

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED JUL 14 1977
DATE ENTERED JAN 9 1978

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

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

1 NAME

HISTORIC U. S. Marine Hospital
AND/OR COMMON Same

2 LOCATION

STREET & NUMBER 2215 Portland Avenue
CITY, TOWN Louisville
STATE Kentucky COUNTY Jefferson CODE 021
VICINITY OF 3 & 4
CONGRESSIONAL DISTRICT 111

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME Jefferson County, Board of Health
STREET & NUMBER 400 E. Gray
CITY, TOWN Louisville
STATE Kentucky

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Jefferson County Courthouse
STREET & NUMBER 6th and Jefferson
CITY, TOWN Louisville
STATE Kentucky

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Survey of Historic Sites in Kentucky
DATE 1972
DEPOSITORY FOR SURVEY RECORDS Kentucky Heritage Commission
CITY, TOWN Frankfort
STATE Kentucky

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The U.S. Marine Hospital is located in northwestern Louisville in the area still known as Portland. The building faces northeast toward the Ohio River at the Falls of the Ohio. The local North Western Parkway and Interstate Highway 64, however, swing around the property at that point, cutting within a hundred feet of the building. Thus, visual and pedestrian access have been cut off to the river which formed the prime motivation for the location of the Federal hospital at this point. Designed by Robert Mills (1781-1855), who was then "Architect and Engineer" for the Federal government, it was constructed between 1847-1851. The hospital was set in spacious grounds which remain largely intact (see photos 1, 2, and 3).

A modern fireproof hospital was built south of the old building in a different style in 1932 as a W.P.A. project (see photos 4 and 5). A fairly well-designed example of the Georgian Revival of the period, it has wings at the ends of the main block with two-story pilasters on a first floor treated as a stone-faced basement; this treatment may have been intended as a tribute to the old building. The new block -- by now itself somewhat obsolete -- faces south over a lawn surrounded by a fine iron fence (see photo 6). Factory buildings are to the property's east, but residences on the south and west preserve some sense of the probable original context.

Southwest of the old hospital is a smaller, one-story building used as a steam laundry (see photos 7 and 8). It has been suggested that the narrow three-bay front block with round-arched windows having radiating muntins and molded sills may even antedate the Marine Hospital. The central entrance is subtly wider and taller than the windows; its double doors are panelled and there are attenuated colonnettes at the sides. These fine details suggest an early 19th century date during the Federal architectural period.

There is also a picturesque former coach-house (see photo 9), probably dating from the turn of the century, west of the new hospital building along the property. Like all structures, this has been somewhat altered, with the addition of ephemeral wings.

The Marine Hospital is laid out basically as a three-story, H-shaped block with a basement. There are three-story galleries along the north and south sides of the crossbar. Slight projections (which originally accommodated stacked water-closets) create square corner blocks. There is a wide central hall with the staircase on the west side; this may originally have been lit from above by windows in the cupola (no longer present), as well as by the square transoms and sidelights of the doors that lead onto the galleries at both ends of the hall on the lower two stories (all three stories on the plan). A narrower stair in a corridor is along the inner wall of each lower block. These corridors also open onto the galleries at their ends, and have exterior doors on the first floor.

(Continued)

8 SIGNIFICANCE

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

SPECIFIC DATES 1847 - 1851

BUILDER/ARCHITECT Robert Mills

STATEMENT OF SIGNIFICANCE

Introduction

The U.S. Marine Hospital building in Portland (now part of the Louisville Memorial Hospital complex, although presently unused) is one of the few remaining structures erected in the mid-19th century to house such institutions. The building was located between Portland and Louisville. It is believed that none of the other similar hospitals dating from this period still exist on inland waters.

The building was located approximately in both Portland and Louisville. Portland and its near neighbor Shippingport were the earlier settlements at the Falls of the Ohio, although Louisville fast gained dominance. The economy of each depended upon the river until well after the Civil War.

The building itself is a product of the office of the then Supervising Architect of the Treasury, Robert Mills (1781 - 1855), the well-known protege' of Thomas Jefferson and master of the functional adaptation of the Greek Revival Style, as is so well manifested in the Portland building. Although the building has suffered recent alterations and painting of the exterior brick surface, it remains a handsome structure. The site, too, has been affected by the placement of an elevated highway between the hospital and the river, yet the motivation for its placement facing the Ohio at Portland is still apparent.

