# FARRAGUT SQUARE

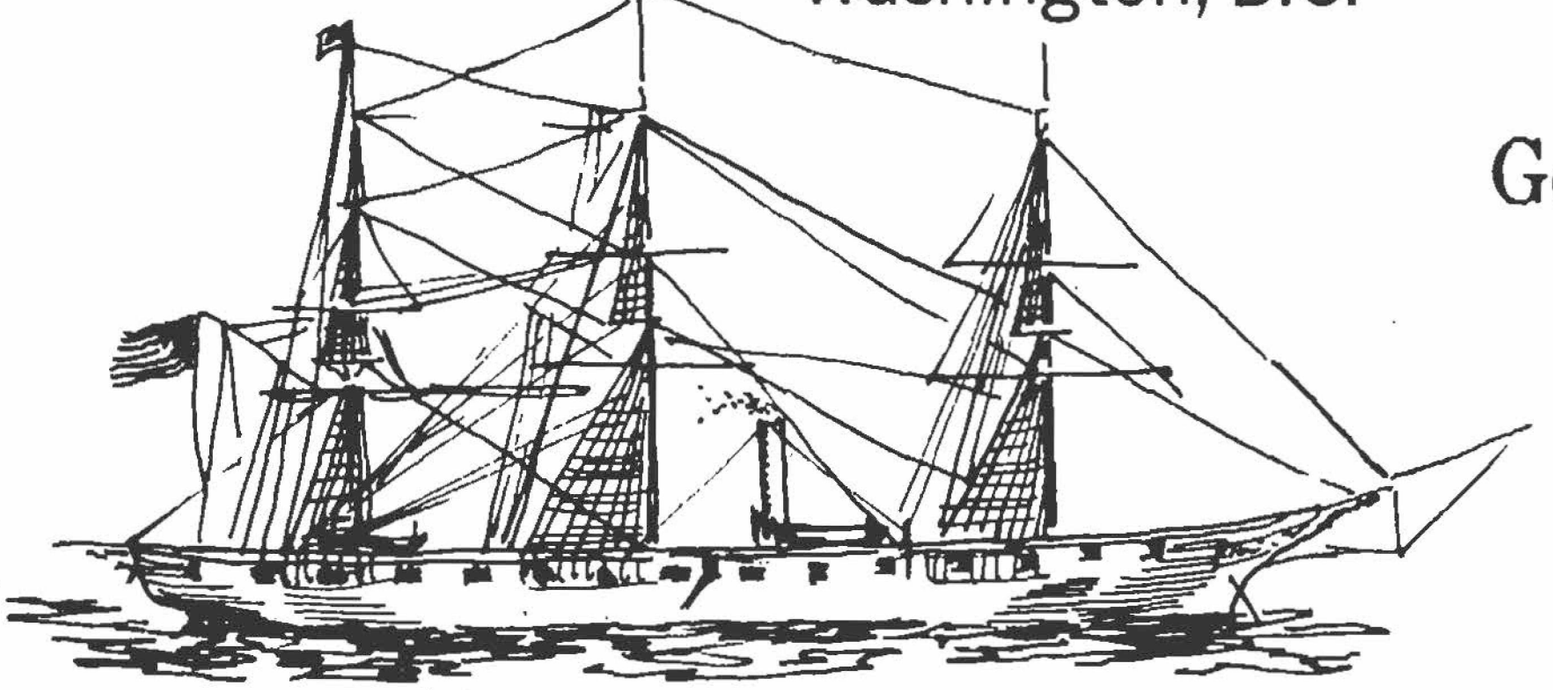
Washington, D.C.




February 1968

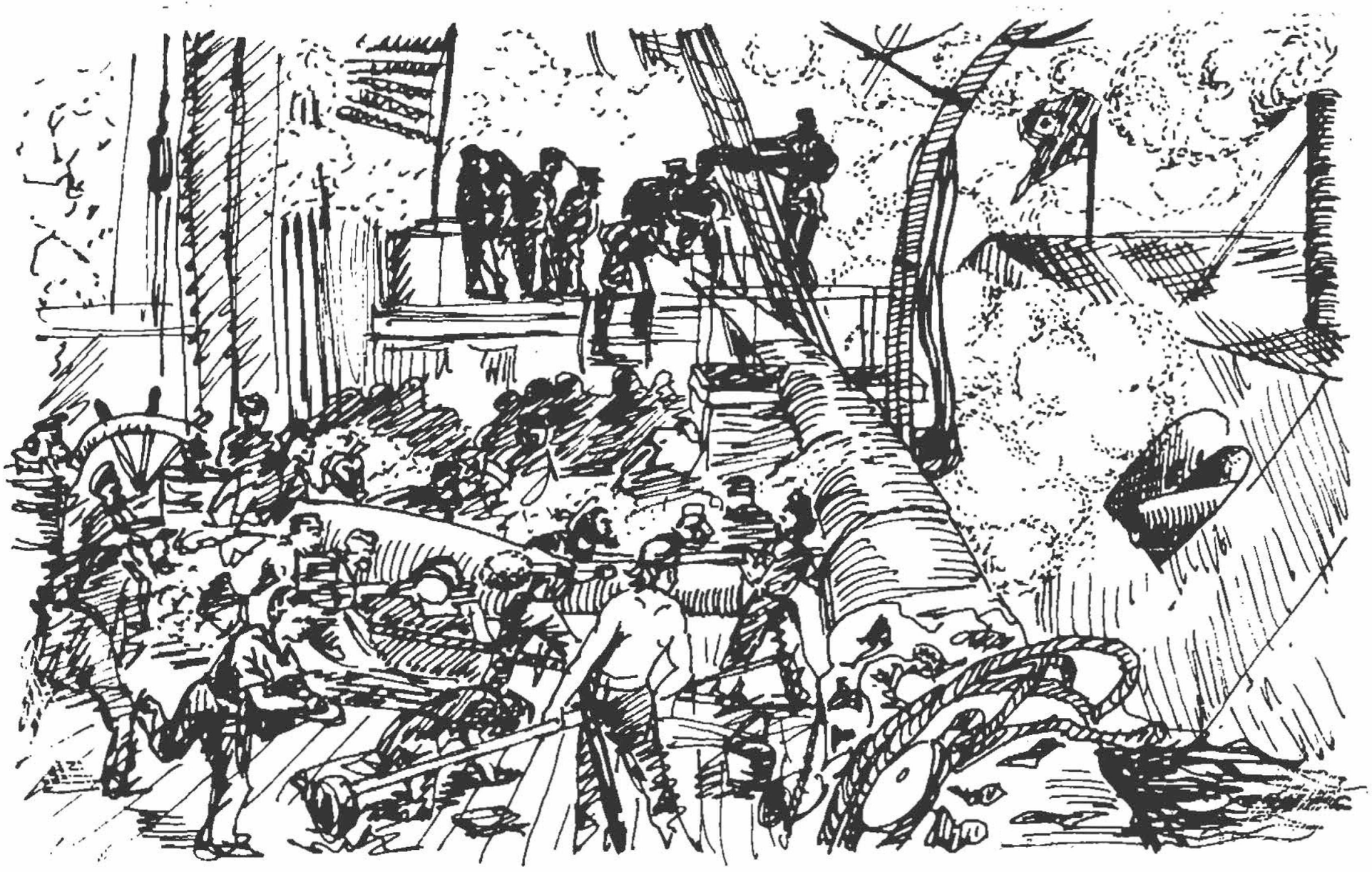
# FARRAGUT SQUARE

Washington, D.C.



by

George J. Olszewski



DIVISION OF HISTORY

Office Of Archeology & Historic Preservation

February 1968

National Park Service

U.S. Department Of The Interior



(Official U. S. Navy photograph)

Admirals Samuel Francis Dupont, David Glasgow Farragut, and David Dixon Porter

# PREFACE

This historical survey of Farragut Square has been completed pursuant to Research Study Proposal, Central National Capital Parks, H-3 (RSP-CNCP-H-3). It is designed to provide the staffs of the National Capital Region and Central National Capital Parks with as complete a documented report as is possible at the present time based on the financial limitations of the RSP and the availability of official documentary sources.

The study covers the legal origins and administrative history of Farragut Square, the developmental stages in its landscaping, and its value to the community. It is specifically designed to illustrate the historical significance and value of this park site as an aid in preserving its natural beauty from the in-roads of non-park projects. It is designed to serve as the authoritative reference work on the subject.

Farragut Square is one of the few original park reservations in the city which appear to have escaped all the controversy that has plagued such nearby park sites as Lafayette Park and Dupont Circle. Farragut Square is the one oasis of peace and park-like tranquility which General Washington and Charles Pierre L'Enfant had envisioned for the new Republic's center of government.

Since its first landscaping in 1881 for the erection of the memorial statue to Admiral David G. Farragut, there has been

little if any change in the basic landscape plan for Farragut Square. Perhaps some of the stability traditionally associated with the nearby medical and legal professions is reflected in the type of office workers who lunch daily in the park. There is no marring of the lawn or landscape; there are no public demonstrations; nor has any criticism of Service policy in having the small fence around the Farragut statue been found. Today, Farragut Square is a model of the First Lady's beautification program for the Nation's Capital.

However, there is one aspect of the history of the square which deserves special attention, and that is the controversy which arose over the question of constructing an underground public parking facility on the site. For this reason, I have devoted part of Section Five of the report to an examination of some of the principal factors involved. From it the Service evolved one of its basic principles for the permanent administration of the 17 original park reservations: None of the park areas included in the original plan of the Nation's Capital is to be considered for underground parking facilities.

The major portion of the narrative from 1867 to 1925 is based on the annual reports of the Chief of Engineers and documentary material from Record Group 42 at the National Archives; from 1925 to 1933 on the annual reports of the Commissioner of Public Buildings and Parks; and from 1933 to the present on material from the correspondence files, Mail and Records Branch,

National Capital Region. Photographs and drawings are from the Information Branch, and the Land Records Division, National Capital Region. Joseph Sunde executed the original art work. Personal ground surveys and interviews provided coordinating material essential to the study.

G. J. O.

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## SECTION ONE

### ADMINISTRATION OF FARRAGUT PARK

Organization.--The administration of Farragut Square as part of the system of public buildings and grounds of the Nation's capital, dates back to 1791. A brief resumé of its legal evolution is considered essential to an understanding of any discussion of the development of the area.

Congress empowered the President by Act of July 16, 1790,[1] to appoint three Commissioners to lay out a district or territory for the permanent seat of the Government of the United States. It directed the Commissioners to provide suitable buildings for the Congress, the President and for public offices of the Government. The district laid out under this authority was named the Territory of Columbia; the Federal City was named the City of Washington.

The Office of the Commissioners was abolished by Act of May 1, 1802,[2] and their duties devolved upon a Superintendent of Public Buildings to be appointed by the President of the United States. Section 5 of the Act of April 29, 1816[3] abolished the Office of Superintendent of Public Buildings and his duties devolved upon a Commissioner of Public Buildings.

When the Department of the Interior was created by Act of March 3, 1849, Section 9 provided: "That the supervisory and appellate

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1. U.S. Statutes-at-Large, 1 (Boston, 1845), 130.
2. Ibid., II (Boston, 1856), 175
3. Ibid., III (Boston, 1846), 324.

powers now exercised by the President of the United States over the Commissioner of Public Buildings shall be exercised by the Secretary of the Interior."[4] By Act of March 2, 1867, the Office of the Commissioner of Public Buildings, after functioning for almost 51 years, was abolished. Its duties were assigned to the Office of the Chief of Engineers, United States Army.[5] On March 13, 1867 the Chief of Engineers assigned an Engineer Officer to be "in charge of Public Buildings and Grounds." For 58 years these duties were administered by that office until by Act of February 26, 1925, Congress created the independent office of Director of Public Buildings and Public Parks of the National Capital.[6] The Director performed the duties previously assigned to the Chief of Engineers, and reported directly to the President.

