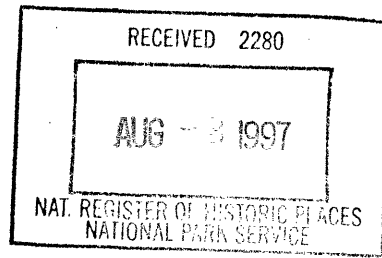


United States Department of the Interior
National Park Service



COVER

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

New Submission Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Resources of the Cass Farm Survey Area, Detroit, Wayne County, Michigan

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Architecture / Single Family Residences, 1871-1946
Architecture / Multifamily Dwellings, 1890-1946
Commerce, 1879-1946
Education, 1870-1946
Humanitarian / Social Concerns, 1862-1946

Industry, 1886-1946
Politics & Government, 1867-1946
Recreation / Entertainment, 1890-1946
Religion, 1865-1946
Architecture / Churches, 1865-1946

C. Form Prepared by

Zachary and Associates, Inc. / Gretchen Griner, Associate
name/title

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telephone

Detroit
city or town

MI
state

48226
zip code

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (___ See continuation sheet for additional comments.)

John R. Halsey
Signature and title of certifying official

7-30-97
Date

State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

for Patrick Anders
Signature of the Keeper

1/22/97
Date

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National Park Service

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Detroit Historic Designation Advisory Board and Zachary and Associates. "North Cass Corridor Intensive Level Survey." Detroit: City of Detroit, August, 1995.

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THE CASS FARM SURVEY AREA: A DEVELOPMENTAL HISTORY

The Cass Farm Survey Area, defined by Warren on the north, Woodward on the east, Martin Luther King Blvd. on the south, and the John C. Lodge Service Drive on the west, has merit as one of Detroit's most important areas historically because it reflects the growth of Detroit as an industrial city. Located just one and one-half to two miles north of the Detroit River, it was the place where the first wave of self-made, truly wealthy Detroiters built their homes, and later where new arrivals seeking jobs as a result of the thriving industrial-based economy first settled. Once the center for automotive showrooms and suppliers, the Cass Farm survey area never quite recovered from the Great Depression; consequently, its architectural resources remain as a capsule in time from the most significant years in the development of the City of Detroit, with consequences for the whole region.

1701 - 1870: EARLY YEARS

The Cass Farm survey area is comprised of the rear portions of three of the original "ribbon farms" and a portion of an area referred to as the "Park Lots." During the period of French settlement in Detroit from 1701 to 1763, land was granted to settlers in the form of long narrow plots running from the water inland up to three miles. This system of land division was employed to provide access to the Detroit River, which served as an economic resource and primary route of transportation. The rear portions of these farms were generally woodlands. Land was divided in this manner from the western edge of Lake Erie northeast through the Grosse Pointes close to the present day Wayne County border. With the arrival of the British government, its assigns and settlers after 1763, the form of land division changed very little. British jurisdiction over the Northwest Territory ended in 1794, and the American provisional government, which arrived two years later, found a small village of wooden homes grouped closely together.

A catastrophic fire raged through the village of Detroit in 1805, destroying all but one building. A plan to rebuild the town of about 750 inhabitants on a radial grid pattern was fashioned by Judge Augustus B. Woodward. He was a member of the Governor and Judges Commission, created to direct the reconstruction of the town after the fire. His intent was to emulate the plan created by L'Enfant for Washington D.C. only a few years prior. However, very little of his plan was executed and had little effect on the form of the Cass Farm survey area.

During the winter of 1805-1806, the United States Congress authorized the platting of a new village and the granting of valid title to their lands to former occupants of Detroit in order to settle the uncertainty over ownership. "Private Claims" (P.C.'s), usually corresponding to the French ribbon farms, were granted by the U.S. Government to those who could prove ownership of land at the time of the departure of the British. The Private Claims associated with the Cass Farm survey area are the rear sections of the Cass Farm (P.C. 55), the Jones and Crane Farm (P.C. 247) and the Forsyth Farm (P.C. 246). Land along the main north-south thoroughfare (later named Woodward Avenue) was set aside by an Act of Congress on September 6, 1806, authorizing the platting of the Lots along Woodward Avenue. The "Park Lots" ran from Woodward Avenue west to present day Cass Avenue. Forty-two Park Lots were sold at auction in 1807 to the highest bidders and many of the properties changed hands multiple times until they were platted for subdivision. The Park Lots associated with the Study Area are Park Lots 56 through 67.

The platting of the different Farms and Park Lots and the subdivision thereafter had an impact upon the demographics of the Cass Farm survey area. Many new residents found the generous lot sizes and the non-urban location in close proximity to downtown desirable. In general, the French Farms and Park Lots were each similarly subdivided, with the exception of the Forsyth Farm, where there was little consistency to the pattern of land division.

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Cass Farm

Lewis Cass, second governor of the Michigan Territory and former mayor of Detroit, purchased what was subsequently referred to as the Cass Farm from William Macomb and wife and David B. Macomb and wife on September 9, 1816. Prior to the Macomb ownership from 1781, this tract of land had been held by people of French descent.

Development of the Cass Farm spanned several decades. Parcels of land closet to the river were developed first, as was the pattern with all of the farms. In 1835, Lewis Cass sold all the land south of Larned Street to De Garmo Jones et. al. for \$100,000 (Jones also owned the front concession of the Jones/Crane Farm.) Just prior to Cass' death in June of 1866, his attorney platted a few blocks of his holdings within the Cass Farm survey area. His children, who received shares of the Cass Farm through his will, followed their father's lead and continued to subdivide the property in the late 1860s and early 1870s, opening it up to development.

Cass Avenue was the division between the Park Lots and the Cass Farm. Like Woodward, Cass Avenue was another fashionable address for the affluent in 1889. Two bankers, two lawyers, two lumbermen and a variety of other professionals lived on the block between W. Willis and W. Canfield. The variety of lot sizes along the east side of Cass Avenue was due to Cass Avenue's slight eastward angling towards Woodward.

Attention was given to the physical appearance of streets in deed restrictions filed with the plat of the Cass Farm. Along the street right-of-way, thirty feet were reserved for sidewalk, shrubbery and ornamental purposes. With easy access to public transportation along either Third Avenue or Woodward Avenue, this setback and the large urban lots encouraged the settlement of the area by professionals and skilled tradesmen. Third Street (the boundary between the Cass and Jones / Crane Farms) was recorded as platted on April 14, 1855. The owners of the Jones / Crane Farm deeded twenty feet while Lewis Cass deeded thirty feet for the right-of-way extending from the Detroit River north to Holden and Antoinette Streets.

Jones / Crane Farm

The Jones / Crane Farm was located in the area west of Third and east of the alley behind Fourth. The Jones Farm came into the possession of De Garmo Jones in 1821, when Jones, a former mayor of Detroit, received it in a property exchange from Louis Lognon. The rear concession, divided from the front at Brainard, appears separately after 1823 when a probate file was listed for the estate of Louis Lognon. On June 20, 1828, his heirs received a patent to the rear concession of 74.43 acres from the United States government. It was finally sold by Asa Madison and wife to Moses F. Dickinson on April 4, 1842 for \$600. Numerous quit claim deeds brought the property into the possession of Flavius J.B. Crane, who, in November of 1854, platted the property for future development. He deeded the property to Albert Crane in 1856 for \$60,000.

In the Jones Farm (extending from the centerline of Third to the rear property line of the western lots along Fourth Avenue), property was divided into much smaller lots, with a corresponding change in demographics. All lots were only ninety-five or one hundred feet deep with most no wider than forty feet. A search of the 1889 R.L. Polk's Detroit City Directory revealed a large number of individuals living there worked in service industries, including travel agents and tradesmen.

Forsyth Farm

The Forsyth Farm is the most westerly of the French ribbon farms within the Cass Farm survey area, located between Fourth and the Lodge Freeway. Robert A. Forsyth purchased the property for \$4,500 in 1829. He only owned the property that bears his name for six years. This farm was subdivided by a number of different individuals over a span of 25 years; consequently, the lots ranged considerably in size. A majority of the Forsyth

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Farm consisted of lots ranging from 126 feet to 146 feet deep. Subdivisions were generally platted with lots between 40 and 50 feet wide, and they were often split in two to fit two houses on one lot. Like the Jones / Crane Farm, most houses were of frame construction and occupied by middle and working class owners.

Park Lots

In the Cass Farm survey area, subdivision began in earnest in the 1860's with the subdivision of Park Lots 61 and 62, the block between Willis and Alexandrine, in 1863. The parcels in the Park Lots along Woodward Avenue measured at least 190 feet deep with some over 300 feet deep. Lots were platted from 44.08 feet to over 62 feet wide, but in reality, many building lots were far wider. It was along Woodward that many of Detroit's wealthiest built their homes, including the Whitneys, Leggetts, and Blacks. On the side streets leading west towards Cass Avenue, the lots were generously proportioned, ranging from 151 feet to 172 feet deep and from 30 to 52 feet wide.

History of Woodward Avenue

Woodward Avenue, Detroit's major thoroughfare, owes its origins to its namesake, Judge Augustus B. Woodward, a devotee of Thomas Jefferson, astronomy and ancient Greek and Roman history. His appointment as one of three judges for the newly formed Michigan Territory was made in 1805 by President Jefferson. He took it upon himself to guide the rebuilding of the tiny frontier town, laying out a grand scheme known as the "Woodward Plan."

Woodward Avenue was first surveyed as Pontiac Road under the authorization of the United States Congress on December 15, 1815. It was referred to as Woodward within the city of Detroit. Less than five years later, the road underwent improvements, as was necessary for many early roads after they became impassable for a number of months in the spring and fall due to mud. According to a November 10, 1820 article appearing in the Detroit Gazette, as quoted in Friend Palmer's Early Days in Detroit, the construction of the "corduroy" surfaced Pontiac Road had just been completed by Major S. Mack and Mr. Conant. It was constructed by laying large timbers closely together across the road with small piled timbers, brush, clay and sand between the logs. The road ran for six miles north from town, but shortly later, it was discovered that "corduroy" roads did not hold up well due to moisture. In 1848, by legislative act, toll roads were permitted in Michigan, and the Pontiac Tollroad opened in November 1849. The road ran northwest from Detroit for eighteen miles and was comprised of lime-coated gravel. To collect the tolls, the Detroit and Birmingham Plank Road Company purchased a portion of Park Lot 59 on October 1, 1849 from Alexander M. Campau and his wife Elizabeth for \$60,000. The company built the southernmost of three toll houses on this site. (The remaining portion of Park Lot 59 became the site of Grindley Field, then Convention Hall, then the Vernor's plant, and today University Towers.)

The platting of the Park Lots in 1806/07 in effect extended the city boundaries to the Cass Farm survey area, focusing a northwest thrust for city expansion. According to Friend Palmer's long written recollection of Woodward Avenue, he remembered a small house far into the wilderness of Detroit, at the corner of what would become Warren and Woodward in 1830. He also remembered the house built slightly later by B.G. Stimson on Park Lot 68, at the south end of the Cass Farm survey area. Mr. Stimson was said to hold many social functions at this house when the area was still considered far from town. The 1843 tax assessment rolls indicate only six wooden structures in the entire Cass Farm survey area, and they were all located on the Park Lots, most likely serving as farm buildings. The Hart Atlas of 1853, the first atlas of Detroit delineating buildings, shows that none of the Park Lots or farms in the Cass Farm survey area had been subdivided. Only ten buildings existed in the area, and all on the Park Lots along Witherell (Woodward Avenue).

The 1870 Fifth Ward tax rolls began to show a change indicating an increase in development within the Cass Farm survey area. Park Lots 61 and 62 were the first of the Park Lots to be platted. Mr. and Mrs. Richard M.

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Storrs' subdivision of Park Lots 61 and 62, platted in 1863, contained five individual lots, with a wooden structure on each. No structures had been built on Cass and Second Avenues, but Third Avenue had about a half dozen houses north of Brainard. Fourth Avenue, like Third, had a few houses spread along its length within the Cass Farm survey area.

Development on the east-west streets had also begun; Brainard was fairly built up by 1870, with almost fifty percent of the lots occupied by structures, but Selden and Parsons were not yet cut through as streets. To the north, there were only five and three buildings on W. Alexandrine and W. Willis respectively, and no houses north of this. No evidence of pre-1870 construction remains today, although early tax rolls and atlases show a number of small wooden structures established on several of the Park Lots. Urban development really began in the post-1870 period, coinciding with the establishment of city services and transportation routes.

Transportation

The history of the development of transportation in early Detroit mirrored that of many other American cities. Omnibuses and stage coaches were utilized before the advent of streetcars in the early 1860s. Omnibuses were "stage coach-like" horse drawn buggies which ran on scheduled routes within the city. Detroit's first stage coach service, to Mt. Clemens, began in 1822. By 1832, there was regular service to many surrounding towns and far away destinations. The Pontiac Road had daily service to Pontiac with a thrice weekly branch serving Stony Creek, Rochester and Romeo. Local service would not begin for another twenty years.

Prior to beginning successful omnibus service in the 1850s, the local inns and hotels ran their own services to and from certain locations for their patrons. Until that time, there was little need for public transport because of the town's small population, only 9,100 residents in 1840. The need grew rapidly between 1840 and 1860, when the population more than doubled. After a few attempts at local omnibus service along Jefferson Avenue failed, an attempt organized by William Stevens of Cleveland, Ohio in 1853 succeeded. Messrs. Cox and Hendrie purchased the company around 1860; both men played important roles in the development of horse-drawn streetcars in the 1860s and 1870s.

The Detroit City Railway Co. began service in the summer of 1863 with streetcars running along Woodward and Jefferson Avenues. The Woodward service began on August 27, 1863 and the line reached Alexandrine by October of that year. A second company, Central Markey, Cass Avenue and Third Street Railway, began operation on October 16, 1873 and provided service along Third Avenue to a barn near present-day Hancock and Third. It was founded by George Hendrie, who was still operating the omnibus service. A number of different streetcar companies were founded to compete for passengers, and through mergers and competition, were often purchased by the Detroit City Railway or one of its successor companies. The Central Market, Cass Ave. and Third Street Railway became the Cass Ave. Railway Co. in 1877, and by 1880, its operational grant was transferred to the Detroit City Railway.

1870 - 1910: STREETCAR SUBURB

By 1870, Detroit was buzzing with the production of carriages, rail equipment, cast iron products, pharmaceuticals, seeds, paints, and ships. From 1860 to 1870, the city grew by 74 percent from 45,600 people to 79,600 people. In the aftermath of the Civil War, new advances in technology created new industrial opportunities and accompanying wealth. With the expanding population of the city came a corresponding expansion of the professional classes. The 1870 tax records indicate the beginnings of a residential community in the Cass Farm survey area, which was ripe for development.

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Streetcar suburbs around the country began to flourish before the Civil War as the upper and middle classes wanted to escape the pollution, noise, overcrowding and crime of the cities. Transportation to these new areas was by horse drawn streetcars. The Cass Farm survey area was one of Detroit's first streetcar suburbs. This area was sometimes referred to as "Piety Hill," according to Silas Farmer (*History of Detroit...*, 1889), due to its well-to-do citizens and numerous churches representing the moral and religious standards of the community. It developed predominantly as a residential area, but commercial development sprung up along the main north-south thoroughfares carrying the streetcars. Woodward and Third Avenues were lined with shops catering to the local residents including grocers, meat markets, hardware stores, bakers, barbers, etc. At the beginning of the 19th century, Jefferson Avenue was the main street of the town, but by the time the Cass Farm survey area developed, Woodward was beginning to overshadow Jefferson.

The West Canfield Historic District, located on West Canfield between Second and Third Avenues, is one of the earliest recorded subdivisions east of Third Avenue in the Cass Farm survey area. After Governor Cass's death in 1866, his daughter, Matilda Cass Ledyard, subdivided Block 98 (south side of West Canfield) in 1869, soon after the roadway was cut through from Cass Avenue to Third, but not Woodward. Lewis Cass Jr. inherited and subsequently platted Block 100, the north side of the block, which was recorded on December 9, 1871. Lots were expensive for the time, averaging \$2,500 each, but their large size (50' X 190') and their location made them highly desirable to Detroit's elite. Men of the stature of Dr. Walter Watton, a prominent dentist, and Colin Fox, Division Superintendent of Western Telegraph, were among the earliest owners of the fine homes, built in the early years of the 1870s.

Development picked up in the Cass Farm survey area in the late 1870s with the end of a severe depression. Many of the ribbon farms' individual blocks and the Park Lots were not platted for development until the mid-1870s, and public utilities were completed by 1877. In most of the area, cast iron water pipes along the north-south streets and wood feeder lines on the east-west streets were laid by 1875. In addition to the horse-drawn transportation lines, these public services were incentives for drawing an expanding populace into the area.

The period between 1880 and 1895 represents a tremendous frenzy of construction of single family homes and double-houses in the Cass Farm survey area. Detroit had grown from a provincial town of 9,102 in 1840 to an industrial city of 116,340 by 1880, and the population necessarily expanded outward from downtown. In that same period, the size of the city expanded from 4.17 square miles to 16.09 square miles (Parkins, 1918). By 1885, the Woodward Avenue frontage (Park Lots) and West Canfield between Second and Third had become filled with fashionable residences of the upper and upper middle classes as the rest of the Cass Farm survey area was filling up with homes of the working and middle classes.

Electric streetcars were introduced to Detroit around 1890, when the Highland Park Railway Co. began operating electric streetcars along Woodward from the city's northern boundary near West Grand Boulevard to the town of Highland Park almost two miles to the north. Electric streetcars allowed for more rapid transit than the horse-drawn streetcars, cutting travel time substantially and thereby facilitating the move outward from the downtown. The Detroit Citizens Street Railway (successor to the Detroit City Railway) began conversion of its lines to electric power in 1892, and the Woodward Avenue line was converted to electricity by mid-December of 1893. By 1895, all the Detroit Citizens Street Railway lines had been converted to electric, including the Third Avenue Line. The Detroit Railway Company, a new company formed by the consolidation of most of the others, began operating in 1894 with a three cent fare. By 1895, this company was operating a line along Forest in one direction with returning service along Warren Avenue, traversing the north part of the Cass Farm survey area. A final consolidation of the streetcar system was completed in 1900 when competing companies merged to become the Detroit United Railway Company.

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In 1887 on Woodward Avenue, the Detroit Athletic Club (D.A.C.), formed in 1878, purchased land for a field house on Park Lot 59, one of the four still vacant Park Lots. This field was named Grindley Field. The city's enthusiasm for sports was fueled by its recent baseball franchise and world series victory. The "Detroit" ball field was located close by across Woodward at Brush and Brady streets, what is now the location of Harper Hospital.

