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United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

NOV 2 1988

NATIONAL
REGISTER

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 Boeing, William E., House
other names/site number N/A

2. Location

street & number Huckleberry Lane not for publication
city, town The Highlands vicinity
state Washington code WA county King code 033 zip code 98177

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>3</u>	<u>2</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>1</u>	<u>1</u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>4</u>	<u>3</u> structures
	<input type="checkbox"/> object		<u>0</u> objects
			<u>3</u> Total

Name of related multiple property listing: N/A Number of contributing resources previously listed in the National Register 0

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.

[Signature] October 10, 1988
Signature of certifying official Date
Washington State Office of Archaeology & Historic Preservation
State or Federal agency and bureau

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

Signature of commenting or other official Date

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.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

[Signature] 12-16-88
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)
 DOMESTIC/single dwelling

Current Functions (enter categories from instructions)
 DOMESTIC/single dwelling

7. Description

Architectural Classification
 (enter categories from instructions)

LATE 19th & 20th CENTURY REVIVALS
 other: Mediterranean Revival

Materials (enter categories from instructions)

foundation concrete

walls stucco

roof clay tile

other _____

Describe present and historic physical appearance.

The William E. Boeing house is located in The Highlands, a private residential community founded in 1908 that is now a suburb of Seattle, Washington. The well maintained estate, established in 1914, presently encompasses approximately five acres of wooded land and contains the main residence, a gatehouse, and a large detached garage. Built for the founder of the Boeing Airplane Company, the impressive Mediterranean Revival residence remains essentially intact, and only minor changes have altered the appearance of the grounds and dependent structures.

The Boeing house is situated at the northern boundary of The Highlands community, at the edge of a bluff approximately 385 feet above sea level. At the rear of the house the land drops steeply to a ravine cut by Boeing Creek, and the site affords panoramic views of Puget Sound to the north and west. The Boeing property originally consisted of three tracts (Nos. 85, 86 and 87) of The Highlands plat, containing a total of 16.416 acres. The parcel under present ownership has been reduced to approximately five acres, but it contains the important remaining buildings and exhibits all of the features of the historical site. More recent construction on former Boeing property is hidden from view by distance and by the heavily wooded character of the area.

The approach via Huckleberry Lane and a private driveway is dominated by this forested environment, which initially provides only a partial view of the main house. As the roadway curves to the west and enters a large clearing, the entire residence becomes visible and the building's grand scale is revealed. The main facade, over 160 feet in length, faces the oval driveway and the open greensward to the south.

The house is essentially rectangular in plan, with a substantial servants' wing offset to the northeast. A poured concrete foundation encloses a full basement and supports reinforced concrete columns and floor slabs of the upper stories. Denison blocks of terra cotta tile, 18 inches deep, form the perimeter walls, whose exterior surfaces are finished with stucco. Steel trusses carry the reinforced concrete roof slab, which is covered with flat clay tiles. Six stuccoed chimneys of simple design rise above the slopes of the hipped roof, which is also pierced by small hipped dormers. Gutters, downspouts, cornices and decorative soffits are all of copper.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 7 Page 2

In keeping with the symmetry of the facade, the fenestration consists of regularly spaced rectangular openings, which are unadorned, with sharply defined reveals, no surrounds, and only slightly projecting concrete sills. Upper story windows are mostly double-hung wood sash, of 6-over-6 lights, while full-length hinged French windows dominate the lower story. At either end of the main facade, slightly projecting bays, corresponding to the living room on the west and the morning room on the east, have large plate glass windows that replaced the original multipaned units. These windows and a partial kitchen remodeling are the only changes to the original design, except for some minor alterations during the 1920s that were initiated by the original owner and designed by the original architect. Thus, the historic appearance of the house remains essentially intact.

The white stuccoed facade and red tiled roof of the Boeing house convey a distinctly Mediterranean flavor, but the building is totally lacking in any Spanish or Mission motifs. Indeed, as the general forms are simple and straightforward, so the detailing is restrained and confined to graceful Neoclassical elements. The centrally placed, slightly recessed entry is fronted by an elegant columned portico with simply molded entablature crowned by a balustrade. Delicate muntins divide the glazed entry door into 15 lights, while the sidelights each contain ten units. The absence of ornate decoration and the abundance of glazed surface area combine to mitigate the heaviness of the thick walled structure and to imbue the composition with a sense of lightness and airiness.