In 1933 control of the National Capital Parks was returned to the Department of the Interior and Farragut Square became an important unit of the park system of the city.[7] Today Farragut Square is administered by the Regional Director, National Capital Region, through the Superintendent, Central National Capital Parks and forms one of the original links in the chain of parks of the Nation's Capital.

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4. Annual Report of the Director of Public Buildings and Public Parks of the National Capital, 1933 (Washington, 1933), p. 1. Cited hereafter as DAR (Director's Annual Report).
5. U.S. Statutes-at-Large, XIV (Boston, 1876), 466.
6. DAR, p. 1.
7. National Capital Region, Parks of the National Capital (Washington, 1963), p. 1. Cited hereafter as NCR Parks.

SECTION TWO

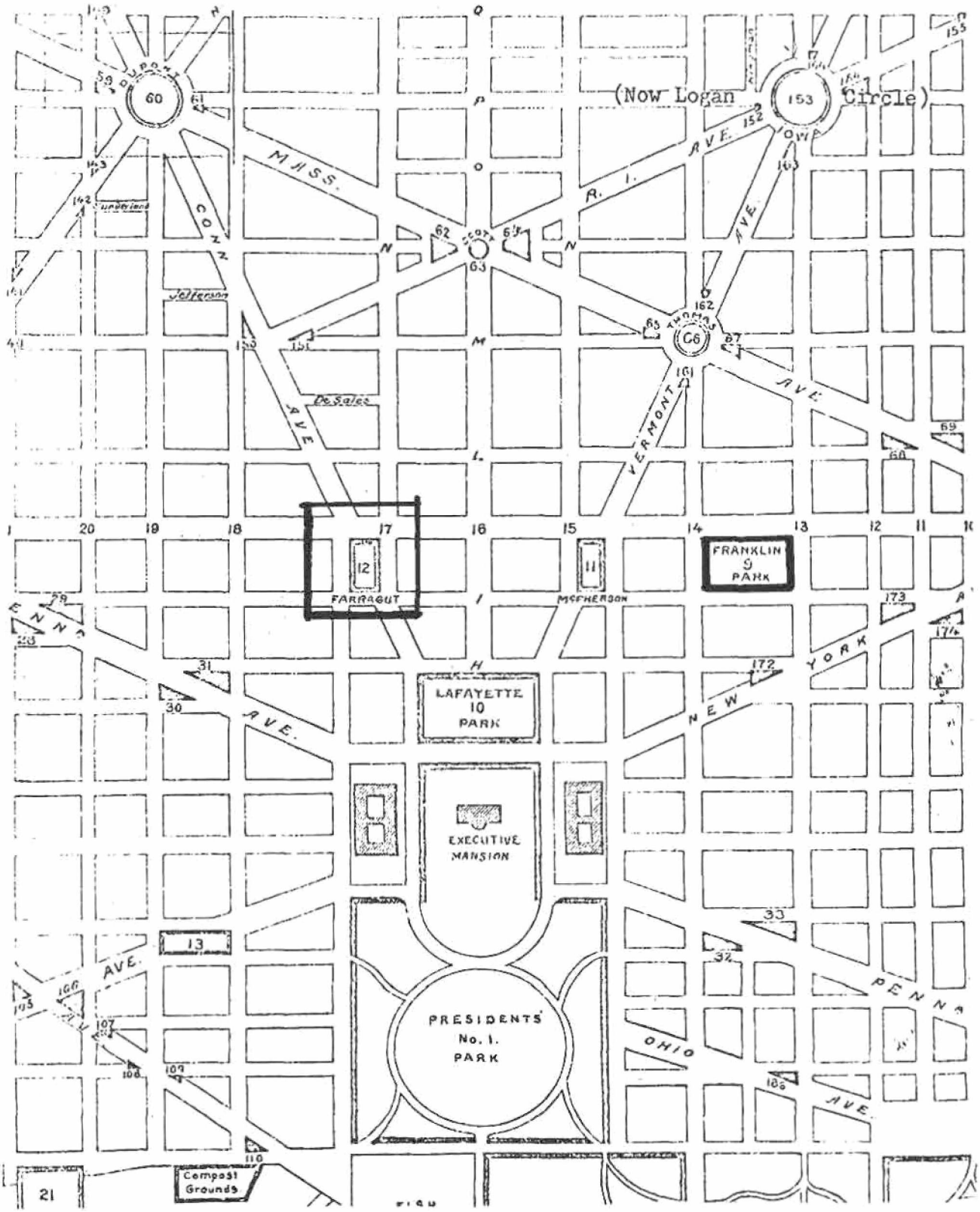
HISTORICAL DATA

Introduction.--The land which Farragut Square now occupies was set aside by Act of Congress of 1791 as one of the original 17 public reservations included in the L'Enfant plan for the city of Washington. General Washington himself approved the plan. Prior to this, the site was one of the patented holdings of Samuel Davidson who sold it to the U. S. Government in 1791 at £25 Maryland, or $67 per acre. The site is now known as U. S. Reservation 12 and lies between K and I Streets, and 17th Street and Connecticut Avenue, Northwest.

Until after the Civil War, Farragut Square remained an unimproved site. In March 1861, Magruder's and Griffin's batteries were encamped there, damaging many of the fine trees planted in the square along K Street when they were used as hitching posts. Temporary buildings were also erected on the site (it had no specific name at the time) during hostilities and were used by the Freedmen's Bureau whose Headquarters were a block to the south together with offices of the Army Quartermaster.[2] Following the end of the

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1. Reservation List, July 1, 1966, National Capital Region (NCR).
2. De Benneville R. Keim, Keim's Illustrated Handbook of Washington, p. 17.




2. Location plat of Farragut Square in relation to the White House.

Civil War many of the public reservations throughout the city were improved, although funds for such work was limited.[3] In 1868 the Engineer Officer in charge of Public Buildings and Grounds[4] suggested that the square be named in honor of a famous poet, an orator, or a tree. No action was taken on this proposal. In 1869 the frame buildings occupying the square were demolished. In 1871, when the square was improved as a public park, Congress authorized that its name be changed to Farragut Square and that a memorial statue be erected in honor of the Hero of the Battle of Mobile Bay, Ala., Admiral David S. Farragut.[5]

Throughout the years, at least during the half century from 1875 to 1925, Farragut Square was the scene of imposing residences as the city expanded in a northwesterly direction and Connecticut Avenue became the fashionable center of the city, diplomatically and commercially. It was enhanced in large measure by the drive down the avenue to social functions at the White House, just two blocks south. One of the most imposing residences was that erected on the north side of K Street, opposite the square, by Alexander R. Shepherd, who became governor of the District in 1873. The building because of its sumptuousness was later occupied by the Chinese Legation and then the Russian Embassy prior to its move to the fa-

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3. War Department, Annual Report of the Chief of Engineers for 1867, p. 6. Cited hereafter as ARCE with the appropriate year.
4. Cited hereafter as "BO".
5. ARCE (1871), p. 978.

mous Pullman Mansion on Sixteenth Street, later taken over by the Soviet Government when it was officially recognized by the Roosevelt administration in 1933. Another memorable building is the Army and Navy Club at the southeast corner of the square where many brilliant gatherings of military personages are still being held. The square was so serene that the headquarters of the Young Women's Christian Association for Washington was constructed on the northeast corner of 17th and K Streets. A later addition was the erection of the architecturally interesting Barr Building, the site of many legal offices, which in the rush of modern office building construction escaped the demolition ball. Nearby on I Street is Doctor Hospital, one of the first to be erected in the district. The square is now surrounded by many modern office buildings whose employees enjoy the beauty and tranquility of Farragut Square. Careful and intensive landscaping and maintenace by Central National Capital Parks offers a respite to the many office workers and professional persons who enjoy their lunch in the midday sun or else, because of the numerous legal and medical offices nearby, meet to discuss their unique problems. The one hectic phase in the history of Farragut Square was the proposal to construct an underground parking garage beneath it. This controversy lasted from 1958 to 1961 when it was resolved by Regional Director, T. Sutton Jett, with the backing of the Director of the National Park Service, Conrad L. Wirth, and Secretary of the Interior, Stewart L. Udall. From it evolved

the principle that none of the 17 original reservations of the National Capital would be considered as sites for such a project. District regulations regarding the construction of sufficient parking space in the basements of new office buildings for its tenants was the answer and today in some measure meets the demands of increased commercial activity of Farragut Square. This phase of its history will be dealt with in a later section of the present study.

Valuation of Farragut Square.--In passing, it may be of interest to consider the increased property value of Farragut Square since 1791. As Washington expanded and land values rose accordingly, the monetary value of the square increased with the years. The entire area embracing it is approximately 1.57 acres or approximately 68,775.74 square feet.[6] At the date of the sale of the land by the original owners to the Federal Government on March 30, 1791, its value was set at £25 (Md.) or roughly $67 per acre, payment thus being about $105.19, its estimated original cost.[7] On June 30, 1933, in his final report for the period during which the public buildings and public parks of the district were under his jurisdiction prior to their transfer to National Capital Parks, the Director, U. S. Grant, III, estimated that the total value of Farragut Square and its improvements was $2,063,272. Up to the last

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6. Reservation List, p. 2.
7. Bryan, I, 124.

estimate made by National Capital Region as of July 1, 1964, its value was listed as being increased by only $20,000 or $2,083,272.[8] Considering all the improvements made in the square since 1933, the post-World War II rise in Washington real estate values, and the impetus given to a more beautiful Washington by the First Lady and her beautification program, the land value of Farragut Square has undoubtedly increased to a much greater extent. For purposes of this study, a review of some of the more important landscaping changes made in the square are documented below for there has been actually little change from the basic landscape plan of 1881, when the Farragut memorial statue was dedicated.

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8. Kardex file, Land Records Division, NCR, May 21, 1968, Brock to Olszewski.

## SECTION THREE

## LANDSCAPING OF FARRAGUT SQUARE, 1867-1933

Introduction.--The first major landscaping of Farragut Square commenced in 1867 under the direction of the Engineer Officer in Charge of Public Buildings and Grounds. As local newspapers proposed that federal park reservations be named in honor of poets and orators of the nation, the Engineer Officer felt that it would be more appropriate to name these park-like areas after the principal species of trees planted in them. He also proposed in his Annual Report for FY 1869 that neat labels be attached to each shrub and tree identifying them by their common and botanical name for the information and pleasure of the numerous visitors to the park areas.[1] It was not until 1942, however, that this latter idea was carried out.

By 1872 trees and shrubbery had been planted, water and drainage pipes had been installed underground in preparation for the construction of a water fountain that had been proposed for the site; footwalks were installed through the park and a pavement was laid on the south side at I Street. A sewer was installed with the necessary traps, and good soil replaced worn out and worthless soil

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1. ARCE (1867), p. 12; (1869), p. 497.

that was removed in accordance with a general rehabilitation of various other park areas throughout the city. In his budget estimate for FY 1873 the Engineer Officer requested $5,000 to complete the landscaping of the square and for the construction of an ellipse upon which the pedestal of the statue to Admiral Farragut was to be implaced by the Act of 1872.[2]

Drinking Fountains.--During FY 1873, a combination drinking fountain and lamppost was installed in the square.[3] As of 1925, there were two drinking fountains on the site. In 1931, they were replaced with drinking fountains having ceremonial bases.[4]

Fencing.--As with other reservations, a high wooden fence was originally installed around this square to prevent it being overrun by cows, chickens, dog and pigs which roamed loose throughout the city. It was not until the end of the nineteenth century that regulations for their control were enacted by the city government and visitors to the Nation's Capital were no longer in danger of having to cope with these primitive forms of village life.