History

The U. S. Marine Hospital was built under the auspices of a bill passed by Congress in March of 1837 authorizing the President of the U. S. "to select and cause to be purchased, for the use and benefit of sick seamen, boatmen, and other navigators on the western rivers and lakes, suitable sites for marine hospitals." Of the seven sites selected, three were on the Ohio River, with one of those at Louisville. The criteria for selection of sites included: points which benefit the greatest number of boatmen, a healthiness of position, appropriate distances between sites, and the resources of the area for supplying the sick. It was deemed that eight acres was the minimum amount for a site as they wanted enough room for buildings, gardens and walks. In addition the hospitals were to be located near general landing places. Also taken into account in site selection was the beneficial effect "of a view of the water, and the impressions and associations it would naturally awaken in the minds of men whose occupation were so intimately connected with it."

(Continued)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

House of Representatives, 28th Congress, 2nd Session, Report No. 124, Marine Hospitals (Feb. 14, 1845).

Wood, Richard G. "Construction of the Louisville and Paducah Marine Hospitals."

Register of the Kentucky Historical Society, V. 56, no. 1 (January 1958), pp. 27-31.

Withey, Henry F. and Withey, E. R. Biographical Dictionary of American Architects. Los Angeles: New Age Publishing Co., ca. 1956.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 5.5 acres

UTM REFERENCES

A	1,6	60,64,4,0	4,23,63,1,0	B	1,6	60,63,7,0	4,23,61,4,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1,6	60,62,2,0	4,23,62,1,0	D	1,6	60,63,3,0	4,23,64,5,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

The structure is in Block 5-G, lot 30 of the City of Louisville.

Starting at a point at the southeast corner of the lot extending west along the line of Portland Avenue for 475' thence at right angles north along 23rd street for 325 feet, thence northeast for 256 feet, thence extending east for 350 feet to the line of N. Western Parkway for 25 feet to the line intersecting with Carter Avenue, thence south for 537 feet to the beginning point.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Elizabeth F. Jones

Jefferson County Representative

ORGANIZATION

Landmarks Commission

DATE

STREET & NUMBER

617 W. Jefferson

TELEPHONE

CITY OR TOWN

Louisville

STATE

Kentucky

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Charles W. Melton

TITLE

State Historic Preservation Officer

DATE

7-8-77

FOR NPS USE ONLY

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE *1.9.78*
KEEPER OF THE NATIONAL REGISTER

ATTEST:

[Signature]

DATE

1.6.78

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
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U. S. Marine Hospital
CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

There were four large, square rooms on both sides of the main hall of each floor which were used for the stewards' and matrons' rooms, mess room, store room, and offices on the first floor; wards above. North-south pairs of rooms opened into each other through wide sliding doors; the walls between these pairs had large fireplaces on both sides and smaller connecting doors. It would appear that the exterior galleries also functioned as corridors.

Each corner block had a larger room (about half the size of the individual wards) and one or two smaller rooms, as well as the stair corridors. The larger rooms were designated for wardens, matrons, surgeons, nurses, and for wash rooms with adjacent bath rooms. These were used for smaller wards and storage rooms on the third floor. A kitchen and pantry were off the mess room on the first floor. Each of the larger rooms had an ample fireplace. At the ends of the subsidiary corridors, projecting beyond the end walls of the main block yet incorporated in the corner blocks, were the water-closets. These small square rooms were stacked over the cess pool in the basement, and were lit by tall narrow windows executed as oval port-holes facing north or south. There was a cellar only under the crowbar and galleries, divided into storage, wood, vegetable and coal cellars, with a circular vault below the latter.

Although only the corner rooms have their own cross-ventilation, pairs of windows onto the galleries at the ends of the double wards, and large triple windows (narrower double windows as executed) in the end wards provide light and ventilation.

Several changes from the drawings were made during the execution of the exterior. The rustication shown on the elevations and isometric view was omitted. Instead of two slender orders of Tuscan columns tapered upward on the second and third stories, there are colossal and massive square brick piers that are visually and structurally continuous. These are supported by ground-floor piers that have narrow, vertical recessed panels on their faces. The iron railings shown in the drawings have delicate radiating patterns of verticals, horizontals and diagonals arranged in three rectangles related to the fenestration. As executed, these are handsome vertical units of stylized acanthus motifs and suggested Greek keys.