This feeling is continued in the interior, where light colored plaster wall surfaces are enhanced by carefully detailed millwork. Door and window enframements, ceiling mouldings, and limited paneling are all graceful applications of pristine Neoclassical motifs. The theme is perhaps best exemplified in the delicate Adamesque mantelpieces of the library and master bedroom.

The interior plan reflects the gracious country lifestyle of a wealthy family in the 'teens and 'twenties. On the first floor an ample vestibule (12 feet by 18 feet) opens to the stairhall (9 feet by 27 feet) and to a wide connecting hallway that leads to the living room or salon (25 feet by 40 feet) at the west end of the house. Here, two large plate glass windows (1960s replacements for original multipaned and transomed units) provide views of the garden to the south and a distant Puget Sound to the north. The west wall is composed of simple paneling surrounding a central fireplace and double-hinged French doors at either end that give access to a bright sunroom. This westernmost room features French doors and windows that entirely fill the three exterior walls, and a tile-faced fireplace, abutting that of the salon, centered on the interior wall.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 7 Page 3

The library is located between the salon and the entrance hall, its three sets of paired French doors giving access to the south terrace and the garden. On the north side of the central hallway, on either side of the main stairway, are located the "men's brush room" and the "ladies' brush room," suites that each include a retiring room, a bathroom and an enclosed phone booth. Directly east of the entry vestibule is the dining room (18 feet by 24 feet), its paired French doors on the south wall corresponding to those of the library. Beyond to the east is the morning room (11 feet by 13 feet), connected by a large butler's pantry to the kitchen (18½ feet by 20 feet).

The servants' wing that extends to the north and east of the kitchen originally contained the scullery, pantry, cool room, a south service entrance, a kitchen porch and another servants' porch on the north, and a large servants' dining hall. A 1923 remodeling by the original architect rearranged these spaces, enclosed the porches, and altered the fenestration on the north and east walls. However, the original cork tile flooring is still visible in some areas, and the original 6 inch by 6 inch white ceramic tiles still cover walls in the scullery and the subsequently remodeled kitchen. An additional feature on this main floor is a concrete-lined, walk-in vault, located near the servants' stairhall.

The second-floor plan consists of four bedroom suites, each with a fireplace, private bathroom and separate dressing room. The owner's suite at the west end contains the largest bedroom (25 feet by 29 feet), and dressing room (10 feet by 13 feet), and additional walk-in closet area. Originally, the western extension of this suite was an open terrace, located above the main floor sunroom. In a 1921 remodeling by the original architect, this terrace was partially enclosed. Another open terrace above the morning room was also enclosed (in 1925) to form a sleeping porch for one of the bedroom suites on the east side of the house.

The second floor of the servants' wing contains four bedrooms, two bathrooms, and a sewing and linen room with built-in lockers and cedar shelving. An original "airing porch" is now an enclosed room. The detailing is simpler in this part of the house, and millwork is fir rather than mahogany and poplar.

The basement level, which is above grade on the north side because of the sloping site, is divided into two distinct parts. The servants' stair leads to the eastern half, where utilitarian spaces are provided for a large boiler room (20 feet by 24 feet), a trunk room, cool room, storage areas, wine cellar, and laundry room (29 feet by 34 feet). The main staircase descends to the western portion of this lower level, where a

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 4

vestibule leads to a large room containing a swimming pool. Designated the the "plunge" on the original drawings, this pool measures 16 feet by 24 feet and is a uniform 8 feet deep. Separate men's and women's dressing rooms were originally provided. In 1928 the pool was covered over and the space converted to a playroom with a new bay window on the north. The original ladies' dressing room was transformed into a library, and a new two-story projecting bay added a large window here and in the men's brush room on the floor above.

Contemporary with the house is the large four-bay detached garage, located east of the servants' wing. Its poured concrete foundation encloses a basement, which is above grade on the north side. The garage harmonizes with the house, having the same form, materials, and detailing, except for modern roll-up overhead doors.

The gateway to the estate and the gatehouse were also part of the original design scheme of 1913-14. The entry is composed of two tall square pillars of simple design that flank the roadway. On each side, two lower piers are positioned to form a right angle and are connected by short concrete walls. All surfaces are stuccoed. The original wood gate had two leaves with decorative iron strap hinges. The gateposts are still in place, but the gate itself no longer exists.

Adjacent to the gateway is the gatehouse, a one-story building with hipped roof and stuccoed walls. It was built in 1914, but remodeled and expanded soon afterwards (1917) to provide two living units. The style, finishes, and fenestration are all in keeping with the character of the main house. Three similar stuccoed chimneys rise above the roof, which is covered with composition shingles replacing the original wood shingles.

