NATIONAL MALL AND MONUMENT GROUNDS
(Reservation Nos. 2, 3, 3A, 3B, 4, 5, 6, 6A)
Washington
District of Columbia

HABS NO. DC-678

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
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HISTORIC AMERICAN BUILDINGS SURVEY

THE NATIONAL MALL AND MONUMENT GROUNDS
(Reservation Numbers 2, 3, 3A, 3B, 4, 5, 6, 6A)

HABS No. DC-678

Location: Spanning the distance between 15th Street and the west lawn of the U.S. Capitol, the north side of the Mall is bounded by Constitution Avenue from 15th Street to Fourth Street and by Pennsylvania Avenue, NW, from Fourth Street to the foot of the Capitol. The south side of the Mall is bounded by Independence Avenue from 17th to Fourth streets--with the exception of the grounds of the U.S. Department of Agriculture--and by Maryland Avenue, SW, between Fourth Street and the foot of the Capitol.[1] The Monument Grounds lie directly west of the Mall between 15th and 17th streets, bounded on the north and south by Constitution and Independence avenues.

Owner/Manager: U.S. government, National Park Service.

Present Use: Large formal urban park serving ceremonial, recreational, educational, and cultural functions.

Significance: Planned by Pierre L'Enfant according to Baroque city planning traditions and redesigned by the 1901 Senate Park Commission in the style of the City Beautiful, the Mall forms the city's cultural and political core. Significant as a large recreational space lined with museums, the Mall also serves symbolic functions, spatially ordering the nation's most important buildings and monuments. Its main east-west axis visually connects the Washington Monument and the Capitol; the vista extends west on this axis beyond the obelisk to the Lincoln Memorial in West Potomac Park (See HABS No. DC-693). A secondary north-south perpendicular axis intersects the Mall between 15th and 17th streets and visually connects the White House, Washington Monument, and Jefferson Memorial.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of plan: 1791, L'Enfant Plan; 1792, Ellicott Plan.

2. Original and subsequent owners: Sources vary as to the original proprietors of the land designated for the Mall. An 1874 map showing the owners of the land in 1791 indicates that the property was included within the massive land holdings of David Burnes.[2] A recent reassessment indicates that the land fell within two large tracts: Beall's Levels, owned by James Williams and Uriah

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[1] Although the National Park Service defines the Mall as that area between First and 14th streets, popular usage often defines the Mall as the entire expanse between the Capitol and Lincoln Memorial. In 1975 the U.S. Board on Geographical Names requested from the National Park Service a formal resolution to the question. Acting Director Richard Stanton, National Capital Region-NPS, resolved that the term "National Mall" be used to identify the federal parkland between the Capitol Grounds and 14th Street, and that "Mall area" be used to designate the approximately 722-acre complex of Federal parkland in the monumental core. Donald J. Orth, Reston, Virginia, to Gary E. Everhardt, Washington, D.C., June 5, 1975; Richard L. Stanton, Washington, D.C., to Donald J. Orth, Reston, Virginia, July 17, 1975.

[2] Toner map, 1874.

Forrest, and Cerne Abbey Manor, owned by Daniel Carroll. Nevertheless, the proprietors deeded their land to the federal government and were compensated $66.67 for each acre within the boundaries of the federal reservation.[3]

3. Improvements, alterations, and additions:

1802-15:	City Canal construction begins along north boundary of the federal grounds.
1817:	Four city squares created between Third and Sixth streets out of land originally designated for the Mall. Missouri and Maine avenues created to delineate the new squares from the federal grounds.
1848-54:	First phase of Washington Monument building program begun at the west end of the Mall (in Reservation No. 2).
1849-55:	Smithsonian Institution erected on the south side of the Mall on the Tenth Street axis.
1850-52:	Andrew Jackson Downing devises scheme for Mall. Land between Seventh and Twelfth streets, called the Smithsonian Grounds (now Reservation No. 3) landscaped according to Downing's plans.
1855:	Washington Armory constructed on the south side of the Mall west of Sixth Street (Reservation No. 4).
1859:	Botanic Gardens re-erected at Capitol base (Reservation No. 6).
1868:	U.S. Department of Agriculture building erected between Twelfth and 14th streets on the south side of the Mall (Reservation No. 3B).
1871-73:	Baltimore and Pennsylvania Railroad Depot constructed on Sixth Street axis through Mall. Canal converted into an underground culvert with B Street North (later renamed Constitution Avenue) formed along its former path.
1876-84:	Washington Monument completed during second building phase.

[3] McNeil, 39, 42-44.

1878:	National Museum (now the Smithsonian's Arts and Industries Building) erected between Ninth and Tenth streets on the south side of the Mall (Reservation No. 3).
1880s:	Reclamation of land west of the Monument begun (Reservation No. 332).
1887:	U.S. Army Medical Museum and Library erected on the south side of the Mall west of Seventh Street (Reservation No. 3A).
1904-08:	Wings for new Department of Agriculture Building erected.
1907:	Baltimore and Potomac Railroad Station demolished.
1911-22:	Lincoln Memorial constructed, closing off the west end of West Potomac Park.
ca. 1916:	World War I temporary buildings constructed on Mall and in the reclaimed land west of Washington Monument (Reservation No. 332).
1917:	Sylvan Theater stage built south of the Monument.
1913-23:	Freer Gallery of Art erected on the south side of the Mall, east of the Twelfth Street axis (Reservation No. 3B).
ca. 1930:	City Squares A, B, C, and D cleared of all structures, and Maine and Missouri avenues eliminated in order to enlarge the Mall to its original size (Reservation Nos. 5 and 6). Botanic Gardens moved (Reservation No. 6B). Old Department of Agriculture building razed and the central block of the new Department of Agriculture building completed.
1931:	Department of Agriculture gardens graded over.
1931-33:	Bartholdi Fountain moved from the grounds at the foot of Capitol to its present location at Independence Avenue and First Street.
ca. 1943:	Temporary buildings constructed on the Mall and in West Potomac Park (Reservation Nos. 3B, 5, and 332). Independence Avenue continued through the south side of the Monument Grounds.
1959:	Circle of flags erected around the base of the Washington Monument. Twelfth Street tunnelled under the Mall.

1964:	Washington Armory razed.
1969:	Army Medical Museum razed.
1971:	Wedge-shaped reflecting pool completed (in Reservation No. 6A) near the Capitol Grounds over the underground "center leg" of the inner-loop freeway (I-395).
1972-74	Circular pool/ice skating rink erected between Seventh and Ninth streets, south of the National Archives.
1974:	Hirshhorn Gallery completed on the south side of the Mall between Seventh and Ninth streets.
1970-76:	National Air and Space Museum erected on the south side of the Mall between Fourth and Seventh streets.
1978:	East Wing of the National Gallery of Art completed on the north side of the Mall between Third and Fourth streets.
1983:	Smithsonian quadrangle begun on the south side of the Castle with three surface pavilions providing entrance to a new complex of underground museums.
ca. 1987:	National Sculpture Garden and Ice Skating Rink concession building erected south of the National Archives.
ca. 1988:	German-American Friendship Garden planted on the north side of the Monument Grounds adjacent to Constitution Avenue on the 16th Street axis.

B. Historical Context:

L'Enfant's Vision:

Today's Mall is derived from the largest component of a T-shaped ceremonial space designed by city planner Pierre Charles L'Enfant to connect the major buildings and monuments of the federal capital. The "Grand Avenue," approximately one mile long and 400' wide, was to stretch from Jenkin's Hill, the proposed site for the Capitol, to the banks of the Potomac River. At its west end, an equestrian figure of George Washington would mark the apex of the right angle formed by the main axis, a long latitudinal park and the secondary axis, a greenway extending north to the President's House. The tree-lined expanse, bordered with gardens and the houses of diplomats, was to provide a magnificent vista from the Capitol to the monument and the river beyond.

The plan also incorporated the canal envisioned by George Washington to promote local commerce and connect the city to a national system of waterways. Approximately 80' wide, the canal was planned to flow from the mouth of Tiber Creek at the southwest corner of President's Park east along the northern edge of the Mall to the west front of Congress' House and Gardens where it would

turn south, crossing the Mall, before continuing through the city's southern quadrants to the Anacostia River.

Early development

After L'Enfant was dismissed from his position, surveyor Andrew Ellicott oversaw the engraving of a city plan, based on L'Enfant's scheme. According to the agreement George Washington and Thomas Jefferson made with original proprietors for the land that would become the /city of Washington, the area set aside for the Mall was to be among 541 acres purchased by the federal government for public buildings. The Mall was officially designated as federal property on James Dermott's Tin Case, or Appropriations, map of 1795-97; this map labelled the entire expanse between the U.S. Capitol and 15th Street as Appropriation No. 2. The site west of 15th Street, intended for a monument to George Washington, was labelled as Appropriation No. 3.[4]

Topographically, the land set aside for the Mall lay toward the north end of a low river terrace that encompassed most of the city's southwest quadrant. The Tiber Creek, a tributary of the Potomac River, flowed along the north side of this low-lying area for almost the entire length of the planned park to Capitol Hill. As a result, much of the land set aside for the Mall was marshy and frequently flooded by both Potomac and Tiber overflow.[5]

Benjamin Latrobe's 1802 commission from the Washington Canal Company was one of the earliest steps toward carving the planned park out of the extant landscape, since its construction would clearly define the Mall's north boundary; the canal project would also foreshadow the problems endemic to Washington's landscape development. During the first building campaign, the Tiber Creek, which flowed roughly along the course planned for the canal, was extended eastward through the Mall and connected to the James Creek, a branch of the Anacostia or Eastern Branch River that formed the southeast boundary of the planned city. Due to financial constraints, Latrobe eliminated decorative features planned by L'Enfant and Ellicott, such as the turning basin at Eighth Street, the settling basin at the foot of the Capitol building, and the grand cascade down Capitol Hill, planned by L'Enfant to flush the canal. City surveyor Robert King's 1818 map of the area's water courses and topography reveals that the Tiber Creek continued to flow along its natural and fluctuating course east to Seventh Street--accounting for the frequent flooding of the market a block north of the Mall between Seventh and Ninth streets, NW.[6]

As the canal was gradually constructed through sporadic work programs, the open expanse to the south was largely neglected throughout the first half of the nineteenth century despite several plans for its embellishment as a public park. When he was city surveyor, Latrobe submitted two plans to Congress for the improvement of the Capitol Grounds and Mall. The first, in 1815, reflected the popular picturesque aesthetic with meandering paths and naturalistic water elements. The second, in 1816, included a National University between 13th and 15th streets. Observing George Washington's desire for a federally established university, Latrobe's complex included a rectangular university structure flanked by a church, observatory, dormitory, and libraries. Although L'Enfant and Ellicott

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[4] George Washington approved official boundaries for the Mall on March 2, 1797; Olszewski, 5.

[5] Hawkins, 10-33.

[6] Ehrenberg, 315.

both included universities on their plans, Latrobe was the first to locate it on the Mall.[7]

No funds were allocated to carry out Latrobe's plans, however, and the unimproved public land was used for grazing and storage; occasionally it served as a site for fairs and traveling circuses. In an effort to promote the improvement of the land at no cost to the government, Congress passed an act in 1812 authorizing private lease of the land.[8] The Columbia Institute was one of the earliest groups to lease land under the new law. Washington's first major intellectual society and precursor to George Washington University, the institute attempted to form a Botanical Garden. Its members erected several small greenhouses and planted gardens on five acres of the public appropriation between Maryland and Pennsylvania avenues at the foot of the Capitol. Begun in 1823, the Botanic Garden included a single row of densely planted trees enclosing a broad, expansive lawn containing a few minor plantings and a serpentine walk.[9]

Other Washingtonians rented plots on the unimproved Mall for gardens, storage, and grazing land. The unsightly effect of these uses of land envisioned as a grand public park elicited criticism from the city's visitors and residents. Vocal Capitol Hill denizen John Law decried Congress's neglect of the 320 acres of federal land in 1820, stating "not a tree has been planted, not even a common fence encloses it."[10]

Not only did Congress avoid its responsibility for the land by leasing it to private individuals, but in 1817 four parcels within the Mall were divided into building lots to be sold for private development. Around 1817, the east end of the grounds set aside for a public park were sliced by two new avenues named after two new states. Within the wedge of land formed by Pennsylvania and Maryland avenues, between Fourth and Sixth streets, Missouri Avenue was laid out parallel to Pennsylvania Avenue, NW, and Maine Avenue was formed parallel to Maryland Avenue, SW. Four new city blocks created in the process--two between Missouri and Pennsylvania avenues and two between Maine and Maryland avenues--were sold for private development. Over the next decades these new city blocks flanking the remaining wedge of public land were filled with stores, residences, and boardinghouses.