The present structure also lacks the plain parapet and low octagonal cupola of the drawings. The cupola is shown, however, in an early engraving and in a photograph published in 1916 (see photo 10a and b). At that time, the cornice was extended with brackets, and there was a small but elaborate wrought or cast-iron porch in the center

(Continued)

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U. S. Marine Hospital
CONTINUATION SHEET

ITEM NUMBER 7

PAGE 3

of the river side of the building. The original cornice seems to have been denticulated according to the 1859 engraving, although the drawings show only a molded cornice. In 1916 the original shutters apparently remained.

Thus, the alterations from the supervising architect's designs all seem to lead toward monumentality and simplicity. (The triple windows at the ends of the main block are now double; perhaps this change occurred when multipaned sash shown on the drawings and no doubt originally executed were replaced throughout by two-over-two pane sash).

The cupola had an almost flat roof and six-over-six pane sash windows, and was set on a low square drum with intermediary stepped octagons. As designed, the second-story windows were longer, with nine-over-six pane sash, than those of the first and third floors, with six-over-six.

From the roof plan, section, and isometric view, it appears that the shallow roofs descended from both the outer walls and the cupola to a channelled gutter over the part of the crossbar of the main block inside the galleries, with downspouts in the walls near the corners.

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DATE ENTERED	JAN 9 1978

U. S. Marine Hospital
CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

It was felt that Louisville, "from its position at the falls, being a place of deposit and transfer, was a central point of trade on the Ohio River." Other sites selected on the Ohio River were Paducah, Kentucky and one near Pittsburgh, Pennsylvania. The site at Louisville was purchased in 1837 from George C. Gwathmey and his wife for \$6,000. It consisted of "3 $\frac{1}{4}$ acres and 17 poles."

According to a Congressional report the hospitals were to be divided into two classes with the largest buildings, accommodating one hundred patients, to be built at Natchez, St. Louis, Louisville, and Cleveland. It was noted that the buildings should be planned with a view to their future enlargement, without injury to symmetry.

Within the Congressional Report is the report of the architect, Robert Mills (1781 - 1855). Mills was educated at the College of Charleston and studied in Washington at the age of 19 under James Hoban. In 1803, after consulting with Thomas Jefferson, Mills returned to Washington and studied under Benjamin Latrobe. In 1808 Mills opened an office in Philadelphia. In 1812 he won several competitions, including the ones for the Washington Monument in Baltimore. After remaining in Baltimore for a few years, in 1820 he relocated in Charleston where he designed numerous structures of a residential, commercial, governmental, and religious nature. Mills moved to Washington, D. C., after 1830 and was appointed to the newly created position of "Architect and Engineer" to the Federal Government by President Andrew Jackson in 1836. Mills held this position until his death in 1855. During his tenure he was responsible for numerous government buildings including eight marine hospitals.

In a letter dated November 30, 1837, included in the Congressional Report, Mills reported that he had prepared two basic designs for the marine hospitals in order to accommodate two different numbers of patients. The plans were arranged for extension without deranging or disfiguring the symmetry of the main building. Mills arranged for ample space, free ventilation, separation of patients by classes into distinct wards, and extensive galleries on the level of each floor for shelter as well as exercise. The architect's plans included a two-story structure and a three-story structure. The buildings' materials were to depend on their location but basic material for the walls would be brick. Mills suggested that the structures be fireproof and that the rooms be heated with warm air. Mills presented the Committee with drawings and a description of the design. The architect noted that attention has "been paid to suitable economy in the construction of the buildings, consistent with a proper regard to architectural decency."

The original architectural drawings of the U. S. Marine Hospital are now located at the National Archives and Records Service in the records of the Office of the Chief of Engineers. The drawings, which were filed in the Headquarters Map File (Cons. 43), consist of plans of

(Continued)

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U. S. Marine Hospital
CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

each floor and the roof, longitudinal and transverse sections, elevations, and an isometrical view of the building. The plans were drawn by Charles A. Fuller and H. C. Long and are dated 1846 and 1848. Fuller and Long were probably draftsmen under Mills, although there is no information currently available about either Long or Fuller.