Lots with Woodward Avenue frontage commanded the highest prices; while side streets immediately off Woodward filled in with fashionable homes of upper middle class professionals and businessmen, the city's Victorian elite tended to place their opulent homes within conspicuous view of all on Woodward, demonstrating not only their prosperity but also the virtues of capitalism. Within the Cass Farm survey area, several of these great mansions were built in the two decades between 1870 and 1895, with remaining blocks filled in with a variety of mixed commercial uses. Among these was the stone home of Wells W. Leggett, whose house was built at the northwest corner of Woodward and Davenport in 1883 shortly after he was named to the city's lighting commission (he brought public lighting to Woodward Avenue in 1884). Leggett was a lawyer and president of the Brush Lighting Company, the first company in Detroit to provide electric lighting. Another home on the same block at the corner of Parsons was built in 1878 for Joseph Black, a banker and hardware merchant. It was described as in the "modern domestic Gothic" style in the Post and Tribune. The newspaper account describes the interior as follows: "wainscoting was of black walnut with French walnut veneering, relieved with gilded figures, and that in the dining room... was of chestnut burl ash inlaid with ebony and gilding, and the flooring was of maple, cherry, and walnut laid with marquetry." (Ferry, p. 87). Other grand single family homes were clustered within blocks at the north and south ends of the Cass Farm survey area, although the northernmost block, between Warren and West Hancock, still remained vacant. Five brick houses shared Woodward frontage with the Detroit Athletic field, including the A.G. Lindsay house, built in 1880.

The Victorian ideal of conspicuous consumption was best illustrated on Woodward Avenue with the construction of the Whitney mansion, described as "an American palace enjoying the distinction of being the most pretentious modern home in the state and one of the most elaborate houses in the west," according to the Detroit Free Press of February 4, 1894. David Whitney, Jr. is typical of the many wealthy citizens of the 19th century who made fortunes capitalizing on Michigan's natural resources and then invested in the City of Detroit's future. Whitney made his fortune during the great expansion years after the Civil War, first dealing in the buying and shipping of lumber from Michigan's vast pine forests, and eventually owning the fleets of barges that moved the lumber, and later iron ore, from northern Michigan. He also invested in Detroit property, was a stockholder and director in the city's many banking institutions and owned manufacturing plants affiliated with the lumber industry. Whitney's "American Palace" was designed by architect Gordon W. Lloyd, an architect well known for not only Gothic Revival homes and churches but also cast iron commercial buildings in downtown Detroit.

The Woodward Avenue and Third Avenue horse-drawn streetcar lines facilitated the rapid development of the Cass Farm survey area as a fashionable residential area beginning in the late 1870s and created a clustering of shops along these two north-south streets to serve the emerging community. Commercial activities were found only along Woodward and Third Avenues in the 1870s and 1880s. The scale of these commercial properties was in keeping with their single family residential neighbors, and their style consistent with what was fashionable for commercial buildings of the period, that being Victorian buildings with brick corbel tables and decorative window hoods. The 3900 Block of Woodward between West Alexandrine and Selden is of particular note.

The Garden Theater, located within that same block of 1880s commercial structures on Woodward Avenue, is recognized as C. Howard Crane's first adaptive reuse project and also the first large movie theater built outside of the downtown Monroe District. He converted a three-story Victorian building into a theater with a remodeled front facade and interior in 1912.

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Within a twenty year period, congestion and other urban conditions along Woodward Avenue and the disapproval of the wealthy toward public displays of wealth caused the face of Woodward to shift from residential to primarily commercial usage. In addition, the new industrial base created by the advent of the automobile resulted in an economic incentive to sell off residential property for a higher use. Also aided by the freedom of the horseless carriage, the former nouveau riche were removed from the public eye into more secluded and income segregated residential communities. Subdivisions such as those comprising Indian Village (1893), Boston-Edison, and the Grosse Pointes in the early decades of the twentieth century became the desirable places to live for Detroiters of means.

In addition to support services in the form of commercial businesses, the residential community was also supported by religious and educational institutions that served as anchors to the community. A small frame public school was located on West Willis between Woodward and Cass Avenues in 1868; it was renamed Irving School in 1872. A new well appointed brick building was erected on the small site in 1882 after the frame building was moved. Thomas Jefferson School, at Selden and Lodge Service Drive, began in 1871 and by 1892 needed to be expanded to address overcrowding. By 1922, an entirely new and larger building was built (1922, Malcomson, Higginbotham & Palmer) and is still there today. Central High School, now "Old Main" of Wayne State University, opened in 1896 on Cass and Warren Avenues. It was built after the Detroit High School on Capitol Park burned down. The location selected reflects the migration of the population northward.

As downtown congregations grew and prospered and the population of the city moved beyond Grand Circus Park, several religious denominations built mission churches or chapels in the Cass Farm survey area. Mirroring the changing fortunes of the Cass Farm survey area was First Church of Christ Scientist (built 1877), which purchased the facility at 80 West Alexandrine from Emmanuel Memorial Episcopal Church, in 1896; First Church of Christ Scientist moved in 1917 to the new building with monumental temple front at 441 West Hancock (now Hilberry Theater; Field, Hinchman & Smith, architects). It again relocated within the Cass Farm survey area after 1961, when it moved to the much more modest, one story building attached to its reading room at 4830 Cass. Other long-standing religious institutions in the Cass Farm survey area are St. Patrick Roman Catholic Church (Church of the Little Flower) on Parsons, First Unitarian-Universalist Church (Church of Our Father of the First Universalist Society) at the corner of Cass Avenue and Prentis, and the Berea Tabernacle Church on West Forest and Fourth.

By 1895, most of the single family residences that were going to be built in the Cass Farm survey area had been built. Already, the city was pushing its borders outward; between 1870 and 1900, the city's land area expanded from 12.75 square miles to 22.19 square miles. A trend towards the construction of spacious, well-appointed small to moderately scaled apartment buildings began. The apartment building had gone from a nonentity to an acceptable and even desirable alternative to single-family housing for the professional classes who were often single, childless, and/or empty-nesters. One architectural firm that mastered this type of building was Baxter and O'Dell.

The last portion of the Cass Farm survey area to be developed was the area bounded by Cass and Third on the east and west, and West Warren and Prentis on the north and south. Consequently, many flats and small scale apartment buildings were built on virgin soil. Small-scale apartment buildings and flats were popular as investment properties during this period. A good example is Judge Van Zile's holdings on West Forest. The Judge, who resided in a single family house at 650 West Forest, built the Little Holland Apartments at 665-67 W. Forest in 1909 and the Netherlands at 632-34 West Forest in 1912.

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1910 - 1930: ADVENT OF THE AUTOMOBILE

City Beautiful Movement

Growth around the turn of the century was not particular to Detroit; other cities were experiencing it as well. Out of the Chicago World's Fair in 1893 came the City Beautiful Movement led by Daniel H. Burnham. Burnham, whose axiom was "Make no small plans," completed the Chicago plan in 1909. Influenced by a revival of the classical ideal of civic improvement, it included radial streets in the Parisian mode, parks and parkways, and lakeshore development.

Detroit's City Plan Commission, established in 1910, embarked on big plans of its own to accommodate growth and turn Detroit into a world-class city. In that year, Daniel H. Burnham and Edward H. Bennett, his assistant, were invited to Detroit to assess the rapid growth and make recommendations for an urban plan to accommodate the City Beautiful concept. The Governor's and Judge's Plan (Woodward Plan) of over a hundred years before envisioned a great city to expand to 50,000, whereas the population of Detroit had already grown to almost ten times that by 1910. Bennett completed a preliminary plan for Detroit in 1915 for the purpose of not only anticipating Detroit's continued expansion but also to reflect the growing cultural community of a world-class city. Among Bennett's recommendations were the development of a civic center in Grand Circus Park and a diagonal road directly connecting a proposed Center for the Arts and Letters with the Michigan Central Depot. This plan laid the groundwork for the establishment of the Cultural Center as we know it today, with the Detroit Public Library (1921, Cass Gilbert, architect) and the Detroit Institute of Arts (1927, Paul Philippe Cret, architect) facing each other on Woodward north of Warren. Detroit produced two-thirds of America's automobiles by 1915. As the population increased from almost 500,000 in 1910 to over 1.5 million in 1930, the size of the city grew from 40.79 square miles to 142 square miles. It was in this twenty year period that Detroit reached its present size through annexation of adjacent land.

The construction of Orchestra Hall in 1919 best illustrates the ideals of the expanding populace of the City of Detroit and the changing role of the Cass Farm survey area. During the construction of Symphony Hall on Woodward at Parsons, an August 27, 1919 Detroit News article bemoans the "passing of Piety Hill." To make way for the new hall, the blue-blood Westminster Presbyterian Church was torn down for the future home of the Detroit Symphony Society (the forerunner of the Detroit Symphony Orchestra). The creation of the performance space was proof of Detroit's growth as a city; the city was now able to support and house a professional orchestra. And the congregation of Westminster Presbyterian Church was long gone, living in far removed and, no doubt, greener pastures.

Workers from many ethnic groups moved into multi-unit dwellings in the Cass Corridor but two groups stand out as entrepreneurs. Jewish residents began developing property in the second decade of the 20th century and Greek residents opened up businesses along the commercial thoroughfares. For example, David W. Simons, one of Detroit's leading developers, built the Stuber-Stone building at 4221 - 4229 Cass Avenue for automobile dealerships in 1916. Jews not only built some of the later apartment buildings but also resided in the area, as evidenced by the names of the original residents of the Hollenden Apartments at 4709-4711 Second Ave. The Greek presence began appearing in the 1920s. Tsacoumangos Bros. Grocery occupied a storefront north of the Garden Theater at 3937 Woodward and Gustav Pappas had a restaurant at 4245 Woodward. Two Armenian Brothers, John and George Pouroujalian, were the owners of the Aderna Court Apartments at 3527 Cass, built for them in 1924.

During the phenomenal growth of the automobile industry in the 1910s and 1920s came an overwhelming shortage of housing for the new workers immigrating from farms in the south and from Europe. The Cass Farm survey area became a prime location for housing workers. Also, because of its location on the corridor between downtown and outlying areas of automobile production, it also became home to auto-related businesses. The

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same reasons people settled in the area in the 1880s made the area attractive in the 1910s and 1920s: the proximity to transportation routes; the prestige of Woodward Avenue; and the ample size and depth of the lots for high-density development.

During this phase of construction, apartment buildings began to either replace or dwarf their single family neighbors. The new structures extended to the lot lines to maximize the number of units per site. In addition to the increased bulk of the buildings, the architectural treatments were less lavish, but still followed the architectural fashions of the period. But the need for inexpensive short-term housing could not be accommodated by new construction alone. It is during this time that many of the remaining single family homes in the Cass Farm survey area were converted to flats, apartments and rooming houses. These new residents were of a lower income bracket than their predecessors, and many worked for companies related to automobile manufacturing or service-related industries. As the residential character changed, high levels of commercial uses entered the Cass Farm survey area. Commercial buildings filled in large portions of the north-south avenues, but they were not limited to those streets. As Detroit did not regulate usage through zoning regulations until the early 1940s, many of the new commercial buildings were built on the east-west side streets. Early examples of these are 444 West Willis, built in 1916 as a garage and service station for Overland Storage Co., and Graybar Electric Company at 51 West Hancock. The period between 1915 and 1930 marks the highest growth of commercial development in the Cass Farm survey area, with 44 percent of all extant commercial buildings stemming from that period. A large majority of the buildings were related to the auto industry as sales show rooms, supply and distribution centers, or warehouse facilities. This area, and Cass Avenue in particular, serviced the automotive industry as a center for car repairs, filling stations, supplies and sales.

Detroit's new Convention Hall opened in 1925 in the block bounded by Woodward, West Forest, Cass and West Canfield. It became the location of the annual auto shows that were and continue to be an influential part of the industry. Space was provided for nineteen automobile showrooms on the Cass Avenue side, confirming the avenue's prominence as the center for automobile-related businesses.

In 1924, Detroit surpassed Los Angeles as third in the nation for value of building expenditures and led all cities in the percentage of increase from the previous year. Within the first six months of 1924, \$87,195,800 in building construction was underway, compared to \$65,059,800 for the same six months in 1923, an increase of thirty-four percent. By 1928 there were 3,200 major manufacturing plants in the City of Detroit.

Woodward Avenue Widening

No other avenue in Detroit holds the honor of demonstrating Detroit's greatest achievements in wealth and decline as does Woodward. While the importance of Woodward Avenue as a regional thoroughfare was established early in the 19th century, it became the backbone to bedroom communities in the 20th century. The Woodward Avenue Improvement Association, formed in 1924, represented the captains of Detroit's industries and supported a plan for improvements.

A master plan of thoroughfares, resulting from three years of study by several road commissions, municipal engineers, and city planners, was adopted by Wayne, Oakland and Macomb Counties in an effort to create a sensible system of roads in the region. The City Plan Commission (Detroit) undertook a study that determined that Woodward was too narrow to handle increasing volumes of traffic. The street car took up the middle two lanes and parking occupied the far lanes, resulting in only one lane in each direction for automobile traffic. This was a real detriment for commuters who depended on Woodward for their daily travel.

Woodward Avenue was the common, connecting thread between the city and a string of suburbs. This shared legacy helped spawn innovations in planning and financing by Wayne, Oakland and Macomb counties, and

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financing created through state and county gas and weight taxes and federal road funds. The measure to widen Woodward from Detroit to Pontiac was heavily endorsed by the Detroit Board of Commerce, which had an interest in seeing full development north on Woodward through all of the streetcar suburbs.

The plan to widen Woodward was held up by political wrangling and court battles. Developed in 1924 and put to a vote of the people in 1925, it took ten years to come to fruition. Widening Woodward stimulated several new urban planning and development initiatives and caused a decade of delays in development between Grand Circus Park and Palmer. Oscar Webber, vice president of J.L. Hudson Co. and representative of the Retail Merchants Association, stated that from a civic standpoint Woodward was "the most important thoroughfare in Michigan, developed magnificently north of Detroit," and asked, "How are we going to get people downtown if we don't have the thoroughfares?", according to the May 5, 1928 article in the Detroit Times.

Work on the Woodward widening was completed between February of 1934 and Fall of 1935. The delay was caused by churches on the east side from Watson to Grand Circus Park that opposed the Woodward widening predicated on the great cost of relocating or remodeling their substantial stone structures. Under the tri-county financing agreement, building owners would be paid over a ten year period for losses. The widening removed portions of the east side of Woodward, as the road was widened from sixty-six feet to 120 feet between building lines. The new road bed was ninety feet wide with fifteen foot sidewalks on each side. Its cost was \$10,000,000 in 1935. Buildings on the east side that were not affected were primarily the churches, which lost only green space, and the Garfield Building, owned by committee member Edwin S. George and designed by fellow member and friend Albert Kahn. Its location at Garfield signifies the jump in widening from the east side to the west side of the street. Impacts of the fronts of other buildings can be seen by the introduction of 1930s styles, such as the streamlined Art Moderne of the Majestic Theater on the east side of Woodward just north of Alexandrine, and the Goodrich Building on the west side of Woodward at the corner of Hancock, which lost two bays out of its depth, although its original facade was reattached.

1930 - 1945: DECLINE

A period of steady decline in the Cass Farm survey area began in the 1930s with the onset of the Depression. A large portion of the residents in the area lost their jobs during the 1930s. Detroit, which led the economy into the boom years of the 1920s, now led the descent into the Great Depression of the 1930s. No one was buying cars. According to statistics in Working Detroit (Babson), in March, 1929, Ford Motor Company employed 128,000 workers; in August, 1931, its payroll fell to 37,000. An estimated 46 percent of Michigan's work force was out of the labor force by 1933. And those who were employed saw their wages plummet; a \$6-\$7/day wage dropped to \$3-\$4/day. An estimated 150,000 people abandoned the City of Detroit in 1931. Many of the newly constructed apartment buildings fell into foreclosure. Even with the return of manufacturing in the early 1940s for the war effort, the Cass Corridor never recovered.

Afterword

After World War II, much of the new industrial development occurred in the suburban communities with disinvestment taking place in the cities. The freeways and the high demand for single family homes drove this suburbanization process. A period of moderate commercial growth did occur, but the level of development does not corroborate with the massive postwar development occurring outside the city limits. Only 13 percent of the commercial buildings were built at this time, demonstrating that the prosperity of the postwar period had passed by the Cass Farm survey area. Before the suburbanization process of the 1950s had begun, the area was home to a relatively transient population of workers. As the working population moved to the suburbs, they were replaced by a group of disenfranchised residents. Without access to the new suburban centers of employment,

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the area had declined steadily. Widespread demolition of houses and businesses began in the 1950s, continuing through to the early 1980s.

Wayne State University expanded its boundaries southward into the Cass Farm survey area in the 1930s, when it rented houses at 4847 Second and 467 Hancock for men's and women's unions respectively. By 1937, over ten residences along Second, Cass, Warren and Putnam were rented for the University. The University, which began as a special program of Central High School in 1917, has both renovated historic structures and erected new buildings. In the 1960s, the University utilized the Federal Urban Renewal Program to expand, planning to move south of West Warren. This plan was fought by the local residents, and it was decided that high rise residential buildings would be developed instead of low rise academic buildings. Examples of this movement into the Cass Farm survey area included two residential towers: 444 West Forest, designed by William Kessler, and 4500 Cass Avenue, currently under construction. During the late 1960s and 1970s, an artist's movement developed within the Cass Farm survey area. The first art studios were created in part of the Vernor's Plant (formerly Convention Hall, now demolished) in 1966. The Stuber-Stone building at 4221-4229 Cass Avenue housed Common Ground, an association of Cass Corridor artists and artisans in those years. An exhibition of the work by Cass Corridor artists at the Detroit Institute of Arts was the culmination of this movement of 1978. By 1980, most of the galleries had closed and many of the artists had moved away from the Corridor.

The nationwide trend towards returning to the cities and using historic preservation as a tool for redevelopment began in the late 1970s in the Cass Farm survey area and continues today. A number of residential buildings were rehabilitated and returned to their original or near original occupancy. Groups exerting the greatest influence during the same time frame have been the institutional users, including Wayne State University, the Detroit Medical Center, the Cultural Center, and Cass Corridor Neighborhood Development Corporation, a nonprofit community development corporation that is committed to providing low-moderate income housing in the Cass Corridor.

HISTORIC CONTEXT 1: ARCHITECTURE / SINGLE FAMILY RESIDENCES (1871 - 1946)

The construction of single family residences marked the earliest stage of large scale development within the Cass Farm survey area. This construction period spanned the thirty years between 1870 and 1900, but was largely concentrated between the late 1870s and mid 1890s, coinciding with the expansion of Detroit as an industrial city. Much of the Cass Farm survey area was developed as a low density residential area before the turn of the century, but only a portion remains of this first layer of development. By 1900, the "glory" years of the single family development had ended.

The wealth of the City of Detroit had grown rapidly in the late nineteenth century with industrial development and expansion in the areas of ship building, carriage building, seed propagation, paint manufacturing, stove and railroad car manufacturing, and lumber. The Cass Farm survey area was a fashionable location to build high-class houses in the 1870s and 1880s. This area, about two miles north of downtown, was land that had been farmed since the early nineteenth century. It was a logical area for development; it was high, cleared land and was well served by public transportation. Detroit's first horse car line began operation on Woodward Avenue on August 3, 1863; by the fall of that year, the line operated north to Alexandrine. Still, little development occurred in the 1860s and early 1870s, even though much of the land had already been platted. The Third Avenue street car line was added in 1873.

Residential development in the Cass Farm survey area followed a pattern normal for Detroit and other American cities. The largest and most pretentious houses were built on the main thoroughfare, in this case Woodward.