Two buildings that no longer exist were part of the estate during its period of significance. Located some distance to the west of the gatehouse was a large greenhouse, the foundations of which are still partially visible. Situated about 100 yards south of the entry gate, just off Huckleberry Lane, was a cottage of one-and-one-half stories, with gable roof and dormers, its exterior sheathed with cedar shingles and vertical board-and-battens. The property outside the gateway is now under separate ownership and the cottage has been replaced by a modern house, although the original circular driveway still exists.

Although some early landscape plans were drawn, there is no evidence that any particular scheme was carried out. The driveway that culminates in an oval loop in front of the main house is an original feature, as is the open lawn lying to the south. During the Boeing residency the remainder of the site was kept in its natural state. An aerial photograph from about 1930 shows the surroundings heavily wooded. This arboreal character

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 5

of the grounds is still present today, although some recent changes have occurred. Clusters of native plantings, mostly rhododendrons, have been added, and a secluded gravel-surfaced parking area has been installed on the east edge of the property. A small conservatory has been placed discreetly amidst shrubbery northwest of the gatehouse, and a low tiled fountain and small pool added above an existing retaining wall to the west of the main house. A simple storage shed nestles into a rising hillock south of the garage, and a new doghouse has been placed just east of the garage. In general, however, the appearance of the grounds remains essentially intact, and the approach to the house, its immediate surroundings, and its vistas are all preserved.

Contributing resources: Main residence
 Garage
 Gatehouse
 Gateway

Non-contributing resources: Greenhouse
 Storage shed
 Doghouse

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

Areas of Significance (enter categories from instructions)

Engineering

Industry

Transportation

Period of Significance

1914-1934

Significant Dates

N/A

Cultural Affiliation

N/A

Significant Person

Boeing, William Edward

Architect/Builder

Bebb, Charles Herbert

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

The William E. Boeing house is significant because of its association with the founder of the Boeing Airplane Company, today considered to be the largest and most successful commercial aircraft manufacturer in the world. Starting from a base in the lumber industry, William E. Boeing became a pioneer in the design and manufacture of airplanes just before America's entry into World War I. Expanding first into the production of military aircraft during the war and then into contracts for scheduled mail delivery and regular commercial passenger service, the Boeing empire eventually included all aspects of aviation, from technological development and aircraft production to international airline transportation systems. In 1934, forced by the federal government to dissolve the interlocking partnerships between the manufacturing and transportation divisions, Boeing resigned from the industry he had pioneered and turned to other interests. The house in The Highlands, designed by Charles H. Bebb in 1913, was occupied by William Boeing for forty years and served as his principal residence during the period of his prominence in the aviation industry.

Like many other early Pacific Northwest lumbermen, Bill Boeing's roots were in Michigan. Born in Detroit in 1881, he was the son of a German-born timber baron who died when he was eight years old. Educated partly in private schools in Switzerland, Boeing pursued his mechanical interests by attending Yale's Sheffield Scientific School. Leaving a year short of graduation, he intended to make his own mark, saying, "I felt the time was ripe to acquire timber." Arriving in Grays Harbor, Washington, in 1903, he spent five years learning the logging business. Moving to Seattle in 1908, he continued to manage his timber lands, establishing the Greenwood Timber Company, and moving his offices to the Hoge Building when it was completed in 1911.

About the same time Boeing became interested in flying. Having attended an air meet, he was struck by the thrill and the potential of aviation and soon pursued this keen interest by going to Los Angeles to take flying

See continuation sheet

9. Major Bibliographical References

"Boeing: the first fifty years," Seattle Post-Intelligencer, July 13, 1966. Tomorrow section, pp. 1-29.

Boeing, William E., Jr. Interview in Seattle, September 1, 1987.

"Heart attack takes aviation pioneer," Seattle Post-Intelligencer, September 29, 1956.

The Highlands. (Published by The Highlands Corporation 1925; supplement 1931.) Available at Pacific Northwest Collections, University of Washington Library, Seattle.