In 1872, the square was partially enclosed with a picket fence.[5] In 1873 the first iron posts and chain fencing were used.[6] In 1875,

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2. ARCE (1873), p. 7.
3. Ibid., (1873), p. 7.
4. DAR (1931), p. 67.
5. ARCE (1872), p. 23.
6. Ibid., (1873), p. 7.

when the final sections of the high wooden fence were being removed in preparation for the installation of a high iron fence, persons crossing the square ignored the walkways and took a course "to suit his or her fancy." Signs reading "Keep off the grass," which the Engineer Officer had removed earlier that same year, were re-installed.[7]

By the Act of March 3, 1877, Congress specifically prohibited the removal of high iron fences from around all reservations in the city. The public, however, clamored for their removal and demanded free access to the city's parks. By 1885, the question of the removal of these fences was being widely discussed and the newspapers of the day published many opposing views of distinguished citizens.[8] In his budget estimate for FY 1887, the Engineer Officer included a request for $1,500 for "constructing, removing and repairing iron fences." He was "strongly urged" to remove the high fences since D. C. regulations forbade the driving of cattle through the streets and permitting animals to roam at large. Police also had dificulty in reaching persons in the park who cried for assistance since they had to run around to the fence's entrance gates and were not always able to render the desired help. In submitting his estimate, the Engineer Officer pointed out that he was guided by the wishes

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7. ARCE (1875), p. 15.
8. Washington Evening Star (1885), passim. ARCE (1885), p. 2515.

of Congress and declined to take any action until Congress specifically let its wishes be known. This could only be brought about by the necessary appropriation to authorize the work.[9] Eventually such action was forthcoming and in 1904, the high iron fence around Farragut Square was removed and a post-and-chain fence substituted for it. The bare space created between the sodded lawn and the sidewalks was filled with stone coping; the space behind it raised to the proper grade and sodded.[10]

Flower Beds.--The first flower beds to be laid out in Farragut Square was in 1875 and they were planted with ornamental foliage and flowering plants. Initially they were interspersed between the trees and shrubs which had not yet reached their full growth and height.[11] The center of the park which had been reserved for the completion of the Farragut memorial statue was also planted temporarily as a flower bed. In 1878 it was proposed that flower beds be made a regular feature of the park's landscape rather than plant flowers in individual rows as had been previously done.[12]

Once the flowers started blooming in the parks, they were "purloined" by the passersby much to the annoyance of the Engineer Officer for such action increased the expense of park administration

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9. ARCE (1888), p. 2774
10. Ibid., (1904), p. 15.
11. Ibid., (1875), p. 15.
12. Ibid., (1878), p. 1555.

as well as the expense of replacing and replanting the filched blooms.[13] When the Farragut statue was dedicated in 1881, a flower bed was arranged at its base.[14]

By 1887 summer flowering and foliage plants were being regularly replaced in the autumn by chrysanthemums just beginning to bloom. They were replaced in November by numerous early spring flowering bulbs of various kinds such as hyacinths, tulips, and crocuses.[15] The resulting beauty of spring flowers in the various parks of the Nation's Capital began to be greatly admired by Washington residents and by the out-of-town visitors who were beginning to visit the city annually on a regular basis.

Park Signs.--Persons frequenting parks the world over are generally annoyed by signs limiting their freedom to walk where they pleased. The same situation existed in Washington. Up to 1871, the Engineer Officer attempted to exercise some control over the movements of visitors to the parks and public reservations of the city. Signs such as "Keep off the grass," etc., were installed for this purpose and some semblance of order was kept by park watchmen when on duty. As an experiment the Engineer Officer removed them in FY 1875 considering them to be unsightly and marring to the beauty being created in the parks. It was hoped that people could be

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13. ARCE (1878), p. 1555.
14. Ibid., (1881), p. 2713.
15. Ibid., (1888), p. 2774.

"trusted" and that they would keep off the grass of their own accord. However, it was soon discovered that once the signs were removed, the visiting public construed their removal to be the authority for them "to go where they pleased." Newly sodded areas were trampled and new grass was crushed to such an extent by trespassers that the Engineer Officer in "self defense . . . had to replace the signs." The question was never resolved and even today, the Service is under fire if it puts them up.[16]

Settees or Benches.--By 1877 the first settees were installed to enable the visitor to rest in Farragut Square.[17] In 1884, six more were placed therein.[18] Little information other than the above is available on this subject and the only other reference was that noted in the inventory of 1925 which lists 44 benches as being among the other improvements of the square.[19]

Trees and Shrubs.--Beginning in 1871, the first trees and shrubs, although unidentified, were planted in Farragut Square.[20] In 1873 long-lived, fine specimens of hardy trees and shrubs were planted and the ground was sown with Kentucky bluegrass seed. A row of old and partially decayed aspens were removed from the line of Farragut Square on K Street and other trees of various types substituted in their place. These old trees shed their seed every spring much to the annoyance of the passing public.[21]

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16. ARCB (1875), p. 14.
17. Ibid., (1877), p. 9.
18. Ibid., (1884), p. 2345.
19. See Plate IV.
20. ARCB (1871), p. 978.
21. Ibid., (1873), pp. 7-9.

In 1874 three English maples, two elms, two horse chestnuts, and three maple trees were planted in the square. About 600 trees of various types were purchased that same year from nurseries in New York, New Jersey and Pennsylvania, and were transplanted in the parks of Washington, including Farragut Square. Becoming acclimated, they took good root and soon showed improved growth. The summer of 1874 proved disastrous to many trees in the city and special crews were assigned to various areas including Farragut Square where they picked the cocoons of the basket caterpillar from evergreens, a tree to which they were most injurious. The cocoons were collected and burned en masse to limit further spreading.[22] By 1877 the landscaping of Farragut Square was in good shape according to the plan which the Engineer Officer had designed for the park with the Farragut memorial statue as the center of interest. In his annual report, the Engineer Officer proposed that the balance of the trees and shrubs needed to complete the original design the park be procured and planted.[23] Until 1886, little information was found of further work being done to landscape Farragut Square, aside from routine yearly maintenance as shown in the Engineer Officer's Annual Report to the Chief of Engineers.

Inventory of 1886.--In 1886, the public gardener, George H. Brown, prepared a summary of all the trees and shrubs which were then growing in the parks of Washington on federal reservations

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22. ARCE (1874), pp. 9-10.
23. Ibid., (1877), p. 9.

TABLE I--LIST OF TREES AND SHRUBS IN FARRAGUT PARK IN 1886.
Compiled by the Public Gardener, Mr. George H. Brown.[1]

| Common Name | Botanical Name | Number | Varieties |
|---|---|---|---|
| | DECIDUOUS TREES | | |
| Ash | Fraxinus | 4 | 2 |
| Buckeye | Pavia | 1 | 1 |
| Elm | Ulmus | 7 | 2 |
| Ginkgo | Salisburia | 4 | 1 |
| Horse Chestnut | Aesculus | 3 | 1 |
| Hop Tree | Ptelea | 1 | 1 |
| Indian Bean | Catalpa | 2 | 1 |
| Judas Tree | Cercis | 1 | 1 |
| Laburnum | Cytissus | 1 | 1 |
| Linden | Tilia | 5 | 2 |
| Maple | Acer | 24 | 6 |
| Mulberry | Morus | 1 | 1 |
| Sumach | Rhus | 3 | 1 |
| Sophora | Sophora | 2 | 1 |
| | DECIDUOUS SHRUBS | | |
| Arrow-wood | Viburnum | 2 | 1 |
| Deutzia | Deutzia | 6 | 1 |
| Golden Bell | Forsythia | 20 | 1 |
| Mock Orange | Philadelphus | 6 | 1 |
| Privet | Ligustrum | 8 | 1 |
| Spirea | Spirea | 14 | 1 |
| Weigela | Weigela | 2 | 1 |
| | EVERGREEN TREES | | |
| Arbor Vitae | Thuja | 11 | 4 |
| Holly | Ilex | 1 | 1 |
| Japan Cedar | Cryptomeria | 1 | 1 |
| Pine | Pinus | 3 | 2 |
| Spruce Fir | Abies | 9 | 3 |
| Silver Fir | Picea | 4 | 2 |
| Yew | Taxus | 4 | 2 |
| | EVERGREEN SHRUBS | | |
| Box | Buxus | 12 | 2 |

1. ARCE (1886), p. 2104.

and which had become acclimated to the area. Table I[24] gives a complete list for Farragut Square. A brief analysis of the number of types and varieties indicated therein may be useful. Landscaped in Farragut Square as of 1886 were the following: 14 types of deciduous trees; 7 types of deciduous shrubs; 7 types of evergreen trees, and one type of evergreen shrub. Of these there was a total of 59 deciduous trees of 22 varieties; 58 shrubs of 7 varieties; 33 evergreen trees of 15 varieties; and 12 evergreen shrubs of two varieties, making a total planting of 162 trees and shrubs of 29 types and 46 varieties. They had become acclimated to the weather of Washington and were considered ideal for the climate. Many of them are still growing in the park. In 1925, a complete inventory was made of all the physical features and landscaping details of Farragut Square as shown in Plate IV, included herein.

In May 1930, the Rock Creek Nurseries, Rockville, Md., transplanted one English field maple, one southern magnolia, three Soule magnolias, one red oak, two American elms, four Japanese cherry trees, and two purple leaf plum trees.[25]

Walks and Roadways.--Footwalks were constructed in 1871 throughout the park and a pavement was laid down at the south or I Street side of the square.[26] In 1873 the walks were excavated, gravelled

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24. See p. 15 of this report.
25. See Appendix. Memo for the file, 1460 Farragut Square (12).
26. ARCE (1871), p. 978.

and rolled to produce as smooth a walking surface as possible. In the same year Connecticut Avenue, which touched Farragut Square at the northwest corner of the park, was extended diagonally through the square to the southeast corner. The roadway was 24 feet wide and gave quick access to Jackson Place and the White House. Undoubtedly, the resulting traffic hazard for pedestrians and users of the park area was quite precarious. By 1877 the Engineer Officer recommended that this roadway be removed from Farragut Square and that suitable paths be laid down for the use of pedestrians. With the Farragut statue destined to occupy the center of the park, this roadway was closed down by 1881, the space filled in with earth, sodded, and curbing placed around its ends thus uniting the curbing around other sections of the square. This accounts for the diagonal passage through the center of the park, a fact which has aroused the curiosity of the park visitor for many years. When erected the Farragut statue was also pointed in this direction.[27]

A continuing problem was the repair and replacement of the asphalt sidewalks. For instance, from 1897 to 1903, 631 square yards of footwalks were resurfaced.[28] In 1901 a new gravel walk was constructed on the west side of the park, midway between K and I Streets. It was designed to provide a pedestrian entrance into the park from 17th Street and was 64 feet long and 6 feet, 10

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27. ARCE (1881), p. 2713.
28. See ARCE for the following years: (1903), p. 2540; (1908), p. 2391; (1911), p. 2967.

inches wide.[29] In 1928 a 3-foot wide strip of pavement on 17th Street was transferred to the jurisdiction of the District Government to permit the widening of this Street.[30] In 1931, 1,724 square yards of concrete sidewalks were laid when the old bituminous walks were removed.[31]