The architectural type for the American Marine hospital may have been developed by Philadelphia architect William Strickland (1787-1854) in his Naval Hospital, or Naval Asylum, for that city, built between 1827 and 1848 (Hamlin, p. 79; Plate XIX). This large structure consisted of a central partition with a colossal Ionic portico flanked by two ward wings. It is the latter that, detached, bear considerable resemblance to Mills' design for marine hospitals, particularly to the drawings rather than the executed version of the building in Portland. Strickland's wings are three stories high, with the lower story treated as a rusticated basement. The galleries are supported by slender unfluted Doric or Tuscan columns on the two upper stories and sturdy square piers on the ground level. The delicate balcony railings have diagonal latticework and there are triple "Davisean" windows on the end blocks that close off the galleries. All these features reappear in the drawings for Louisville. Hamlin admires the way the functional problem controlled the design of these ward wings, particularly the placement of open balconies off every ward.

The construction of the U. S. Marine Hospital in Louisville was under the auspices of Stephen Harriman Long who was "on loan from the Corps of Topographical Engineers to the Treasury Department with orders to build a marine hospital at Louisville, Kentucky." Long was a major in the Army and had joined the corps in 1816. He was active in the exploration of the Rocky Mountains and the Red River of the North. He was an engineer with the B & O Railroad and the Atlantic and Western Railroad in Georgia. He built dams in Henderson, Kentucky, and was in Louisville in 1843 to work on river problems; he made proposals for the enlargement of the Portland Canal. Long was assigned to the Marine Hospital project in 1845 and by October had made progress. The Mexican War and the other projects such as the building of steamboats intervened and work was not resumed until the fall of 1848. Long was also responsible for the hospitals at Paducah, Natchez, and Napoleon, Arkansas. After appropriation of more funds the U. S. Marine Hospital was opened for patients January 1, 1852. The similar hospital constructed at Paducah, Kentucky is not extant.

The U. S. Marine Hospital is listed in the 1855-56 Louisville City Directory, as well as the 1858-59 and 1859-60 directories. The Louisville Business Directory of 1864 lists the hospital and gives the description as a "large and imposing edifice on High Street which was erected and sustained by the U. S. government as a hospital for sick and disabled boatmen

(Continued)

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U. S. Marine Hospital
CONTINUATION SHEET

ITEM NUMBER 8 PAGE 4

upon our Western River." A tax of 20 cents a month was levied on the boatmen. This proved insufficient, however, and the balance was paid by the U. S. government.

This structure is of national significance as it was designed by a major nineteenth-century American architect, Robert Mills. Being chosen for the site of the hospital points up the importance of Louisville as a major nineteenth-century river town. The City of Louisville had established a marine hospital in 1817, which was a substantial structure located on Preston Street. It is no longer extant.

The Marine Hospital is one of very few structures remaining in Louisville which predate 1850. It was used for treating soldiers during the Civil War. Louisville, being a prominent river town, was prepared to take care of the indigent boatmen in the Falls of the Ohio region and the U. S. Marine Hospital is a notable example of the important place these facilities played in regional and national history.

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U. S. Marine Hospital
CONTINUATION SHEET

2

ITEM NUMBER 9

PAGE 2

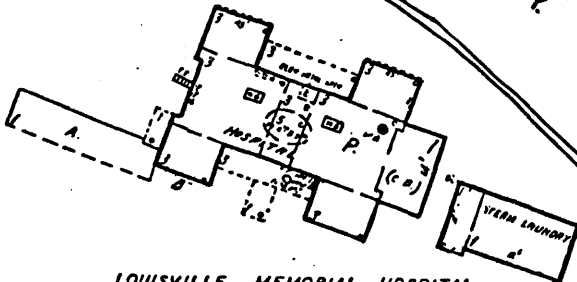
The Louisville City Directory for 1855 - 56. Louisville Ky: W. Lee White & Co. 1856.

Louisville Business Directory for 1864. J. D. Campbell (ed.) Louisville: L.A. Civill, 1864.