Phillips, Reynolds, "William E. Boeing," Boeing Magazine, 26:11, November 1956. (Seattle: Boeing Airplane Company)

Original architect's drawings, blueprints, and site plans for the William E. Boeing residence. Special Collections, University of Washington Library, Seattle.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

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

Specify repository: _____

10. Geographical Data

Acreeage of property 5 acres

UTM References

A

1	0	5	4	7	1	1	0	5	2	8	8	1	8	0
Zone	Easting				Northing									

C

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

B

Zone	Easting				Northing									

D

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

See continuation sheet

Verbal Boundary Description

That portion of Tracts 86 and 87 of the unrecorded plat of the Highlands in the northwest quarter of the northwest quarter of Section 13, Township 26 North, Range 3 East, W.M., in King County, Washington, described as follows: Beginning at a stone monument marked 86 on north side, road on south side and boundary on east side, which monument is on the easterly marginal line and the northern terminus of private road See continuation sheet

Boundary Justification

The boundary includes the original gateposts, gatehouse, main residence, garage, and surrounding natural features that have historically been part of the Boeing estate and that maintain historic integrity. Former Boeing property outside the boundary has been excluded because it has been replatted and subsequent owners have built modern houses on these tracts.

See continuation sheet

11. Form Prepared By

name/title Shirley L. Courtois, Architectural Historian

organization _____ date 4-15-1988

street & number 4021 E. Highland Drive telephone (206) 325-9346

city or town Seattle state WA zip code 98112

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 2

lessons from Glenn Martin. He purchased a Martin hydroplane, which he flew back to Seattle, by then convinced that he could build a better model. Working on the shore of Lake Union with a friend, Conrad Westervelt, an engineering officer in the U.S. Navy, Boeing built his first aircraft, named the B & W Seaplane. At the same time (1915) he organized the Northwest Aero Club, dedicated to developing interest in aviation, primarily because he was concerned over America's lack of aeronautical progress in the face of a European war. In July of 1916 he founded the Pacific Aero Products Company, but changed the firm's name to the Boeing Airplane Company the following year. Leaving the small Lake Union site, he established a production plant at the Heath Shipyards (National Register) on the Duwamish River tideflats, where 50 trainers were produced for the U.S. government during the war.

The fledgling aviation company was often near failure after the war. With no airplane orders, Boeing resorted to manufacturing furniture and used his private wealth to keep the enterprise afloat. Nevertheless, his belief in the bright future of commercial aviation never waned and he strove to prove its viability. In 1919 he made the first international air mail delivery (Seattle to Vancouver, British Columbia) and the following year negotiated a contract for regular air mail service (Seattle to Victoria, B.C.) using the Boeing B-1 flying boat. Large government orders for military observation and pursuit planes came in the early 1920s. In 1926 Boeing bid on the Chicago-San Francisco air mail route and when the contract was won, Boeing Air Transport was born. This meant the production of special planes designed to carry 1,200 pounds of mail and two passengers. Thus was inaugurated regularly scheduled long distance commercial air service.

During this period of development and growth in the aviation field, Boeing was also experiencing changes in his private life. When he first arrived in Seattle as a 26 year old bachelor, he resided in one or another of the genteel apartment hotels on First Hill, where the city's first families had earlier built grand mansions. C.D. Stimson, another Michigan-born lumberman who made his fortune in Pacific Northwest timber, had built one of the fancier houses on First Hill; but he now joined with some friends to establish an exclusive residential community planned around a private golf course to be located about three miles north of what were then Seattle's city limits. Founded in 1908, The Highlands Corporation was formed "to establish a Country Club...and to acquire...real and personal property, and to improve all real estate so acquired by the platting thereof into tracts, pleasure grounds and parks...to erect, establish and maintain all necessary Club houses...and to allot and set over to its members tracts of land whereon they may erect and maintain houses agreeable to the By-Laws of the corporation..."

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 3

Membership in the corporation was limited to 100 persons. An initiation fee of \$2,500 entitled each member to one tract of land, generally about two to three acres, although a few members paid extra for multiple parcels. The Olmsted Brothers were retained to lay out the roads and plat the residential tracts and the areas reserved by the corporation for park purposes. Subsequently, some additional acreage was acquired and certain parcels were set aside for a school, chapel, a reservoir, pumping station and watershed. By 1925 the community encompassed 282 acres, excluding the golf course and club house, which were separately administered.

William Boeing was elected a member of The Highlands in 1909, became a trustee in 1921, and served as vice president in 1923 and president in 1924. He owned three residential tracts at the northern edge of the community, and acquired an additional 1,000 acres or more to the north and east of The Highlands boundaries. Part of this latter acreage was later developed as the community of Innis Arden.