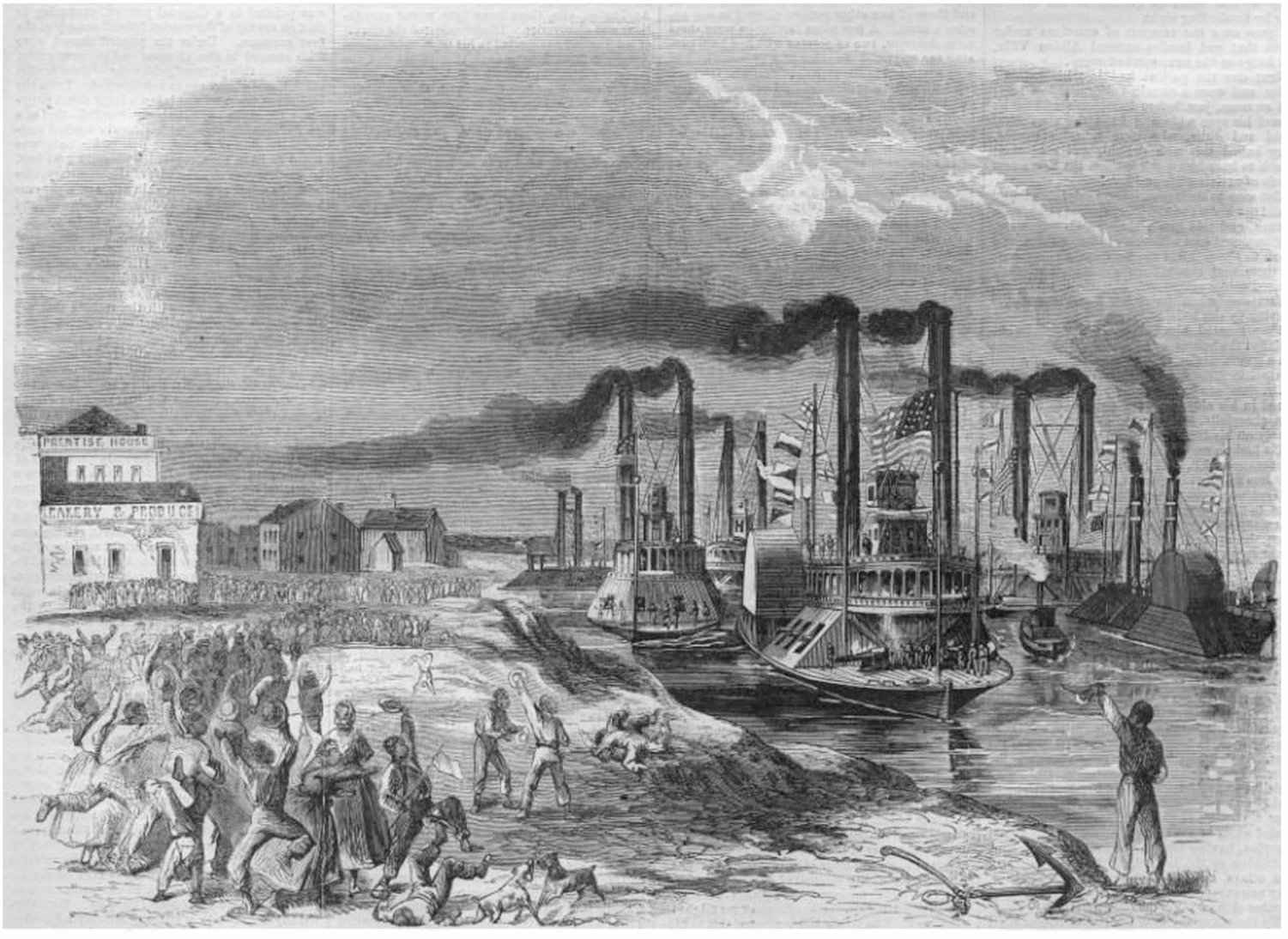
Water Supply.--As noted earlier, water pipes, drains, and sewer lines with all necessary traps were installed in the square in 1871. By 1878, the park's water supply was being received from the Potomac River through a 6-inch water main that had been installed on the 17th Street or east side of the square. Leading off from this water main into the park was a 1 1/4-inch pipe with 1 1/2-inch branches distributing water throughout the square for drinking and irrigation purposes. It was estimated that 540 gallons of Potomac water was being used each day.[32]

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29. ARCE (1901), p. 5252.
30. NCR file 1460/Farragut Square.
31. DAR (1931), p. 67.
32. ARCE (1880), p. 2355.



3. Farragut lashed to the rigging of the U.S.S. Hartford during the Battle of Mobile Bay, 1864. From an old print.




4. Capture of Vicksburg, Miss., July 4, 1863. From an old print.



5. Memorial statue to Admiral Farragut in its early sylvan setting, c. 1890, prior to modern landscaping.



6. Details of Farragut Statue with Shepherd row in the background.



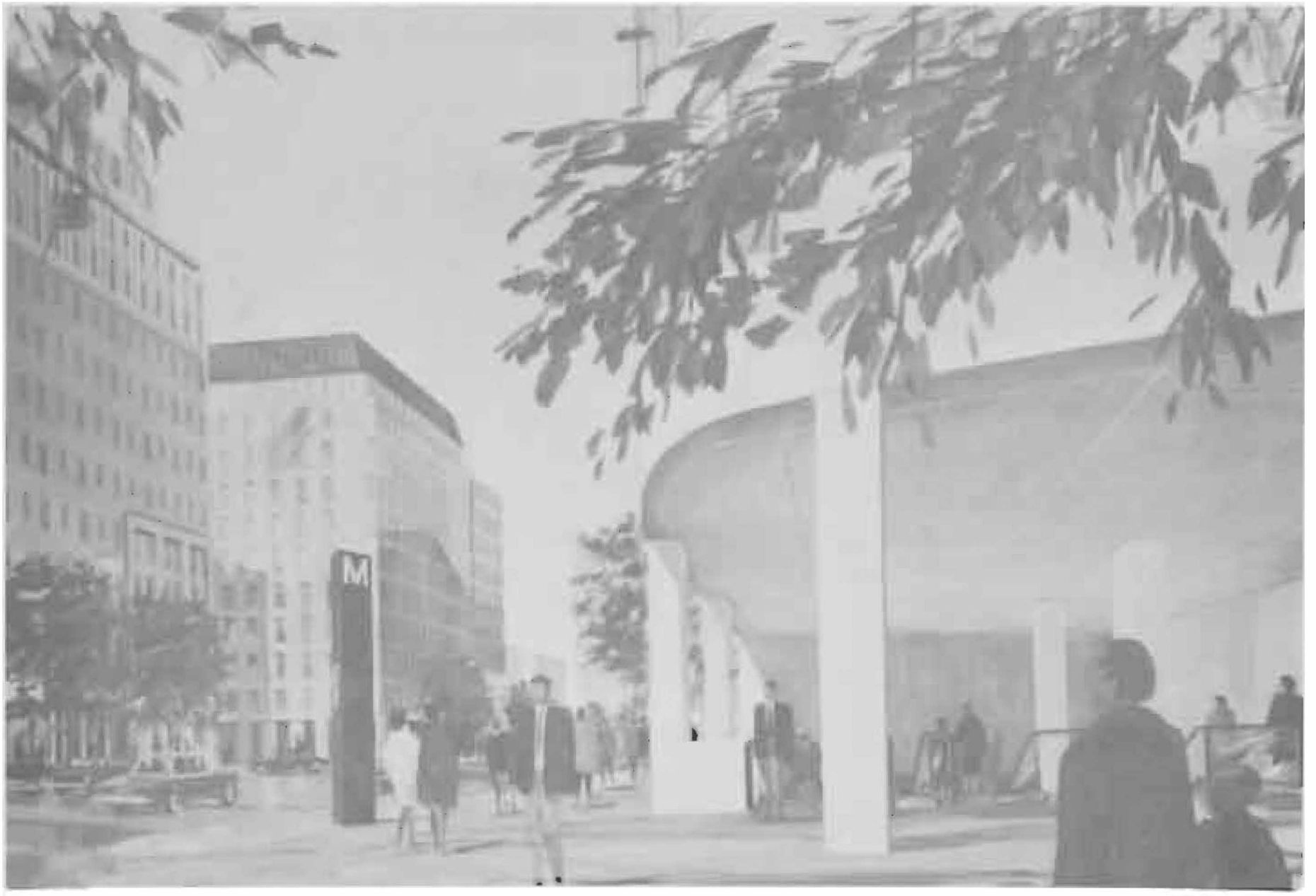
7. Early landscaping and fencing around Farragut statue and flower beds, March 3, 1927.



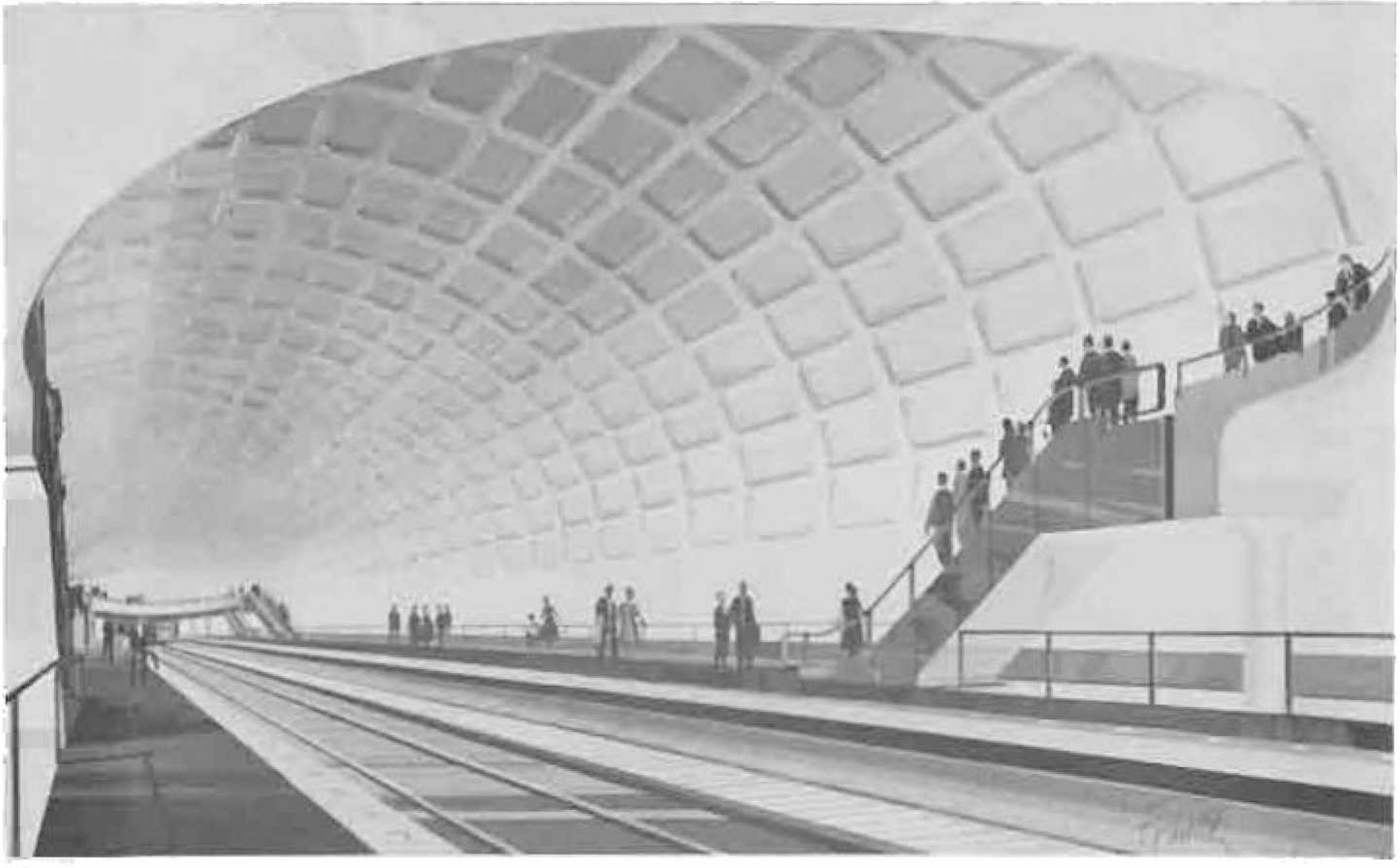
8. Spring tulip beds reflect the beauty of the First Lady's beautification program in Farragut Square, 1965.



