubhouse (1968) and modern utility sheds were built to replace the old farmhouse and barn adapted for its operations.

South of Military Road the development of the park has been far more intensive. The area on the eastern edge of Rock Creek bordering Sixteenth Street between Kennedy Street and Bladgen Avenue experienced the most instrusive development in the park. The Sixteenth and Kennedy Street recreation area was the location of the Brightwood Reservoir (1900), the first major instrusion in Rock Creek Park. This land area was developed for temporary accomodation of active sports activities as early as 1916. After the demolition of the reservoir in 1937, this section of the reservation was accepted for intensive development as a recreational facility. This planned use has culminated in the construction of numerous tennis courts, athletic fields, and the Rock Creek Tennis Stadium in 1987-88.

To the south of the Sixteenth and Kennedy Street recreational area, the Carter-Barron Amphitheater was built in 1950. Constructed to commemorate the 150th anniversary of Washington as the seat of federal government, the outdoor theater and its adjacent parking lot have been a significant incursion on the park. The theater was named in honor of the vice chairman of the National Capital Sesquicentennial Commission, Carter T. Barron, after his sudden death shortly before the facility opened in August, 1950. The first production was a patriotic drama, "Faith of Our Fathers," commissioned for the sesquicentennial, which ran for two years. Throughout the next two decades a summer program of Broadway musicals, ballet, opera, and symphony engagements were provided for the public's entertainment. The riots of 1968 drastically curtailed white patronage of the theater and by the 1970s, Carter-Barron had evolved into a concert stage, largely patronized by black teenagers. Carter Barron's original audience has not been revived because of the dispersal of and competition from cultural programs at the John F. Kennedy Center for the Performing Arts, and new outdoor summer entertainment provided by the Meriweather Post Pavilion in Columbia, Maryland, and Wolf Trap Farm Park in Vienna, Virginia. Carter-Barron theater's decline has not been reversed and its future is uncertain.

The remaining areas of modern development in Rock Creek Park are localized into a complex south of Military Road and east of Glover Road. In this area are the Horse Center (1957), Maintenance Yard and Park Administrative Offices (1958), and the Nature Center and Planetarium (1960). Most of these structures are low-lying utilitarian buildings constructed of cinderblock, wood, and steel. The Horse Center includes an L-plan barn and office complex built of cinderblock and finished with vertical wood siding. A corrugated steel warehouse-like building houses an indoor riding facility nearby just to the northeast of the main complex.

The maintenance yard and park offices are located south of the Horse Center. The one-story office, utility, and equipment building complex forms a rough square plan with an interior courtyard. Both the stables and administration/maintenance complexes are screened from Glover Road with trees and painted ochre or brown to mitigate visual intrusion. The Nature Center building is more pronounced and has the most distinctive architectural design of the group. Integrated into the landscape the two-story building is banked into a hill and was built on the site of the park foreman's residence. The 1935 frame building was altered and incorporated into the new structure. The center's low overall mass, flat roof, and cantilevered porch appear to be derived from International style domestic

architectural models. The center was clad with irregularly coursed ashlar stone and dark wood paneling. In its architectural effect, the building is an updated version of the modern rustic design aesthetic introduced into the park by the National Park Service in the 1930s.

The most remarkable attribute of modern Rock Creek Park remains the landscape itself. Events and historic associations, related to past land uses and activities, are embodied in the park's structures, its spatial organization of recreational facilities, and its circulation pattern. However, it was natural scenic beauty that shaped the history of the park, inspired its conservation as a public landscape, and remains central to its significance. In 1890 Rock Creek Park was a remote public reservation largely unknown to the city's residents. Today it is renowned and taken for granted. In the future its preservation may depend on the public's understanding of both its natural and historic value. The boundaries of the reservation are surrounded by intensive urban development, which if left unchecked, will seriously damage the park. Rock Creek Park cannot be insulated from the pollution, traffic, and congestion of the surrounding environment. Public demands for recreational facilities, new transportation routes, and adjoining development are bound to increase in the years ahead, but the urban pressures on Rock Creek Park must be tempered. The foreword to the1918 Olmsted Report provided a guide for the solution of this dilemma:

> Its [Rock Creek Park] preservation differs radically from the protection of any unchanging thing of beauty in a museum in that it involves an unending watchful struggle to neutralize destructive forces inevitably acting on the scenery; to reinforce and supplement its natural powers of resistance and recuperation; and patiently, skilfully, and humbly to restore actual deterioration. The scenery of the Park cannot remain absolutely static; it is always changing for the better or worse, in many respects it has been deteriorating. The great problem of its management is to convert progressive deterioration into progressive restoration.

"Progressive restoration" will require sensitive planning, liberal funding, and widespread public commitment to the conservation of the park's natural and historic resources. However, its reward would be another century of the public's enjoyment of a marvel of natural beauty.

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*A comprehensive bibliography for Rock Creek Park was included in this document. The historic context statement for section 8 of this nomination was an abridged version of the report. Footnotes and additional text are included in the above cited study.

Geographical Data

UTM References

A	18	323620	4317000
	Zone	Easting	Northing
B	18	323500	4313260
	Zone	Easting	Northing
C	18	322600	4312000
	Zone	Easting	Northing
D	18	323680	4312000
	Zone	Easting	Northing
E	18	323680	4311620
	Zone	Easting	Northing
F	18	322660	4311060
	Zone	Easting	Northing
G	18	321940	4311140
	Zone	Easting	Northing
H	18	322100	4312920
	Zone	Easting	Northing
I	18	321480	4313900
	Zone	Easting	Northing
J	18	322040	4316980
	Zone	Easting	Northing
K	18	322680	4317580
	Zone	Easting	Northing

Verbal Boundary Description

The boundary of Rock Creek Park Historic District is shown as the bold black line on the accompanying map entitled "Rock Creek Park Historic District, 1990." This tract of land is legally defined as Reservation 339.

Boundary Justification

The boundaries of this district were determined by both legal and historical considerations. Reservation 339 was the land set aside by Congress as Rock Creek Park in 1890 with approximately 100 acres of related boundary rectifications and additions. The Piney Branch Parkway was acquired by the government in 1907 and was extended in the 1920s. It was included in this district because it is legally a part of Reservation 339. Furthermore, there is also historical justification for the parkway's inclusion in Rock Creek Park Historic District because this land area was surveyed and included in the1918 Olmsted comprehensive plan for Rock Creek Park. The plan was prepared in 1917-18 by the famous Brookline, Massachusetts landscape architecture firm of Frederick Law Olmsted, Jr. and his half-brother John C. Olmsted. Their plan for Rock Creek Park was adopted in 1919 and has remained a vital management document ever since. As an administrative unit, Rock Creek Park presently contains many other urban parks that are not contiguous to Reservation 339, including the Rock Creek and Potomac Parkway, Normanstone Parkway, Soapstone and Klingle Valleys. These areas were acquired and integrated into Washington's park system between 1913 and 1950 as access routes and a means of preserving the watershed of the Rock Creek Valley. Although the Melvin Hazen Park and Pinehurst Parkway are contiguous to Rock Creek Park, they were acquired and consolidated as park land within the recent past and do not share the Piney Branch Parkway's early legal or historical associations to Reservation 339.