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Relatively little of that development remains, although The Whitney restaurant preserves what surely was one of the most spectacular houses built in 19th century Detroit. Adjacent side streets were less ostentatious than a main street address; remaining residences on streets like Canfield reflect that development. Sometimes parallel streets developed as less prestigious than the main thoroughfare, but more prestigious than the cross streets. That was true of Lafayette in its relationship to East Jefferson, and appears to have been true of Cass in relation to Woodward. This pattern of development applied not only to the Cass Farm survey area, but also to the area south, including Brush Park, and to the north, an area now largely subsumed in Wayne State University.

Though not the first platted, the Cass Farm served as the catalyst for subsequent development (Jones Farm and Park Lots 61 and 62 were first, in 1854 and 1863 respectively). Just prior to Lewis Cass' death in June of 1866, his attorney recorded the plats of a number of blocks of the Cass Farm south of Willis. Development did not immediately flourish, as the severe recession of the 1870s limited the number of properties constructed with this newly opened residential area. West Canfield Avenue, cut through from Third Avenue to Cass in 1869 and platted in the two years afterward, holds the earliest extant single family home that was erected at 639 West Canfield in 1871. The latest example is located at 690 West Alexandrine, built in 1924.

West Canfield between Second and Third Avenues (West Canfield Historic District) was developed as a fashionable, professional class address. The southern block, Block 98 of the Cass Farm, was platted by Matilda Cass Ledyard, daughter of Lewis Cass, the second governor of the Michigan Territory, on February 5, 1870. The north side of Canfield, Block 100, was platted by her brother, Lewis Cass Jr., on December 7, 1871. The earliest extant house documented on West Canfield was built in 1871 for Dr. Walter Watton; it was soon followed by a house built for Colin Fox at 627 Canfield. The other pocket of early single family residential development was located on the Forsyth Farm, originally called McLean Street, near present day Willis. In 1872, construction began on 937 Willis for Thomas Beath. The following year, work was begun on the Alexander McCoy house at 943 West Willis.

The pace of construction in the Cass Farm survey area exploded in the late 1870s and 1880s in the glow of the economic recovery following the mid-1870s depression. Both 628 and 640 West Canfield date from the last years of the 1870s, and Second Avenue's oldest extant house (which later received a commercial addition), at 3550-3554 Second, was built in 1878. In 1879, both 3946 and 3972 Second were built in High Victorian eclectic styles. Other late 1870s residential development can be seen throughout the Cass Farm survey area; a Victorian workers cottage at 619 West Willis, the Italianate residence at 483 Brainard and the Stick Style house at 110 West Forest are representative. Nearly thirty-two percent of all extant single family residences were under construction between 1880 and 1885.

THE DESIGNERS OF HOUSES

Architecture as a profession was in its infancy in America in the 1870s and 1880s. Until the 1860s, almost all houses in the United States were designed and constructed by builders. A high percentage of architect-designed buildings in the Cass Farm survey area were built east of Third Avenue, demonstrating the wealth of the residents. To the west of Third, the percentage of builder-designed homes was higher and most of the homes were modest in scale and less lavishly appointed. However, there was no reason to decry the quality of the builder-designed houses because builders were, through years of hands on experience, competent and well-practiced in the overall design process necessary to construct houses. Instead of formal schooling, aspiring builders would apprentice with practicing tradesmen to obtain the necessary education and experience. Once practicing, they were able to stay abreast of new styles, practices, and technologies through "pattern books."

These books were published for professional carpenters and those interested in architecture as technical "how to"

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books. Through illustrations and drawings found in these resources, builders were able to keep up with architectural fashions in vogue elsewhere in the country or around the world.

Architects

A number of Detroit architects were active during the period of rapid home building from 1880 to 1895. The most prolific architect was Almon C. Varney. Of the 78 residences within the Cass Farm survey area, 14 (18%) are attributed to him. Born in Lucerne, New York on March 28, 1849, he married Lizzie C. Skidmore of Saratoga, New York in 1872. He began studying architecture in 1876 while in the office of Darius Norcross of Glen Falls, New York and then under E.M. Borden of Boston. Almon Varney began practicing architecture in Detroit under his own name in 1879. Freeman N. Varney, his brother, studied under him in the early years; the practice became A.C. Varney and Co. when the Varney brothers and Alphonso Van Duesen joined forces. He was later associated with his son, Freeman Orla Varney, in the firm of Varney and Varney. From 1910 until his retirement, Almon C. Varney was in partnership with Frederick Winter in the firm of A.C. Varney and Winter. A.C. Varney died at his winter home in Florida in 1930.

Varney was one of the authors of Our Homes and Their Adornments, first published in 1882. The subtitle was "How to Build, Furnish and Adorn a Home: A Complete Household Cyclopedia Designed to Make Happy Homes for Happy People." In addition to Varney's sections on planning, erecting and finishing homes, it contained sections on interior decoration, landscape gardening, knitting, and crocheting.

Varney's earliest building found in the Cass Farm survey area is a two story Queen Anne residence (now in ruins) built in 1882 at 34 West Willis for the sum of \$5,000. His second oldest house was 4470 Second, built in 1883 in an eclectic Victorian mode. Varney's career spanned most of the period of residential construction in the Cass Farm survey area. His last remaining house was constructed in 1902 at 436 Prentis; his latest building was the Whitney (Carrick) Apts. at 4425 Cass which was constructed in 1908/09.

Another architectural firm with multiple extant commissions was the firm of Donaldson and Meier. Three of its original Cass Farm survey area buildings still stand. The firm's earliest extant residential commission came in 1882 when it was hired by Campbell Symington. Mr. Symington spent \$12,000 on the stone Victorian Romanesque house at 3977 Second, making it the most expensive house still standing west of Woodward in the Cass Farm survey area. In 1890 and 1891, Donaldson and Meier received commissions to design two nearby houses on West Forest. The house at 437 West Forest was a Queen Anne built upon a stone base with a Palladian window in the gable facing the street. Two doors to its west, the firm styled the house at 453 West Forest in a more traditional Queen Anne manner.

The largest and most expensive single family residence in the entire Cass Corridor was the David Whitney mansion. At the time of construction - from 1890 to 1894 - it was believed that construction costs alone were more than \$400,000, giving it the reputation of the most expensive house in Michigan. Local architect Gordon W. Lloyd used South Dakota Jasper, a rare variety of pink granite, on the exterior of the Victorian Romanesque mansion, and the interior decorations and art work were believed to equal the cost of construction. In 1895, a large two story stone "barn", or coach house, was added to the property. According to the building permit the barn cost \$8,000, more than most of the area's contemporary houses. Recently, the entire property was restored and converted into a thriving, upscale restaurant.

Other architects were active within the Cass Farm survey area, with only single examples of their work still standing. William Scott designed the house at 480 M.L. King (formerly Myrtle) for Edgar B. Whitcomb in 1885. Scott's son, John Scott, designed a Queen Anne/Renaissance Revival home at 4605 Cass for Perry McAdow in 1891. Three years later, the architectural firm of Rogers and MacFarlane designed the Colonial Revival house at

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666 West Forest, which has since been altered.

Builders

All the well appointed houses were not designed by architects. There were multiple examples of rather expensive houses designed and constructed by builders throughout the Cass Farm survey area. The builders Putnam and Moore designed the well-adorned house at 123 Parsons in the Colonial Revival style for which the firm was known. Other examples of the traditional form of builder-designed homes east of Third include 4468 Third, built by C.W. Shipley, and J.E. Boomer's 4835 and 4841 Second. The most prolific builder to the west of Third was the team of Mouet and Currie. Mouet was a stonemason and Currie a carpenter. They collaborated on a number of buildings along Fourth Avenue including 4117, 4123 and 4145 Fourth.

ARCHITECTURAL STYLES

Residential styles from the Late Victorian and late nineteenth century revival periods were dominant during the time of single family residential construction in the Cass Farm survey area between 1870 and 1895. Among the styles are Italianate, Second Empire, Queen Anne, Romanesque, and Colonial Revival.

The earliest extant houses in the Cass Farm survey area tended to be Italianate, a style characterized by brackets under wide eaves, elongated windows, double doors, and hood molds or eyebrow window heads. Handsome examples are the houses at 483 Brainard and 627 West Canfield. Italianate elements are also seen on Second Empire style houses, most of which are in the West Canfield Historic District. The Second Empire style received its name after the Second Empire of Napoleon III of France and was popular in the United States in the late 1860s and 1870s. It is an eclectic style characterized by a mansard roof and decorative cornice. Two examples of this style are located in close proximity at 650 and 662 West Canfield.

The most prevalent style found in the Cass Farm survey area is the Queen Anne, employed throughout the 1880s into the 1890s. Characterized by gables, multiple roof planes and strong three dimensional facades, Queen Anne homes display a large degree of variety and textural interest.

Romanesque Revival, another popular style found in the Cass Farm survey area during the 1880s and 1890s, is typified by semicircular arches and heavy stone bases. It came into vogue in the United States with the famous architect, Henry Hobson Richardson. The style's strongest example, the David Whitney House at 4421 Woodward, employed the heavy semicircular arch over the front door as a focal point. The massiveness and permanence of the composition was created by the rusticated jasper stonework.

Colonial Revival houses, generally symmetrical in arrangement with Colonial elements such as Palladian windows and classical porch columns, became popular in the 1890s and remained so into the early twentieth century. Good examples in the Cass Farm survey area are the single family residences at 123 Parsons and the gambrel roofed Dutch Colonial at 929 Calumet.

Single family residential building activity began to taper off in the middle of the last decade of the nineteenth century. Single family residential development continued to take place on Prentis and West Forest through the first decade of the twentieth century. The last single family dwelling constructed was 690 West Alexandrine, built in 1924 by the owners of a furniture store located around the corner.

By the late 1890s, the City's boundaries were expanded beyond Grand Boulevard, inviting the platting of new subdivisions for occupancy by Detroit's elite, particularly in the Indian Village and Virginia Park areas. Also, apartment living had gained popularity as an alternative to single family and double houses. At the end of the

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single family building boom in the Cass Farm survey area, the first phase of apartment building - the creation of small-scale buildings with spacious units - began. By the end of the 1910s, the automotive industry emerged almost overnight, creating a shortage of housing for workers. Located close to downtown and the Milwaukee Junction industrial area to the north, higher density housing began replacing the earliest phase of residential development in the Cass Farm survey area. Many houses were converted into apartments and rooming houses or were torn down to make way for higher density apartment houses. The movement of the wealthy and upper middle classes further outward along Woodward Avenue and East Jefferson Avenue, as well as along the spokes of the Woodward Plan, particularly Grand River Avenue, accelerated in the second half of the first quarter of the twentieth century, altering the demographics and physical characteristics of the Cass Farm survey area in its wake.

HISTORIC CONTEXT 2: ARCHITECTURE / MULTIPLE DWELLINGS (1890 - 1946)

MULTIPLE DWELLING TYPES IN THE CASS CORRIDOR

A **duplex** is a building containing two side-by-side two or three story units. A duplex was referred to as a "Double House" in late nineteenth century building permits.

A **flat** is defined as a building containing two to four units, each occupying a whole or part of one floor in a building not greater than two stories in height. A two-flat has two entrances, one per unit; a four-flat has one main entrance with individual unit entrances off of a hallway.

A **terrace** is often referred to as a "rowhouse" in the nomenclature of building types. It is a horizontal row of three or more units sharing interior walls. Each unit has its own entrance.

Apartment buildings are edifices containing five or more living units and a single primary entrance. They are usually three or more stories tall. A "court" apartment building is a large apartment building entered through a front courtyard.

Apartment hotels are multistory buildings that contain proportionately large numbers of single or efficiency furnished units serving a transient clientele. They sometimes provide hotel services, such as maid service and a barber shop, and charge rates by the day or week.

The development of multiple-unit housing types in the Cass Corridor mirrors the expansion of Detroit as an industrial city and its subsequent rapid growth and change caused by the booming automotive industry. First concurrent in growth with the construction of single family housing, multiple dwellings replaced other less dense residential types of construction by the second decade of the twentieth century. Single family houses were either razed or converted to multiple dwellings to house greater numbers of people as the demand for housing rose astronomically in the first quarter of the Twentieth Century. Architectural styles of multiple dwellings tended to reflect styles generally in vogue in the period of development after the subdivision of the ribbon farms, or post-Civil War. Consequently, there is much variety.

Duplex

Double houses, or duplexes, were built in the Cass Farm survey area soon after development of the area began and concurrent with single family houses. The owner of the building often lived in one unit. Fifteen duplexes, or double houses, are left. The earliest extant duplex documented in the survey area, 3912-14 Fourth, was built by A.C. Varney in 1886; the latest extant duplex, 455-59 West Willis, dates from 1906. Architectural styles reflect the period in which they were built, running the gamut of Late 19th and Early 20th Century revival styles.

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643-47 West Alexandrine is a Late Victorian duplex built in 1891 by the architect A.C. Varney and its neighbor built in 1898 at 687-89 West Alexandrine is Colonial Revival in style. Located in the West Canfield Historic District, 701 West Canfield is Romanesque Revival in style. The three story duplex at 493 West Forest is a rarity. Prominent architects A.C. Varney, Joseph E. Mills and S.F. Falkenburg erected numerous duplexes in the Cass Farm survey area. The duplex shared equal status with a single family house of the time.

Flat

Flats as defined above were a later development, after the turn of the century. Builder, Thomas R. Sharp (1864 - ?), is credited with building the first two-family flat in Detroit in the early twentieth century and, after having initiated this type in the city, "he did a rush business in the building of similar structures" all over town (Fuller). 477 West Alexandrine is a typical four-flat. It was constructed circa 1912 and named the Brenton Apartments after its owner, Samuel V.S. Brenton, proprietor of the Detroit Veterinary Sanitarium and resident of the house located on the adjoining lot to the west. The first residents of the Brenton Apartments were a manager, a printer, a superintendent and a carpenter. Prentis Avenue features a number of flats still extant, built between 1904 and 1915, coinciding with the years of popularity of flats. (Another type of "flats", those dating from the last decade of the nineteenth century, includes such buildings as the Coronado and Renaud Apartments, originally referred to in early city directories as the "Coronado Flats," and the "Renaud Flats." For the purpose of this nomination, these buildings fall into the first phase of apartment buildings rather than the "flat" category.)

Terrace

The terrace was not as prevalent a housing type in the Cass Farm survey area as it was in primarily residential historic districts, such as Corktown, West Village and Brush Park. However, two rows still exist. One, on the southeast corner of Third and West Hancock, was built in 1913 by the A.C. Wood Realty Company. This nine-unit building consists of four units on Third and five on Hancock. Among early residents were a baker, a manager of a mineral springs bath house, a furrier, two autoworkers and two widows. The Second Avenue Terrace, located on Second and Willis, consists of nine three-story townhouse units. It was built in 1895 by George H. Whitaker, a builder. Among its first and long-term residents were James W. Greene, a pharmacist at Parke, Davis, & Company, and Elijah E. Myers, an architect.

Apartment Buildings

The development of the apartment building as an acceptable housing type in Detroit was due to Almon C. Varney, ironically the major architect of single family homes in the Cass Corridor. Although not located in the Cass Farm survey area, the Varney Apartments mirrors the progression of development of apartment buildings in the first decade of the twentieth century.

Varney purchased the site at the southeast corner of Park at Montcalm, now in the "Foxtown" area of downtown, in 1887 when the population of Detroit was 195,000. Five years later, in 1892, he built the Varney Apartments, the first such apartment building in Detroit. The Varney was a four-story walk-up containing sixteen apartment units. Despite the skepticism of his friends, who thought that Detroit would never grow sufficiently for apartment buildings to be in vogue like they were in the East, Varney's initial \$5,000 investment had been a wise one. Just thirteen years later, Varney doubled the number of apartments in the building by cutting each in two and he was even able to receive increased rent for each unit. By then, apartments had become very popular in Detroit and the demand was increasing for such a close-in location. By 1925, when Varney sold the property to make way for a new commercial use, Varney's property had grown to \$1,000,000 in value. Unfortunately, the Varney was razed in the fall of 1996.

First Phase

The success of the Varney Apartments firmly established the demand for the apartment type of housing in

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Detroit. With the turn-of-the-century came the rise of the apartment building as a respectable housing alternative. Between approximately 1895 and 1915, handsome small-scale apartment buildings containing small numbers of spacious apartments were popular. Examples of this first phase of apartment buildings are the Coronado (3751-3773 Second, 1894), the El Moore (642 West Alexandrine, designed by A.C. Varney in a Spanish Medieval style in 1898); the Angeline Manor Apartments (4142 Cass); the Davenport Apartments (149 Davenport, built in 1905); and the Chesterfield Apartments (3566-3572 Cass, 1911). The richness and plasticity of the detail on these buildings contrasts with the applied stylistic detail of the larger scale apartment buildings constructed generally between 1915 and 1929.

Perhaps the finest concentration of apartment buildings stemming from the first phase of apartment building in Detroit and touching upon the second is located on Second Avenue between Warren and Canfield. Along this stretch are the Pioneer Apartments (4863 Second Avenue, 1918); the Winthrop Apartments (4741-43 Second Avenue, 1908); LaBelle Apartments (4727-29 Second Avenue, 1912); Hollenden Apartments (4709-4711 Second Avenue, 1919); Renaud Flats (4762 Second Avenue, 1905); Touraine Apartments (4746 Second Avenue, 1906); Biltmore Apartments (4609 Second Avenue, 1915); Forest Apartments, a court apartment building at Second and Forest (1905); and Sheridan Court (4413 Second Avenue, 1923). Apartment buildings are also highly concentrated along the side streets, particularly West Hancock and Prentis, in this area.

Just as the architect Almon C. Varney stands out as the designer of a significant number of quality, single family houses in the Cass Farm survey area, the local firm of Baxter & O'Dell emerges as the architect of quality first-phase apartment buildings. Of those listed above, Baxter & O'Dell was responsible for the Forest Apartments, Renaud Flats, Touraine Apartments, and the Chesterfield Apartments.

Second Phase

When the automobile industry began to transform Detroit into one of the world's fastest growing cities, the housing problem became a serious one. The population of Detroit rose 113 per cent from 1910 to 1920, according to the United States Census figures, rising from 465,766 to 993,739, and sixty-three percent from 1920 to 1930, rising to 1,568,739 in 1930. The area of the city had a corresponding expansion; it contained a total area of 39.93 square miles in 1907 and grew to 75.62 square miles in 1920. No major American city grew more rapidly in this period. This tremendous expansion in size and population is reflected in the change in the character of apartment buildings in the Cass Corridor built between 1915 and 1929.

The Cass Corridor, because of its proximity to downtown Detroit, transportation routes, and jobs, became the place to fulfill temporary and transient housing needs. Apartment buildings changed from the small scaled spacious and luxurious to large scale, high density one-room efficiencies, two-to-four room suites and single-room occupancy apartment hotels. Apartment buildings constructed in the second phase of apartment building generally occupied the entire depth of their lots, from sidewalk to alley.