9. The First Lady's beautification program enhances the dominating position of the Farragut memorial.




10. Artist's sketch of the planned Metro station at Connecticut Avenue and K Street.



11. Artist's sketch of a typical Metro subway station for Farragut Square to be opened in 1972.

## SECTION FOUR

## MEMORIAL STATUE TO ADMIRAL DAVID G. FARRAGUT

Introduction.--Of all the naval personnel who gained fame in the Civil War, Admiral David G. Farragut was one of the most outstanding. Not only had he worked his way up the ranks from cabin boy, but he was the first American naval commander to achieve such a high rank in the annals of American naval history when Congress created especially for him, in recognition of his naval victories during the Civil War, the rank of admiral. Farragut not only experienced the elation of command at an early age but later suffered the frustrations of dealing with arm chair naval strategists who rejected his outstanding record as a naval commander. Yet he was to achieve final victory for when he was appointed to command the flotilla that was ordered to open up the Mississippi for Union vessels, he defeated land-based Confederate forces, and left to posterity the rallying cry that has become naval tradition: "Damn the torpedoes! Full steam ahead!"[1] Lashed to the rigging of his flagship, the USS HARTFORD, in the heat of battle, Farragut was indeed the personification of the "iron men and wooden ships" of America's early Navy.

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1. Author's note: The "torpedoes" of Farragut's day were floating mines anchored to the bottom of the river and not the highly technical and costly torpedoes of today's Navy.

By the Act of 1872,[2] Congress authorized the erection of a memorial statue in his honor on reservation 12 and also directed that the square be named after him. Dedicated in 1881,[3] the Farragut statue stands as a fitting memorial to one of America's great naval heroes as it appears symbolically to guard the northwest approach to the White House.

Biographical sketch.--David Glasgow Farragut was born on July 5, 1801, at Campbell's Station, a few miles southwest of Knoxville, Tenn. he was the second of five children of George and Elizabeth (neé Shine) Farragut. His paternal grandparents were Spanish and one of his maternal grandparents was Scotch. In 1807, the family moved to New Orleans where his mother died the following year. David was aged seven at the time. When he was nine, his father and a brother joined the U. S. Navy, and it was their action that was to have a strong bearing on David's future. But it was pure coincidence that gave the final impetus to his choice of a career in the naval service.

The Farraguts had nursed the father of Commander (later Commodore) David Porter in their house during his last illness and he had died there. In gratitude, Porter, who was then commanding the New Orleans Naval Station, adopted young Farragut and sponsored his schooling and naval career. After attending school in Wash-

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2. 17 Stats., 395.
3. ARCE (1881), p. 9.

ington, D. C., and in Porter's home town of Chester, Pa., Farragut was appointed Midshipman by Secretary of the Navy, the Hon. Paul Hamilton, of S. C., at the age of 9 1/2 years on December 17, 1810. In 1814, Farragut, who was listed on the navy rolls as James Glasgow, changed his name to David Glasgow, undoubtedly in honor of his guardian and benefactor.

Farragut's keen interest in education, languages, and naval matters led him to seek schooling and to take advantage of naval assignments for studying languages and local history, that may have been unique to his duty station and which would benefit his naval career. Farragut served more than fifty years in the U. S. Navy and carried out every assignment in practically every rank with distinction. Although he suffered much from the effects of considerable tropical service, Farragut kept himself in prime physical condition. It was his mental and moral qualities, however, that enabled him to serve the Nation in her hour of need. And the Civil War was to give him the final opportunity of his life to achieve naval greatness.

Gideon G. Welles, Lincoln's Secretary of the Navy, said of Farragut that he would willingly take greater risks to achieve desired results than any other high-ranking officer in either the Army or the Navy. Lincoln felt that Farragut's appointment "was the best made during the war."[4] It was just these qualities of de-

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4. DAB, XIX, 290.

cision that was to bring Farragut into headlong conflict with the high-ranking naval administrative officers of the Washington scene. Yet it was his unlimited self-confidence that was to enable him to overcome the pressure of these bureaucratic harassments and to achieve victorious naval goals in the Nation's hour of need, particularly during the grim early days of the Civil War when northern naval achievements on the sea of battle were few and far between. Farragut had also seen service during the War of 1812 and the Mexican War.

Farragut's ship assignments were as varied as his duties. His chief schoolroom was the quarterdeck of a ship, and his chief schoolmasters were the gallant American officers of the "old" navy such as Porter, Bainbridge, and others for whom he had the most profound admiration throughout his life.

From the winter of 1811, when he first saw service under Commander David G. Porter, until his death in 1870 Farragut served in practically every capacity it was possible for a U. S. naval officer to serve. At 12 years of age, during the War of 1812, Cmdr. Porter made him prize master of the ALEXANDER BARCLAY, a prize of the ESSEX, and Farragut sailed the ship to Valparaiso, S. A. There the ESSEX engaged the PHOEBE and the CHERUB in the longest and bloodiest sea fight of Farragut's career. He performed the duties of captain's aide, quarter gunner and powder boy to Porter's satisfaction. His extreme youth, however, precluded his promotion at the time. Until November, 1814, Farragut was a prisoner of war on

parole until ordered to the brig SPARK. Before she was ready to sail, peace was declared and the War of 1812 had ended.

From 1815 to 1820 he served chiefly in the Mediterranean aboard the ships of the line, the USS INDEPENDENCE, the USS WASHINGTON, and the USS FRANKLIN, the latter commanded by Capt. Charles Folsom, who was also known as Farragut's schoolmaster. When Folsom was appointed American Minister to Tunis, Farragut accompanied him as naval aide. While there on shore duty, Farragut learned to speak French, Italian, Spanish, and Arabic. He also studied the social, economic, and political history of the Mediterranean area.

From the experience he gained on the west coast of the United States and of the Pacific ports of South America during the Mexican War, Farragut was ordered in 1850 to establish the Mare Island Navy Yard, on the coast of California. Although recognition and promotions were not always forthcoming as should have been dictated by the manner in which Farragut performed his duty, his service in the Civil War was to vindicate him as a naval officer and as a man.

On January 9, 1862, Farragut was appointed commander of the West Coast Blockading Squadron and ordered to open the Mississippi to Union vessels and to attack New Orleans. On April 18, 1862, he opened the Battle of New Orleans and, ten days later, on April 28, Confederate forces surrendered. In the heat of the Battle of Mobile Bay, Farragut attacked and reduced the Confederate forts from the river by running his ships over floating mines, and had himself lashed to the rigging of his flagship, the HARTFORD, from which he

barked the stirring challenge that inspired his own men and which was to inspire Navy men of the future: "Damn the torpedoes! Full steam ahead!"

The outcome of the battle was as Farragut had predicted. He achieved final victory over Confederate naval forces when they surrendered on August 5, 1864. The naval history of the world has placed Farragut's victory over the Confederate Navy next to that of Lord Nelson's victory over the Spanish Armada at the Battle of Trafalgar.

Farragut had also vindicated Lincoln's trust in his selection by this smashing victory, and Lincoln was the first to acknowledge it by submitting Farragut's name to the Congress for promotion. On December 23, 1864, Congress commissioned Farragut vice admiral and on July 26, 1866, commissioned him full admiral, an office created especially for him. Worn out and weary by his strenuous life, Farragut was retired to a much deserved rest. Four years later, on August 14, 1870, he died at the Portsmouth Naval Yard.[5]

The Farragut Memorial Statue.--The bronze memorial statue honoring the memory of Admiral David G. Farragut was authorized by the Act of 1872 under which Congress appropriated $20,000 "for the purpose of erecting a colossal statue of Admiral David G. Farragut . . . to be erected in Farragut Square in the City of Washington, District of Columbia."[6] It was to take almost a decade to

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5. DAB, XIX, 290.
6. 17 Stats., 395.

complete the memorial. Mrs. Vinnie Ream Hoxie, whom Lincoln had befriended by posing for her statue of him as the Great Emancipator, and which now stands in the rotunda of the Capitol, was selected by the Admiral's widow and Gen. T. Sherman, who headed a special committee formed for the purpose. Mrs. Hoxie spent three years working on the seven foot plaster cast model of the Admiral wiich met with the approval of the Committee. In 1875, she was awarded the contract to complete and cast the bronze statue. For six years, from 1875 to 1881, she worked in her studio set up at the Washington Navy Yard, under the supervision of the Secretary of the Navy. The final bronze ten-foot statue was cast from the propellers of the Admiral's flagship, the USS HARTFORD, as were the four mortars placed at the four corners of the pedestal. The entire base of the statue is cut from Maine granite shipped to Washington in 100-ton blocks. Masons worked around the clock to complete the memorial so that it could be dedicated in April, 1881. Under the base of the statue was placed a copper box containing an account of the Admiral's service to the nation and a history of the statue.[7]

The Dedication.--The dedication of the memorial to Admiral David G. Farragut was one of the most colorful naval ceremonies witnessed by official Washington and its residents. It took place on the nineteenth anniversary of one of Farragut's great victories:

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7. ARCE (1873), p. 7; (1877), p. 9; and (1881), p. 9.

the Battle of New Orleans, April 25, 1862. In contrast to modern dedication ceremonies, this one included a full-scale parade consisting largely of naval units.

The parade formed on the grounds of the U. S. Capitol and marched the traditional route up Pennsylvania Avenue, past a reviewing stand at the White House and on to Farragut Square. The parade was composed of Farragut's friend as Grand Marshal, Commodore J. Baldwin, and the following identified units: midshipmen of the U. S. Naval Academy, a battalion of Marines, the Marine Band, hundreds of sailors, headquarters and ship's bands, and a naval battalion pulling boat howitzers. Participating Army units were under the command of Col. Alexander C, Pennington, and included the 2nd Artillery Band, four batteries of artillery, and the D. C. Militia, commanded by Col. G. M. Webster.

President James A. Garfield made his first public appearance since his inauguration and delivered the principal dedicatory address. Others participating in the ceremony were practically all members of the Cabinet, the Rev. Arthur Brooks, who delivered the prayers; and friends and fellow officers of Farragut among whom were his former shipmates, Capt. Bartholomew Diggins, who had lashed Farragut to the rigging of his flagship, and Navy Quartermaster, C. B. Knowles. Diggins hoisted an Admiral's flag above the statue and Knowles unveiled it. Senator D. Vorhees of Indiana, and the Hon. Horace Maynard of Tennessee delivered brief addresses. Pres. Garfield's protegé, Mrs. Vinnie Ream Hoxie, and the Admiral's

widow shared honors on the dedication stand. The ceremonies were enhanced by the playing of "Hail to the Chief," the sounding of ruffles and flourishes, followed by an Admiral's salute of 17 guns. The ceremonies were concluded as all units marched past the presidential reviewing stand at the White House.[8] It was indeed "Navy Day" in the Nation's Capital.

The bronze 10-foot memorial statue to Farragut is typical of his personal characteristics: He is depicted in the battle dress of a Navy commodore, his left foot resting on a ship's block and tackle, a telescope cradled in his hands. He is peering intently ahead as if following the course of an engagement, his face mirroring his resolute character and self-reliance. The grey, granite pedestal is enhanced by four ship's mortars, one at each corner, the entire pedestal and base being about 20 feet in height, making the entire memorial about 30 feet high. The statue was erected on a diagonal setting facing southeast in the direction of Lafayette Park and the White House.

Maintenance work on the statue includes careful cleaning of the granite work from time to time.[9] During FY 1898, bronze stains were removed from the statue.[10] During the winter of 1910-11, it was discovered that the statue was shifting and due most probably

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8. Ben Perley Poore, Reminiscences of Sixty Years in Washington, pp. 407-9; ARCE (1881), p. 9; Evening Star, April 26, 1881; Heitman, passim; and H. Paul Caemmerer, Washington, the National Capital, p. 630.