A site plan of Boeing's undeveloped plot was drawn as early as June 1909, but it was not until 1913 that plans for a large residence were completed. For this work Boeing hired Bebb & Mendel, at that time Seattle's premier architectural firm and designers of the largest and finest residences in the city. The earliest extant drawings for the Boeing house are dated September 1913, but the Bebb & Mendel partnership broke up at the end of the year and Charles Bebb continued the design work independently. It seems likely, therefore, that he was the partner in charge from the beginning. Bebb and Boeing knew each other as fellow members of the Rainier and University Clubs, and the two men developed a close friendship over the years. Design work continued throughout 1914, even as the house was under construction, and subsequent drawings included minor revisions and more precise details. In late August Bebb became associated with Carl F. Gould, a graduate of the École des Beaux-Arts, and subsequent drawings of dependent structures and later (1920s) remodelings bear the firm name of Bebb & Gould.

Boeing, still a bachelor, occupied the 19,000+ sq. ft. house in late 1914. Many of The Highlands members maintained a residence in town even as they were building elaborate country estates. Boeing, however, never had another address, and The Highlands property, which he named "Aldarra," was always his principal residence. In 1921 he married Bertha Potter Paschall (1891-1977) of Tacoma, who brought two young sons to the marriage. Another son, William Boeing, Jr., completed the family. Development continued in The Highlands as more houses were constructed during the 'twenties. In 1925 there were 29 families living in the exclusive community, and 55 families were in residence by 1931.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 4

Meanwhile, Charles Lindbergh's non-stop transatlantic flight to Paris in 1927 had excited the world and brought attention to the possibilities of long distance air travel. This enthusiasm, coupled with the Boeing Company's established success in mail and passenger service, resulted in rapid growth and congenial mergers. Boeing and Pratt & Whitney joined to form the United Aircraft and Transport Corporation, whose divisions included Chance Vought, Sikorsky, and Hamilton Propeller, among others. Under this same conglomerate, United Airlines was formed from Boeing Air Transport and three other air carriers. The United combine, masterminded by Boeing, thus included the full spectrum of aviation services: engineering, manufacturing, and transportation. In 1934 William Boeing was given the Guggenheim Aviation Award, but in that same year the U.S. Congress passed a law prohibiting air mail contractors from being associated with aircraft manufacturing companies and the United group was forced to split up. United Airlines and the Boeing Airplane Company became separate and independent entities and Bill Boeing resigned as chairman, sold his stock, and retired from the aviation industry that he had pioneered.

Not one to remain idle in retirement, Boeing soon established a stable of fine thoroughbreds and until 1949 raced them at the best tracks, following them about the country in his private plane. Gradually his interest shifted to thoroughbred cattle. In 1942 he purchased a 500-acre farm among the wooded hills and grassy bottomland near Fall City, east of Seattle. In 1954 he donated his Highlands estate to Children's Orthopedic Hospital and moved permanently to the place he called "Aldarra Farms." Active to the end, he died in 1956 while cruising aboard his yacht in Puget Sound. The hospital benefited from the sale of his Highlands estate, which has remained a family residence in private ownership.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 2

Verbal Boundary Description:

known as Huckleberry Lane now constructed over and across the northwest quarter of the northwest quarter and southeast quarter of the northwest quarter of Section 13, Township 26 North, Range 3 East, W.M.; thence north $0^{\circ} 01' 11''$ east, 312.17 feet to a stone monument marked Boundary on the east side and 86 on the west side; thence continuing north $0^{\circ} 01' 11''$ east, 274.07 feet to a stake marked "J" at the southeast corner of a tract of land deeded to Ronald A. and Estelle M. Murphy by deed recorded under Auditor's File No. 5671213, records of said County; thence along the south line of said tract south $87^{\circ} 43' 35''$ west, 423.02 feet; thence south $6^{\circ} 06' 22''$ east, 291.82 feet; thence south $8^{\circ} 41' 38''$ east, 150.00 feet; thence south $45^{\circ} 22' 49''$ east, 188.23 feet to a point on the south boundary line of said Tract 86; thence along said south line north $89^{\circ} 38' 10''$ east, 204.80 feet to the westerly margin of said Huckleberry Lane; thence south $89^{\circ} 47' 49''$ east, 30.00 feet to the point of beginning of this description.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number Photo Page 1

Photographic Documentation:

Boeing, William E., House
The Highlands, Washington
Photos by: Shirley Courtois
September, 1987
Negatives at OAHP

Photo No. 1	Part of south facade, looking north
2	Main entrance, looking north
3	Second-floor sunroom, doors to terrace looking south
4	Interior: stair hall, looking east
5	Interior: living room, looking west
6	Interior: master bedroom, looking west
7	Garage, looking north
8	Gateposts, looking north
9	Gatehouse, looking southeast