Buildings constructed during this high density phase of apartment building in the Cass Farm survey area were not devoid of architectural interest. Those built in this period were still designed with facades in stylistic dress, but detail was applied, consequently appearing flat. Materials used for ornamentation were mass produced imitations; instead of quarried stone, cast stone was used. These trends are not particular to the Cass Farm survey area; they simply followed advancements in building technology as the demand for housing rose nationwide. Twentieth century revival styles, such as Georgian and Colonial Revival, Tudor and Late Gothic Revival, Renaissance Revival, and Mediterranean Revival, can be seen on the faces of the altered apartment buildings in the Cass Farm survey area. Good examples are the Casselman Apartment building at 676 West Alexandrine, erected in 1922, and the Selden Lodge at 627-635 Selden, from 1927. Both occupy the depth of

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their lots; the Casselman has three stories and the Selden Lodge has six. The Casselman contained 38 furnished apartments; Selden Lodge contained 112 of between one and four rooms each. The Casselman was designed in a Modern Neo-Classical style; Selden Lodge is Renaissance Revival. When the facades turned the corners, though, the side elevations turned into common brick and regular expressions of utility.

Apartment Hotel

The "apartment hotel" is the equivalent of the single-room occupancy or "SRO" of today. Five buildings in the Cass Farm survey area were built specifically as apartment hotels in the 1920s, according to building permits, but many others labeled as apartment buildings might be included in this category, offering furnished efficiency units. The six labeled as "apartment hotel" are at 71 West Willis, 70 West Alexandrine, 109 West Alexandrine, 40 Davenport, and 470 Martin Luther King, ranging in scale from modest to large. Some advertised phones in all rooms and in-room baths. The Hotel Huntington, at 109 West Alexandrine, contained 100 rooms and charged its patrons \$8 to \$11 dollars a week. The Billingham Apartments, at 71 West Willis, was constructed in 1922 by the Lundblad Company, an architectural and construction concern. Its single rooms rented for \$7 to \$10 dollars a week, with phones in all 107 rooms. In style it is referred to as Late Gothic with basket label moldings, arches, pseudo-wall buttresses, and false cornice crenellations. The Westwill Apartments at 634-42 West Willis was referred to as a "semi-apartment hotel building" in its report of bond issuance. While the apartment hotel is not unique to the Cass Corridor, its existence again reflects the increased numbers of unskilled workers, primarily male, pouring into the city for work in automotive-related jobs.

During the late teens and early 1920s, housing became scarce and high-priced and its growth was not keeping pace with the city's growth of an estimated 6,000 and 8,000 persons per month. Enough concern was generated about the construction of speculative apartment buildings and the need for better accommodations that the Apartments Company of Detroit formed in the early 1920s to build "permanent apartment homes." Not all large apartment buildings in the Cass Farm survey area were built for maximum density. A few, for example the Hadley Hall Apartments at 665 West Warren, built in 1922 as a court apartment building, reflect quality over quantity and their middle-class tenancy was less transient. Early residents were not employed in the automobile-related professions. For example, residing in Hadley Hall in 1924 were Eleanor M. Thompson, a music teacher, Teresa R. Murphy, a nurse, Zigmund Lewandowski, an attorney, and Carl F. Mann, a voice teacher at Detroit Conservatory of Music.

With the stock market crash in 1929 and the Great Depression that ensued, foreclosures on multiple-unit dwellings occurred at an alarming pace as Detroit slid into a deep depression. This is evidenced in the Cass Corridor particularly with large speculatively built apartment buildings constructed only a few years earlier, such as the Westwill Apartments at 634-42 West Willis. Detroit, which led the economy into the boom years of the 1920s, now led the descent into the Great Depression of the 1930s: no one was buying cars. According to statistics in Working Detroit (Babson) in March, 1929, Ford Motor Company employed 128,000 workers; in August of 1931, its payroll fell to 37,000. An estimated 46% of Michigan's work force was out of the labor force by 1933. And those who were employed saw their wages plummet; a \$6-\$7/day wage dropped to \$3 to \$4/day. An estimated 150,000 people abandoned the City of Detroit in 1931.

The Cass Farm survey area had been entirely built up by 1929. New construction of every kind came to a standstill with the Depression. Multiple dwelling units continued to be subdivided further into the 1940s to house the burgeoning wartime population, followed by a transient student population and poverty-level citizens. Residential construction did not begin again in the Cass Corridor until the 1970s, and then only in the form of a government subsidized apartment/townhouse development and student housing for Wayne State University. According to the 1990 U.S. Census, only 2% of all residential units in the Cass Farm survey area are single family dwellings.

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Restoring buildings to their original appearances and occupancy levels is an optimistic trend that began in the late 1970s and has picked up significantly in the last two decades.

HISTORIC CONTEXT 3: COMMERCE (1879 - 1946)

Commercial development within the Cass Farm survey area can be divided into four distinct periods: (1) the early years from 1870 to c. 1910, during which neighborhood retail establishments and community service providers first developed; (2) the era of automobile-related commercial development generally spanning the years between 1910 and 1930; (3) the scant commercial development reflecting the Depression years of the early 1930s through the economic recovery of the late 1930s and war years of the early 1940s; and (4) the return to neighborhood based businesses during the years from 1945 to 1955.

EARLY YEARS: 1870 - C. 1910

The stage was set for the development of the Cass Farm survey area as a streetcar suburb with the establishment of city services and private transportation systems in the 1860s and 1870s. Most of the area was served by water pipes by 1875 and public sewers by 1877. The Detroit City Railway Company began horse-drawn streetcar service on Woodward on August 27, 1863 and the line reached Alexandrine by October of the same year. A second company began service to the Cass Farm survey area ten years later when the Central Market, Cass Avenue and Third Street Railway began operation on October 16, 1873. These streetcars ran along Third Avenue to a barn near present-day Hancock and Third. These buildings were generally two to three stories tall with commercial uses on the first floor and apartments above, such as 3961-3965 Woodward at West Alexandrine, erected c. 1886, and 3919 Third, a grocery store built in 1890. The oldest commercial building remaining in the Cass Farm survey area is an Italianate building at 4101 Third Avenue, on the corner of West Alexandrine, where the front dates from 1878 and a rear cinder block addition was added later.

The major area of early commercial activity developed along Woodward Avenue. Many fashionable residential properties were located on Woodward in the latter half of the nineteenth century; mansions were mixed with a number of neighborhood retail businesses on the stretch of Woodward in the Cass Farm survey area. The 3900 block of Woodward demonstrates the scale and style of the buildings erected before the turn of the century. As listed in the 1888 Detroit City Directory, the businesses operating on this block included three groceries, a barber shop, a meat store, a millinery, a dentist and thirteen other small-scale businesses. The most southern building on the block, 3901-3915 Woodward, was built by A. Beaton and Co. in 1886. Little of the original facade remains. The adjacent two story building, 3921 Woodward, was built in the same year. It originally housed three stores and three second story flats. The ground floor has been greatly altered, but some of the original detailing remains on the second story. To the north is the Garden Theater Building, redesigned by C. Howard Crane in 1912, which originally housed three stores with flats above.

The Detroit Citizens Street Railway, successor company to the Detroit City Railway, began conversion of its horse-drawn lines to electric power in 1892 and the Woodward Avenue line was converted to electricity by mid-December of 1893. By 1895, all the Detroit Citizens Street Railway lines had been converted to electric, including the Third Avenue line. The Detroit Railway Company, which had begun operation in 1894, built a line along Forest in one direction with returning service along Warren Avenue in 1895, providing east-west service through the Cass Farm survey area.

The Milwaukee Junction industrial area, located less than one mile north of the Cass Farm survey area, developed into one of Detroit's auto manufacturing centers after 1905. At the same time, the advent of regular

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automobile travel and electric street cars allowed the more affluent residents to move farther away from the city center. The Cass Farm survey area's demographics changed as it became a residential community for individuals largely involved in manufacturing or service industries, increasing in population by 63% from 1900 to 1910.

AUTOMOBILE BOOM YEARS: 1910 - 1929

As precursors to larger scale development, higher density residential and more intensive commercial uses began to appear within the Cass Farm survey area around 1910. The earlier commercial structures were consistent with the residential nature of the area they served in scale, materials and massing. They were generally located on the north-south commercial thoroughfares. In contrast, the post-1910 residential and commercial development was often larger and more dominant. Commercial development seeped onto east-west streets and Second Avenue, occupying larger parcels of land and occupying full lots. The auto-related commercial facilities served a regional market as opposed to the neighborhood market of their forerunners.

The automobile era had a threefold affect on the landscape of the area. Increased mobility permitted upper and middle class residents to once again move farther away from downtown, particularly north along Woodward Avenue and east along East Jefferson. Population growth in Detroit from 1900 to 1930 was almost exponential as the auto manufacturers required more workers to keep pace with the new demand for cars. Land-use became mixed as the Cass Farm survey area changed to serve a variety of interests. The City of Detroit did not enact a zoning ordinance until 1941, thereby placing no restrictions on use prior to that time. By 1944, the Cass Farm survey area was zoned for medium intensity commercial development along the north-south streets with mostly residential zones limited to fifty feet in height along the east-west streets. The only area in a low density residential zone was the area west of Third.

Automobile-Related Commercial Development

An illustrative example of the types of commercial buildings erected in the early years of the second decade of the twentieth century can be found in the 4800 block of Woodward, between Hancock and Warren. The earliest of these buildings is the Flanders Building at 4847-4863 Woodward (1912, Albert Kahn, architect). This large two story structure is the first of the three large auto-related buildings to be constructed on this block; its first tenants were Woodward Taxi Cab Co., Maxwell Motor Co. and Cunningham Auto Co. Its emphatically horizontal facade, remodeled in 1934 by Kahn Realty for the widening of Woodward, wraps around the corner of Warren. On the southwestern corner of the 4800 block of Woodward, construction began in 1913 on the three story B.F. Goodrich Rubber Co. sales and service building. This location enabled the company, one of the "big four" of the rubber companies, to have an important presence close to where a majority of America's automobiles were produced. The building was altered in 1934 when Woodward Avenue was widened by reducing its depth by removing the middle portion and re-attaching the facade onto the shallower building. Located between the two above mentioned buildings is the Hayward Building at 4823-4839 Woodward, a three story brick store and office building designed by Smith Hinchman and Grylls, a prominent Detroit architectural firm, in 1914. It also originally contained auto-related businesses; now it has been totally altered in appearance. A few other larger commercial buildings were constructed in this transitional period before 1915, previewing the size and style of the commercial buildings to be built in the Cass Corridor over the next fifteen years.

Commercial expansion began at an explosive pace around 1915 and continued to an abrupt stop in 1930 with the onslaught of the Depression. Of the 63 extant commercial properties in the Cass Farm survey area, 44 percent date from this period. If the initial time frame was expanded to include the years 1910 to 1940, the total rises to 60 percent of the commercial buildings constructed during this period. In the 1920s alone, 33 percent of the extant commercial properties were constructed. Of those, 38 percent were built strictly for car related services,

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including garages and gas stations.

As auto manufacturing boomed, Cass Avenue developed into an important commercial thoroughfare with many auto related businesses settling along its length within the Cass Farm survey area. Early properties reflecting this commercial expansion include the one story building at 4465 Cass, built in 1918 as a garage with five storefronts.

It was initially occupied by the George H. Zuver Co., distributor of Winton Automobiles. It is presently, in its extremely altered state, the Wayne State University library annex. Other noteworthy examples are the Stuber-Stone Building at 4221-4229 Cass, which was constructed for David W. Simons in 1916 as a distributorship of Abbott-Detroit Motor Cars and Columbia Motor Cars and service garage. In 1919, the garage at 3752 Cass was constructed for Hailey Buick Sales Co. for \$16,000.

The Convention Hall was converted into the Vernor Co. manufacturing and bottling plant in the 1950s after Cobo Hall, a new convention center, was erected downtown. Vernor's manufactured its own brand of ginger ale at that location until the late 1970s. The building has since been demolished and replaced with University Towers (1995), providing housing for Wayne State University students.

In 1929, there were sixteen automobile dealers located on Cass between Selden and Warren. Eighty auto related businesses were actively functioning along the same stretch of Cass in 1929. In addition to dealerships and garages, a high concentration of gas stations was found along Cass, Second, and Third Avenues. Between Hancock and Myrtle (now Martin Luther King Blvd.), 29 different gasoline service stations were built, most of them between the years 1922 and 1937. The area between Woodward and Third in the Cass Farm survey area had become an important supplier to the auto industry and central location for the selling and repairing of automobiles in Detroit. This central location remained important to the selling and servicing of Detroit's cars through the Depression. During the Depression, consolidation of the auto manufacturing companies accelerated, again impacting upon the nature of the Cass Farm survey area.

Other Commercial Development

The tremendous expansion in size and population of the City of Detroit in the first quarter of the twentieth century resulted in a vast amount of building activity and a corresponding increase in the number of architectural, engineering and contracting firms and other building-related professionals and trades. In addition, non-auto related but automobile influenced were the erection of commercial additions on the fronts or the sides of residential buildings. They were the result of the high demand for buildable land at minimal expense. According to the City of Detroit's Building and Safety Department records, at least twenty such residential properties received commercial additions and a majority of them were built in the 1920s. Most have been demolished since World War II. The best remaining example is the Queen Anne style house at 4470 Second Ave. designed by A.C. Varney in 1882. In 1921, a utilitarian commercial addition on the corner of Prentis (4476 Second) was built. According to the 1922-23 Detroit City Directory, an auto supply business was operating at 4472 Cass and next door at Second was S & S Grocery.

710 West Canfield is an example where the commercial portion of the property remains, and the residential portion has been demolished. In 1955, a Dairy Queen was added to the front of the house, which was on the western boundary of the West Canfield Historic District at Third Avenue. Two years later, the house was torn down but the carriage house and the Dairy Queen remain.

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DEPRESSION YEARS THROUGH WORLD WAR II: 1930-1944

Commercial development in the Cass Farm survey area dropped off significantly with the Great Depression, as it did city and nationwide. One field that was depression-proof was the funeral business. Two of the very few extant buildings erected during the early years of this period were funeral related: the sales and storage facility for Springfield Metallic Casket Co. at 627 West Alexandrine and the Hamilton Funeral Home at 3971 Cass. The permits for the construction of the Art Deco buildings situated around the corner from each other were issued only a month apart in late 1930. Springfield Metallic Casket Co. became the Wayne State University Department of Mortuary Science in 1957; Hamilton Funeral Home is now part of the Art Center Music School. In the mid-to-late 1930s construction picked up slightly with the building of modestly scaled retail establishments, like the office building at 4107 Cass (1935).

RETURN TO NEIGHBORHOOD BUSINESSES: 1945-1955

One last period of major commercial development occurred between 1946 and 1955, with sixteen percent of extant commercial buildings dating from this period. Primarily characterized by small-scale, horizontally oriented one or two story buildings designed with a modern aesthetic, buildings from this period signified a return to neighborhood businesses with most of the buildings constructed for small commercial shops. These small retail shops were built for new or expanding businesses. In 1950, Detroit Ball Bearing Company built 100 Alexandrine as its sales and distribution building next door to its original facility at 110 Alexandrine. This building has very little exterior fenestration or decoration. In addition to retail stores, buildings were erected to house other service-oriented businesses, such as laundries, gas stations, and corner taverns.

Most of the large scale commercial activity in the Cass Farm survey area was due to its close proximity to the auto industry. Decline began during the 1930s and the area never recovered from the Depression. The postwar economy shifted towards the suburbs and part of the population followed. Auto manufacturing was spread across the country after World War II and the decline of urban-based manufacturing impacted Detroit in the 1960s. In the Cass Farm survey area, high levels of demolition began in the 1950s and continues today, not only because of the physical decline of non-utilized structures but also because of new development pressures.

HISTORIC CONTEXT 4: EDUCATION (1870 - 1946)

There is very little known about early education in Detroit when it was a small village. More attention was given to the education of young boys than young girls. Boys were considered "destined" to become the next generation of leaders or industrialists, but even then education was a luxury only the wealthiest families could afford. The idea of universal education for all children was first introduced in 1787 in the Northwest Ordinance which in part stated, "religion and knowledge being necessary to good government and the happiness of mankind, school and the means of education shall be forever encouraged." (Burton V. 1 p. 721)

Many of the early schools were church-based institutions taught by religious leaders. Students paid a fee for a specific number of lessons which included courses in religion, spelling and grammar. In 1833, Governor Porter passed an act which provided for "common schools" in Detroit. This was the first time the school system was connected to the municipal government and allowed for a fee or tax to be levied to cover the cost of educating the city's poor. Unfortunately, schools established under this bill were short-lived, due in part to the lack of funding.

It was not until 1837, when the common council requested that the city attorney investigate steps necessary for the establishment of public education in the city, that the status quo changed. Under the direction of Henry

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Chipman, John Farmer, and James F. Joy, who all served as school inspectors, the city began to enforce the state's educational provisions, which included the establishment of a school for each of the city's wards. Unfortunately, poverty prevented the establishment of schools in some of the city's poorest sections. In 1839 a law was passed which enabled the city to organize a separate school for the "negro children." Although a "colored" school was established in district eight for the city's African American community, no moneys were appropriated to pay a teacher. In 1840, the Board of Education hired Rev. William C. Monroe, pastor of Second Baptist Church, Detroit's oldest African American congregation. Thus, a separate school was maintained in the church for the city's African American children until 1869 when the African American community petitioned the school board for equal access to the city's public schools. When this failed they took their fight to the State Supreme Court, which decided that African American children had a right to admission.

PUBLIC SCHOOLS

The city's population grew from 80,000 in 1870 to 116,000 by 1880. The pace of growth in Detroit dramatically increased in the area along Woodward, as the city's wealthiest residents moved into the Cass Farm survey area. The schools built in the area were reflective of the wealth of its population. The Irving School (demolished), built in 1868 on Willis between Cass and Woodward, was a two story frame building with four rooms. The school was originally known as the Willis Avenue School until 1871 when the Board of Education named it in honor of author Washington Irving. In 1882 a new Irving School became a necessity and the original building was moved to Elm Street between 7th and Trumbell Avenues where it became the Nichols School and was enlarged to six rooms. The new school was built on the old site at a cost of \$35,000. It was a brick two story building containing twelve rooms. Located in one of the proudest residential districts, no expenses were spared. The school had mahogany window sills and oak floors; it also had its own furnace and gas lights.

The original Thomas Jefferson School, located at 938 Selden on the corner of Crawford Street, was built in 1871. Overcrowded conditions required an addition which was added to the Jefferson School in 1892. However, by 1920 the population of school children in the area had so increased that a new building was needed. In 1922, the Board of Education engaged the architectural firm of Malcomson, Higginbotham, and Palmer to build the new school. The firm received commissions from the Board of Education almost yearly for thirty years, making them the most prolific designers of school buildings in the state. The Jefferson School was one of several designed in the Collegiate Gothic style by the firm.

The James Couzens School, designed in the Modern style and built in 1955 by C. William Palmer, is located at 3550 John C. Lodge. It was named for Detroit's first non-partisan mayor, elected in 1918. During his professional career, Couzens held many positions including secretary-treasurer of the Ford Motor Company, president of Roger Shoe Company, and president of the Detroit Board of Commerce. The school's name was changed to the John C. Lodge School in the 1970s and more recently, Dewey Center.