9. ARCE (1890), p. 2546.

10. Ibid. (1898), 3737.

to the action of frost, was considerably out of plumb. In March 1911, when the statue was lifted from its base, it was found that it had not been bolted down when installed in 1881. All mortar was thoroughly cleaned from the base and pedestal, and the statue was reset and bolted down with two 5/8-inch copper bolts. The hollow center of the base was filled with Portland cement.[11]

11. ARCE (1911), p. 2967.

## SECTION FIVE

## LANDSCAPING BY NATIONAL CAPITAL PARKS, 1933-1967

Introduction.--When the public grounds, including the 17 original reservations of the city were taken over by National Capital Parks in 1933, under Executive Order No. 6166 of June 10, 1933, the public buildings were placed under the Buildings Division, NCP. Unlike the major changes in landscaping and development that took place during WPA days in Lafayette Park, little more than funds for routine maintenance and annual repairs were budgeted for Farragut Square. Undoubtedly, the development plan of 1881, when the Faragut memorial statue became a principal feature of this square, proved satisfactory as far as the records reveal. True, there were the usual citizen complaints about hanging tree boughs, the lack of benches, annoyance at children scampering around and of older boys playing baseball, but on the whole Farragut Square seemed to attract a quieter element of Washington residents. Perhaps this was due in some measure to the fact that the area was becoming a center of medical and legal specialists. While some work was done in Farragut Square by National Capital Parks, it was mostly in line with modifications and uniformity being carried out in all the reservations of the city. The one occasion which created a furore and involved many of the district agencies, civic groups, the Congress, and the Park Service, was when the question of constructing an underground parking garage beneath Farragut Square arose. This

matter is considered of sufficient importance to examine some of the problems involved for from it emerged a flat statement of park policy for the Nation's Capital which exempts all of the 17 original park reservations from such use. Furthermore, it resulted in a change in zoning and building regulations for the District which requires that sufficient parking space be included in all newly constructed office buildings to serve the needs of prospective tenants. A casual survey of many of the modern office buildings surrounding Farragut Square will show the effects of such regulations.

Documented herewith are some of the changes and work which was carried out by NCP and later NCR. Included also is the latest available reference material from the files of the Land Records Division, NCR. Copies will be found in the appendix and include the following: the Rehabilitation Plan of June 2, 1963; the Spring Planting Plan of 1965; and Fall Planting Plan of 1965, largely in support of the First Lady's beautification program for the Nation's Capital.

With the expansion of commercial activity in the Connecticut Avenue area construction activity required the cooperation of NCP. In the pre-World War II days, some funds were obtained from the early Works Progress Administration. Under Project No. 225, the Florence Pipe Foundry and Machine Company installed a six-inch connection in Farragut Square with the 12-inch water main at the

northeast corner of the park.[1] When a letter complaining of the lack of benches in the Square was received by NCP in July, 1935, M. Kirpatrick, Eastern Division, Branch of Plans and Designs, NPS, recommended "against putting benches in the small plaza immediately adjacent of the statue . . .[for it] would clutter up the foreground of the statue as seen from many points within the park."[2] By 1942, 340 trees and shrubs were growing in Farragut Square. Native American species included the ash, basswood, buckeye, American witch, rock elms, sugar maple, and yellow-wood trees, California privet shrubs and red radiance roses. Twelve of the 21 varieties included in the landscaping of this historic park were of foreign origin. The horse chestnut, hedge maple, boxwood, and Yew trees were from England; the Gingko, juniper and Scholar trees and cotoneaster plants were from China; the flowering crabapple and dwarf Yew plants were from Japan. There was also a maple from Norway and a pine tree from Austria.

In March, 1942, a list of these trees and shrubs was prepared in the Naturalist's Office, NCP, and issued to the public. A copy was placed under a glass bulletin board erected in the park for the information and guidance of visitors. As shown in Plate V(a), the plan of the landscaping of the square was marked with the location

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1. Supt. C. M. Finnan, NCP, to Maj. J. C. Gotwals, C. E., U.S.A., D.C. Engr. Comm., letter dated March 30, 1934. Copies of all correspondence for the remaining sections of this report will be found in file, NCR, 1460/Farragut Square (12), unless noted otherwise.
2. Copy in Ibid.

of each tree and shrub, together with a listing of its common and botanical name, including an interesting and educational description of each plant and shrub that was authentic, colorful, and informative. It also included in some cases a capsule history of the origins of the genus.[3]

On July 18, 1963, Regional Director T. Sutton Jett authorized an allotment of $17,000 for the rehabilitation of the square.[4] On November 7, 1966, an investigation was conducted of the accuracy of the 30-year old water system within the park and notes made of the condition of lines, branch lines and sprinkler boxes.[5] As Mrs. Johnson's beautification program for the National Capital assumed primary importance, plans were drawn up for the rehabilitation of Farragut Square and its fall and spring plantings as shown in copies of these plans in the appendix. Let us now turn to the controversial plan for the construction of an underground parking garage at Farragut Square for it occupied a great deal of the time of many top-level officials until it was resolved in 1961.

Underground Parking Facility.--During the building boom of the 1950's an effort was made to resolve the acute parking situation which existed in the commercial area of Washington and Farragut Square was selected as the pilot site. The District Motor Vehicle Parking Agency[6] proposed the construction of a 375 car underground

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3. Press release, NPS, NCP, March 12, 1942.
4. Jett to Asst. Reg. Dir. for Operations and Maintenance.
5. Reg. Chief, P. D. Riddle, to Landscape Architect.
6. Cited hereafter as DCMVPA, or simply as the "Agency."

parking facility beneath Farragut Square and on January 6, 1960, requested congressional approval for a preliminary study to be made on a proposed two-level underground parking garage. Wm. C. Heath, its executive director, estimated the project would cost about $1,600,000. Farragut Park was singled out as having the most critical parking shortage, and $25,000 was requested for preparing a feasibility study of the proposed parking facility.

On February 10, 1960, Director Conrad L. Wirth, in a letter to Senator John A. Pastore, Chairman, Senate Appropriations Committee for the District of Columbia, took the opportunity to acquaint him with the viewpoints of the National Park Service for the project involved "one of the oldest and most historic memorial parks in the Nation's Capital."[7]

Giving a brief review of the history of Farragut Square and the memorial statue, Wirth said:

> The National Park Service is strongly opposed to commercialization of this historic unit of the park system of the Capital City, which now serves as a memorial to Admiral David G. Farragut, whose immortal words, "Damn the torpedoes, full steam ahead!", have served as an inspiration and rallying cry to all Americans since the day they were uttered.

He then pointed out that the area of the city in which Farragut Square is located was "inadvertently zoned" to permit the construction of office buildings with a low percentage of parking areas to be included within the structures themselves. The Park Service had

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7. The material of this section is a summary of the project selected from the files of the NCR.

a representative on the Zoning Commission for the District of Columbia and had suggested that corrective measures be considered to require any additional office or commercial buildings to be built in the area "to provide more adequate parking facilities for their tenants." Wirth also pointed out the part that the parking industry was playing in providing parking facilities for that area of the city. The industry had already spent millions of dollars in such activity and it had declared publicly its intention to provide additional parking garages.

To bolster the views of the Service, Wirth emphasized that:

> The National Park Service would be most reluctant to enter into an agreement to construct an underground parking garage at Farragut Square which would desecrate one of the original parks of the Capital City.

Many civic organizations bolstered the views of the Service in opposing the project and one of them, the American Planning and Civic Association of Washington, voiced its views at its annual December meeting. At that time the organization's Committee of 100 agreed that the:

> Conversion of historic Farragut Square into the roof of a parking garage is, the Committee thinks, completely unjustified, and would establish a precedent for the desecration of other irreplaceable downtown parks.

The Committee believed that rapid mass transportation would be the logical solution to the problem and that an underground parking garage would merely increase traffic in the vicinity of the square.

On December 14, 1960, in reply to a letter of Gen. Frederick J. Clarke, C. E., U. S. A., Engineer Commissioner for the District, Director Wirth stated that he was convinced that the total harm would be far greater than the total good to be derived from the construction of the underground parking facility beneath the park.

Meanwhile the Agency continued to consider the possibility of providing underground parking space at Farragut Square. In January 1961, it presented two plans for the consideration of the Service. Both consisted of four parking levels constructed of reinforced concrete with a single approach, discharge ramp, and tunnel on Connecticut Avenue north of K Street. At the time one of the most important cost factors was brought out and that was that ground water would be encountered in the course of construction somewhere between the 7 and 14 foot below ground levels.

On February 14, 1961, the Secretary threw his weight behind the views of the Director and informed the Agency that Washington was fourth in the nation in providing off-street parking by private business. He also stated that he felt that construction of subsidized parking would remove the incentive of private investors. Regional Director Jett had also been informed of the possibility of meeting underground water and that it would make the cost of underground parking exorbitant. Throughout this period and at all meeting on the project, Jett said that he was unalterably opposed to the project or any similar project that would involve park property.

The meeting which brought the proposal to a head took place at the Agency on February 20, 1961, when the "de Leau" feasibility and engineering study was presented for approval. The Regional Director voted with other members of the Committee to accept the preliminary draft of the engineering study, but to reject the development of an underground parking facility at Farragut Square. Jett then moved to add a provision to the agreement stating:

> Resolved, that none of the park areas included in the Original Plan of the Nation's Capital, developed by Pierre Charles L'Enfant, be considered for parking facilities in connection with this study.

Jett reported that the motion was carried by a vote of 4 to 3 in favor of the resolution.[8] Thus, from these negotiations the Service evolved a basic principle for the preservation of the integrity of the original public reservations of the Nation's Capital as foreseen by its original planners. Subsequently, the District Commissioners approved regulations requiring the construction of adequate parking space within new office buildings for its prospective tenants, thereby relieving adjacent streets of parking congestion.

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8. "Reservation List," op. cit.

## SECTION SIX

## FARRAGUT SQUARE AND THE COMMUNITY

Unlike the hectic atmosphere generated at nearby Lafayette Park during mass demonstrations in front of the White House, and the continual night and weekend annoyances that are occasioned by various groups at Dupont Circle to the north, Farragut Square stands as a haven of peaceful refuge from the hectic woes of contemporary life.

There are no wild demonstrations, no complaints about the fence surrounding the Farragut statue, and no nightly brawls. Farragut park with its peaceful vista of Connecticut Avenue, its beautiful blooming beds of flowers, its relaxing lunchtime atmosphere, and the general orderly behavior of park users, appears to bear out and to bring to life the hopes of L'Enfant and others for a haven of rest in the midst of the city's hustle and bustle. It is indeed heartening to know that the public, despite all their usual complaints occasionally take time to compliment the efforts of the Service in bringing beauty to the Nation's Capital. For instance on July 24, 1964, a Mr. Charles A. Miller, in a letter to the Regional Director, NCR, wrote: Anyone who walks this route cannot help but be impressed by the beauty of the landscaping of Farragut Square.[1]

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1. Copy in NCR file, D24/Farragut Square (12).

Ceremonies.--Ceremonies are usually held at all monuments and memorials to our naval heroes in Washington and on these occasions wreaths are usually laid at the foot of the memorial. On Navy Day October 29, appropriate ceremonies are usually held with a wreath being laid at the foot of the statue of Admiral David G. Farragut.