Access to the city was simplified in 1835 when the Baltimore and Ohio Railroad was granted permission to extend its tracks to Washington. The B&O depot was built in 1852 several blocks north of the Mall at New Jersey Avenue and C Street. By the 1840s, rows of buildings defined the street grid in the developed regions of the city. Still, however, no federal efforts had been made to improve the Mall. Commissioner in charge of public buildings, W. Noland, cited this negligence in his annual report of 1844:

> It may not be improper here to state, that these reservations were all carefully selected by President Washington for public purposes; and that it was his intention that the larger ones should be substantially enclosed and planted with ornamental shade trees; and that there should be gravel walks and carriage ways for citizens and strangers to exercise on foot, on horseback, or in carriages for health or

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[7] Olszewski, 6; In 1822, Charles Bulfinch submitted plans to improve the Capitol Grounds that included the Mall and botanical gardens. Although it is not certain whether the botanic gardens were designed according to Bulfinch's plans, his scheme for the Mall was never realized. Scott, in Longstreth, 46.

[8] Scott, 46.

[9] Scott, 46.

[10] Ceremonies and Oration at Laying the Cornerstone of the City Hall of the City of Washington, August 22, 1820, (Washington: Jacob Gideon Jr., 1820), cited in Reiff, 30.

recreation.[11]

His annual report the following year included estimates for improving the grounds: $2,134 to enclose the Mall with a wood fence and $2,500 to grade it and plant trees.[12]

Smithsonian Institution and Grounds

The long-awaited Mall improvements finally began in the late 1840s--largely as a result of a curious event in 1838. That year James Smithson, a British chemist and mineralogist who had never been to the United States, bequeathed his $500,000 fortune to the new country for the establishment of an institution for "the increase and diffusion of knowledge among men." Architect Robert Mills, who was commissioned in 1841 to design the buildings and grounds for the institution, envisioned the entire Mall as its domain. He sited the building on a slight rise at the Twelfth Street axis, and designed formal gardens, fountains, and expansive pleasure grounds extending over the rest of the Mall. After some controversy over the site, Congress granted the institution the segment of the Mall between Ninth and Twelfth Streets. Finally in 1848, the Smithsonian "castle" was begun on the side of this plot, built according to the Romanesque design of architect James Renwick.

The Washington Monument

The same year the Smithsonian building was begun, the cornerstone was laid for the Washington Monument. Although L'Enfant had included a site for an equestrian statue honoring George Washington in his plan, and Congress proposed the erection of such a monument as early as 1783, it was not until 1833 that any effort was made to raise funds to build one. The Washington National Monument Society was probably formed in reaction to the fact that the nearby city of Baltimore had erected a 204' Doric column in George Washington's honor. By 1847, the group had collected $87,000 toward a fitting tribute to Washington in the nation's capital, and in 1848 Congress granted the society 37 acres of Appropriation No. 3, reserved since the 1790s especially for such a monument.

Robert Mills drew up a design for the structure, and the cornerstone was laid on July 4, 1848. Probably because of the condition of the ground at the time, the monument was built 371.6' east and 123.17' south of the site selected by L'Enfant, thereby irrevocably altering the symmetry of the grand city core. For economic reasons, Mill's design was simplified; the obelisk was shortened from 600' to about 555', and the rotunda planned at the base was eliminated.

Department of the Interior and Andrew Jackson Downing

The construction of the Smithsonian Institution and Washington Monument spurred corresponding efforts to improve the surrounding public grounds. In 1849, under President James K. Polk, responsibility for the public grounds was transferred from the city commissioners to the newly formed Department of the Interior. Ignatius Mudd, the first commissioner under the new management, assessed the condition of the federal land and made proposals for its improvement. Mudd defined the Capitol Grounds as the portion of Reservation No. 2 surrounding the Capitol

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[11] W. Noland, Report of the Commissioner of Public Buildings, May 1844.

[12] W. Noland, Report of the Commissioner of Public Buildings, December 1845.

building and extending west to Sixth Street. He designated the land stretching between Sixth and 15th streets as the Mall.

Mudd described the grounds surrounding the Smithsonian between Seventh and Twelfth streets as "the largest and most beautiful of the several lots of ground belonging to Reservation No. 2," and he appealed for funds to improve Reservation No. 3. He envisioned the entire expanse--consisting of the Mall, Capitol, and Monument Grounds--as one continuous landscape:

> These three reservations are so situated, and so connected with each other, that they present an extensive landscape, and when viewed from a favorable point, cannot fail to strike the observer as the most beautiful and interesting feature of the federal metropolis.[13]

Although the Smithsonian Grounds were planted in 1848 with "200 or 300 thrifty young trees," they were unprotected from geese, pigs, and other livestock that roamed down from the nearby Center Market. Congress allocated $3,628 to grade, plant, and enclose the Mall with a wood fence, but the funds were insufficient for the scheduled improvements.[14] The Columbia Institution's Botanical Gardens had been removed from the grounds at the base of the Capitol in 1836, but in the 1850s Mudd oversaw the erection of a greenhouse and botanical garden on the same site where plants were propagated for use in the federal grounds and buildings.

Mudd's most notable accomplishment, however, was the appointment of a nationally celebrated landscape architect to consult his office. At the request of "several prominent gentlemen of this city," Mudd invited Andrew Jackson Downing (1815-52) "to examine and inspect the public grounds with reference to their more decorative and artistic improvement."[15] An advocate of the romantic-garden tradition popularized in England, Downing published numerous books and articles on landscape design and horticulture in addition to designing estate gardens for wealthy patrons. When William W. Corcoran purchased property facing onto Lafayette Square in 1849, he hired Downing to fashion his extensive gardens. It was Corcoran and his friend, Secretary of the Smithsonian Joseph Henry, who persuaded President Millard Fillmore and Mudd to enlist Downing's expertise for the landscape of Washington's public parks.

From his office in Newburgh-on-the-Hudson, New York, Downing drew plans for the Mall and Lafayette Park. Enthusiastic about the prospect of designing "a real park," he expressed the hope that his design of sinuous paths and picturesque views would influence landscape design practices throughout the country.[16] He divided the Mall into separate gardens linked together with winding paths. In his scheme, heavy plantings, pleasure grounds, and lakes filled the spaces, and a decorative wire suspension bridge connected the Mall with the President's Park.

Ignatius Mudd died soon after he submitted his 1851 annual report. His successor, William Easby, continued to oversee the development of the public grounds to Downing's specifications. Easby apparently found the landscape architect's absentee supervision insufficient, however. When Downing learned of the complaints issued against him, he wrote to Henry:

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[13] Mudd, 1849, 7.

[14] Mudd, 1850, 7.

[15] Mudd, 1850, 9.

[16] Washburn, 52-59; Commission of Fine Arts, 14.

> The Commissioner of Public Buildings is I think a very capable and honest public officer--but he is ambitious to *manage* everything relating to Washington--and among other matters *myself*. It was on this account discovering how matters stood at the outset that I made it a particular point, as you doubtless remember, in my first interview with the President that the improvements intrusted to me should be solely under my direction. Either I am judge of the proper progress of my work or I am not. If I am satisfied with it the Commissioner of Public Buildings has no right to complain . . . If I am interfered with or trammelled by any petty commissioner I will throw up the matter at once--as I am wholly independent of both it and the President--and shall do only what is right and just according to my own view of the matter.[17]

This conflict between artist and bureaucrat ironically echoed that between L'Enfant and the city commissioners sixty years earlier, which finally led to the Frenchman's dismissal. Like L'Enfant, Downing never saw his plans realized; he drowned in a steamboat accident July 28, 1852. Easby accomplished much in the ensuing year, but carrying out Downing's plans were not among his priorities; only the Smithsonian Grounds between Ninth and Twelfth streets were laid out to Downing's design. Downing's plans were not used for the Botanic Gardens at the foot of the Capitol. William R. Smith, who trained at Kew Gardens in England, was appointed as gardener in 1852 and made sufficient improvement for an 1859 visitor to describe the Botanic Garden as "a pleasant place to visit, with gravel walks, bordered with box, rare plants and trees."[18]

In 1855, a third major building project began on the Mall. Construction on the Washington Monument was halted when funding ran out in 1854, so its unfinished 154'-tall stump graced the Mall's west end. The Smithsonian building, however, was largely complete when construction of the Washington Armory commenced on the south side of the Mall, west of Sixth Street. Also known as the Columbian Armory, the elegant Neoclassical structure was designed by Maj. William Haywood Bell of the Ordnance Department, U.S. Army. Built primarily to store rifles and cannon for local militia companies, it also featured a museum of antique American arms and models of new weapons. Local militia gathered at the Washington Armory in 1859 to guard the city during John Brown's slave rebellion in Harper's Ferry, West Virginia.[19] Like the Smithsonian and Monument, construction of the armory prompted improvement of the surrounding grounds at the east end of the Mall. Public buildings commissioner John Blake recounted the progress in 1857:

> The work for continuing the improvement of the Mall is now progressing rapidly in that portion of it on which the armory is situated. I am in hopes of having the grading finished by the termination of the working season. The plan that has been adopted harmonizes with the object for which the armory was erected, and will doubtless add very much to the appearance of the Mall, which is destined to be one of the most interesting features in the plan of the city.[20]

Because the Mall was divided by roadways into various segments that were improved as buildings were constructed upon them, it came to be regarded more as a string of individual parks than as a continuous greenway. Blake included a list of the federal reservations in his annual report

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[17] Washburn, 53, 56.

[18] Caemmerer, 225.

[19] Goode, Capital Losses, 308-10.

[20] John B. Blake, Report of the Commissioner of Public Buildings, Oct. 15, 1857.

of 1858, describing Appropriation No. 2 as comprising the following eight parcels:

> The Capital Square and Mall, comprising the public grounds, enclosed and unenclosed, surrounding the Capitol, between First streets east and west, and B streets north and south. 48.7 acres
> The grounds between First and Third streets west, and Maryland and Pennsylvania avenues (botanic garden). 11.8 acres.
> The Mall between Third and 4 1/2 streets, and Missouri Avenue and the canal. 2 acres.
> The Mall between Third and 4 1/2 streets, and Maine Avenue and the canal. 2 acres.
> The Mall between Missouri Avenue and the canal west of 4 1/2 Street. 7.6 acres.
> The Mall south of the canal between 4 1/2 and Seventh streets (armory square). 17 acres.
> The Mall between Seventh and Twelfth streets. 52.6 acres.
> The Mall between Twelfth and 14th streets. 31.6 acres.

Appropriation No. 3, or the Monument Grounds, was described as "the park and part of the Mall, being the whole of the public grounds West of 14th Street to the Tiber Creek and the Potomac," comprising 44.9 acres.