PUBLIC HIGH SCHOOLS

In 1844, Douglass Houghton, president of the Board of Education, initiated discussion for the development of a public high school. After several meetings with school and city officials, a plan was submitted for the development of a high school. Unfortunately, this first effort was unsuccessful because the school board had no powers of enforcement. Ten years later, in 1855, school board member D. Bethune Duffield sponsored a committee and pushed forward legislation that gave increased authority to the board to establish and maintain a public high school in the city of Detroit. Although this act was passed in 1855, it would take another three years before Detroit's public high school would be operational.

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Detroit Public High School opened its doors on August 30, 1858 with twenty-three male students between the ages of 11 and 17. Within the school's first year, student enrollment grew to fifty-four boys. Henry Chancy was hired to serve as both the school's principal and teacher for what was known simply as "the city's public high school." Classes for Detroit High School were first held in a two story frame structure located on the corner of Miami (now Broadway). In 1859 the board decided to afford girls the same educational opportunity as boys, and a one story addition was added to the rear of the lot to accommodate them. In September of 1860, thirty-six females began attending the city's public high school for the first time.

In September, 1863, the high school was transferred to the second story of the old capital building located on a triangular lot bounded by Griswold, State and Rowland Streets downtown. In 1870 a triangular addition was built. Five years later in 1875, faced with an ever growing student population, a new building was constructed in front of the old structure, and for the first time all four grades of high school were under one roof. On January 27, 1893, Detroit High School was destroyed by fire. In March the school moved to the Biddle House, a former hotel located on East Jefferson where it would remain until a new school was built.

After the fire, Mayor Pingree, along with the City Council and members of the Board of Education, met to discuss the location of the new high school. All agreed the high school should be centrally located. Using Cass Park as the focus point, the mayor decided to build the new school on the corner of Brush and Alexandrine Streets and immediately a cornerstone was laid. This decision however, was met with opposition from many of the city's citizens who were concerned about the "deterioration of the neighborhood." Other concerns included the school's proximity to Grace Hospital, the condition of the neighborhood that students had to walk through and it's "non-central location." Under much pressure, the mayor finally agreed that the site of the new high school would be moved further north to the corner of Cass and Warren. The new site was considered an ideal location by the mayor, "one that looked forward to the city's growth and expansion."

Ground was broken for the new high school on December 13, 1894. In 1895, the school's name was officially changed from Detroit High School to Detroit Central High School. The cornerstone was laid a year later and the school opened its door for classes in 1896. At the time of the building's completion, it was considered to be one of the finest academic high school buildings in the country and was viewed by other cities as the final word in high school architecture. It was designed by noted local architects William G. Malcomson and William E. Higginbotham. As consulting architects to the Detroit Public School, Malcomson and Higginbotham had been retained by the Detroit Board on an annual basis since 1891 and were associated with the Detroit School Board for 30 years. The Preston School (1894), McMillan School (1895), and Beard School (1896) were all designed by the partnership. All three of these schools, in addition to Central High, were executed in the Romanesque style.

By World War I, Central High was nationally recognized for the quality of its academic program. College level courses in arts, sciences and pre-medical studies were added to the curriculum in 1913 to assist students who wanted to continue their education but could not afford to go to college. To accommodate the increased enrollment an addition was added to the rear of the building. Central High and the College of the City of Detroit, as it became known, did not coexist peacefully. The high school felt it was being squeezed out and wanted the college to move out but instead, the high school moved to Roosevelt Field located on Linwood and Tuxedo in 1925. Although referred to as "Old Main" by the students, the name of the building did not officially change until 1950 when the name change was approved by the Council of Deans.

WAYNE STATE UNIVERSITY

Wayne State University traces its beginnings to the founding of the Detroit Medical College in 1868. The University evolved most directly from the junior college courses added to the curriculum of Detroit's Central High

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School. Detroit Junior College received legislative sanction in 1917 and became a four year institution, the College of the City of Detroit, in 1923. During the 1930s growth was slow, but the school experienced an enrollment "boom" following World War II which continued into the 1970s.

Located in the central section of the city, the University has been forced to adapt existing structures to academic and office uses. These buildings have included homes, warehouses, churches, and apartments. Several of the buildings owned by Wayne State University and located in the Cass Farm survey area are significant as symbols of the University's tradition of adapting a variety of dissimilar structures to academic uses and as a focal point of growth and development of the University. Although many of the structures which have temporarily housed University functions have been demolished to make room for new facilities, others have been adapted and have become an integral part of campus tradition as well as the University master plan.

The Mackenzie House, designed by Malcomson & Higginbotham, was built in 1895 as the home of Wayne State University's first dean, David Mackenzie. The house is a two and a half story red brick Queen Anne style building located at 4735 Cass. 818 Hancock, a Spanish-Colonial style building constructed in 1924 as a printing plant, is currently used by the Biomechanical Engineering Department. Other buildings in the Cass Farm survey area that are owned by the University include the Physics Research Building located at 666 Hancock, built in 1964 in the International style, and the Forest Apartments, designed by William Kessler and Associates, built in 1976 in the Modern style.

In 1957 Wayne State University Department of Mortuary Science moved to the building located at 627 Alexandrine. Built in 1930 for an estimated cost of \$30,000, this two and one half story Art Deco building was originally owned by the Springfield Metallic Casket Company. The Department of Mortuary Science was established by Dr. Walter Pool in 1939. Pool founded the first school of mortuary science in the state. Originally classes were held in a building located at 2817 East Grand Blvd. In the beginning the school was affiliated with the University's basic science department. The program ran nine months and students were required to apprentice with a licensed mortician before receiving certification. In 1943 the State Board of Education agreed to grant the school full departmental status with the development of a curriculum which included three years of college training. Michigan became the first state in the nation which required more than one year of professional training in mortuary science for licensing and one of three affiliated with a college or university. By 1988, mortuary science became a four year program.

In 1961, the Building Authority of Wayne State University purchased the First Church of Christ, Scientist (1917) for use as a theater at a cost of \$225,000. The theater was named for the University's former president, Clarence Hilberry. Wayne State's Theater Department had already established a reputation for excellence in theater education prior to the creation of its graduate repertory company in 1964. The Hilberry Repertory Company, which uses the Theater as its home, is made up of about forty graduate students selected in a national audition who receive fellowships to perform and study at the University. Each year about one-third of the members graduate and most go on to careers in theater, film and television. Others find employment in academic institutions. The Hilberry Repertory Company has made the University one of the nation's leading institutions in theater training.

The Hilberry Theater was designed in the Neo-Classical Revival style by Field, Hinchman and Smith, the corporate forerunner of one of Detroit's largest architectural firms, Smith, Hinchman and Grylls. Local architects did not embrace classicism until 1915, and most of the large public buildings in this style, such as the Detroit Institute of Arts and the Public Library, were not built until the 1920s.

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PRIVATE SCHOOLS

The St. Peter & Paul Academy located at 64 Parsons is a rare example of a Late Victorian Tudor Revival building in the city. This three-and-one-half story brick building was constructed in 1892 for an estimated cost of \$50,000. It was designed by Leon Coquard, a local architect with a national reputation for church design. Coquard is most noted as the architect of St. Anne Church, the home of the second oldest Catholic parish with a continuous record in the United States. His other commissions include the Cathedral of the Immaculate Conception in Denver, Colorado and St. Mary's Cathedral in Covington, Kentucky.

St. Peter & Paul was the parish school for St. Patrick Roman Catholic Church. In the 1880s, St. Patrick had become one of the largest and wealthiest Catholic churches in the city, located in what was then the exclusive Brush Park area. By the time a parish school was considered, land surrounding the church was scarce, so the school was built some distance away on Parsons between Woodward and Cass.

HISTORIC CONTEXT 5: HUMANITARIAN / SOCIAL CONCERNS (1862 - 1946)

The Cass Farm survey area was and still is home to several charitable organizations. Many are church-related while others are independent. Their origins are pre-Depression, although their missions may have changed over time. Some built their own buildings, and others moved into existing buildings. Because of the proximity to Detroit's then emerging concentration of hospitals and an increasingly needy population center, charitable institutions played an important role in the development of the Cass Farm survey area and continue to do so today.

PRIVATE CHARITABLE INSTITUTIONS

Detroit Community Fund built its four story Neo-Romanesque office building at 51 West Warren in 1926/27. In 1927, according to Polk's Detroit City Directory, 95% of Detroit's private philanthropies were affiliated with the Detroit Community Union, which was financed by the Detroit Community Fund. The main activity of the Fund was its annual fund-raising drive and the dispersal of moneys to local agencies, primarily in the fields of health care and human services. The United Foundation succeeded the Detroit Community Fund in 1950 and eventually moved to a downtown office location. It is now the United Way for Southeastern Michigan. The building at 51 West Warren is now owned by Wayne State University and used as departmental offices for African Studies and Humanities, a fitting use since the tympanum over the main entrance bears a roundel with two figures in relief standing above the word "Humanity."

The Children's Aid Society opened its clinic and headquarters building designed by Albert Kahn at 71 West Warren in 1931. Prior to this location, the Children's Aid Society was housed in a large Victorian Gothic building at 33 West Warren. The mission of the Children's Aid Society from the time it was established in 1862 was to protect children from abuse and neglect and to provide temporary care and permanent adoption homes. A private Protestant agency, it is located at 7700 Second Avenue in Detroit. The property at 71 West Warren presently belongs to Wayne State University and serves the Psychology Department.

The Thompson Home at 119 West Hancock played an important role in the charitable life of Detroit. The Home was built in 1884 by Detroit architect George D. Mason through the generosity of Mrs. Mary Thompson, who founded the Thompson Society as an organization to provide a home where "friendless old ladies could pass in peace and quiet the remaining days of their lives." Mrs. Thompson's husband, David, made considerable money in real estate and the Thompson's contributed freely to charitable causes throughout their lives. Members of

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Detroit's prominent families served on the board of directors of the Home over the years and their contributions had resulted in a substantial endowment for the Home. In the late 1970s, the Thompson Home was purchased by Wayne State University and was subsequently rehabilitated for use by the Department of Social Work.

The magnificent Romanesque Revival David Whitney Jr. Mansion at 4421 Woodward Avenue at West Canfield was converted from a residential use to a charitable purpose. In 1929 the Whitney property was vacant and the Visiting Nurse Association was permitted to remodel and occupy the carriage house as an activities center. The Visiting Nurse Association was organized in 1898 to make home visits to the needy and later to train nurses in various specialty areas. They were members of the Detroit Community Union. In 1932 the Whitney Estate allowed the Wayne County Medical Society to use the mansion as its headquarters and in 1945 the estate gave the property to the Medical Society. The Visiting Nurse Association purchased the estate from the Wayne County Medical Society in 1957. It moved into larger quarters in 1979, when the mansion was sold to Detroitier Richard Kughn and later converted into an elegant, upscale restaurant.

The Detroit Federation of Women's Clubs, organized in 1895 by eight women's organizations, moved to the Butler House at 4811 Second Avenue in 1916. William A. Butler, a prominent banker, died on March 14, 1914 and the family sold the house to John F. Dodge a month later. Dodge, the auto magnate and co-founder of Dodge Brothers automobile company, presented the house to the Detroit Federation of Women's Clubs in recognition of its charitable work. He donated it in honor of his sister, Mrs. Delphine Dodge Ashbaugh, who had at one time been president of the state federation of clubs. The Detroit Federation of Women's Clubs found the house inadequate for their needs, so they commissioned an addition to the back of the home by architects Baxter and O'Dell in 1915.

The activities of the Federation were of a civic, legislative, cultural and philanthropic nature, all designed for the improvement of the city. As a pioneer in recreation department work, the Federation sponsored the first appropriation for city playgrounds and a municipal bath house. Among its other tasks, concerns and accomplishments was a request to the Police Department to appoint a woman to the force in 1910, an investigation into baby trafficking in 1923, care of trees and clean city streets, nutrition in the schools, home safety, smoke abatement, a new detention home for girls, and training of teachers.

The Federation retained the building as their headquarters until June 1972, when they were forced to move due to the expansion of Wayne State University. The house is now owned by Central Alliance Church.

CHURCH-RELATED CHARITABLE INSTITUTIONS

Many of the churches in the Cass Farm survey area have provided services to the community as part of their mission, most notably the First Universalist-Unitarian Church. The League of Catholic Women, while not specifically tied to a particular church, is a Catholic organization and thus, included in this section.

The building for the League of Catholic Women, located at 100 Parsons, was built in 1927 by the prominent architectural firm of Smith, Hinchman and Grylls. Designed in the Neo-Georgian style, this nine story U-shaped structure has walls of red brick trimmed in stone. It is referred to as Casgrain Hall after the founder of the League, Annie Casgrain. The League of Catholic Women is a charitable organization affiliated with the Roman Catholic Church. Founded in 1915 as the Catholic Settlement Association, the group reorganized two years later and became the League of Catholic Women. Its founder, Annie Hammond, was the daughter of Mrs. George H. Hammond, one of the city's first professional social workers. Annie Hammond (Mrs. Charles W. Casgrain) became the first president of the LCW and served until her death in 1917. The League brought together

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“Catholic women from all over the city into a central group for the purpose of carrying forth in an intelligent and systematic way; it was a city-wide effort of mercy and charity for single young women seeking employment in the city.” (League of Catholic Women Annual Report, March, 1928.) Over the years the league’s mission has evolved to fit the needs of the time. By the 1960s, the League began to provide housing for young women attending Wayne State University’s School of Nursing.

HISTORIC CONTEXT 6: INDUSTRY (1886 - 1946)

While the industrialization of Detroit in the late nineteenth and early twentieth centuries had a tremendous impact on the development of the Cass Farm survey area, surprisingly few manufacturing facilities were constructed there. Instead, residential housing took precedence over manufacturing to accommodate the rapidly expanding population of the fast growing city. In the second half of the nineteenth century, Detroit experienced population growth due largely to the industrial development of the riverfront. Industry was still dependent on the Detroit River as an energy source and transportation corridor; rail lines paralleled the river before branching out. Between 1850, when the population of Detroit was approximately 21,000, and 1900, when the United States Census reported a population over 285,000, the area of the city more than doubled in size.

AUTO-RELATED INDUSTRIAL DEVELOPMENT

When automobile related development began in Detroit at the turn of the century, it located on undeveloped land on East Jefferson Avenue beyond Connor and in the Milwaukee Junction area, less than a mile north of Warren Avenue. The Cass Farm survey area had been completely built up as a residential area by that time, eliminating the possibility of large scale industrial development within its borders.

Light automobile-related industrial uses found their way into the Cass Farm survey area on a limited scale, but were vastly overshadowed by large numbers of automobile-related commercial uses, such as sales, service, office and distribution facilities. Buildings such as Detroit Ball Bearing Company at 110 West Alexandrine (1930) and the Graybar Electric Company at 55 West Canfield (1926) served as industrial storage but also contained commercial distribution and sales functions. The building housing the B.F. Goodrich Rubber Company’s showroom, offices, stock and service garage at 4809 Woodward (Albert Kahn, 1913/14) from 1914 through 1933 stands as the most prominent of the auto-related industrial buildings due to its size, decorative appearance, and prominent location along Woodward at West Hancock.

Another large-scale industrial storage building was built at 444 West Willis for Overland Storage Company in 1916. By 1915, Willis-Overland Co. of Toledo, Ohio had become the second largest automobile manufacturing company in the United States, with its annual output of 91,780 units only second to Ford Motor Co. When this building was erected in 1916, it served as a “direct” factory branch of the wholesale and service division of Willis-Overland Co. The retail division was then located at 4400 Woodward at East Canfield. The building at 444 West Willis had the distinction of holding the annual Auto Show in 1918, seven years prior to the opening of the Convention Hall between Woodward and Cass Avenue south of West Forest, where the show was subsequently held. The building functions as a storage facility for the Detroit Board of Education today.

OTHER INDUSTRIAL DEVELOPMENT

A modest number of non-automobile related industrial facilities were erected in the Cass Farm survey area. Those extant include Evans-Winter-Hebb, Inc., an advertising and printing company at 818 West Hancock, designed in 1924/25 by the architect Frederick J. Winter in the Spanish Colonial style. After it was completed,

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the printing plant was lauded as ranking "among the leaders in capacity and output." (Michigan Through the Centuries)

The Owosso Casket Company, another extant former industrial facility, is a Neo-Georgian building designed in 1927 by the architectural firm of Weston & Ellington. It was erected at 644 Selden for the manufacture and distribution of caskets. Harold S. Ellington, one of the founders of the Engineering Society of Detroit, was considered to be one of Detroit's leading architects. He founded the firm of Harley and Ellington in 1933 which later evolved into the firm of Harley, Ellington & Day, architects and engineers, who were responsible for the design of the City-County Building (1955) and the Rackham Education Memorial (1941), to name but a few of its substantial commissions. The Owosso Casket Company was sold to the Michigan Catholic Company, a non-profit publishing company, at the end of 1946, and was converted into a printing and newspaper publishing house. It has been occupied by Smith Welding Supply and Equipment Co. since 1979.

The Blue Valley Creamery, processors and wholesalers of butter at 634 Selden, was built in 1915. It was the only dairy processing facility in the Cass Farm survey area. George A. Gardella, wholesaler of dairy products, specialty items and canned goods, purchased the business in 1939 and it became part of his multi-million dollar national food distribution company. He was a pioneer in marketing frozen foods, leading to his great success. In 1948, the building was converted from the office and food warehouse into an electric products and wiring operation. Smith Welding Supply is the current owner.

Light manufacturing also located in existing carriage houses, such as the one behind 627 West Canfield, which housed American Products Manufacturing Company, polish manufacturers, and International Corn Product Corporation by 1920.

UTILITY COMPANIES

The three-story stone-faced, reinforced concrete Michigan Bell Telephone Exchange Building, located at 52 Selden, was designed by the architects Smith, Hinchman & Grylls in 1927. The late 1920s was a period of heavy facilities expansion, anticipating a huge growth in population of the city and corresponding telephone usage. The buildings erected from that period tended to be Art Deco in style, as is 52 Selden. Above the recessed nameplate over the entrances of the building, bearing the name "BELL TELEPHONE BUILDING," are pronounced keystones with entwined detail in deep relief surrounding a bell, signifying the origins of the telephone company. Employees at the telephone exchanges throughout the system were primarily women.

The mammoth Detroit Edison Steam Power Plant at 50 West Willis occupies the site of the former Edison Illuminating Company's Lighting Station. The Edison Illuminating Company, the second electricity producer in the City of Detroit, was organized in 1886 for the purpose, among other things, of operating the Edison system of direct current lighting and power. It began in that year to deliver current through an underground network of tubes serving the central business area of the city. The service was extended northward with the construction of the electric light works on West Willis in 1890. It served an area approximately four miles long and one mile wide, with Woodward running down the middle. John R. Wilde, an engineer with that company, resided on site. Major additions to the one story, 50' x 30' brick building were constructed in 1916 when the plant began producing steam (three story brick and steel substation), in 1920 (three-story addition), and in 1926 (reinforced concrete extension of fan house). The facility formerly burned oil and hard coal. It still produces steam for heat today.