From time to time unscheduled events are also authorized by the Service. Among some of those which have occured in Farragut Square are the following:

On July 22, 1957, at 4:15 p. m., after elaborate preparation, the Minister of the Navy of Spain, Admiral Felipe Jose Abarzuza, who visited the United States as the guest of the Chief of Naval Operations, laid a wreath at the foot of the statue of Admiral Farragut. The colorful ceremony was handled under the direction of Capt. E. N. Teall, Chief of Staff, Headquarters, Potomac River Naval Command. It included an Honor Guard Commander, a Colors and Color Guard, a Spanish Colors and Color Guard, an 8-man squad, four orderlies, and one wreath bearer. It was attended by high-ranking officers of the U. S. Navy, the Spanish Minister of the Navy and his Aides. One member of the park police was in attendance to handle parking details.[2]

On December 21, 1955, a group of 60 girls of high school age, the Teen Group, was sponsored by the nearby YWCA, and sang Christmas carols in the square. They presented a timely and effective

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2. Supt. Kelly to Capt. E. N. Teall, letter dated July 19, 1957.

appearance as they sang traditional Christmas carols, holding lighted candles in the dim hours of the fading day from 5:00 to 5:30 p. m. Many passersby on their homeward journey stopped to admire and to listen and complimented the Service on the beauty of the occasion.[3]

On August 16, 1958, the National Convention of Catholic War Veterans was permitted to use Farragut Square in connection with their national convention and parade at 7:30 p. m. The Service provided a suitable reviewing stand, the Red Cross set up a first aid station, and a Park policeman was assigned to control traffic and parking.[4]

But the assassination of the late President, John Fitzgerald Kennedy, brought thousands of visitors from the world over to witness the unparalleled funeral cortege and the solemn obsequies at nearby St. Matthew's Cathedral on Rhode Island Avenue, where this historian participated in the solemn State Funeral Mass as a member of the cathedral choir. On November 25, 1963, thousands gathered in Farragut Square to pay their last respects to the late President as his funeral cortege and the greatest assemblage of foreign Heads of State that Washington has ever witnessed at one time marched past the park.

Farragut Subway Station.--As can be observed from Illustrations 10 and 11, and Plate XI, the Washington Metropolitan Area Transit

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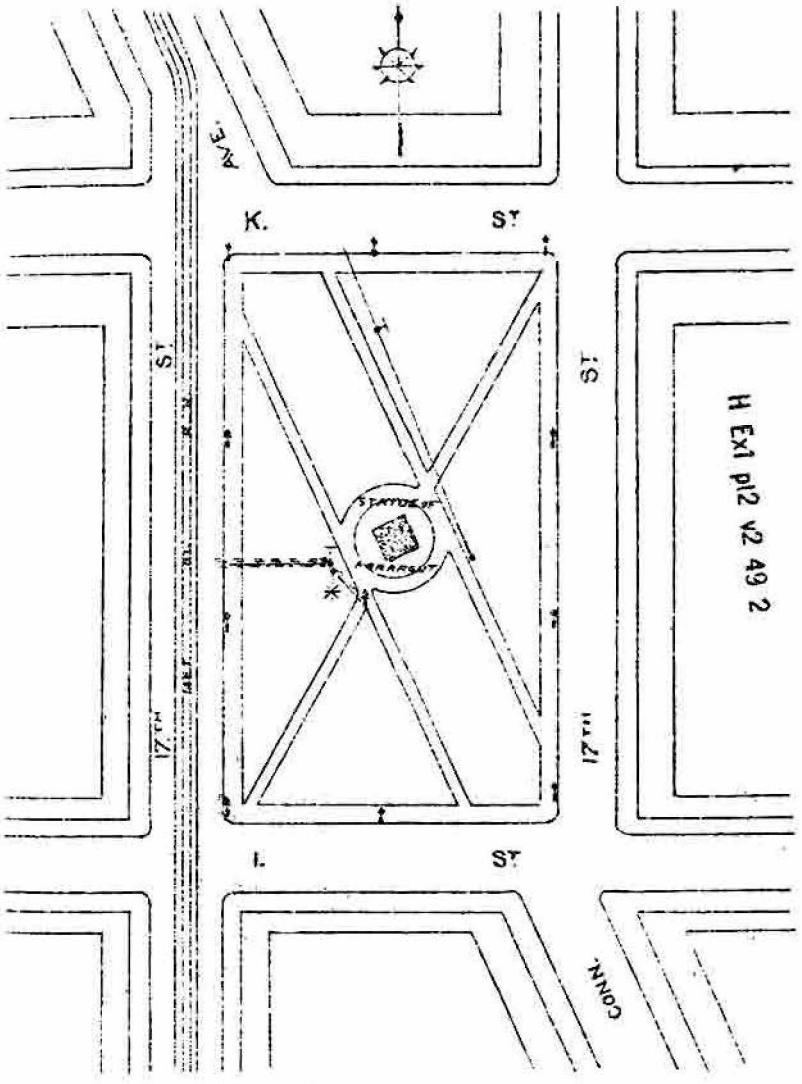
3. T. Sutton Jett to U. S. Park Police, Memo dated Dec. 2, 1955.
4. C. W. Heine to J. J. Fitzpatrick, letter dated July 17, 1958.

Authority (otherwise known as the "WMATA") proposes to have a project subway station at Farragut Square but which will be identified as the 18th and K Streets and 18th and I Streets station. Test borings have been completed and if funds are forthcoming from the Congress as anticipated, the first leg of the metropolitan rapid rail transit system as it will be known, or simply as the "Metro," will be opened to the public by 1972. Platforms will be 600 feet long to accommodate eight-car trains. Fare collections will be centralized on a mezzanine level. Stations will be attractive, well-lighted and air-conditioned for passenger comfort. In keeping with the Washington area, the basic design concept will provide for midtown stations that are monumental and dignified.[5]

5. WMATA, Proposed Regional Rapid Rail Transit Plan & Program (Washington, December 1967), p. 17. For a fuller discussion of these plans see my Construction History of Union Station (Washington, June 1968).

# APPENDIX

# FARRAGUT PARK.



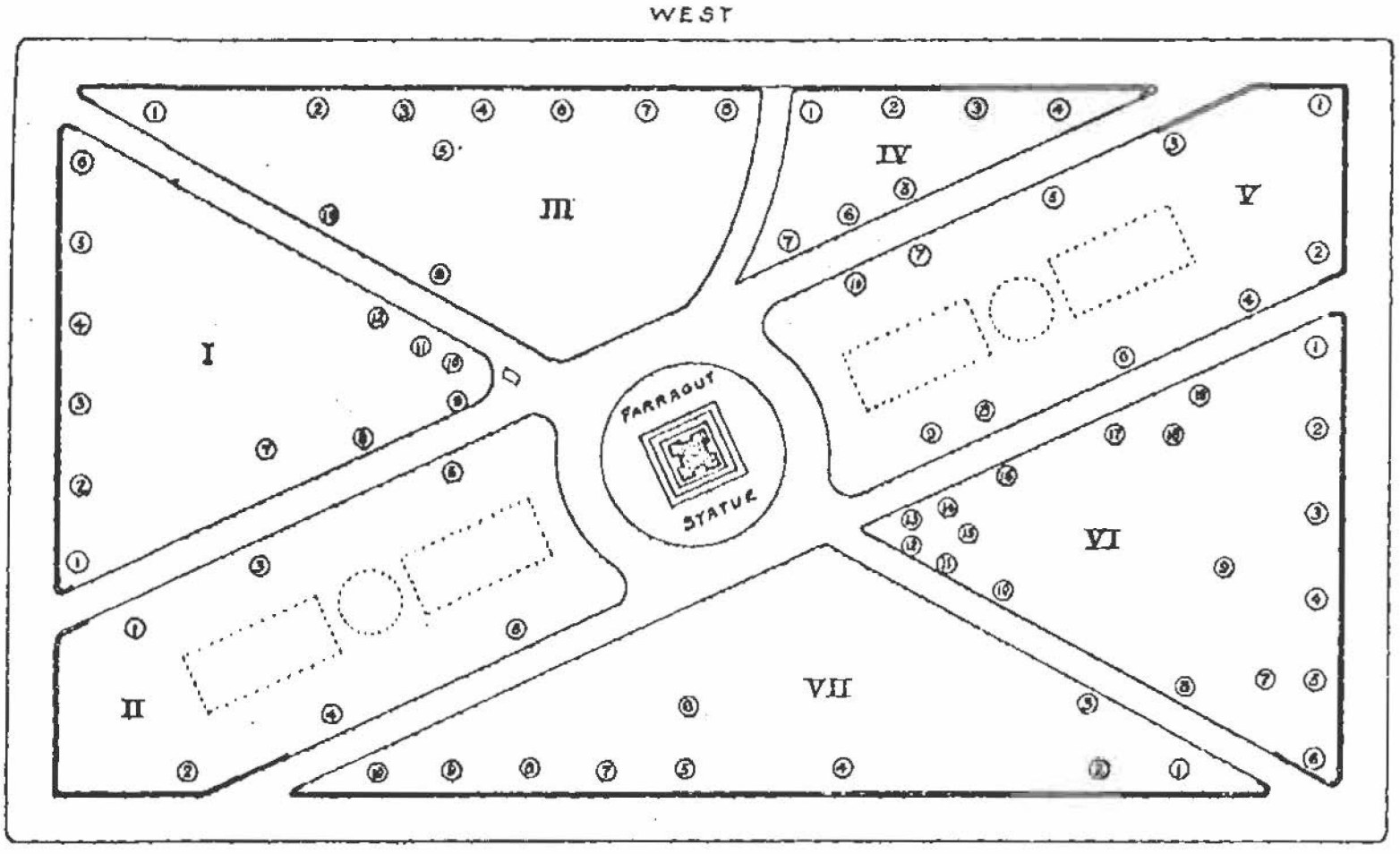

EXPLANATION

GAS PIPES, LAMPS & C
SOIL DRAINS & CLEANSING COCKS
STOP COCKS
WATER PIPES & WASHERS
SCALE.

To accompany Annual Report of Officer in charge of Public Buildings and Grounds for the fiscal year ending June 30, 1886.

PLATE I

17th ST FARRAGUT PARK N. W.




George H. Pyman.,
Landscape Gardener.

Scale in feet

To accompany the annual report of
June 30th 1903. — Colonel U.S.Army.