Boschke's map of 1857-61 clearly shows the divisions of the Mall and the uneven development of the spaces. The map also shows that many vacant lots still faced on to the large public expanse, probably because it afforded a rather unsightly view. But as commissioners pressed Congress to continue the improvements, greater tensions mounting throughout the country superseded the public desire for parks. As enmity grew between the North and South, Washington--situated between the two--was in a tenuous position. An article that appeared in 1859, however, made a striking parallel between the impending conflict and the newly improved parks:

> Spacious pleasure grounds are the best friends of law and order: it is well for the people to play and the instinct of childhood points to the open air as the best place for recreation. A grass plot has a magical virtue for "clearing the breast of perilous stuff." During the fierce heat of summer it is pleasant to see the large concourse of people which pours into the Capitol Grounds or those around the President's Mansion sitting under the shade of the trees while the Marine Band furnishes the choicest music; and it requires no poetic enthusiasm to picture the coming day when the Mall stretching from the Capitol to the margin of the noble Potomac, shall be one continuous shade, covered with glorious foliage, and vocal with the rippling of fountains and the song of birds. Then hard-handed toil and weary brains shall find in every sight and sound of beauty not only rest, but hope--hope for the perpetuity of that strong Union which having created this costly capital may find it a center of attraction sufficiently strong to martial around it the orderly states, and to control even the wildest comets that seek to fly off into new orbits.[21]

The Civil War and its Aftermath

With the outbreak of war between the Union and the Confederacy--the border between them being literally a stone's throw from Washington--the large expanses of federal land were vital to the survival of the city and the nation. Open spaces became campsites for troops protecting the capital city, and crude encampments, barracks, temporary offices, and hospitals were erected in them. About fifty temporary wood wards and a chapel, known as the Armory Square Hospital, were hastily

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[21] Harper's, 113.

thrown up on the segment of the Mall stretching north from the new armory.[22] Meanwhile, at the west end of the park, cattle driven up from the wharves on Seventh Street grazed on the Washington Monument Grounds awaiting slaughter by Union butchers at the foot of the incomplete obelisk.

By the war's end, Washington's doubled population only exacerbated infrastructural shortcomings. What little planting and landscaping had been completed on the Mall before the war was trampled and neglected. The grounds north of the unfinished monument became known as "murderer's row," a hangout for escaped prisoners, military deserters, and other undesirables.[23] Perhaps the greatest blight, however, was the canal running along the north side of the Mall, then south through the Capitol Grounds. Poorly constructed of cheap materials, it flooded frequently, was often clogged with silt, and constantly needed repairs. Instead of promoting commerce, it discouraged development in reach of its foul smell. In 1864, Public Buildings Commissioner Benjamin B. French urged Congress to allocate funds to improve this "grand receptacle of nearly all of the filth of the city." Not only did he see it as it aesthetically offensive, but also a hazard to the health of the citizenry.[24]

Despite French's complaints, the canal remained unimproved during his tenure. Congress did acknowledge the health risk it presented, but instead of proposing its repair, sought a new site for the President's House and public park.[25] Brig. Gen. Nathaniel Michler (1827-81), a U.S. Army Corps engineer experienced in military mapping, was given the task of surveying the city and its environs for such a site. Although the Mall and President's House were never moved, Michler's study highlighted the vast undeveloped tract north of the city that was later acquired by the federal government for Rock Creek Park.

Army Corps of Engineers Office of Public Buildings and Grounds

In 1867, control of the public grounds was assigned to the Office of Public Building and Grounds (OPB&G) under the Chief of Engineers of the Army Corps of Engineers. Michler had become an expert on the city from his earlier survey, and was appointed OPB&G head. Despite Washington's dismal conditions, Michler's first annual report to the Secretary of War exuded optimism and pinpointed some of the issues that would challenge the city for years to come. Michler made several suggestions that would be ignored in his time only to be echoed and carried out after the turn of the century.

Addressing the poor condition of the war-torn Mall, Michler recognized that the original plan been misinterpreted when the space had been divided into segments by Sixth, Seventh, Twelfth, and 15th streets. He recommended that either these streets be tunnelled under the open space or that the separate parcels be laid out with a system of carriageways and paths for equestrians and pedestrians that would unify the segments into one continuous park.[26] At the street crossings, he envisioned gatehouses with mechanical gates operated by disabled Civil War veterans. The reprint of Downing's

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[22] Goode, Capital Losses, 310.

[23] Olszewski, 25.

[24] French, 1864, 687.

[25] Cowdrey, 24.

[26] Annual Report of the Commission of Public Buildings and Grounds, 1867, 525.

plan that he included in his annual report helped guide Mall developments over the next decade.

Michler also recommended a major project to eliminate the silt deposits in the Potomac River that had plagued Washington's shipping industry since early in the nineteenth century. In 1868 Michler recommended dredging a channel near the Washington shore and depositing the soil on the marshy flats at the mouth of the canal and east and south of the Monument Grounds. Such a program, he wrote, would "enhance the extent and beauty of the public grounds about the monument which is being erected to the memory of Washington." After a great flood in 1881 in which the waters of the Potomac came dangerously close to both the White House and Capitol, Congress approved the measure and dredging began in 1882 under the leadership of Maj. Peter Conover Hains. Over the next twenty years engineers transformed the shoreline, reclaiming hundreds of acres from the Potomac River to extend the Mall, forming East and West Potomac Parks and the Tidal Basin.[27]

Soon after the OPB&G began overseeing the improvement of the city parks, a fourth building project, the U.S. Department of Agriculture headquarters, was begun on the Mall. Founded in 1862, the department had seventy-two staff members by the time it moved into its new building on the Mall in 1868. Designed by Adolph Cluss, the patterned-brick structure was located on the south side of the segment of the Mall between Twelfth and 14th streets. Sandwiched between the Smithsonian Institution and the Washington Monument Grounds, this unimproved parcel provided ample room for extensive greenhouses and gardens that would characterize the space until the 1930s. Soon after jurisdiction of the land was transferred from the OPB&G to the Department of Agriculture, Scottish-American landscape architect William Saunders was hired to lay out the extensive grounds. Saunders designed a formal garden with an entrance at today's Constitution Avenue and 13th Street. The heart-shape terraced flowerbeds featured two summer houses also designed by Cluss.[28]

The Territorial Government and the Railroad on the Mall

In 1871 Congress created a territorial government in Washington that combined local and federal participation. The Board of Public Works, set up to handle the city's public improvements, effected drastic changes in the three years before the territorial administration was dissolved in debt and scandal in 1874. The progress of the Board of Public Works was overseen by an advisory panel consisting of notable engineers, architects, and landscape designers, including Montgomery C. Meigs, Frederick Law Olmsted, Sr., and Col. Orville E. Babcock of the Corps of Engineers.[29]

Led by Alexander "Boss" Shepherd, the Board of Public Works became one of the most powerful bureaus in the city, planting thousands of trees and laying miles of sewers and streets. Most of the construction performed during this period of vast improvement remained within the confines of the L'Enfant Plan. One of L'Enfant's elements completely erased from the city during the whirlwind of public works, however, was the noxious and obsolete City Canal. Michler had drawn up plans to dredge and repair the canal; others suggested it be arched over and used as a sewer. Shepherd converted it into an underground culvert and created a roadway (B Street North, later named Constitution Avenue) over its former path.

Another change to L'Enfant's vision made during the territorial reign was the erection of a

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[27] Michler, 1870. The Potomac flats were filled throughout the 1890s and were added to the park system as East and West Potomac Parks.

[28] Goode, Capital Losses, 318.

[29] Gutheim, 84-85.

railroad station on the Mall. Between 1873-78, a massive brick Victorian Gothic depot was built for passengers riding the Baltimore and Pennsylvania Railway. Designed by Joseph Miller Wilson of Philadelphia, it stood on the north side of the Mall west of Sixth Street, and its 130' train shed stretched halfway across the Mall, flanked by black piles of coal fuel.[30] Many residents opposed the station from the start, including Michler who had already decried the Baltimore and Ohio depot two blocks north of the Capitol. "The running of the trains is now distinctly heard within the halls of the Senate, and the shrill screams of the engine must frequently interfere with debate," he wrote. When he learned of the Baltimore and Potomac Railroad's bid to build a station in the city, he suggested the "different companies may find it to their interests to unite upon some central position for a depot to accommodate the travel and business of all of them."[31] Less than two weeks before the territorial government took office, however, Michler was given twelve days notice that he was being transferred from Washington to the Pacific Northwest.

His successor, Babcock, was a close friend of Shepherd and President Ulysses S. Grant, both of whom advocated the depot on the Mall. Proponents of the station emphasized the prosperity that improved rail access would bring to the city; opponents objected to the desecration of a site reserved by the city's founders as a park. During heated debates in Congress, one depot supporter stated, "No man who desires to see this country prosper would for a moment take into consideration the difference between this little bit of park and the great benefits which a railroad like this is going to bring into the city." Another suggested that the station would improve what had been "the dirtiest hole in Washington and a disgrace to the city," in reference to the Mall's long neglected state.[32] The measure won easily in Congress, but soon after the station was complete, its nuisances became apparent. The noise and smoke from the engines and lines of empty cars standing idle between trips were a blemish on the beauty of the national capital. Additionally, trains barreling down the streets and through the park threatened the safety of residents.[33]

Orville Babcock and improvements of the 1870s-80s

At the same time Babcock supported construction of a depot on the Mall, he oversaw widespread improvement to the city's open space. At the outset, he surveyed the parks under OPB&G jurisdiction and included a list of them in his annual report of 1872. The list described the 52-acre Smithsonian Grounds extending from Seventh to Twelfth streets as laid out according to Downing's plans, but only enclosed by a "very cheap wooden fence which is nearly worthless." The 44-acre Monument Grounds he described as "in very bad condition, a portion overflowed at high tide, the rest ungraded without drains, roads, walks, trees, or shrubbery." Two separate listings were made for very small parks in the trapezoid between Third and Four-and-a-Half streets and Missouri and Maine avenues; the one north of the canal was used as a propagating garden, and the one to the south was enclosed with a wood fence, but unimproved. The 17-acre segment between Four-and-a-half and Seventh streets was planted with some shrubs, but otherwise unimproved. The grounds of the U.S. Capitol and Department of Agriculture were not included in the list since they were no

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[30] Goode, Capital Losses, 414.

[31] Annual Report . . ., 1870, 980-81.

[32] Belanger, 4-27.

[33] Olszewski, 16-17.

longer under the jurisdiction of the OPB&G.

Locally, Babcock remained largely unscathed by the scandals that spelled the demise of the territorial government in 1874 and he remained head of the OPB&G until 1877. During that time he oversaw vast improvements to the Mall. On the Smithsonian Grounds, hundreds of trees were planted and a watchman's lodge was erected.[34] In 1875, he described this part of the Mall as "a great attraction to citizens and visitors alike, for the shade trees as well as the Smithsonian. Seats and a music stand that were formally used on the East Capitol Grounds have been removed to this area, where the Marine Band now plays on Wednesday afternoons." Iron gates and stone pillars at Tenth Street and B Street north (Constitution Avenue) were removed and two lampposts were installed to create an entrance for carriages, and a separate entrance was formed for pedestrians approaching the grounds from the bustling Center Market between Seventh and Ninth streets north of the former canal. The dense, concealing foliage of the picturesque landscape perhaps contributed to a high crime rate, however, and in 1875 Babcock noted that the area was avoided at night because of the "disreputable characters of both sexes who assemble there."[35] In addition to employing two watchmen to patrol the area, sixty-three gas lamps were installed to illuminate the walks and roads.