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WORLD-WAR II-RELATED INDUSTRIAL DEVELOPMENT

For the most part, wartime light manufacturing in the Cass Farm survey area took place in preexisting buildings. Temporary changes of occupancy, particularly from sales and service to light manufacturing, were granted by the Board of Zoning Appeals with the provision that changes were to expire six months after the President had declared the period of National Emergency terminated. Mario's Restaurant, built in 1929 at 4222 Second, is one such example of a change of use; it went from Temken Roller Bearing Service and Sales Co. to light manufacturing in 1942 and after the war to an engineering and manufacturing business of tools and gauges before becoming a restaurant in the late 1940s. After the war, it became a research laboratory for Bendix Aviation before coming under the ownership of Wayne State University.

HISTORIC CONTEXT 7: POLITICS AND GOVERNMENT / LOCAL GOVERNMENT (1867 - 1946)

DETROIT FIREFIGHTERS

Detroit's Volunteer Fire Department originated in 1825, when the City passed a fire ordinance and a new fire engine arrived by schooner. Before that, informal bucket brigades were the only means of fighting fires. The first engine house was constructed by the City in 1824 at Bates and East Larned. That building became the home of Protection #1, named after the engine and the first fire company established in 1825. Each volunteer fire company had a name; in 1827 Eagle Engine Co. #2 was established, in 1834 Lafayette Co. #4 was established, and in 1845 Phoenix Co. #5 was established, to mention a few. Each company had its own banners, songs, and motto. Hook and Ladder #2, established in 1850, adapted as its motto "We Raze to Save." The last volunteer engine company to be formed was Woodbridge #12 in 1857.

Membership in the Volunteer Fire Department was by election. There was no monetary compensation, but the position came with considerable honor and political clout. Frequently, citizens whose property had been spared sent the company money and refreshments. Detroit's early fire companies operated more like men's clubs than fire fighting organizations. Firemen were the "gay blades" of their times, frequently preferring firemen's balls and drinking bouts to fighting fires. Camaraderie amongst fellow members and rivalries between companies frequently obstructed the extinguishing of fires. Companies challenged each other's engine abilities, sometimes using up all the available water during these contests. They would race to fires to beat out their rivals, driving on the sidewalks, sometimes doing significant amounts of damage to get around traffic. When they arrived at the fire, sometimes water would not be available. Fights were known to break out between rival companies while buildings burned.

The age of the steam engine and the professional firefighter put an end to many of the antics. In 1858, the first steam engine, manufactured by Silsby & Co., was tried in Detroit. Soon after, the City took control of the fire houses, although the club organizations still existed. On October 9, 1860, the Steam Fire Co. was inaugurated and the City began paying firefighters.

In 1867, by an act of the state legislature, a four man fire commission was formed, providing a basis for the system that still exists today. A fire alarm telegraph system went into effect that same year, and the efficiency of the fire department increased. The steam fire engine era came to an end in 1922 when, on April 10, the last engine to be run by horses was retired. In some older stations, such as Ladder Co. #12 at Lafayette and Tenth, shallow elongated depressions caused by horse hooves can still be seen on the floor today.

Ironically, much of the early history of various volunteer fire companies has been revealed when an old fire

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station has been demolished. It was common practice to put relevant information about the company inside a copper box and place it behind the cornerstone of the new station being erected. During demolition, the box might be discovered. For example, a scandalous discovery occurred in 1931, when the Victorian Gothic station at Cass and Amsterdam, Engine House #17, was being demolished: it had been operating as an illicit brewery. In contrast, the rise of the professional firefighter brought a sense of responsibility and expertise to the Detroit Fire Department, credited today as one of the best fire departments in the nation.

Almost 90% of the fire stations in Detroit are over fifty years old. The oldest one still in existence, Engine House #11, at 2737 Gratiot, was erected in 1883. Although new fire houses were constructed on a steady basis after the Fire Commission was established in 1867, a boom in their construction took place between the years 1915 and 1930, coinciding with the expansion of the city's area and population. The Fire Commission's Annual Report of 1921 stated that there was more building activity in 1921 than in any one year in the history of the department. Six new companies were put into service and four additional new fire houses were under construction that year.

The architects of Detroit's historic firehouses were notable local architects who also designed buildings in many of Detroit's historic districts. Each was commissioned on a job-by-job basis by the Fire Commission, although the Commission tended to maintain a continuing relationship with the same architect over extended periods of time. Architects of Detroit's firehouses were William Scott & Co., Malcomson & Higginbotham, Mason & Rice, Donaldson & Meier, Rogers & MacFarlane, Richard Raseman, Chittenden & Kotting, Kotting & Company, and Spier & Gehrke.

Functional necessities determined the basic form and layout of all of the fire houses but individual architects put their signatures upon the buildings they designed through differences in detail and style. All buildings were of brick or stone; sleeping quarters on the second story were required to accommodate firemen lodged in the building while on duty; large garage door openings were required to house the steam and later the gasoline-powered engines; and a tower, originally 70' in height, was necessary to watch over the neighborhoods at night and to dry out hoses. In general, most fire stations possessed a residential character, fitting unobtrusively into the neighborhoods in which they were situated, as does Engine House #5 at 435 West Alexandrine.

The Detroit Fire Station #5 is a two story brick, Northern Renaissance Revival style structure. It replaced an earlier building on the site, erected in 1876. The original name of the company was the James A. Van Dyke Steam Engine Co., Number 5. Richard E. Raseman designed the present building in 1909 and Max Bartholomaie and Sons were the contractors.

DETROIT POLICE DEPARTMENT

Detroit was a military post and garrison town during its first hundred years, patrolled by military patrols and sentinels. In 1801, township constables were appointed and their duties involved policing and keeping the peace. As early as 1804, Detroit's Board of Trustees recognized the need for better policing in order to ensure the peace and to spot fires, and established a voluntary, short-lived night watch. Over the next sixty years, voluntary patrols were formed but did not last.

In 1854, the creation of a permanent and salaried city watch was fully discussed but deemed to be too expensive. The Merchants Police was formed in 1859 as a privately financed effort to deal with the crime problem at night around the downtown commercial area.

Detroit's modern police department began in earnest in 1861 with an Act to form a regular police force with a

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police commission. Growing crime and the need to control local constables were the impetus behind the creation of a salaried police force in the early 1860s. In 1864, City Council asked the comptroller to report on the costs of a police department comprised of one chief, one clerk, two captains, forty men, and a station house. In 1865, largely through efforts of Alderman John J. Bagley, the State Legislature passed the Metropolitan Police Act, which was much broader in scope and detail. It created a four person Police Commission appointed by the governor, in effect creating a branch of city government under state control.

Also established under the 1865 Act were regulations establishing hiring requirements and work rules. Men applying to the force had to pass rigid examinations before appointment. An applicant had to be age twenty-one or older, a United States citizen, a resident of Michigan for two years, in good health and of good moral character, etc. The newly appointed Commission first met on March 9, 1865 and on May 15, 1866 the Detroit Police Department, a modern police force, was instituted. In 1918, the charter gave the Mayor of Detroit the power to appoint police commissioners.

The Police Commission moved from temporary quarters to a rented property on Woodbridge Street that became its central station in 1867. Five years later, the building was purchased, refitted, expanded and reoccupied in 1874. Other stations and branches were constructed, including a police headquarters in 1883 on land bounded by Farmer, Randolph and Bates, but are no longer extant. The oldest extant stations, although no longer in police department service, are the Hunt Street Station (Third Precinct) on Hunt at DuBois, and the Eighth Precinct at Grand River and Rosa Parks Blvd. The new police headquarters building on Beaubien and Clinton, built in 1922, still serves its original function.

According to Clarence Burton, "After the advent of the automobile, Detroit was one of the first cities in the country to motorize its fire and police departments." With the expansion of the city and the boom in the population, the Police Department grew and new precincts were established. In the year 1900, Detroit had six precincts and a similar number of substations; in 1920 it had nine.

The 13th Precinct Station at 4747 Woodward in the Cass Farm survey area, built in 1947, was one of several new precinct stations that were built in Detroit post World War II. Banbrook, Gwon & Company, Contractors, constructed the International style building under the general direction of George R. Thompson, city engineer.

HISTORIC CONTEXT 8: RECREATION / ENTERTAINMENT (1890 - 1946)

Detroit's cultural life evolved in response to the city's industrial development and subsequent growth in population and wealth. The cultural aspirations of Detroit inhabitants were reflected in buildings erected specifically for cultural activities. These structures became symbols of not only a leisure class, but also of a prosperous working class that could afford the luxury of recreational entertainment.

The Cass Farm survey area contained a rich variety of entertainment related facilities which were as much a part of the neighborhood as the churches and commercial structures interspersed among fine mansions on Woodward Avenue, indicating the importance of cultural activities.

CULTURAL DEVELOPMENT

Prior to the turn of the century, Detroit's entertainment activities were located close within the market and commerce area of Cadillac Square, and used makeshift facilities such as churches or civic halls. Following the Civil War and expansion of the western territories, the subsequent wealth of the city could support permanent homes for cultural and recreational activities. Starting with the National in 1848 (demolished 1883) and fully

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realized with the extraordinary Detroit Opera House and the Whitney Grand Opera House in the Cadillac Square area, these magnificent cultural facilities articulated the aspirations of the former frontier outpost as it entered the twentieth century.

While Detroit is best known for perfecting automobile construction in the early twentieth century, early exploitation of the newly developed motion picture technology contributed to the city's notoriety as a progressive city. John Kunsky is credited with introducing the motion-picture industry to the Midwest, revolutionizing the function of theater buildings and the kind of entertainment they offered. In 1905, Kunsky went east to see a demonstration of the motion picture projector machine. Kunsky brought the invention home to Detroit and opened two Nickelodeons, the Casino and Cent Aden, in 1906 on Monroe Street. Their locations bridged the financial, civic and commercial districts of the burgeoning city.

By 1908, Detroit had more nickelodeons per capita than any other city in the country. Monroe Street was the center for popular entertainment, including the nickelodeons, live stage performances in both vaudeville and legitimate music/drama genre, and penny travelogue or arcades. While these forms of entertainment were originally scorned by the upper class, advancements in the quality of film technology, story lines, and movie house architecture quickly changed popular opinion to accept film as a cultural entity.

John Kunsky's vision for a new form of entertainment was matched with an architect whose mastery of entertainment and movie palaces rivaled Albert Kahn's predilection for factories. Detroit's theater legacy is largely due to the architectural merits of C. Howard Crane, credited with the design of more than fifty theaters in the city of Detroit and 250 nationwide. Crane's career was launched simultaneously with new technology in the film industry, starting with the first moving picture theater in the Midwest in 1906. As the industry moved through its infancy to become the entertainment giant of the 1920s, theater technology matured to accommodate distinguished patrons seeking popular entertainment. Crane's theaters were crafted to transport the movie patron into fantasy, moving the on-screen fantasy experience to the theater's entry doors.

In all, more than sixty venues for cultural entertainment, including concert halls, stage, vaudeville, singing halls, and movie theaters, were built in the downtown districts, Grand Circus Park and the Monroe District, between 1848 and 1928. The Kunsky/Crane team initially developed the Kunsky Circle of theaters in Grand Circus Park, although Crane continued to design for other developers. Little comparison can be made between those theaters built outside of the Grand Circus Park district and the Monroe district in terms of size and extravagance, as each theater in the "Kunsky Circle" (Grand Circus Park) and the immediate vicinity mimicked either great concert halls of Europe or exotic palaces with seating capacities between 3,000 and 5,000. Crane's office was responsible for designing the majority of the Grand Circus Park theaters, including the Adams, Madison, Grand Circus, Michigan, State, United Artists, and the Fox. The quest for increasingly larger, more elaborate theaters caused one C. Howard Crane design to be demolished for another (the present State) within a ten year period.

During the Great Depression, Crane moved to London, England to pursue a career in building industrial buildings, amusement palaces and, during World War II, arsenals. While leaving an active office in Detroit, he chose to remain in London for the remainder of his life there.

NORTH WOODWARD AVENUE

At the turn of the century, few commercial buildings had extended as far north as the outer rim of Grand Circus Park, then known as Piety Hill for its predominant churches and mansions circling the green commons. Beyond the park, the North Woodward district began to develop into another highly fashionable district of the city, developed by the wealthiest residents in the 1880s, rivaling Jefferson Avenue with its prominent Detroiters. As

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the surrounding neighborhoods filled in with upper-middle class residences, the demand for commercial and entertainment businesses swelled, as described in the following article from the News Tribune of March 19, 1905:

As an example of a thoroughly modern, well kept and complete village within the city, probably none is more noticeable than the North Woodward section. Here are many imposing buildings occupied by banks, clothiers, bazaars, and all attendant enterprises of a prospering little town. The locality supports even a newspaper, the Detroit Gazette, several decorators, tailors, hardware merchants and druggists doing a thriving business seeking no customer out of their own locality.

In the evening the scene is one of a lively interest for it is then the social conditions are evident. The streets offer a variety of amusement. In the billiard rooms, bars and bowling alleys, men gather and an outsider may hear many lively discussions of local topics he has no knowledge of. In a prominent hall a dance or concert is in progress and carriages hurry to and fro in a quite metropolitan manner. The confectioners' shops and soda fountains throw a welcoming blaze of light upon the street, and during the summer months are filled with hatless girls, indicating a purely local patronage.

The extension of cultural uses into the North Woodward area began prior to the development of Grand Circus Park. Unlike the Grand Circus Park district which grew to colossal proportions, cultural development in the Woodward area was integrated into the community, nestled within blocks of two story brick commercial structures. Between Temple and Warren Avenue, the number of cultural facilities eventually grew to a total of fifteen theaters and ballrooms constructed between 1910 and 1940. While a few were constructed on the east side of Woodward, the majority were clustered between Stimson and Warren on the west side. Of the eleven establishments found in this area, four are located within the Cass Farm survey area and include: the Garden Theater at 3929 Woodward (1912, C. Howard Crane), the Arcadia Ballroom at 3527 Woodward (1912, altered by C. Howard Crane), Orchestra Hall at 3711 Woodward (1919, C. Howard Crane), and the Quadrille Ballroom at 4265 Woodward (1919).

The section of Woodward Avenue included in the Cass Farm survey area contained several significant theater, ballrooms, and concert halls in the early years of the twentieth century. Their presence in the community contributed to not only a reflection of the cultural aspirations of the pre-Depression years, but also an early glimpse of the future cultural district located just north of the Cass Farm survey area.

THEATERS

Theaters were among the first adaptive reuse developments of the area and were positioned within the structures and/or foundations of former churches, storefronts, and recreation facilities. The Garden Theater, located within a block of 1880s commercial structures on Woodward Avenue between Selden and West Willis, is recognized as C. Howard Crane's first adaptive reuse project and also the first large movie theater built outside of the Monroe district. Another collaboration with John Kunsky, the 903 seat Garden Theater was built in 1912 utilizing the 16" thick brick foundation walls and the 12" thick walls of several adjoining storefronts. The new exterior design utilized applied decorative brick and molded terra cotta with vine and leaf designs and featured a trellised and foliated interior to match its name. The Garden Theater was a precursor to Crane's later theaters in which exotic themes, such as Italian landscapes and Byzantine palaces, were popularized.

BALLROOMS

Dancing was among the most popular entertainment forms in the first half of the twentieth century, with local dance halls and elegant ballrooms interspersed throughout the commercial districts of Detroit. Dance halls and dance studios were commonly located above storefronts within commercial districts. Examples of extant

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buildings on Woodward Avenue which housed dance halls are 3933 Woodward, 4255 Woodward (Quadrille), and 4711 Woodward (dance studio). Dance halls were commonly referred to as "Dime-A-Dance" and popular in the 1940s and 1950s as a means for single men to have a dancing partner. Not nearly as extravagant as the classic ballrooms, dance halls nonetheless served as an entertainment form for a period of time after the elegance of the Woodward district had diminished.

The decline in cultural activities in the Cass Farm survey area can be attributed to several causes, including the Depression years and subsequent rise in popularity of neighborhood theaters among the rapidly expanding boundaries of the city. It is evident, however, that the selection of the area north of Warren as the "Arts and Letters" district in the 1910 plan for the city was the result of the desire to consolidate cultural activities in a single area. That the area should be adjacent to the Cass Farm survey area speaks to the high level of cultural development underway for a city seeking a new identity in an industrial town.

HISTORIC CONTEXT 9: RELIGION (1865 - 1946)

The history of the churches in the Cass Farm survey area reflects the growth and development of the city's religious community. During the late 19th and early 20th century, this area became known as Piety Hill in part because of the large number of churches in the area along Woodward and in the Cass Corridor. The churches in the Cass Farm survey area are diverse in architectural styles and executed by some of the city's most prominent architects.

By the 1920s, however, the area had experienced dramatic changes; no longer was the Cass Farm survey area considered a desirable place to live by the city elite. The encroachment of industry and commerce coupled with a growing transient population led to the razing of many of the upper middle class houses, and many of those buildings that remained became rooming houses. The evolution of the neighborhood left many congregations with the hard choice of whether to remain or leave. While some churches sold their buildings and moved closer to their congregations, others remained and extended their outreach programs in the community.

Emanuel Memorial Episcopal Church located at 80 West Alexandrine was organized in 1872 by Rev. Henry Banwell who began holding Sunday School services in his home on Forest near Woodward Avenue. Over the next few years the congregation moved to several locations, including the former chapel of the First Baptist Church, located at Cass and Temple, and the Peninsular Cricket Club Building, located on Woodward Avenue and Fremont Street. The church incorporated in November, 1874. With no permanent home the congregation met sporadically until 1875 when Lucetta R. Medbury made a generous donation of \$4,035 for a memorial church in remembrance of her husband Samuel Medbury. The congregation purchased a lot on the Peninsular Cricket Grounds to build their first church building. The name of the church was changed to Emanuel Memorial Church reflecting the wishes of Mrs. Medbury. In 1877, the congregation agreed to purchase two forty foot lots on the north side of Alexandrine between Woodward Avenue and Cass for \$4,400. The church building was moved and, after extensive renovations and alterations, was reopened for services in August, 1877. The rectory was built a year later on the former site of the church. The church building was enlarged in 1885 at a cost of \$5,000 to accommodate the congregation's growing membership.

In 1896, Emanuel Memorial Church sold its building to the congregation of the First Church of Christ, Scientist. Originally designed in the Gothic Revival Style, the building acquired a Neo-Classical facade similar to that of other Church of Christ, Scientist, buildings across the nation. In 1915, eighteen chapters of the Eastern Star purchased the building from the First Church of Christ, Scientist for \$35,000. The building became the permanent headquarters for the Order's 3,500 Detroit members. The building is now occupied by the Glorious Church of God Apostolic.

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The complex known as the First Unitarian-Universalist Church is comprised of the Perry McAdow House, now the parish house, the church itself and McCollester Hall, containing educational and assembly space. The Church of Our Father of the First Universalist Society was established in 1879. The Society first met at the residence of S.J. Murphy; later services were held in the Whitney Opera House. The congregation engaged local architect, Charles B. March to build their first church located on the corner of Grand Circus Park and Bagley.