Falls of the Ohio Metropolitan Council of Governments. (Louisville) Metropolitan Preservation Plan. Text and selection by Walter E. Langsam. Washington, D. C.: United States Department of Housing and Urban Development, Falls of the Ohio Metropolitan Council of Governments, 1973

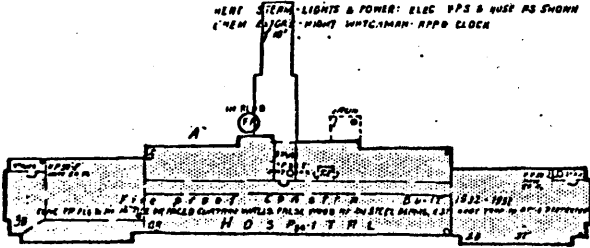
INTERSTATE HWY. 64

N. WESTERN PKWY



LOUISVILLE MEMORIAL HOSPITAL
HOME OF AGED & INFIRMED

NOTE: STAIRS - LIGHTS & POWER: ELEC. VPS & RUST AS SHOWN
ELECT. WIRING - NIGHT WATCHMAN - APPROX. CLOCK



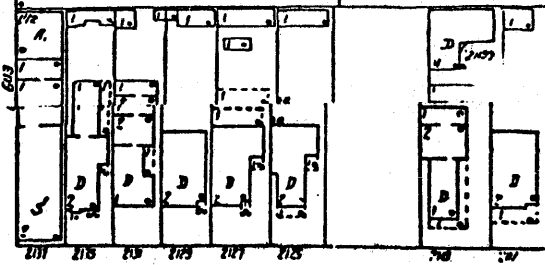
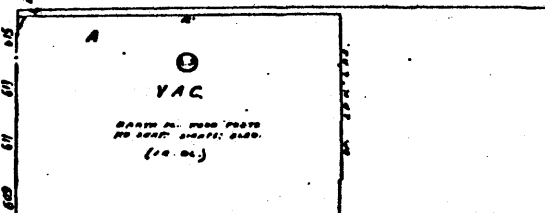
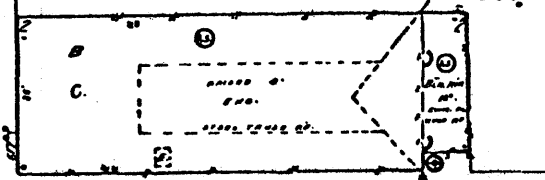
968

COM. & STEEL V.I.A.

LOUISVILLE GAS & ELECTRIC CO. INC.
REPAIRING PLANT

967

CARTER AV.



PORTLAND

AV.