Babcock also oversaw improvements to the square between Sixth and Seventh streets occupied by the armory, depot, and its accompanying railroad tracks. Around 1877 the reservation was drained to prevent flooding, and pipes were laid to serve a small ornamental fountain. A curving 35'-wide gravel roadway was constructed within the park between Sixth and Seventh streets. This roadway was to cross over the railroad tracks on Sixth Street by means of an ornamental iron bridge to be constructed by the Baltimore and Potomac Railroad Company, according to the agreement authorizing it to lay tracks on public land. While Babcock made no mention of the railroad's unsightliness, he did criticize the appearance of the armory and requested authorization to sell the building and use the proceeds to further embellish the grounds.[36]

The small reservations between Sixth and Third streets were also graded, drained, and laid with gravel footpaths. Six gas lampposts were erected, two of them connected to drinking fountains. An estimated 860 evergreens, deciduous trees and shrubs were planted in this area. Standard cast-iron post-and-chain fencing was installed along Missouri and Maine avenues, from Four-and-a-half to Sixth streets. By 1878 much of the Mall was graded, sodded, planted with trees and shrubs, intersected with roads and paths, and supplied with water and gas. Lobbying for more funds to maintain and complete the Mall, Babcock reported that the 200 acres of ornamented grounds needed constant attention for at least eight months of the year and that Reservation Nos. 4, 5, and 6 could "be made quite as attractive as the Smithsonian and Agriculture Grounds, and that, too, at a reasonable cost."[37]

At the beginning of his term, Babcock had noted the poor condition of the Monument Grounds and recommended a seawall be built to keep the Potomae River from flooding the land. The area was drained and three large, clear, lakes were formed in place of a stagnant marsh. Comprising about 20 acres of the Monument Grounds, the lakes fell under the jurisdiction of the U.S. Commission of Fish and Fisheries, and were used to propagate fish. One of them was named

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[34] Annual Report . . ., 1872, 9.

[35] Annual Report . . ., 1875, 7.

[36] Annual Report . . ., 1874.

[37] Annual Report. . ., 1878.

Babcock Lake in honor of the OPB&G leader. An extension along the axis of Virginia Avenue ran almost to the Monument base. The high ground around the obelisk was leveled and the excess dirt hauled in horse carts several hundred yards north to the unimproved grounds south of the White House.[38] The nation's centennial in 1876 may have helped prompt a $200,000 congressional allocation to resume construction of the Washington Monument. By the time the monument was dedicated in 1884, the seawall was complete.

After the vast improvements of the 1870s, in the 1880s the OPB&G was faced mainly with the task of maintaining the reservations on the Mall and developing parks throughout the rest of the city. To manage the property under its jurisdiction, the OPB&G began assigning numbers to its parcels. The new numbering system largely disregarded the appropriation numbers assigned in the eighteenth century. Monument Grounds became Reservation No. 2, Smithsonian Grounds No. 3, and the rectangle containing the Armory and Railroad station--renamed Henry Park in 1887 to honor the first secretary of the Smithsonian Institution--was designated No. 4. The two trapezoids, one between Four-and-a-half and Sixth streets, and the other between Third and Four-and-a-half streets, were numbered separately as Reservation Nos. 5 and 6, respectively. Together, the two parks comprised Seaton Park, named in 1885 "in honor of that distinguished citizen, the late W. W. Seaton, who was so greatly interested in the welfare and prosperity of this city, and who for many years, as the editor of the National Intelligencer, was a representative man of the press in this section of the country."[39] Again, the Agriculture Department grounds and those of the Botanic Garden, under separate jurisdiction, were not assigned numbers.

With improvements in place and the repulsive canal only a memory, the Mall became an attraction for residents and visitors. Throughout the 1880s new attractions were added to the landscaped expanse, which was becoming a cultural hub. In 1881 a new museum was erected to the east of the "Castle" on the Smithsonian Grounds to house exhibits from the Philadelphia Centennial Exposition donated to the federal government for permanent display. Built of polychromatic brick and tile, the National Museum designed by Adolf Cluss was a colorful addition to the Mall.

Cluss was commissioned again in 1887 to design a building for the Army Medical Museum and Library between the National Museum and Armory, on the west side of Seventh Street. Originally established in 1862, the Romanesque Revival museum housed a library of 300,000 volumes and an assortment of medical instruments that included the world's largest collection of antique microscopes. Biological specimens displayed in cases and in formaldehyde-filled glass jars included fragments of Lincoln's skull and his assassin's bullet and the amputated leg of Gen. Daniel E. Sickles, which he reputedly visited each year on the anniversary of its removal during the Civil War.[40]

Cultural exhibits from the museums overflowed into the landscape, such as a sarcophagus dating to 240 A.D. in front of the National Museum and the cast statue of an Irish elk.[41] The sarcophagus, originally intended for Roman Emperor Alexander Severus, was brought to the United States from Beirut in 1838 by Commander Jesse D. Elliott who offered it to Andrew Jackson as a final resting place. The former president eloquently refused the gift so the sarcophagus was displayed

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[38] Gutheim, 87.

[39] Annual Report . . ., 1885, 2504.

[40] Goode, Capital Losses, 323-25.

[41] Annual Report . . ., 1892, 3389.

on the Mall as a curiosity.[42] The Mall also received its share of memorial sculpture. The U.S. government purchased the prized Bartholdi Fountain, winner of many honors at the 1876 World's Fair in Philadelphia. The 30'-tall fountain was erected on the grounds of the Botanic Garden in 1878 and was illuminated by twelve electric lightbulbs. Designed by the French artist Frederic Auguste Bartholdi, who later built the Statue of Liberty, the cast-iron fountain attracted many tourists since it was one of the city's first public displays of electric lights.[43] A standing bronze portrait of Professor Henry, first secretary of the Smithsonian Institution, was erected on the Castle grounds April 19, 1882, with an elaborate ceremony.[44] In 1894, Downing was memorialized when a marble urn was placed in his honor in the landscape he designed.

As a reaction to the overwhelming number of military memorials throughout the city, efforts were made in the late nineteenth century to recognize noted men of science and letters. In keeping with this ideal, statues were erected on the Mall honoring photography inventor Louis J. M. Daguerre and famous physician Samuel D. Gross. The Daguerre monument, designed by Jonathan Scott Hartley, was erected inside the National Museum in 1890, but it was moved outdoors in 1897 to the grounds east of the building. The Gross statue, erected in 1897, appropriately adorned the grounds of the Army Medical Museum west of Seventh Street.[45] In addition to recognizing the contributions of famous Americans, Mall visitors could also climb to the top of the Washington Monument for spectacular views of the city, or tour the Gen. Noble Redwood Tree House, a whimsical structure made from the base of a giant Sequoia tree. Displayed on the Department of Agriculture Grounds after its debut at the Chicago Exposition of 1893, the tree house contained a spiral staircase leading to a room with dormered windows from which visitors could view the agricultural gardens.[46]

The OPB&G annual report of 1885 includes plans of the reservations under its jurisdiction, showing the sinuous paths and the numerous lampposts that illuminated them, as well as the sewer drains, traps, manholes, and water pipes underneath the surface that kept the parks properly drained and irrigated. Despite OPB&G efforts to beautify the Mall, the railroad depot in Reservation No. 5 placed an onus on the entire space, as was noted in 1893: "The beauty of the parks is somewhat marred by the depot and tracks of the Baltimore and Potomac Railroad lying between them." To "screen the objectionable features from the west section of the park," OPB&G laborers formed a mound of earth along the side of the depot and tracks and planted it with a thick belt of trees and shrubs.[47] The 400'-long berm was only partially successful, however, because the evergreen trees were damaged by the steam and smoke of the passing engines.

Throughout the 1890s the OPB&G repeatedly lobbied for more funds to maintain city parks as their usage and popularity increased. On the eve of the city's centennial, these requests became even

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[42] Goode, Outdoor Sculpture, 518; The sarcophagus was removed from the Mall and placed in storage in 1968.

[43] Goode, Outdoor Sculpture, 250-51.

[44] Annual Report . . ., 1883, 2095.

[45] Goode, Outdoor Sculpture, 530-31; The Daguerre sculpture was placed in storage in 1969 before it was re-erected on the grounds of the National Portrait Gallery. When the Hirshhorn Museum was erected in the 1960s, the Gross statue was removed and is now on loan to Thomas Jefferson University in Philadelphia.

[46] Goode, Capital Losses, 325-26.

[47] Annual Report . . ., of 1893, 4322.

more persistent. The city was growing in stature as the nation grew in power, and the OPB&G stressed that Washington's park system was an example to the country and the world.

Plans of the McMillan Senate Park Commission

The wide open greensward now familiar as the Mall was largely a product of the 1901 Senate Park Commission. Formed by a bill introduced by Michigan Senator James McMillan, the commission was comprised of world-renowned designers Daniel H. Burnham, Charles F. McKim, Frederick Law Olmsted Jr., and Auguste St. Gaudens, with McMillan's assistant, Charles Moore, serving as secretary.

Before these private-sector designers were approached to devise a new vision for Washington's central core, however, the Corps of Engineers had proposed several schemes. One of these was included in Col. Theodore Bingham's 1900 report along with a reproduction of L'Enfant's Mall. Like L'Enfant's Plan, Bingham's plan featured a narrow, tree-lined roadway running through the center of the space, but it retained most of Downing's meandering paths, the railway depot and tracks, and the Victorian buildings already in place. The plan included the lakes on the Monument Grounds, but west of the monument, the land reclaimed from the Potomac River in the previous decades featured recreational fields and parade grounds. An elongated spit running parallel to the Washington Channel separated the reclaimed land west of the monument by a clover-leaf-shaped tidal basin. The 330-acre man-made peninsula was laid out with serpentine paths, carriageways, and recreational fields and facilities.[48]

Although Bingham's plan was rejected, the scheme derived by the high-brow members of the McMillan Commission, after extensive tours of noted landscapes both in the United States and Europe, borrowed and adapted a few of Bingham's themes, such as the incorporation of the reclaimed land into the grand plan. In contrast to Bingham's proposal, the McMillan Commission plan conceived the Mall as a formal greensward lined with classical buildings. To encourage public approval of the comprehensive plan, the commission produced an expensive model that showed the Mall cleared of all existing buildings but the Washington Monument. Most significantly, the plan eliminated the railroad depot on the Mall, replacing it with a monumental station northeast of the Capitol that would serve all of the city's rail companies.

The Mall was envisioned as a single greensward flanked by four rows of trees that would create an unbroken vista between the Capitol and Washington Monument. At the base of the Capitol, the plan called for a formal arrangement of statuary and sodded parterres. Slightly west of the Washington Monument, elaborate terraced gardens were designed at the actual apex of the right angle formed by the Mall and President's Park in an attempt to visually rectify the fact that the Monument had been built off of the intended axes. The commission plan reinterpreted L'Enfant's L-shaped Mall to a cruciform by extending the park west and south of the monument on the land newly reclaimed from the river. A long reflecting pool stretched west from the Washington Monument, nearly doubling the length of the Mall axis to a site planned for a monument to honor Abraham Lincoln. The south vista from the White House was to terminate in a cultural, athletic and memorial complex near the site of today's tidal basin.