The McAdow House was built in 1892-93 for Perry McAdow and his wife, on then fashionable Cass Avenue. It was designed by John Scott, a prominent Detroit architect who later designed the Wayne County Building, completed in 1902. Like other nouveaux riche of the period, the McAdows built this house as an entry into Detroit society. Originally from Montana, McAdow made a fortune from gold-mining. However, it was his wife who managed the couple's business interests and was instrumental in accumulating their great wealth. In 1892 Mrs. McAdow came to Detroit and acquired the half block of Cass between Prentis and West Forest and began the construction of her new home. The house was sited at the Prentis Avenue end of the 800 foot lot and elaborate gardens were laid out extending north to Forest Avenue. According to a 1894 Detroit Sunday News Tribune article, the house and carriage house reportedly cost \$65,000 to build.

The house was sold in 1897 to Frederick Stoepel, vice-president of the Burnham, Stoepel Wholesale Dry Good Company, who in turn, sold to Horatio Hovey in 1904. Hovey occupied the property until 1913 when he sold it to the Universalist congregation which acquired it with the intention of using the house as a temporary church while a new edifice was erected in the garden to the north. The congregation met in the McAdow house until a new church was completed in 1916. Since then, the house has served as the church's parish house.

The architectural firm of John M. Donaldson and John D. Meier was engaged for the construction of a church, gymnasium and hall to cost \$109,000. The local firm of Donaldson and Meier's other commissions included the First Unitarian Church (1890), the Himelhock Building (1901), and the David Scott Building (1929). Donaldson and Meier built the Universalist Church in the Neo-Gothic style popularized during the first half of the twentieth century.

McCollester Hall, built in 1917, was also designed by Donaldson and Meier. It was named in honor of Rev. Lee S. McCollester, who served as pastor of the Church of Our Father for twenty-four years. The Hall occupied the site of the former carriage house. Connected to both the church and parish house (McAdow House), it was originally built as a gymnasium and hall for church functions.

Church of the Little Flower, located at 46 Parsons, began as a parish chapel for St. Patrick's Catholic Church, which was originally located at Adelaide and Brush in Brush Park. The history of St. Patrick Church dates back to the early 1860s, when Most Rev. Peter Paul Lefevre established a mission church in what was considered suburban Detroit. St. Patrick's was to be nothing more than a "chapel of ease" for the Irish living north of the cathedral. St. Patrick's Chapel opened for worship in 1862 and within ten short years the congregation had outgrown its small chapel and found it necessary to expand. In 1872, at a cost of \$30,000, the chapel was enlarged into a church with a seating capacity of 1,200. By 1880 St. Patrick had become one of Detroit's largest and wealthiest Catholic churches. Located in what was then the exclusive Brush Park area, the church's property was valued at \$100,000 with its parish boundaries extending from the alley between Elizabeth and Columbia northward indeterminately, between Grand River and Gratiot.

In 1890 St. Patrick's Church became the Pro-Cathedral of the Roman Catholic Diocese. While serving as the cathedral, the church's name was changed to SS. Peter & Paul in response to the fact that it served as the cathedral church in succession to SS. Peter & Paul on Jefferson Avenue, given to the Jesuits in 1878. St.

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Patrick's served as the Pro-Cathedral of the Roman Catholic diocese until 1938 when Blessed Sacrament was named as the new cathedral; St. Patrick's then reverted back to its original name.

The parish school for St. Patrick, St. Peter & Paul Academy, was built some distance away due to scarcity of space surrounding the church. It was located on Parsons between Woodward and Cass. By the 1920s school children had to travel from Parsons to Adelaide to attend school services in the church. This led to the construction of a large and handsome chapel at 46 Parsons, designed by the prominent Detroit architectural firm of Donaldson & Meier. Church of the Little Flower, a Neo-Romanesque building, was constructed in 1926 at an estimated cost of \$143,000.

By the 1960s, the Church of the Little Flower became the site of many of the parish's activities. As the area around the old St. Patrick's Church continued to decline the parish activities became more oriented to programs using the old school building. In the 1970s the building title of St. Patrick's was first transferred to Woodward East Projects, Inc. for use as a community center, and later to the City of Detroit. The old St. Patrick's Church burned to the ground in the early 1990s. Church of the Little Flower is what remains of the long history of this institution.

The First Church of Christ, Scientist, located at 441 West Hancock, was built in 1917 by the architectural firm Smith, Hinchman and Field, the corporate forerunners of one of Detroit's largest architectural firms, Smith, Hinchman and Grylls. The Roman Ionic order is used throughout the building. One of the building's strongest features is its classic decoration defined by the paneled cream glazed brickwork.

Mary Baker Eddy, spiritualist, naturalist and poet, founded her own brand of theism utilizing Christian concepts and naturalism and called it "Christian Science." She was a prolific writer and had a tremendous following. Detroit's First Church of Christ, Scientist began as a small group. Within ten years the congregation had grown to several thousand. In 1896, they purchased the former Emanuel Memorial Church building located at 80 West Alexandrine, giving it a Neo-Classical facade to reflect the Christian Scientist architectural preference.

In 1917 the congregation moved to its new building located on the northwest corner of Hancock and Cass where the congregation continued to grow. During the 1940s membership of the First Church of Christ, Scientist, had grown to just over four thousand. This was followed by a sharp decline in the 1950s when the church's membership fell below a thousand. In 1961 Wayne State University purchased First Church of Christ, Scientist, for use as a theater for a cost of \$225,000. That same year the First Church of Christ, Scientist, moved to a smaller building formerly used as the Christian Science reading room located at 4830 Cass. A large addition to the reading room was erected in 1968 to serve as a church.

Berea Tabernacle Church located at 4626-38 Fourth was built in 1921 by local architect Paul C. Kroske. The church was designed in an Arts and Crafts style. Little is known about the original congregation, which sold its building in 1975 to the King Solomon Baptist Church.

The Michigan Catholic Company, although not the original owners of the building located at 644 Selden, is its most noted. Detroit Building Permit #35852 was issued to the architectural firm of Weston and Ellington September 30, 1927 for the construction of a two story factory for the Owosso Casket Company. The cost of construction was estimated at \$60,000. Michigan Catholic Company purchased the property in 1946 and later sold the property to Smith Welding Company in 1979. The Michigan Catholic remains the influential Catholic newspaper in the state.

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HISTORIC CONTEXT 10: ARCHITECTURE / CHURCHES (1875 - 1946)

Churches in the Cass Farm survey area are diverse in architectural styles and executed by some of the city's most prominent architects. The buildings reflect the wealth of the population of the district in the late 1800s and the diversity of the expanding community. Six of the seven churches / church related buildings are architecturally significant to the district.

The Emanuel Memorial Episcopal Church, originally constructed in 1875 at 80 West Alexandrine, is a combination of an older Carpenter Gothic church with a newer Classical facade. The church is one of the oldest edifices located in the Cass Corridor. The rear portion of the building is a typical and simple board-and-batten structure of cruciform plan, the transepts apparently an addition. The body of the building is gable-roofed and has modest pointed arch windows. The facade, in a heavy classical manner, appears to have been added when the building was transferred to the First Church of Christ, Scientist, as the denomination's fondness for classicism is well known. The central pediment is supported by stubby ionic columns in antis.

The Late Gothic Revival (Neo-Gothic) First Unitarian Universalist Church was constructed in 1915 at 4615 Cass Avenue. This building style was popularized during the first half of the twentieth century in Detroit by the architectural firm of Donaldson and Meier. Inspired by the craftsmanship and structural integrity of the English Gothic, their aim was to create a thoroughly twentieth century style derived from tradition. The exterior walls are faced with pecked and smooth Bedford limestone. A three-story crenellated tower with a recessed, arched entrance, crowned with a finial, graces the corner of Cass and West Forest. The nave, flanked by an aisle on either side, is articulated into bays by spur buttresses. Each of the five bays per side contains one large pointed arch window with Medieval tracery. The rectangular clerestory windows above contain tracery.

The interior of the church reflects the handicraft ethic popular in Neo-Gothic architecture. The pitched roof of the nave is supported on exposed wood beams and trusses. The central aisle is tiled while the floor to the sides is wood. Original oak pews are still in place. The light-colored brick walls appear rough and undressed to create a hand-crafted effect. A brightly colored stained glass window is located in the northwest wall over a balcony in the narthex, brightening the otherwise somber space. The organ case stands in the east end of the apse.

Donaldson and Meier were also commissioned by the First Unitarian Universalist congregation to design a gymnasium and hall for church functions. Designed in the Tudor Revival style, McCollester hall is a two story, red brick building with limestone surrounds, coping, and quoins. The limestone matches the stone facing of the church structure while the red brick corresponds to the adjacent parish house to which the building is attached. The facade of McCollester Hall contains a massive central gabled stone entrance flanked by single windows and surmounted by a bank of casement windows at the second story. The interior of the hall has been completely remodeled.

Donaldson & Meier also designed the Church of the Little Flower (1926) at 46 Parsons. The Neo-Romanesque style church is built of dark red face brick with limestone trim and red barrel tile roof. The church is in basilican form, with narrow side aisles. The facade reflects this, with a tall central facade, with stair towers topped by bell cotes, flanked by low, plain-walled aisles with shed roofs. Between the stair towers are paired front doors under round arched openings with paired windows above. A stone cross tops the gable apex.

The First Church of Christ, Scientist, now Wayne State University's Hilberry Theatre, was constructed in 1917 at the corner of Cass Avenue and West Hancock. Designed by the architectural firm of Field, Hinchman, and Smith, this building is a fine example of Neo-Classical Revival building in the city of Detroit. The Roman ionic style is used throughout the two story building. One of the building's strongest features is its classic decoration

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defined by paneled cream glazed brickwork. Other classical details incorporated into the design include: fluted and engaged half columns, egg and dart molding, a colonnade, projecting lintels supported on consoles, a belt course of running Greek meander design with a string course beneath, an entablature with a plain architrave capped with quirked cyma recta molding, and a decorative frieze.

Paul C. Kroske, a Detroit architect, designed the Berea Tabernacle Church located at 4626-38 Fourth. Constructed in 1922, the Arts and Crafts style building is of dark red face brick with gray stone trim. The main facade includes the stocky, corner tower and a gabled facade with tripartite windows. The other three elevations are less developed.

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PROPERTY TYPES -- 1

I. Single family residences

II. Seventy-eight buildings (27%) within the Cass Farm Survey Area were originally constructed as single family dwellings. Eighty-six percent (68) of those residences were built prior to 1900, with the latest extant residence constructed in 1924. The majority of residences are located on the side, east-west streets with the few large, ostentatious residences situated on the main, north-south thoroughfares such as Woodward. A wide variety of architectural styles, ranging from high style to the vernacular form, are represented. The predominant styles are those of the Late Victorian period including Queen Anne, Romanesque, Italianate, Second Empire, Gothic, Stick / Eastlake, and Victorian eclectic. Late 19th and 20th Century Revivals including Colonial, Tudor, and Renaissance Revival styles are also found in good number. A small number of residences were built in the Prairie and Craftsman style in the early 1900s. Architectural detail and craftsmanship is reflective of the specific styles and parallels the range from high style to vernacular forms. The following is a list of dwellings representative of the high end and vernacular forms of the above styles.

Style	High Style	Vernacular
Queen Anne	669 West Canfield	4123 Fourth
Romanesque	3977 Second Avenue	N/A
Italianate	629 West Canfield	934 W. Alexandrine
Second Empire	650 West Canfield	N/A
Gothic	635-39 West Canfield	646 W. Alexandrine
Stick / Eastlake	478 W. Alexandrine	923 W. Alexandrine
Victorian eclectic	662 West Canfield	619 West Willis
Colonial Revival	4811 Second	942 West Willis
Tudor Revival	N/A	449 West Willis
Renaissance Revival	4605 Cass	N/A
Prairie	436 Prentis	673 Prentis
Craftsman	N/A	449 West Willis

Ranging in height from one to three stories, most residences employ either brick or wood frame construction and are set upon a raised foundation. Due to the narrow, urban style lots, houses are typically constructed closely to one another, nearly filling the width of the individual lots. The typical set back from the road creates uniform open space in front of the residences while rear yards vary in size. Access to the rear of the residences is typically provided through alleys located in the middle of the rectangular blocks.

III. The uniquely large concentration of single family homes extant in the Cass Farm survey area is significant in its representation of early streetcar suburb development in Detroit. Beginning in the early 1870s and continuing through the turn of the century, the design and construction of single family residences, many by prominent Detroit architects and builders, marked the earliest stage of large scale development within the Cass Farm survey area. The most concentrated development occurred between the late 1870s and mid 1890s with only ten of the seventy eight residential buildings constructed after 1899. Many residences were converted into apartments and rooming houses or were demolished to make way for high density apartment houses during the early 1900s. The single family residences property type relates to the Architecture - Single Family Residences context.

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IV. The many architecturally significant residences extant in the Cass Farm survey area represent, as no other area in Detroit can, the suburban development of Detroit in the 1870s by the wealthy and professional classes. The late 19th and early 20th century residential residences embody a number of architectural styles ranging from high style to vernacular forms. Contributing resources in the historic districts have retained the essential quality of their original design and style, although many have undergone minor alterations. Resources which have been severely modified from their original design or were constructed after 1946 are considered "non-contributing."

PROPERTY TYPES -- 2

I. Multiple-unit residential dwellings

II. One hundred sixteen buildings (40%) within the Cass Farm area were originally constructed as multiple dwellings beginning in the 1890s and continuing into the 1950s, with the majority of construction taking place between the 1900s and 1920s. The buildings, primarily constructed of brick and/or stone, were typically constructed on a raised foundation. Multiple dwellings were built throughout the Cass Farm area as either apartments, flats, duplexes, apartment hotels, or terraces, and display a variety of architectural styles designed by a number of prominent Detroit architects. Seventy-two percent of the multiple dwellings were designed in the late nineteenth and twentieth century revival styles including Beaux Arts, Colonial, Classical, Tudor, Late Gothic, Spanish Colonial, and Italian Renaissance Revival. A small number of buildings, sixteen percent, represent the Prairie School and Craftsman styles of the American Movement. The late Victorian Queen Anne, Eastlake, Romanesque and Renaissance styles total only nine percent of all multiple dwelling styles.

Apartments

The apartment subtype includes seventy eight buildings which contain five or more living units and a single primary entrance. Typically three to four stories in height, the overall range in height is from two to six stories. The first phase of apartment construction, from 1895 to 1915, consisted mainly of small-scale, spacious apartments. Many notable apartment buildings from this period were constructed along Second Avenue between Warren and West Canfield. The following buildings, representing the various architectural styles, are examples of the first phase apartment buildings: the Queen Anne style F.G. Smith House (1893) at 4201-07 Fourth, the Romanesque style Coronado Apartments (1894) at 3751-73 Second; the Beaux Arts style Venn Apartments (1904) at 4142 Cass; the Colonial Revival style Winthrop Apartments (1908); the Classical Revival style Hollenden Apartments (1911) at 4709-11 Second; the Jacobethan Revival style Forest Apartments (1905) at 4625 Second; the Spanish Colonial style El Moore Flats (1898) at 624 West Alexandrine; the Italian Renaissance style Aronda Apartments (1912) at 633 West Forest; and the Arts & Crafts style Valpey Apartments (1912) at 659 West Canfield.

The second phase of apartment building took place between 1915 and 1929 and differed from the first in that the buildings were larger in scale, typically filling the entire depth of their lots, and had a higher density of apartments per building. Similarly to the first phase, a wide variety of architectural styles were represented. However, ornament was typically applied solely to the facade, using mass produced imitation materials, thus leaving the common brick of the side elevations exposed. Examples of second phase apartment buildings include: the Beaux Arts Revival style Dunlap Apartments (1925) at 488 West Willis; the Colonial Revival style Selden Lodge (1927) at 627-35 Selden; the Classical Revival style Century Apartments (1923) at 3962 Second; the Tudor Revival style Orrington Manor (1929) at 459 Prentis; the Spanish Colonial Revival style Rainer Court Apartments (1924) at 711 West Alexandrine; the Italian Renaissance Revival style Naomi

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Apartments (1924) at 3550 Cass; and the International Style Forest Apartments (1976) at 450 Forest.

Flat

Sixteen flats (13.5%), buildings with two to four units, each occupying a whole or part of one floor in a building not greater than two stories in height, are located in the Cass Farm area. Residential in character, "en vogue" architectural styles of the period were utilized for the designs of these buildings. Fine examples of this multiple dwelling property subtype include: the Colonial Revival style flat at 641 West Forest (1905); the English Revival style flat at 678-82 Prentis (1909); the Craftsman style flat at 633 West Hancock (1914); the Elizabethan style Rosalie Flats (1905) at 4632 Second; and the Prairie style flat at 916 West Alexandrine (1915).

Duplex

Fourteen buildings, or twelve percent of the multiple dwellings in the Cass Farm area, are duplexes. Also known as double houses, duplexes contain side-by-side, two to three story units, typically with separate entrances. Architectural styles reflect the period in which they were built and include styles from the late Victorian, late nineteenth and twentieth century revival, and American Movement periods. Examples include the Romanesque style McCurdy-Ward Double House (1894) at 701 West Canfield; the Stick Style Higgins O'Dougherty House (1893) at 912-14 West Willis; the Queen Anne style Moss Double House (1891) at 643-7 West Alexandrine; the Colonial Revival style duplex at 4251 Cass (1906); the Beaux Arts style Boydell Double House (1895) at 4614-16 Cass; the Prairie style duplex at 679-81 West Hancock (1913); and the Arts & Crafts style duplex at 651-5 Prentis (1905).

Apartment Hotel

Designed to serve a transient clientele, apartment hotels are multistory buildings containing a proportionately large number of single or efficiency furnished units. Ranging in height from three to eight stories, there are five apartment hotels within the Cass Farm survey area. The four story Lindley Hall Hotel at 479 West Willis was built in 1916 in the Neo-Georgian style. The Cassel Hotel, built in 1917, is a three story building with Neo-Federal and Adamesque detail. Built in 1922, the four story brick Billinghamurst Apartment at 71 West Willis was designed in the Late Gothic Revival style. The four story brick Hotel Huntington at 109 West Alexandrine was built in 1923 in the Late Gothic Revival style. Finally, the eight story Strathmore Hotel at 70 West Alexandrine, built in 1924, was designed in the Colonial Revival style.

Terrace

Two terrace style buildings are located in the Cass Farm survey area. The first, located on the southeast corner of Third and West Hancock, is a two story building containing nine units, each with a two-story rounded bay of windows. 4742-53 Third is designed in the Colonial Revival style with Craftsman detail. The Second Avenue Terrace at 4138-62 Second Avenue, consists of nine, three-story townhouse units designed in the Late Victorian, Richardsonian Romanesque style with Federal Revival elements.

- III. The multitude of historic, multiple-unit residential dwellings in the Cass Farm survey area is unique to Detroit and mirrors the expansion of Detroit as an industrial city and the subsequent rapid growth and change caused by the then evolving automotive industry. Multiple dwellings replaced other less dense residential types of construction by the second decade of the twentieth century. Architectural styles of multiple dwellings tended to reflect the styles generally in vogue in the period of development, therefore there is much variety. With the Depression, construction of multiple dwelling units ceased while existing units continued to be subdivided further to house the wartime population of the 1940s.