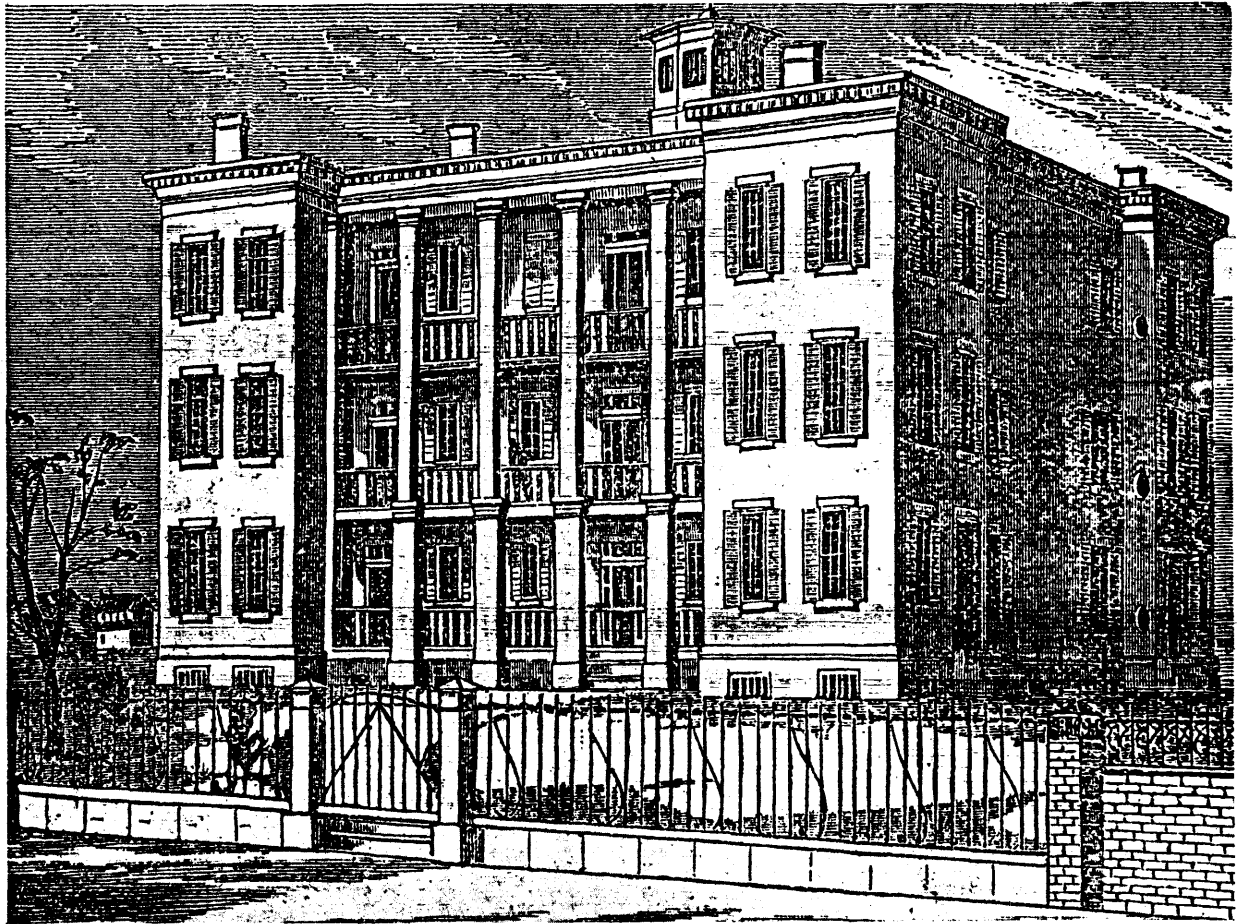
U.S. Marine Hospital
Louisville
Jefferson County
Kentucky

JUL 14 1977
JAN 9 1978

Joe Watzek
Jan. 1976
Louisville Landmarks Commission
Louisville, Kentucky

Map 2
Sanborn Map
c. 1970
Scale unknown

PROPERTY OF THE HISTORICAL REGISTER



PROPERTY OF THE ARCHIVES

U.S. Marine Hospital
Louisville
Jefferson County
Kentucky

Joe Watzek
Jan. 1976
Louisville Landmarks Commission
Louisville, Kentucky

Photo 10 812
North facade, looking south.

JAN 9 1978

JUL 14 1977

Original photoengraving in
Louisville, Her Commerical
Manufacturing and Social
Advantages by Richard Deering,
Louisville, 1859



FRONT VIEW OF U.S. MARINE HOSPITAL
LOUISVILLE, KENTUCKY.

SCALE ONE TO 1,000

Drawn by

Wm. H. Smyth
Louisville, Ky. 1845

PROPERTY OF THE NATIONAL REGISTER

- U.S. Marine Hospital
Louisville
Jefferson County
Kentucky

JUL 14 1977

- Joe Watzek
Jan. 1976
Louisville Landmarks Commission
Louisville, Kentucky

Photo 11 *712*
Front elevation of U.S. Marine
Hospital as designed, drawn by
C.A. Fuller
Office of the Chief of Engineers
Record Group 77, Hdgs. Map file,
Cons. 43, National Archives and
Record Service
Cartographic Archives Division
Washington, D.C.