Although Congress never officially approved the plan, it did create the Commission of Fine Arts (CFA) in 1910 to review designs for federal and local buildings and sculpture. Moore, placed at the helm of the CFA, became guardian of the McMillan ideals. Frederick Law Olmsted, Jr., also on

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[48] Annual Report . . ., 1900.

the CFA, would carry the McMillan Commission vision for the Mall into the 1940s.[49] One of the earliest construction projects on the Mall that followed the tenets of the McMillan plan was the new Department of Agriculture building erected behind Cluss's 1868 agriculture headquarters. President Theodore Roosevelt and Secretary of War Robert Taft showed their support for the McMillan scheme by pressuring the department to select the design that complied with setbacks imposed by the 1901 plan. "That crisis having been met, satisfactorily," wrote McMillan supporter H. P. Caemmerer in 1932, "the future of the Mall scheme was assured, and now it is only a question of time until the plan for a park connection between the Capitol and White House will become an established fact."[50]

When the Smithsonian complex was expanded in 1904, the new structure built on the north side of Reservation No. 3 also respected the Senate Commission's guidelines. Hornblower and Marshall designed the Neoclassical museum building with a steel skeleton and crowned it with a dome. Aligned with the new Mall axis, the museum was intended to replace the outdated red brick National Museum.[51] The Freer Gallery of Art, built on the south side of the Mall between the National Museum and Department of Agriculture in 1913-23, was also designed in accord with the Senate Commission's spatial and aesthetic premises. Designed by Charles A. Platt, the Neoclassical building was funded by Charles L. Freer of Detroit, Michigan, to house his collection of Asian Art.[52]

World War I Construction

In 1907, the railroad tracks and depot on the Mall were finally removed; the following year, Daniel Burnham's monumental Union Station was completed northeast of the Capitol. Less than a decade after the Mall was relieved of the depot eyesore, however, the outbreak of World War I prompted the hasty construction of a slew of new structures that violated the McMillan Commission standards. In the Civil War, the Mall was commandeered for military hospitals, encampments, and pastures; during World War I it was filled with temporary office buildings to house multitudes of federal workers called to the city to assist with the war "over there." West of the Monument, the north side of the reflecting pool in the newly reclaimed grounds was lined with unadorned stucco office buildings. The west portion of Seaton Park, Reservation No. 5, featured two complexes of multi-corridored buildings, with only a grassy panel remaining down the center. Henry Park, Reservation No. 4--covered by Armory Hospital in the Civil War and from 1872-1907 with the controversial railroad tracks and depot--was overtaken in 1916 with emergency wartime structures. As if to emphasize the irony of the situation, the power plant in the center of this reservation featured two tall smokestacks that whimsically framed the vista between the Monument and Capitol. Even the Smithsonian Grounds were used when a tempo was constructed on the west side of Seventh Street.[53] Despite the obvious intrusion of these wartime necessities, OPB&G Chief Col. W. W. Harts oversaw their construction with the future of the Mall in mind. He worked with Washington architect Horace

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[49] Streatfield, in Longstreth, 130.

[50] Caemmerer, 91.

[51] Gutheim, 147.

[52] Caemmerer, 469-75.

[53] Gutheim, 150.

Peaslee to develop a site plan for the tempos so that when they were removed, the roads, walks, and open spaces that remained would match those proposed by the Senate Park Commission.

The temporary buildings were designed for demolition at the end of the crisis; in 1916, however, Secretary of the Treasury William McAdoo proposed the construction of a permanent government power and heating plant in Reservation No. 4 between Sixth and Seventh streets. The CFA argued that the plant's four huge smokestacks would mar the city skyline and compete with the Washington Monument and Capitol. Congress's approval of the measure prompted drastic measures from McMillan plan champion and American Institute of Architects head Glenn Brown. Soon after approval, Brown appeared at a charity ball wearing a long white robe, a black mask, sandals, and sandwich boards that depicted on one side the eighteenth-century plan of Washington captioned: "The Past--A Heritage from Washington," and on the other a view of the city with the proposed power plant captioned: "The Present--McAdoo's Smoke Stacks." Wearing this outrageous costume, he silently moved through the crowd exhibiting the contrasting pictures. His ploy succeeded, and Congress approved the CFA plan to enlarge the existing power plant on low-lying land south of the Capitol.[54]

The Mall between the Wars

Not long after Armistice Day, a cornerstone was laid for a large auditorium and conference hall on the site of one of the tempo buildings in Reservation No. 4. Initial plans had been drawn up in 1914 for the George Washington Memorial Building, but they were interrupted by World War I. After armistice, the plans changed slightly so the building would honor both George Washington and the heroes and veterans of the recent war. Although President Warren G. Harding and other dignitaries attended the dedication ceremony in 1921, funds ran out after the foundations were laid; the partially built structure would remain on the site for almost two more decades.[55]

The first part of the Mall to be planted according to the McMillan Scheme was Reservation No. 5, Seaton Park West, between Four-and-a-half and Sixth streets. Cleared of existing foliage in 1921, it was planted with rows of elms.[56] Save this reservation, however, little was done on the Mall toward realization of the McMillan Plan until the 1930s. Despite the unfinished landscape, tempos, and auditorium building foundations, throughout the 1920s-30s the Mall featured many attractions for the visiting public.

The Botanic Gardens, encompassing the trapezoid formed by Maryland and Pennsylvania avenues and Third Street, celebrated its centennial in 1920. Only three years earlier, the Commission of Fine Arts stated that the area was neither "attractive [n]or effective as a garden" and recommended the fence around it be removed and the area be restored "to its original purpose as an approach to the Capitol."[57] Nevertheless the milestone was met with requisite fanfare over the garden's historic plantings, including a European hornbeam planted by Abraham Lincoln, an oak transplanted from the tomb of Confucius by a British minister in 1865, an acacia tree planted by Ulysses S. Grant, and a

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[54] Green, 140-43.

[55] Goode, Capital Losses, 333.

[56] Caemmerer, 89.

[57] U.S. Public Buildings Commission, 55.

cedar of Lebanon from the Holy Land.[58] While the Botanic Gardens were enclosed and intimate in the shadow of the U.S. Capitol, in the shadow of the Washington Monument were the extensive, rambling gardens of the Department of Agriculture. Construction of the new agriculture building was still unfinished after the interruption of war, but the old Victorian headquarters remained in place, in addition to about two dozen buildings, mostly clustered on the north side of the grounds near Constitution Avenue. Department of Agriculture visitors could learn skills such as cooking or bird handling from department demonstrations or watch modern machines milk cows, condense milk, pack meat, and make ice cream, cheese, and pickles.[59]

The completion of the Freer Gallery in 1923 brought the number of Smithsonian Institution museums to four (Renwick's Castle, Cluss's National Museum, and the new 1904 museum building), and introduced fine arts to the science-oriented complex. Likewise, the Army Medical Museum had augmented its Victorian collection of bottled human remains and bone fragments with modern displays on medical history that included a dissecting room, an anatomist's room, and a room equipped as a post hospital.[60] The old armory remained in place on the south side of Reservation No. 4, Henry Park, and served from 1881-1932 as headquarters of the U.S. Fish Commission. Founded by Secretary of the Smithsonian Spencer F. Baird, the commission bred fish to stock rivers and lakes across the country, and maintained the propagating lakes at the base of the Washington Monument.[61]

After being educated by demonstrations and exhibits at the various museums, Mall visitors could pay homage to a variety of American heroes. While the Washington Monument still offered the best view of the city, several new memorials were erected within view of the Mall in the early twentieth century. In 1922, the Lincoln Memorial was completed at the west end of West Potomac Park, and an extensive memorial to Gen. Ulysses S. Grant was dedicated at the east end of the Mall, near the base of the Capitol. The two leaders of the Union symbolically embraced each end of the Mall, while the Arlington Memorial Bridge begun in 1924 to link Lincoln's Memorial with Robert E. Lee's home in Arlington Cemetery, was a gesture of reconciliation between the North and South. In 1927 a memorial was erected facing west onto the Mall at Third Street to honor the Battle of Gettysburg victor Maj. Gen. George G. Meade.[62] Military band concerts were given regularly in the Sylvan Theater stage erected south of the monument in 1917.

In addition to lofty educational and patriotic functions, the twentieth century brought an increase in the Mall's recreational use. Athletic facilities such as baseball diamonds and tennis courts were available for visitor use on the Monument Grounds, and a bathing beach was installed in the Tidal Basin to ameliorate Washington's notoriously hot summers. In 1927, the National Pigeon Fliers club sponsored a pigeon and airplane race to Baltimore in which pigeons, released on the Mall, raced airplanes--which presumably took off from the nearby airstrip established in 1918 on the polo field

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[58] Caemmerer, 189.

[59] Goode, Capital Losses, 318.

[60] Goode, Capital Losses, 324.

[61] Goode, Capital Losses, 310.

[62] Congress authorized a memorial statue to Maj. Gen. George G. Meade January 21, 1915. A gift of from Pennsylvania, the marble allegorical group sculpted by Charles A. Grafly was dedicated October 19, 1927. It was dismantled for freeway construction in the 1970s and moved to a new reservation on the north side of Pennsylvania Avenue opposite the East Building of the National Gallery of Art.

south of the Tidal Basin.[63] Another moment in aviation history was also celebrated on the Monument Grounds that year when thousands of people, including President Calvin Coolidge, gathered near the base of the obelisk on June 11, 1927, to congratulate Charles A. Lindbergh on his nonstop flight across the Atlantic.[64]

Despite the Mall's growing popularity and status, the concrete tempos and the increasing number of parked cars prompted Charles Moore to refer to the public park in the late 1920s as an "open-air garage."[65] The 1920s had brought managerial changes to the city's open spaces, such as the 1926 creation of the National Capital Park and Planning Commission (NCP&PC). In 1928 the new commission, with 27-year-old newcomer Charles Eliot II at its helm, undertook an intensive study for the future development of the Mall. Devised under the guidance of Olmsted, Jr., the NCP&PC plan reasserted the McMillan Plan's central greenway flanked by rows of trees and Neoclassical buildings. The plan necessitated wholesale demolition of four blocks full of buildings, the removal of Missouri and Maine avenues, and the clearing of a wide swath down the center of the Mall of all trees. Aware of the benefits of the expanse of mature trees, many Washingtonians called the NCP&PC planners a bunch of "tree butchers," prompting the CFA to include a clause in the legislation to have as many trees as possible moved rather than destroyed.[66]

Soon after the plan was approved, demolition began. In 1930, the trapezoid between First and Third streets containing the Botanic Gardens was completely cleared for the development of Union Square. When the approximately 11-acre parcel was transferred from the Joint Committee on the Library to the OPB&PP park system, it was designated as Reservation No. 6A. The Botanic Gardens that had occupied the site since the 1850s were relocated to a Beaux Arts conservatory built in 1931-33 in the triangular space south of Maryland Avenue between First and Third streets and Independence Avenue. The Bartholdi Fountain was also removed and re-erected at its present site in a garden at First Street and Independence Avenue.[67] Soon after the Botanic Gardens at the east end of the Mall were razed, the old Department of Agriculture building and its grounds were demolished. Approximately 21 acres of the agriculture grounds were officially appended to the park system as Reservation No. 3B in 1933.[68] Cluss's colorful headquarters had been taken down in 1930, the same year the new Neoclassical Agriculture building, begun in 1904, was completed. In 1931 its extensive gardens were graded over and sodded, but the jumble of greenhouses on the north side of the parcel remained the property of the Department of Agriculture and were spared.

Before the bulk of the Mall improvements began, jurisdiction of its numerous parcels was officially consolidated under one government branch. According to the Executive Order of June 10, 1933, the administration of public buildings and reservations were transferred from the OPB&G, Department of Agriculture, Architect of the Capitol, Treasury Department, and Commissioner of the District (which controlled the streets and alleys running through the reservations) to the

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[63] Annual Report . . ., 1927, 40.

[64] Grosvenor, 599.

[65] Gutheim, 150.

[66] Kohler, 27, 28.

[67] Goode, Outdoor Sculpture, 314-15.

[68] National Capital Parks, National Park Service, Land Transfer Order No. 70.

Department of the Interior's Office of National Parks, Buildings, and Reservations--renamed the National Park Service in 1934.[69]

In 1934-38, the four cleared city blocks between Pennsylvania and Missouri avenues and Maine and Maryland avenues and the alleys within them were transferred to the National Capital Parks. Fourth Street (referred to as Four-and-a-Half Street within the northwest quadrant) continued to divide Reservation No. 6--Seaton Park East, and Reservation No. 5, Seaton Park West.[70] To restore these blocks to parkland, the hundreds of structures upon them were leveled between 1928-36. Perhaps the most lamentable loss was an 1840 Greek Revival house on the north side of Missouri Avenue that had been occupied by numerous statesmen including Vice President John Tyler. Also demolished was the hall built by the American Colonization Society in 1860 to provide revenues for the society's effort to recolonize free blacks in Africa.[71] Much of Washington's Chinatown also came down, so the community moved north to its present neighborhood around Seventh and H streets, NW.