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Specifically, apartment buildings became a respectable housing alternative to single family residences, just prior to the turn of the century, as the population quickly grew in Detroit. The first phase of apartment building is represented by the small-scale apartment buildings designed for the professional working class of Detroit whereas the second phase is represented by the large-scale, often full-lot apartment buildings designed to accommodate the expanding working class, and temporary and transient population of industrial Detroit.

The construction of flats and duplexes in the Cass Farm area parallels the initial expansion of Detroit and offered upper and middle class, professional residents with alternatives to single family residential living while still being residential in scale. The terrace, although not prevalent in the Cass Farm area, is another example of a multiple dwelling which offered spacious housing options for the solidly middle class. The existence of apartment hotels in the Cass Farm area reflects the increased numbers of unskilled workers, primarily male, pouring into the city for work in automotive-related jobs.

The significance of the multiple-unit residential dwelling property types also relates to the Architecture - Multiple Dwelling context.

- IV. The Cass Farm survey area contains one of the few remaining, essentially intact collections of early 20th century multiple-unit dwellings in Detroit and is a significant representation of multiple-unit dwellings constructed throughout the streetcar suburbs of Detroit during this time. Many buildings are architecturally significant and were designed by prominent Detroit architects. Of the one hundred sixteen buildings within the multiple-unit residential dwelling property type, only two are considered to be "non contributing" due to the fact that they were constructed outside the period of significance. The contributing resources have retained the essential quality of their original design and style, although many have been altered to varying degrees.

PROPERTY TYPES - 3

I. Commercial buildings

- II. Sixty three buildings (21.7%) within the Cass Farm area were originally constructed for commercial use. Primarily located in the Warren-Prentis Historic District and the Willis-Selden Historic District, most of the commercial properties were initially concentrated on the north-south street car avenues of Woodward and Third and served the developing residential area. Typically ranging in height from two to three stories and constructed of brick, the buildings reflected the residential character of the neighborhood. Commercial uses often occupied the ground floors of the buildings while apartments occupied the second and third stories. Examples of the early commercial buildings include the Italianate style building at 4101 Third (1878), the Colonial Revival style building at 4161 Woodward (1897), the Classical Revival style building at 4145 Woodward (1908), and the Late Victorian vernacular style building at 3921 Woodward (1886).

The construction of commercial buildings within the Cass Farm area was at its height in the early twentieth century, specifically in the 1920s. Now larger and more dominant than their residential-like predecessors, the twentieth century commercial buildings often occupied the full depth of their lot and commonly utilized brick, concrete, and concrete block for building materials. Commercial buildings, additionally located on Second Avenue and the east-west side streets, range in height from one to four stories and were designed in a variety of architectural styles. Examples of buildings representing this type of commercial development in the Cass Farm area include: the Second Renaissance Revival style building at 4711 Woodward (1915); the Classical Revival style building at 95 West Hancock (1923); the Late Gothic style building at 710 Selden

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(1925); the American Movement, commercial style building at 4632-40 Third (1924); the Sullivanesque style building at 4221-29 Cass (1916); the Moderne building at 4229 Second (c. 1934); the International Style building at 76 West Hancock (1941); and the Art Deco style building at 627 West Alexandrine. Many commercial buildings located within the Cass Farm survey area cannot be classified as a specific architectural style due to construction outside the period of architectural classification or alteration of the original structure. Commercial buildings are further described within the district and individual nomination forms.

- III. Constructed between 1878 and present day, the commercial buildings within the Cass Farm area are significant in their reflection of the evolution of commerce in the early suburbs of Detroit; from the neighborhood serving businesses to the thriving automotive center of the 1920s, to the meager commercial development of Depression times during the 1930s, the recovery of the early 1940s and finally the return to small neighborhood business of the late 1940s. The commercial building property type relates to the commerce context.
- IV. Significant as a reflection of the development and expansion of commerce in the early Detroit suburbs, commercial buildings included in the commercial building property types relate to the historical significance of the commercial growth and expansion of the Cass Farm survey area and the city of Detroit. Therefore, those buildings constructed outside of the period of significance or altered beyond recognition of their original design are considered "non-contributing." Many contributing buildings have experienced varying levels of alteration, however the overall original design is apparent.

PROPERTY TYPES -- 4

- I. Church buildings
- II. The Cass Farm area, once known as Piety Hill in part because of the large number of churches in the area, includes seven buildings related to this property type. The churches, diverse in architectural styles, include: the Gothic and Classical Revival style Emanuel Memorial Episcopal Church (1875, 1897) at 80 West Alexandrine ; the Late Neo-Gothic Revival style First Unitarian Universalist Church (1915) at 4615 Cass; the Tudor Revival McColleston Hall (1917) at 424 Prentiss; the Neo-Classical style First Church of Christ, Scientist (1917) at 441 West Hancock; the Arts & Crafts style Berea Tabernacle (1922) at 4626-38 Fourth; the Neo-Romanesque Revival style Church of the Little Flower (1926) at 46 Parsons; and the First Church of Christ Science (1939) with non-contributing addition (1968) at 4830 Cass. The churches are individually described in the description section of the district and individual nomination forms.
- III. The churches within the Cass Farm survey area are architecturally significant examples of ecclesiastical buildings designed by prominent Detroit architects including: Donaldson and Meier; Paul C. Kroske; Field, Hinchman and Smith; and Leon Coquard. The construction of the seven churches within the district reflects the diversity and wealth of the growing residential population. The church buildings property type relates to the Architecture - Churches context.
- IV. The churches constructed within the Cass Farm survey area between the 1870s and 1930s reflect the diverse and growing community of the district during that time. Six of the seven church buildings within this property type are architecturally significant. The high style buildings have retained a high degree of original physical character. All resources encompassed in this property type contribute to the Cass Farm survey area.

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PROPERTY TYPES -- 5

I. Industrial buildings

II. Nine buildings relate to this property type. The Chicago style Goodrich Building (1913) at 4809 Woodward and the Spanish Colonial style Evans-Winter-Hebb Advertising and Printing building (1924) at 818 West Hancock, located in the Warren-Prentis Historic District, are the most ornate of the industrial buildings. The modern industrial style Overland Storage building (1916) at 444 West Willis, the modernistic Blue Valley Creamery building (1927) at 634 Selden, the Georgian Revival style Owosso Casket Company building (1927) at 644 Selden, and the Art Deco and 1950s commercial style Detroit Ball Bearing Buildings (1930 and 1950 respectively) at 110 and 100 West Alexandrine are located in the Willis-Selden Historic District. Individually eligible buildings include the Neo-Georgian style Detroit Edison Steam building (1916) at 50 West Willis and the Art Deco style Michigan Bell Telephone building (1927) at 52 Selden. Ranging from one to four stories, the primary material used in the construction of industrial buildings was brick. Other materials include cast stone and stucco. The buildings are further described within the Industry context and in district and individual nomination forms.

III. The industrial buildings property types is significant in its representation of the mixed use nature of the Cass Farm survey area, caused by the lack of zoning laws in Detroit prior to the 1940s, and the emergence of industry into areas outside downtown Detroit. Light automobile-related industrial uses found their way into the Cass Farm survey area on a limited scale and are represented by the Goodrich Building, the Overland Storage Building, and the Detroit Ball Bearing Company. The remaining buildings are examples of other types of industrial usage in the Cass Farm area including utilities, printing, manufacturing, and dairy processing. The Goodrich Building, the Evans-Winter-Hebb Advertising and Printing building and the Michigan Bell Telephone building are also architecturally significant.

The industrial buildings property type relates to the historic context of Industry.

IV. The industrial buildings within this property type are significant examples of the industrial types located outside downtown Detroit and reflect the growth of Detroit. All industrial buildings relating to this property type contribute to the district due to their historical significance. The three above mentioned buildings - the Goodrich Building, the Evans-Winter-Hebb Advertising and Printing building and the Michigan Bell Telephone building - are well-preserved examples of their specific architectural style and are also significant on an architectural basis.

PROPERTY TYPES -- 6

I. Humanitarian / health care buildings

II. Six buildings are included in the humanitarian / health care property type. Five of the six buildings are in the Warren-Prentis Historic District, the remaining building is individually eligible. The three and one-half story, brick Italianate / Second Empire style Thompson Home (1884) at 119 West Hancock was constructed as a home where "friendless old ladies could pass in peace and quiet the remaining days of their lives." The three story, brick Neo-Romanesque style Detroit Community Fund building (1926) at 51 West Warren housed the group responsible for annual fund-raising drives and the dispersal of moneys to local agencies in the fields of health care and human services. The individually eligible, eight story brick Neo-Georgian style League of Catholic Women building (1927) at 100 Parsons was designed by the architectural firm of Smith,

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Hinchman & Grylls. The two story, brick Arts & Crafts style Children's Aid Society building (1931) at 71 West Warren contained five clinics and offices for the organization whose goals were to protect children from abuse and neglect and to provide temporary care and permanent adoption homes. The Detroit Industrial Clinic (1937) built a two story brick and macotta Art Moderne style building to serve industrial workers. The final building included in this property type is a small, one story medical office building (1957) at 108 West Hancock designed in a generic 1950s commercial style.

- III. The buildings included in the Humanitarian / Health Care property type are architecturally significant and reflect the types of charitable organizations formed and health care services provided in Detroit to aid the less fortunate and unwell residents of the city. The Thompson Home (one of the earliest buildings designed by the architect George D. Mason), the Detroit Community Fund (United Foundation origin), and League of Catholic Women played an important role in the charitable life of Detroit. The Children's Aid Society, designed by Albert Kahn, is a reminder of the humanitarian efforts of those more fortunate during the Depression, a time that took a huge toll on the Cass Farm survey area. Built by Charles N. Agree, the Detroit Industrial Clinic is a significant Moderne health care facility which reflects the widespread growth of industry in Detroit. The medical office building is not significant.

The humanitarian / health care property type relates to the Humanitarian / Social Concerns context.

- IV. Significant examples of Detroit charitable organizations and health care services in Detroit, five of the six buildings within this property type are significant to the humanitarian history of the Cass Farm survey area, excluding the medical office building due to its construction outside the period of significance. This building is considered non-contributing. Thompson Home, the Children's Aid Society and Detroit Industrial Clinic are also significant to the architectural fabric of the community as they have retained a high degree of their physical integrity and are associated with prominent Detroit architects.

PROPERTY TYPES -- 7

I. Educational buildings

- II. Four educational buildings relate to this property type. The three story, brick and stone S.S. Peter & Paul Academy (1892) at 64 Parsons is a rare example of the Tudor Revival - Elizabethan style. Designed by Leon Coquard, an architect with a national reputation for church design, the individually eligible academy was the parish school for the St. Patrick Roman Catholic Church, one of the largest and wealthiest Catholic churches in the city.

The four and one-half story, brick Richardsonian Romanesque style Central High School (1895) at 4835 Cass in the Cass Farm survey area was designed by the noted architectural team of Malcomson and Higgenbotham. At the time of the building's completion, it was thought to be "one of the finest academic high school buildings in the country and was widely quoted by other cities as the final word in high school architecture." By World War I, Central High School was also nationally recognized for the quality of its academic program. Malcomson and Higgenbotham, with partner Palmer, also designed Jefferson School (1922), the three story, brick school located at 438 Selden, in the Collegiate Gothic style. The Physics Research Building (1976) at 650 West Hancock in the Warren-Prentis Historic District is also included; however due to its construction outside the period of significance, the building is not a significant resource. Refer to the Education context as well as district and individual nomination forms for detailed descriptions of the buildings.

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- III. The construction of S.S. Peter & Paul Academy, Central High School and Jefferson School reflects the growth of the city's population and the wealth of residents moving into the Cass Farm survey area due to the city's growth in the late 1800s. The three well preserved buildings were also designed by nationally recognized architects in the popular architectural styles of the time. Refer to the above description of the schools for further significance. The significance of these buildings relates to education and architecture.
- IV. S.S. Peter & Paul Academy, Central High School and Jefferson School possess significance within the context of education. In addition, all three are significant examples of educational architecture in the Cass Farm survey area having retained their original physical character to a high degree. The Physics Research Building is considered non-contributing to the Cass Farm survey area due to its construction outside the period of significance.

PROPERTY TYPES -- 8

- I. Government buildings
- II. Engine House #5 (1909) and the 13th Precinct of the Detroit Police Department (1946) are the only examples of this property type. The two story, brick Engine House #5, located at 435 West Alexandrine in *South Cass Park Historic District*, is a well-preserved, Northern Renaissance Revival style building which replaced an earlier building on the site. The engine house was designed to exhibit a residential character, unobtrusively fitting into the neighborhood. Built after World War II in the International style, the brick and concrete block Detroit Police Department is located on the southwest corner of Woodward and West Hancock in Cass Farm survey area.
- III. Engine House #5 and the 13th Precinct of the Detroit Police Department are architecturally significant examples of fire and police buildings constructed in Detroit. Engine House #5 is linked to the colorful history of Detroit's Fire Department which began in 1825. Similarly, the 13th Precinct of the Detroit Police Department is associated with the history of the police department which began in 1861. In addition, Engine House #5 was designed by the prominent Detroit architect Richard E. Raseman. The governmental buildings property type relates to the Politics & Government context.
- IV. The two buildings included in this property type are significant examples of fire houses and police stations constructed in Detroit. The buildings contribute to the Cass Farm survey area due to their relation to the history of the police and fire departments in Detroit and as well-preserved and architecturally significant examples of government buildings.

PROPERTY TYPES -- 9

- I. Cultural / entertainment buildings
- II. The only resource related to this property type is the Garden Theater. This three-story Victorian style commercial building, three storefronts wide, is located on the west side of Woodward in Willis-Selden Historic District. The building was originally constructed c. 1890 and was later adapted for theater use by C. Howard Crane through the addition of a rear theater. A historic photo taken after the addition of the theater at the rear shows a highly ornamental facade with detail suggestive of the Aesthetic and the Neo-Grec.

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- III. In relation to the recreation context, the Garden Theater is a reminder of Detroit's early development of motion picture entertainment and the importance of Woodward as a location for such development. Architecturally, the Garden Theater is significant as an example of C. Howard Crane's work. Crane was a notable architect credited with the design of more than fifty theaters in Detroit as well as a number of national and international commissions.
- IV. The Garden Theater is considered contributing to the district due to its relation to the beginnings of the motion picture industry in Detroit and C. Howard Crane, a notable architect of many Detroit theaters. The theater, although in a deteriorated state, has retained much of its original physical characteristics.

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GEOGRAPHICAL DATA

The Cass Farm Survey Area includes the area defined by Warren on the north, Woodward on the east, Martin Luther King Boulevard on the south, and the John C. Lodge Service Drive on the west, in Detroit, Wayne County, Michigan.

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SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

This project was initiated in 1994 by the Detroit Historic Designation Advisory Board (HDAB) with the approval of federal funding from the National Park Service, U.S. Department of the Interior for the completion of an Intensive Level Survey of the North Cass Corridor. In-kind services of the HDAB served as a match to the grant. Zachary and Associates, Development Finance and Planning Consultants, were selected as consultants. The project team included the project director Deborah M. Goldstein (HDAB), the supervising consultant Diane V.B. Jones (Zachary and Associates), historian Janese Chapman (HDAB), surveyor Arthur F. Mullen (Zachary and Associates), survey assistants Jenifer Cansfield and Gretchen Griner (Zachary and Associates), cartographer Conrad Schewe (Zachary and Associates), and project coordinator William M. Worden (HDAB).

A community meeting was held on October 13, 1994 for the purpose of informing the public of the activity to take place and opportunities for involvement. Dale Reid from the Michigan Historical Center (MHC) attended to make a presentation on the National Register program and the role of the MHC. The meeting, held at the First Unitarian-Universalist Church, was attended by over fifty people.

Past studies of the North Cass Corridor were compiled from the Cass Corridor Neighborhood Development Corporation (CCNDC), University Cultural Center Association (UCCA), and Preservation Wayne. The reconnaissance level survey for the City of Detroit, referred to as the Detroit / Urban Conservation Project (D/UCP), was conducted in 1976 by the City of Detroit and Wayne State University. D/UCP survey cards within the project area were updated to reflect current conditions. Within the prescribed boundaries, changes were to be recorded on existing survey cards housed in the offices of the Historic Designation Advisory Board, and they were to be kept as historic documents. A base map was prepared based on the results of this preliminary survey, showing present conditions.

Individuals on the Project Team developed historic context narratives for each of the nine context areas agreed upon with the MHC. A developmental history, or overview, was prepared to introduce the different themes. Pre-fieldwork archival research, field work, and post-field work research and National Register eligibility evaluation were undertaken as described in Survey Manual #1: Intensive Level Survey. Survey team members performed all work in accordance with the "Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation," following the "Guidelines for Identification - Performing Identification" and "Guidelines for Evaluation - The Evaluation Process." The survey report overview narrative and context narratives were reviewed by the project director, consultant and SHPO staff.

A duplicate set of Michigan Historical Center Building - Structure Inventory Cards with photographs was completed for each property documented during the survey. Intensive level survey forms were prepared, to be included in the final report. A base map or maps of the study area, keyed to film rolls and negative numbers as required, had been prepared. Pre-fieldwork archival research was conducted by the HDAB staff Historian and/or Architectural Historian to define the historic context(s). Properties falling within the context(s) were identified for further study, with the concurrence of the Michigan Historical Center staff. Before decisions on eligibility were made, a post-fieldwork evaluation meeting took place on July 20, 1995 in Detroit with Robert O. Christensen, Squire Jaros, and Dale Reid of the MHC. This meeting included a windshield inspection of the entire survey area by the above mentioned MHC staff.

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The project team and MHC staff also met with representatives from seven community-based organizations within the North Cass Corridor for their input on the evaluation of properties being presented.

The outcome of the North Cass Corridor Intensive Level Survey was the recommendation that a Multiple Resource National Register nomination be prepared for the districts and buildings identified as eligible in the survey. The recommendations for eligible districts and individual properties were also reviewed by HDAB, Zachary and Associates, and the MHC staff. Work on the nomination forms began in January, 1996 when the University Cultural Center Association hired the consultant firm of Zachary and Associates to complete the nomination process.

The draft nomination was sent to the State Historic Preservation Office in early July, 1996. A community meeting was later held at 5:30 p.m. meeting on July 15, 1996 at the First Congregational Church in Detroit, Michigan. Twenty-eight community residents attended. The purpose of the meeting was to update the community as to the status of the nomination, discuss the structure of the nomination, and to agree upon names for the historic districts. The representatives of the community decided upon names for the historic districts and agreed on the use of "Cass Farm" instead of the North Cass Corridor to describe the survey area.

The draft nomination was returned to Zachary and Associates, Inc. by Robert O. Christensen for revision on November 11, 1996. As per R. Christensen's suggestion, Zachary and Associates met with HDAB to review comments from the SHPO. The three agencies agreed on the following changes:

- the boundaries of two districts were extended to include five additional buildings;
- a new district was created at the south end of the survey area to include four apartment buildings;
- the proposed Fourth-Willis Historic District was excluded from the nomination as the historical significance of the area does not meet National Register criteria; and
- five buildings originally determined "individually eligible" were determined to be ineligible for individual listing on the National Register of Historic Places.

The complete and revised nomination was returned to R. Christensen in March, 1997.

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