DAN
9

ISOMETRICAL VIEW

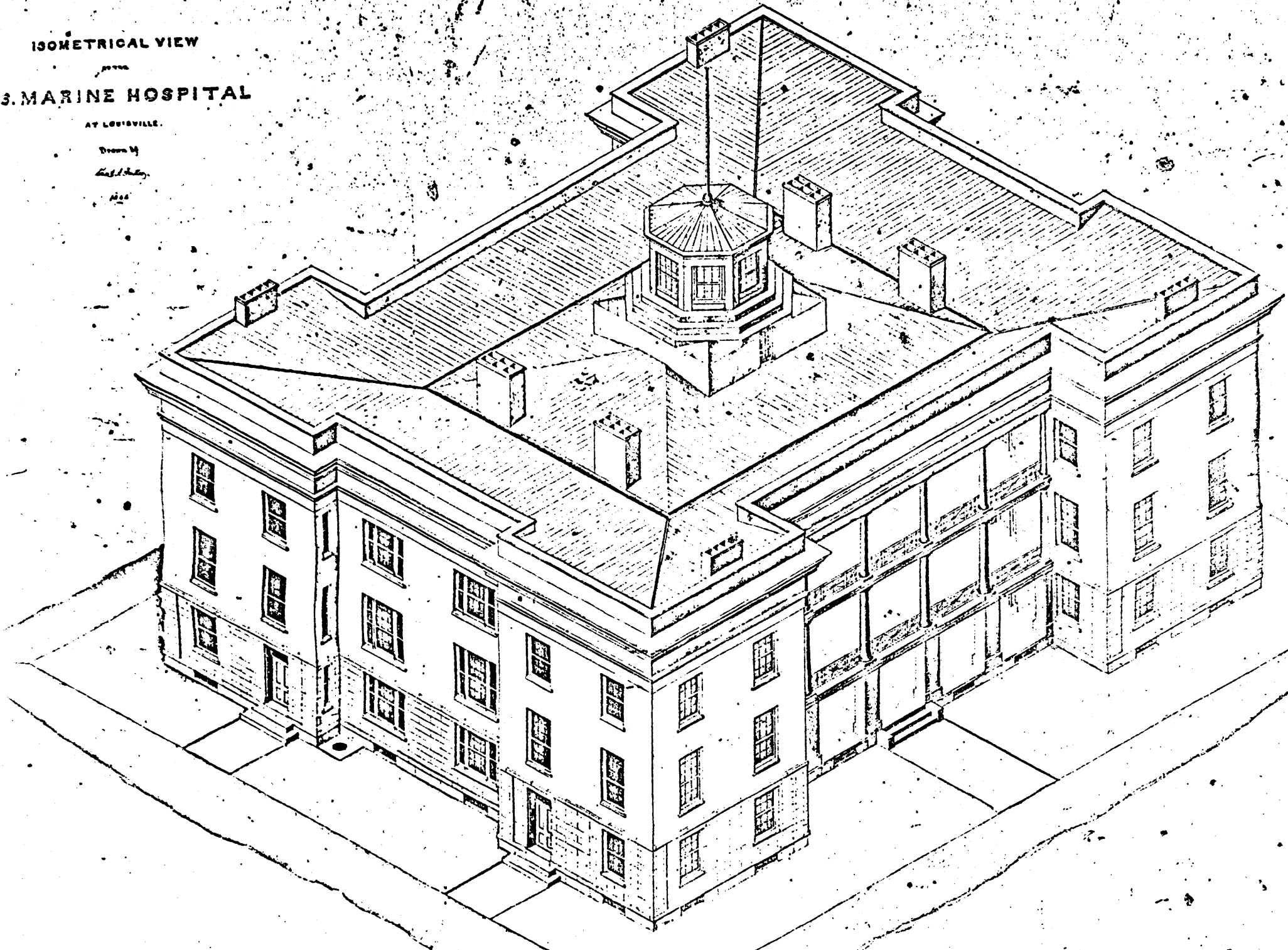
U. S. MARINE HOSPITAL

AT LOUISVILLE.

Drawn by

Wm. H. H. H.

1864



PROPERTY OF THE NATIONAL REGISTER

U.S. Marine Hospital
Louisville
Jefferson County
Kentucky

JUL 14 1977

Joe Watzek
Jan. 1976
Louisville Landmarks Commission
Louisville, Kentucky

JAN 9 1978

Photo 12 *12*
Isometrical view of ~~Louisville~~ U.S.
Marine Hospital as designed, drawn
by C. A. Fuller.

Office of the Chief of Engineers
Record Group 77, Hdgs, Map File,
Cons. 43, National Archives and
Record Service
Cartographic Archives Division
Washington, D. C.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

U.S. Marine Hospital Jefferson County KENTUCKY 78001368

ADDITIONAL DOCUMENTATION APPROVED

Robert M. Lee July 21, 1974

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

United States Marine Hospital
Jefferson County, KY

Section number 10 Page 1

The Verbal Boundary Description for the property is:

Lot 30 of Block 5-G in the City of Louisville.