As the acreage of the Mall was increased through demolition and transfer, the make-work projects of the Depression provided the labor to consummate the landscape designs planned more than thirty years earlier. The 1933 "Public Works Mall Development Project" was part of the vast public-works program established during the 1933-45 Roosevelt administration.[72]

By 1937, all but one of the tempos between the Capitol and Monument had been removed, and no trace remained of Maine and Missouri avenues. Young, spindly elms stood in neat rows, four deep along the approximately 140'-wide tree panels flanking the central sodded greensward; a more mature group in Reservation No. 5 attested to the early efforts of 1921. Union Square had been laid out according to Olmsted's plan, consolidated into a sodded oval with paved walkways on axis with the asphalt roadways that flanked the central panel of the Mall. Unlike the McMillan scheme, however, Olmsted's Union Square did not feature any pools or fountains to mar the unbroken vista, now open from the Capitol to the Monument.[73]

Still underway in 1937 was the construction of the National Gallery of Art. The path of Sixth Street through the Mall had been closed, thereby merging Reservation Nos. 4 and 5. The north side of this enlarged park was selected for a museum paid for by Andrew W. Mellon to house the extensive art collection he had donated to the nation. In 1924, Charles Platt had submitted a plan for the art museum on a site between Seventh and Ninth streets adjacent to the National History Museum. The CFA rejected this site since it necessitated closing Ninth Street, in opposition to the McMillan Plan. John Russell Pope's design for a building on axis with Sixth Street was approved in 1937. The foundation for the George Washington Memorial Building that had marred the west half of the site since 1921 was removed when construction began. The CFA had been reluctant to approve Pope's domed building, fearing it would set a precedent for domed structures on the Mall, but Pope and Mellon stood firm. Before construction commenced, Pope and Mellon both died August 27, 1937.[74]

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[69] Olszewski, 72-73.

[70] Olszewski, 75-83.

[71] Goode, Capital Losses, 42-44; 224-25.

[72] Olszewski, 86-88.

[73] Streatfield, 135.

[74] Kohler, 67-68.

The domed National Gallery of Art opened to the public in spring 1941. Later that year, the nation was thrust into World War II.

World War II and its aftermath

Less than a decade after the bulk of the World War I tempos were razed, more buildings were thrown up for yet another flood of wartime workers. The largest complex of World War II temporary buildings were erected on the south side of the Reflecting Pool between the Monument and Lincoln Memorial. The World War I tempos were still in place along the north side of the Reflecting Pool, so elevated covered walkways spanning the pool were built to ease travel between the two rambling, multi-corridored buildings. East of the obelisk, the remaining agriculture greenhouses in Reservation No 3B were demolished to make way for tempos to house the Army Air Force intelligence detachment. Another tempo was erected south of the remaining World War I tempo in Seaton Park, Reservation No. 5.

Changing functions of the Mall

The close of World War II found Washington's prewar problems exacerbated by more cars, more commuters, and escalating suburban sprawl. The NCP&PC was addressing issues of highway systems and regional planning as the city spread. The threat of air attack had even led the federal government to decentralize its offices into the surrounding region. Yet, the Mall remained the symbolic core of the metropolis, and throughout the second half of the century its role as the gathering place of the nation solidified.

The city- and park-planning studies undertaken by the NCP&PC and other agencies that evolved during this period reached far beyond the city core and resulted in comprehensive plans for the region. These extensive schemes coincided with NPS's nationwide park management program called Mission 66. For the most part, the NPS and NPC&PC respected the strength of L'Enfant's design for the city--its wide streets, orderly pattern, open spaces, respect for natural setting, and strategic sites for buildings, but also recognized the city's shortcomings, such as the "tempos" still standing on the Mall.[75] In 1962 the Department of the Interior was authorized to demolish the World War II tempos on the north side of Reservation No. 3B to make way for the Smithsonian Museum of History and Technology (renamed National Museum of American History in 1980), and in 1964, a massive clearing project began to rid the public space of the temporary buildings still standing at the foot of the Washington Monument and on each side of the reflecting pool.[76]

In the 1960s, the design firm Skidmore, Owings, and Merrill conducted a study of the Mall to furnish long-range planning and rehabilitation guidelines. The basic principles that guided the 1965-66 master plan were the Mall's function as a magnificent setting for the primary government buildings--the Capitol and the White House--its potential for widespread public use and enjoyment, and its significance as a tourist destination. Tourism had become Washington's third-largest industry with approximately 12.8 million visitors to the Mall that year.[77] President Lyndon B. Johnson wholeheartedly supported the Skidmore, Owings, and Merrill plan because he envisioned the Mall as

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[75] Gutheim, 309.

[76] Jett, 234-35.

[77] Olszewski, 98.

an "historic heartland" to be developed for pleasure and relaxation.[78] Meanwhile, drastic social movements were changing public perceptions of the function of the city's open spaces.

At the same time Lady Bird Johnson was actively crusading for the beautification of Washington's parks, American soldiers were fighting an unpopular war in Vietnam. During World War II, patriotic Americans flocked to Washington to help with the war effort and worked diligently in the Mall tempos. The Vietnam War attracted protesters who used the Mall as a forum for expressing dissenting views. History was not only displayed in the pristine glass cases of the Mall museums, but it was made on the wide greensward and along the reflecting pools when throngs of Civil Rights protestors deluged the city in the historic march on Washington in 1963. This tradition of public demonstrations on the Mall was solidified in the turbulent 1960s and has become a vital function of the space. In response to this growing trend, the National Park Service made policies to regulate protests with permits and police supervision. Advocacy groups from farmers to animal-rights activists have congregated on the Mall in droves. Public transportation schedules are even expanded in some cases to handle the hundreds of thousands who come to be counted while the Park Service and press debate over numbers in attendance. In 1991 alone, the National Park Service granted more than 2,000 permits for demonstrations, exhibits, or festivals.[79]

After extensive planning in the late 1950s-60s, major physical changes were implemented on the Mall in the 1970s, including the completion of three major museums. The first of these new structures was the Hirshhorn Museum and Sculpture Garden, opened to the public in 1974. Built to house the modern art collection of Joseph H. Hirshhorn, the cylindrical structure elevated on concrete piers resembles a giant hovering tire. Charles Bassett's preliminary design, incorporated in the Skidmore, Owings, and Merrill-designed Mall, featured an underground museum on the north side of Reservation No. 3A, south of the National Archives. Hirshhorn disapproved of the underground structure, but the CFA insisted that the site, on L'Enfant's significant Eighth Street axis, remain open for a National Gallery sculpture garden. The second above-ground design, submitted by Skidmore, Owings, and Merrill architect Gordon Bunshaft, situated the building on the southeast corner of Reservation No. 3A, then occupied by the nineteenth-century Army Medical Museum. The brick Victorian structure, listed on the National Register of Historic Places, was demolished since Hirshhorn insisted that his museum be sited on the Mall. The CFA and the NCPC approved the museum design in 1967. While former CFA Director Gilmore D. Clarke called the new structure a "vile intrusion on the Mall," the outdoor sculpture garden planned north of the museum created even more rancor.[80] Seen as a violation of the "hallowed sanctity of the Mall's gamboling greensward," in the final plan, the 18'-deep sunken garden was significantly diminished in length and width.[81]

Skidmore, Owings, and Merrill's 1965-66 master plan sought to establish a subtle bilateral symmetry by promoting complementary designs for the buildings that faced each other across the Mall. Adhering to this theme, the proposed sculpture garden across from the circular Hirshhorn museum featured a large circular reflecting pool designed to similar proportions. As the space was finally developed, the garden features a reflecting pool that doubles as a skating rink in the winter, the whole surrounded by a ring of clipped linden trees. The Art Deco-inspired concession stand west

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[78] Olszewski, 102-03.

[79] Bryant, 24.

[80] Clarke.

[81] Wilson, in Longstreth, 162.

of the pool was completed in 1989.

The rapid expansion of the aeronautics collection in the Museum of American History prompted the construction of a museum devoted exclusively to the history of flight and space exploration. The National Air and Space Museum, located between Fourth and Seventh streets on the south side of the combined Reservation Nos. 4 and 5, was constructed on the site of the Mall's last remaining tempos. Architecture firm Hellmuth, Obata, and Kassabaum submitted its second plan for the museum in 1970, after the first had been shelved during the Vietnam War. Designed as a counterpart to the National Gallery of Art directly across the Mall, the Air and Space Museum is also constructed of pink Tennessee marble and is comprised of four enclosed blocks alternating with three glass galleries recessed to align with the projecting portions of the National Gallery of Art. Dedicated July 4, 1976, the museum has become the most popular on the Mall, accommodating 10 million to 12 million visitors each year. It was expanded with a glass dining pavilion built on the east side in 1988.[82]

Around the same time the Air and Space Museum opened to the public, the completion of Metrorail eased pedestrian access to the Mall. The Owings plan, as it was updated through the 1970s, sought to diminish the negative impact of automobiles on the public parks. Part of its implementation included eliminating automotive traffic from the long roadways flanking the Mall's central sodded panels, named Washington and Adams drives in 1960. Although Madison and Jefferson, drives running the length of the Mall between the wooded panels and the grounds of the various museums, remained roadways, the new gravel walkways installed along Washington and Adams walks reasserted the Mall's pedestrian nature. At the same time these closures limited automotive access and available parking spaces, the underground rapid-transit system effected an increase in Mall visitation.

The last major structure built on the Mall in the 1970s was I. M. Pei's East Building of the National Gallery of Art in Reservation No. 6. As the original art gallery was completed in 1937, Andrew Mellon persuaded Congress to reserve this section of Reservation No. 6--near the site of the infamous railroad depot--for its future expansion. Although both the L'Enfant and the McMillan plans included structures at the convergence of the Mall and Pennsylvania Avenue to anchor the composition, the odd-shaped parcel challenged designers. National Gallery of Art Director J. Carter Brown assigned this task to Pei in 1968. Pei's design combined two classical forms, a right and an isosceles triangle, joined by a third triangle. The composition gives equal emphasis to the Mall and Pennsylvania Avenue facades, while orienting the building westward to Pope's gallery. Since Fourth Street could not be closed, the adjacent museums are joined by an underground passage, and the connection is articulated at street level with Belgian-block pavers.[83] The National Gallery of Art's East Building opened June 1, 1978.

Two more museums, the Sackler Gallery and the Museum of African Art, opened on the Mall in the 1980s in the South Quadrangle, between the Smithsonian Castle and Independence Avenue. The museums feature one-story pavilion entrances above ground and a number of subterranean floors to maintain the predominance of Renwick's Castle. Elaborate gardens fill the grounds. The Museum of the American Indian, scheduled to open around 2003 in Reservation No. 6 east of the National Air and Space Museum, will fill the last large building site on the Mall.

L'Enfant planned a city that would attract worldwide attention, and throughout its

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[82] Obata, in Longstreth, 304-15.

[83] Brown, in Longstreth, 279.

first century the Army Corps struggled with meager funds to create a city that would serve as an example to the nation and the rest of the world. Washington lost to Chicago its bid to hold the World's Columbian Exposition on the land newly reclaimed from the Potomac River in 1892, but over the next hundred years, the stretch of land between the U.S. Capitol and the Lincoln Memorial has become a monument to American achievement. Robert Smithson's 1838 bequest began a tradition of scientific and cultural inquiry that has left the Mall lined with world-class museums. On the Mall the celebration of culture extends out from the museums and monuments to the open space itself as thousands gather on the *tapis vert* for cultural events such as the annual Fourth of July celebration, Smithsonian Festival of American Folklife, African-American family reunion, and the quadrennial inaugural activities. In 1979 Pope John Paul II celebrated mass on the Mall.

By creating the open green, the McMillan Commission unknowingly transformed the Mall from a pleasure ground into a political and social forum. And although the McMillan Commission members were labelled as tree-butchers for advocating the removal of thousands of trees, National Park Service officials fear for the neat rows of elms because the feet of the masses have packed the earth so tightly that not enough water reaches their roots.[84] This and other issues continue to plague park officials, among them the search for more land for new museums, monuments, and the inevitable presidential memorials. Despite the fact that most of the potential building sites are now filled, the Mall will probably never be "completed" but will continue to evolve and adapt to suit the nation that surrounds it.

PART II. ARCHITECTURAL INFORMATION

A. Overall dimensions: The National Mall between First and 14th streets, comprised of Reservation Nos. 3, 3A, 3B, 4, 5, 6, and 6A, encompasses 134 acres. The Washington Monument Grounds, Reservation No. 2, encompasses 55 acres. The length of the Mall from the Capitol steps to the Washington Monument is 5,990'.

B. Materials:

1. Roadways, path, terraces, and curbs: Two asphalt automotive roadways, Madison and Jefferson drives, run the length of the Mall from Third to Fourteenth streets between the museums and the planted panels; both are 34' wide and 4,750' long. Jefferson Drive curves between Ninth and Twelfth streets to form an arc around the Castle. Four crossings slice through the park--Third, Fourth, Seventh, and 14th streets. Ninth and Twelfth streets are tunnelled under the Mall. Washington and Adams drives are 40'-wide gravel walkways that also extend the length of the Mall between the tree panels and the central sodded panels. Additional gravel walkways cross the Mall on axis with the sidewalks flanking the roadways and the main entrances to the museums.

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[84] Bryant, 24-26.

2. Vegetation:

   a. Grass: The panels of lawn are planted only with grass. Grass also grows among the rows of elms in the side panels.

   b. Trees, shrubs, hedges: Within the two paved roadways, the Mall is lined on the north and the south sides by two parallel rows of elms, planted in four rows each. Due to the stress under which these trees exist, many have been replaced. Although several of the original elms survive, the overall effect is of trees of varying shapes, sizes and ages. Six cypress trees stand south of the Natural History Museum. The portions of the Mall north of Madison and south of Jefferson drives are neatly landscaped and planted with reference to the nearby buildings.

3. Structures:

   a. Benches: Standard metal-frame wood-slat benches face onto the major paths.

   b. Lighting: The lamps lining all major walkways and Madison and Jefferson drives were designed in the 1930s. The intersecting roadways and the paved area surrounding the Capitol reflecting pool are illuminated by Washington Globe double standards.

   c. Kiosks and concessions: Plain wood-frame concession buildings stand south of Madison Drive at Ninth, Tenth, and 13th streets, and north of Jefferson Drive at Eighth Street. Information kiosks and signs are located intermittently on the tree panels.

   d. Smithsonian Metrorail station entry escalators: Escalators located south of Adams Drive and west of the Castle lead to a Metrorail station under the Mall.

   e. Carousel: An operating carousel stands on the north side of the Arts and Industries Building.

4. Fountains, pools:

   a. The Sculpture Garden skating rink is a 160'-diameter pool on the north side of the Mall between Seventh and Ninth streets.

   b. The wedge-shaped reflecting pool at the foot of the Capitol Grounds encompasses much of Reservation No. 6A between Maryland and Pennsylvania avenues, First and Third streets.

5. Statues, markers, monuments (from east to west):

a. The Peace Monument stands in a circle in the center of a rotary at the point where Pennsylvania Avenue meets the Capitol Grounds. Originally known as the Navy Monument, the 40'-tall allegorical figure group was sculpted by Franklin Simmons and erected in 1877. Two fountain jets at the base of the marble memorial spew water into the surrounding quatrefoil basin.[85]

b. The memorial to President James A. Garfield stands in a circle in the center of a rotary at the point where Maryland Avenue meets the Capitol Grounds. The 9'-tall statue sculpted by John Quincy Adams Ward is set atop a base featuring allegories representing the three facets of Garfield's career; academic, military, and political. It was erected in 1887, six years after Garfield's assassination in the Baltimore and Potomac Railroad Station near the site of today's National Gallery.[86]

c. The Grant Memorial is located in Reservation No. 6B at the east end of the Mall near the foot of the Capitol Grounds. Built in accord with the McMillan Plan, the large sculpture group is the centerpiece of Union Square, a park dedicated to the reunification of the United States after the Civil War. The memorial to the Civil War general and eighteenth president, Ulysses S. Grant, was approved by Congress February 23, 1901, and dedicated April 27, 1922. Sculpted by H. M. Shrady, it consists of a 252' x 69' marble platform with an equestrian statue of Grant in the center, facing west. A sculpture group on the right depicts a calvary charge and that on the left is a battery of artillery.

d. The statue of Joseph Henry stands on the north side of the Smithsonian Castle facing the Mall. Congress authorized a statue honoring the noted scientist and first secretary of the Smithsonian Institution on June 1, 1880. Sculpted by William Wetmore Story, the 9'-tall bronze portrait was dedicated on April 19, 1882.[87]

e. A marble urn honoring Andrew Jackson Downing stands adjacent to the east entrance of the Smithsonian Institution. The vase was paid for by the American Pomological Society and was first erected near

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[85] Goode, Outdoor Sculpture, 242. The circular plot on which the statue stands, designated as Reservation No. 202A, falls under the jurisdiction of the Architect of the Capitol and technically is not part of the Mall.

[86] Goode, Outdoor Sculpture, 249-50. The circular plot on which the statue stands, designated as Reservation No. 202A, falls under the jurisdiction of the Architect of the Capitol and technically is not part of the Mall.

[87] Goode, Outdoor Sculpture, 259; Olszewski, 67.

the north end of the east ellipse in the Smithsonian Grounds on September 1856. Originally sculpted by Robert Launitz after a design by Calvert Vaux, the 4'-tall, 3'-wide vase was recently restored by local sculptor Renato Lucchetti; it was moved to its present location in the South Quadrangle Gardens in 1972.[88]

f. The approximately 555'-tall obelisk honoring President George Washington stands on the Washington Monument Grounds at the west end of the Mall. Begun in 1838, it was completed and dedicated in 1885.

6. Major Buildings (clockwise from northwest):

a. The National Museum of American History (formerly National Museum of History and Technology) was erected between 12th and 14th streets, Constitution Avenue, and Madison Drive, NW, in Reservation No. 3B in 1962.

b. The National Museum of Natural History was erected on the north side of Reservation No. 3 between Ninth and Twelfth streets, Constitution Avenue, and Madison Drive, NW, in 1904.

c. The National Gallery of Art was erected in Reservation Nos. 4 and 5 between Fourth and Sixth streets, Constitution Avenue, and Madison Drive, NW, in 1937-41.

d. The National Gallery of Art, East Wing was erected in Reservation No. 6 in the trapezoid formed by Pennsylvania Avenue, Third and Fourth streets and Madison Drive, NW, in 1978.

e. The National Air and Space Museum was erected in Reservation Nos. 4 and 5 between Fourth and Sixth streets, Independence Avenue, and Jefferson Drive, SW, in 1970-76.

f. The Hirshhorn Museum of Art was erected in Reservation No. 3A between Seventh and Ninth streets, Independence Avenue and Jefferson Drive, SW, in 1974.

g. The Arts and Industries Building was erected as the National Museum in Reservation No. 3 between Ninth and Tenth streets, Independence Avenue and Jefferson Drive, SW, in 1878.

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[88] Goode, Outdoor Sculpture, 258; Olszewski, 67.

h. The Smithsonian Institution Castle was erected in Reservation No. 3 on axis with Tenth Street north of Independence Avenue, SW, in 1849-50. It was rebuilt after an 1865 fire by Adolph Cluss.

i. The Museum of African Art was erected in the southeast quadrant of the Smithsonian Quadrangle in Reservation No. 3 north of Independence Avenue, SW, in 1987.

j. The Arthur M. Sackler Gallery of Asian Art was erected southwest quadrant of the Smithsonian Quadrangle in Reservation No. 3 north of Independence Avenue, SW, in 1987.

k. The Freer Gallery of Art was erected in 1913-23 on the south side of Reservation No. 3 east of Twelfth Street between Independence Avenue and Jefferson Drive.

7. Minor Buildings:

a. The National Sculpture Garden concession building was erected in Reservation No. 3A between Seventh and Ninth streets, Independence Avenue and Madison Drive, NW, in 1987-89.

b. The stone Survey Lodge on the Washington Monument Grounds was erected 1886.

c. The Memorial Lodge was erected in 1888.

d. The Sylvan Theater was erected in 1917 in Reservation No. 2 southeast of the Washington Monument.

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PART IV. PROJECT INFORMATION:

The Plan of Washington, D.C., project was carried out from 1990-93 by the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Division, Robert J. Kapsch, chief. The project sponsors were the Morris and Gwendolyn Cafritz Foundation Inc. of Washington, D.C.; the Historic Preservation Division, District of Columbia Department of Consumer and Regulatory Affairs, which provided Historic Preservation Fund monies; the National Capital Region and its White House Liaison office, NPS; and the National Park Foundation Inc.

HABS historian Sara Amy Leach was the project leader and Elizabeth J. Barthold was project historian. Architectural delineators were: Robert Arzola, HABS; Julianne Jorgensen, University of

Maryland; Robert Juskevich, Catholic University of America; Sandra M. E. Leiva, US/ICOMOS-Argentina; and Tomasz Zweich, US/ICOMOS-Poland, Board of Historical Gardens and Palace Conservation. Katherine Grandine served as a data collector. The photographs are by John McWilliams, Atlanta, except for the aerial views, which are by Jack E. Boucher, HABS, courtesy of the U.S. Park Police - Aviation Division.

APPENDIX

Between 1872 and 1900, the Annual Reports of the Office of Public Buildings and Grounds included descriptions of the yearly improvements made to each reservation. The Mall grounds were listed by reservation. The following list summarizes the listed improvements.

Reservation No. 3 (Smithsonian Grounds) . . . . . .

1872: Watchman's lodge erected near Seventh Street; privately owned building formerly used as a lodge removed.

1873: Fence around Smithsonian Grounds whitewashed; grounds kept "in excellent condition."

1874: Ground graded and drained and sewer and water pipes laid in preparation for planting and the laying of gravel walks. The gravel walk leading from the Smithsonian north to Tenth Street, that receiving the most travel, paved with asphalt since "it was often in poor condition after rains." Wood fence on Seventh and Twelfth Streets removed. Grounds and walkways kept "in excellent condition."

1875: Grading and draining continued; excavated earth hauled along the line of the old canal to the north. Wood fence along B Street, SW, removed and the material stored on the Monument Grounds. Fireplug on the south side of the Smithsonian moved from the path of a planned roadway. Trees planted in a row along B Street between Seventh and Twelfth streets. Report says, "These grounds are a great attraction to citizens and visitors alike, for the shade trees as well as the Smithsonian. Seats and a music stand that were formally used on the East Capital Grounds have been removed to this area, where the Marine Band now plays on Wednesday afternoons."

1876: Numerous trees of various species tended to or removed from the grounds; 500 evergreen and deciduous trees planted. Iron gates and stone pillars at Tenth and B streets, NW, removed and two lampposts installed to create a carriage entrance. Part of the iron railing on Ninth Street removed to create an entrance for pedestrians passing through the grounds to reach the Central Market across the street.

1877: Grounds maintained; 408 trees and shrubs planted.

1878: Most reservations [comprising the Mall] "have been graded, sodded, planted with trees and shrubs, intersected with roads and paths, supplied with water and gas, to create some 200 acres of ornamented grounds which, for at least eight months in the year, need constant attention and care . . . Reservations 4, 5, and 6 can be made quite as attractive as the Smithsonian and Agriculture Grounds, and that, too, at a reasonable cost."

1879: Grounds maintained; walkways and drains repaired.

1880: Grounds maintained; reconstruction of Smithsonian grounds begun then halted due to a lack of funds.

1881: Reconstruction of National Museum grounds completed.

1882: Extensive repairs made to the grounds and walkways; 6'-wide asphalt footpath laid from Seventh to Twelfth streets on the southern margin of the main roadway in front of the Smithsonian and National Museum buildings, "a very necessary and desirable improvement."

1883: Grounds maintained. Extensive repairs made to sewer and drainage systems. Henry statue erected near the Smithsonian Institution April 19, 1882, "with great and impressive ceremony."

1884: The following description included in a list of reservations: "The Smithsonian Institution, the National Museum, and the Army Medical Museum and Library are located in this park. These grounds are in an advanced state of improvement; inclosed in part with a post and chain fence, and in part with a substantial iron railing; gas-lamps around and on main lines of travel through the park; gravel roads and walks in good condition, broad lawn surfaces planted with a choice selection of evergreen and deciduous trees and shrubs. The statue of the late Professor Henry, by W. W. Story, is located at the intersection of the main roadways northwest of the Institute building in these grounds. The construction of asphalt pavements has been commenced during the present season. Two drinking fountains and a watchman's lodge are located in this park."

1885: Grounds maintained.

1886: Grounds maintained and extensively repaired.

1887: Main drive in front of the National Museum covered with "a first-class asphalt pavement" from the Seventh Street entrance to a point about opposite the middle of the building. Grounds repaired and maintained.

1888: Medical Museum constructed; surrounding grounds graded. "Granolithic pavement" laid from the B Street sidewalk to the museum steps. Road paved with coal-distillate and asphalt laid from the main road through the grounds to the south front of the museum. "Old shanties" built by the Smithsonian Institution east of the National Museum razed and the grounds partially graded. Main road in front of the Smithsonian improved by extending the pavement, and other roads; walkways leading to the museums repaired and/or extended. Post-and-chain fence along the south side removed for use in smaller reservations in the city. Large flowerbed laid out and planted in front of the National Museum.

1889: Grounds maintained; several new roads and walkways laid out, graded, and paved.

1890: Watchman's lodge repaired. Roadways around the National Museum paved with asphalt; new gravel walkways constructed.

1891: Grounds maintained and repaired; new asphalt roadway laid.

1892: New asphalt roadways laid to connect with existing paved roadways. "An earth mound was constructed around the sarcophagus in front of the National Museum and sodded, and an excavation 10' long, 4' wide, and 18" deep was made at the east end of the building to receive the cast of an Irish elk removed from the museum. After the cast was set, the surrounding ground was sodded."

1893: Grounds maintained "in excellent condition," but due to limited funds, some projects left incomplete, others delayed. Although many roadways were newly laid or repaired, one roadway near a small observatory building south of the Smithsonian Institution was closed and sodded because the vibrations of passing vehicles disturbed the delicate instruments.

1894: Grounds maintained. Park described as a "very popular and heavily travelled area."

1895: Grounds maintained; watchman's lodge thoroughly repaired. Lawn surfaces described as in need of renovation; paved roads in need of constant repairs due to frequent use by "heavily laden teams."

1896: Lawn surfaces and roadways maintained; special attention paid to trees to destroy caterpillar cocoons; "During the early spring and during May the trees heretofore attacked by the elm beetle were sprayed with a decoction of London purple." More money requested for maintenance.

Reservation No. 4 (Armory Square; renamed Henry Park by 1887). . . . . .

1873: Area sub-drained and laid with water pipes for irrigation. A small fountain, which had been out of service for some time, repaired and turned on. New 35'-wide curved roadway between Seventh and Sixth streets graded, graveled, and drained. This roadway was intended to cross over the railroad tracks on Sixth Street into Reservation No. 5 by means of an ornamental iron bridge constructed by the Baltimore and Potomac Railroad Company, in compliance with the congressional act authorizing the railroad to lay tracks on Sixth Street.

1874: Grading and seeding completed, except in a small area near the railroad. Old fences surrounding the area removed, along with a row of hedges along the former canal bed, "thus making the area look bigger and better groomed." OPB&G recommends selling the armory building at public auction and removing it from the grounds since it is "old, unsightly, and contracts the appearance of these grounds," Proceeds from its sale to be used in ornamenting the grounds.

1875: Row of trees planted from B Street north along Seventh Street to B Street south, and along B Street south to Four-and-one-half Street. Area graded, and walkways planned and graveled to harmonize with the Smithsonian Grounds, "the idea being to make the line of reservations extending from the Capitol to the Executive Mansion one continuous park." Iron post-and-chain fencing installed along B Street south on the line of these reservations.

1876: One carriageway and several footpaths laid and graveled. Marble fountain-bowl from the Capital Grounds placed at the intersection of two carriage-ways. Smaller, unrepaired fountain-bowl removed from near Seventh Street. Grounds described as lighted by twenty-seven gas lamp-posts and lanterns. Row of deciduous trees planted along the main roadway along with 190 trees of different varieties planted throughout the grounds.

1877: Grounds maintained; 662 new trees and shrubs planted.

1878: Reservation described as "graded, sodded, planted with trees and shrubs, intersected with roads and paths, supplied with water and gas, etc."

1879: Grounds maintained; necessary repairs made to walkways, paths, roads, and pipelines.

1880: Walks repaired and graveled, water lines laid, new plantings set in place. Request made for more trees, shrubs, and seats to accommodate the many visitors to this area.

1881: Grounds maintained despite the lack of funds.

1882: Appropriation requested to maintain roadways and walkways and pay for needed repairs.

1883: Grounds maintained despite lack of funds. In compliance with the 1872 Act of Congress, the Baltimore and Potomac Railroad Company begins construction on Sixth Street bridge to allow safe passage of vehicles and pedestrians over the railroad tracks between Armory Square and the reservation to the east.

1884: Grounds maintained despite lack of funds. Bridge over railroad tracks opened for public travel December 1, 1883.

1885: Grounds maintained despite lack of funds.

1886: Extensive repairs made to maintain the grounds, despite the lack of funds.

1887: Name changed to Henry Park. Stone wall constructed by Baltimore and Potomac Railroad Company, by authority of the Secretary of War, along the western boundary line of the portion of the reservation occupied by the depot. Reservation described as follows: "The Baltimore and Potomac Railroad Passenger Depot and the Armory Building (now used for storage by the U.S. Fish Commission) are located in this park. These grounds are now in an advanced state of improvement; inclosed with post-and-chain fence in part, and in part with a substantial iron railing; gas-lamps around and on main lines of travel through the park; gravel roads and walks in good condition, lawn surfaces partly planted with ornamental evergreen and deciduous trees and shrubs. The main roadway of this park is continued over Sixth Street on a substantial iron bridge constructed by the Baltimore and Potomac Railroad Company. A large mound is being constructed, which will be planted with evergreen and deciduous trees and shrubs to screen the depot from the park."

1888: General maintenance as funds permit. Post-and-chain fence along south side removed for use in smaller reservations.

1889: Grounds maintained.

1890: Extensive repairs on roadways and walkways; grounds maintained.

1891: Grounds maintained.

1892: Grounds maintained.

1893: Describing this reservation and that to the east the OPB&G reports: "The beauty of the parks is somewhat marred by the depot and tracks of the Baltimore and Potomac Railroad lying between them; a mound has been constructed bordering the depot and a section of the tracks, which if carried to completion and planted as designed, with a thick belt of suitable trees and shrubs, will screen the objectionable features from the west section of the park . . . ."

1894: Roadways and grounds maintained; construction of the mound continued, but not completed.

1895: Roadways and grounds maintained.

1896: 400'-long mound to screen the Baltimore and Potomac Railroad completed and planted with grass seed. Efforts made to save trees from caterpillars and elm beetles.

Reservation No. 5 . . . . . .

Note: Until 1877, Reservation Nos. 5 and 6 were considered a single reservation. The following descriptions for those years refer to both parcels.

1873: Canal bed between Sixth and Four-and-a-half streets graded and graveled as a 35'-wide roadway. Reservation drained and laid with pipes.

1874: Grades of Maine and Missouri Avenues raised several feet to promote drainage. Standing pools filled in with earth.

1875: Row of deciduous trees planted along B and Sixth streets south, extending to Third Street, and from Third and Missouri Avenue to Fourth-and-a-half Street.

1876: Entire area graded and drained; walkways laid, graded, and graveled; 859 evergreens, deciduous trees, and shrubs planted. Six gas lampposts erected, two of them connected with drinking fountains. Park standard cast-iron post-and-chain fences installed along Missouri and Maine avenues between Four-and-a-half and Sixth streets.

1877: Grounds maintained; 113 trees and shrubs planted.

1878: Grounds maintained.

1879: Surplus soil from Judiciary Square used for grading. Main roadway excavated, graveled, and rolled; walkways were prepared for gravel. Post-and-chain fence repaired twice.

1881: Grounds maintained despite lack of funds.

1882: Grounds maintained despite lack of funds.

1883: Grounds maintained despite lack of funds.

1884: Grounds maintained despite lack of funds.

1885: Park described as heavily visited; with Reservation No. 6 it is designated as Seaton Park.

1886: Extensive repairs made despite the lack of funds.

1887: Dilapidated brick house near Four-and-a-half Street and Missouri Avenue torn down. Interior wood rotted beyond use but exterior brick saved for use elsewhere. "Handsome" watchman's lodge built in the southwestern section near Maine Avenue. Grounds described as "in an advanced stage of improvement, inclosed with post-and-chain fence, gas-lamps on main lines of travel through the park, gravel roads and walks in good condition, lawn surfaces partly planted with ornamental evergreen and deciduous trees and shrubs.

1888: General maintenance with available funds. Post-and-chain fence along south side was removed for use in smaller reservations. Twenty-seven evergreens planted near the railroad in Seaton Park (Reservation Nos. 5 and 6) that were being damaged by smoke from the trains, moved to other parks.

1889: General maintenance.

1890: General maintenance.

1891: General maintenance.

1892: General maintenance.

1893: General maintenance.

1894: General maintenance.

1895: General maintenance.

1896: Grounds maintained; main roadway was repaved. Efforts made to save trees from caterpillars and elm beetles.

Reservation No. 6 . . . . . .

Note: Between 1872-76, Reservation Nos. 5 and 6 were considered a single parcel.

1877: Grounds maintained; 257 trees and shrubs planted.

1878: No work listed.

1879: Grounds maintained; walkways, roads and paths repaired where necessary.

1881: Grounds maintained despite lack of funds.

1882: Grounds maintained despite lack of funds.

1883: Grounds maintained despite lack of funds.

1884: Grounds maintained despite lack of funds.

1885: This reservation, along with Reservation No. 5, named Seaton Park.

1886: Grounds maintained and extensively repaired despite lack of funds.

1887: Grounds described as "in an advanced stage of improvement, inclosed with post-and-chain fence, gas-lamps around and on main lines of travel through the park, gravel road and walks in good condition, lawn surfaces partly planted with ornamental evergreens and deciduous trees and shrubs. There are two drinking fountains in this park."

1888: General maintenance with available funds. Post-and-chain fence along south side was removed for use in smaller reservations. Twenty-seven evergreens planted near the railroad in Seaton Park (Reservation Nos. 5 and 6) that were being damaged by smoke from the trains, moved to other parks.

1889: Grounds maintained.

1890: Grounds maintained.

1891: Grounds maintained.

1892: Grounds maintained.

1893: Grounds maintained.

1894: Grounds described as "in an advanced stage of improvement, inclosed with post and chain fence, gas-lamps around and on main lines of travel through the park, gravel road and walks in good condition, lawn surfaces partly planted with ornamental evergreens and deciduous trees and shrubs. There are three drinking fountains in this park."

1895: Grounds maintained.

1896: Grounds maintained. Efforts made to save trees from caterpillars and elm beetles.

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HISTORIC AMERICAN BUILDINGS SURVEY

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Mall and Monument Grounds
Washington
District of Columbia

Aerial photographs by Jack Boucher, HABS; pedestrian views by John McWilliams, 1992.

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