PLATE II

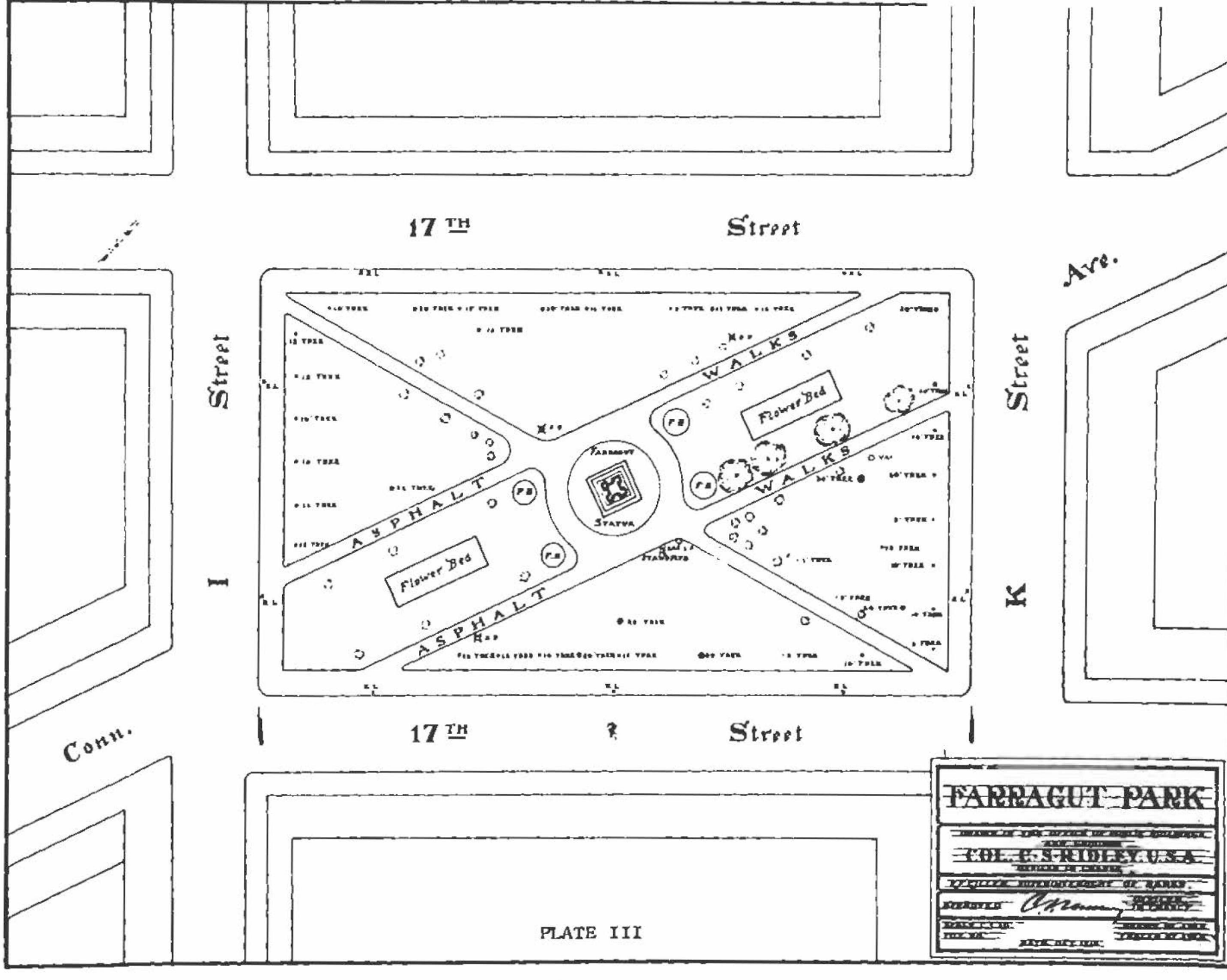

17 TH Street
17 TH Street
I Street
K Street
Ave.
Conn.
WALKS
WALKS
ASPHALT
ASPHALT
Flower Bed
Flower Bed
Statue
FARRAGUT PARK
COL. D.G. RUDLEY U.S.A.

PLATE III

| TOTAL AREA OF VARIOUS FEATURES | 15,643.10 | SQ FT |
|---|---|---|

| BRIDGES | KIND | No. | SQ FT. |
|---|---|---|---|
| HIGHWAY | | | |
| FOOT | | | |
| CULVERTS | | | |

| WALKS AROUND RESERVATION | | | |
|---|---|---|---|
| KIND | LIN FT. | WIDTH | SQ. FT. |
| | | | |

| WATER WAYS | LIN FT. | WIDTH | SQ FT |
|---|---|---|---|
| | | | |

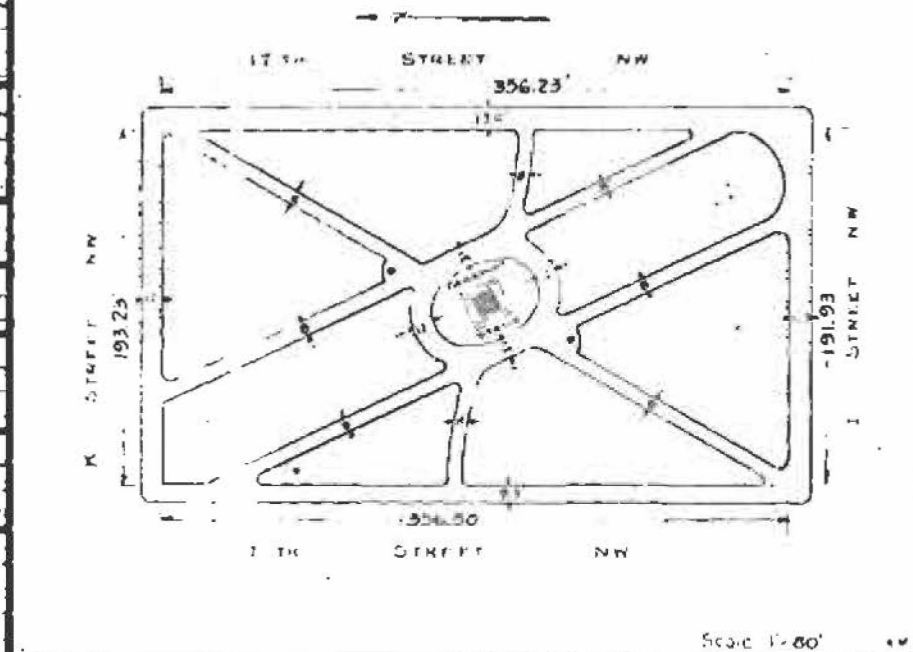
| RETAINING WALL | LIN. FT. | WIDTH | SQ FT |
|---|---|---|---|
| | | | |

| COPING | LIN FT | WIDTH | SQ. FT. |
|---|---|---|---|
| Stone | | | |
| Concrete | 1082.60 | 0.70 | 757.82 |

| CURB | LIN. FT | WIDTH | SQ FT |
|---|---|---|---|
| Stone | | | |
| Concrete | | | |

| GUTTERS | LIN FT. | WIDTH | SQ. FT |
|---|---|---|---|
| Stone | | | |
| Brick | | | |
| Concrete | | | |

Field Work By _____ 19__




ACQUIRED

TRANSF FROM P&RP

TRANSF TO P&RP

| SPORTS | No | SQ FT. |
|---|---|---|
| Tennis Courts | | |
| Rogue Courts | | |
| Baseball Fields | | |
| Hockey Fields | | |
| Soccer Fields | | |
| Cricket Fields | | |
| Riding Grounds | | |
| Band Stands | | |
| Bathing Beaches | | |
| Childrens Playgrds | | |
| Athletic Fields | | |
| Volley ball Courts | | |
| Croquet Courts | | |
| Football Fields | | |
| Polo Fields | | |
| Lacrosse Fields | | |
| Picnic Grounds | | |
| Golf Courses | | |
| Bowling Greens | | |
| Quoits Courts | | |
| Sand Boxes | | |

| | No |
|---|---|
| Benches | 44 |
| Display Fountains | |
| Drinking Fountains | 2 |
| Fountain & Lamp | |
| Gas Lamp Posts | 2 |
| Elec. Lamp Posts | |
| Fire Plugs | |
| Water-Stand Pipes | |
| Drainage Traps | |
| Trash Baskets | 3N |
| Dutch Ovens | |

| FENCES | LIN FT. |
|---|---|
| Post & Chain | |
| Pipe Rail | |
| Strand Wire | |
| Back Stop | |
| Ornamental Iron | |
| Mesh Wire | |
| Trespass Irons | 669.5 |

| | SQ FT | SQ YDS |
|---|---|---|
| Shrub Beds | 393.0 | 154.78 |
| Flower Beds | 2705.80 | 300.63 |
| Lawn | | |
| Paved Area | 32989 — | |
| Unimproved A | | |

HEDGE (Kind)

| LIN FT | WIDTH | HEIGHT | SQ FT. |
|---|---|---|---|
| | | | |

STATUES Names

FARRAGUT

BASE 22.18 X 22.88' - 507.98

TREES (Kind) No

VARIOUS 57

SEE MAP FILE NO. 15-9

| BUILDINGS | No | SQ FT. COVERED |
|---|---|---|
| Toilet | | |

| | KIND | LENGTH | AREA (SQ FT) |
|---|---|---|---|
| PATHS | FOOT | | |
| | BRIDLE | | |
| ROADS | Macadam | | |
| | Concrete | | |
| | Asphalt | | |
| | Brick | | |
| | Gravel | | |
| | Cinder | | |
| WALKS | Macadam | 43.0 | 301.00 |
| | Asphalt | 1272.6 | 9,779.00 |
| | Concrete | | |
| | Brick | | |
| | Gravel | | |

LOCATION: 17th St Between I and K Sts. N.W

RES. AREA (SQ. FT.) 68,775.74 (ACRES)

RES.

NO 12
15-10 (30.0-12)
Farragut Square

PLATE IV

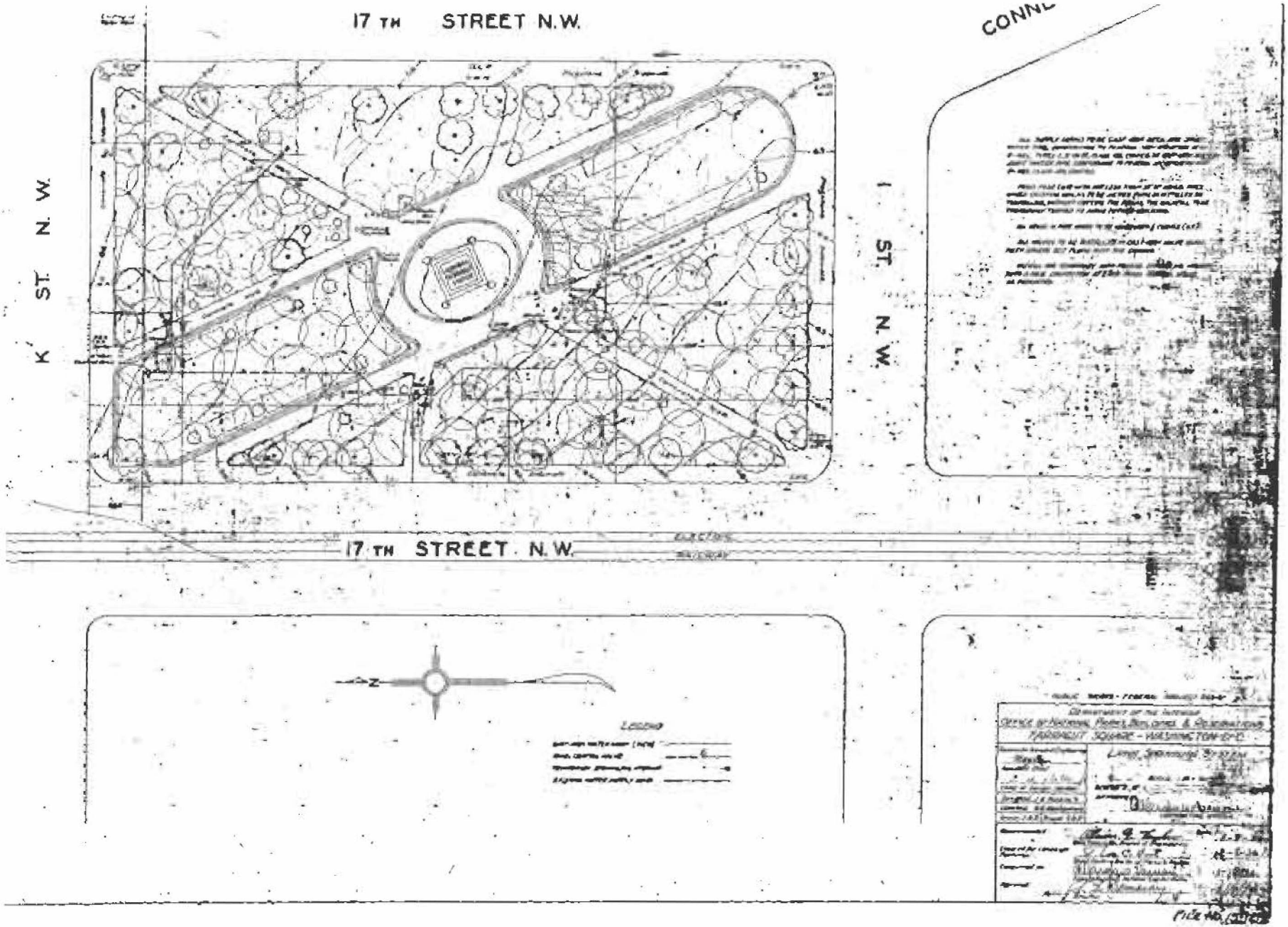



PLATE V

# TREES AND SHRUBS OF FARRAGUT SQUARE

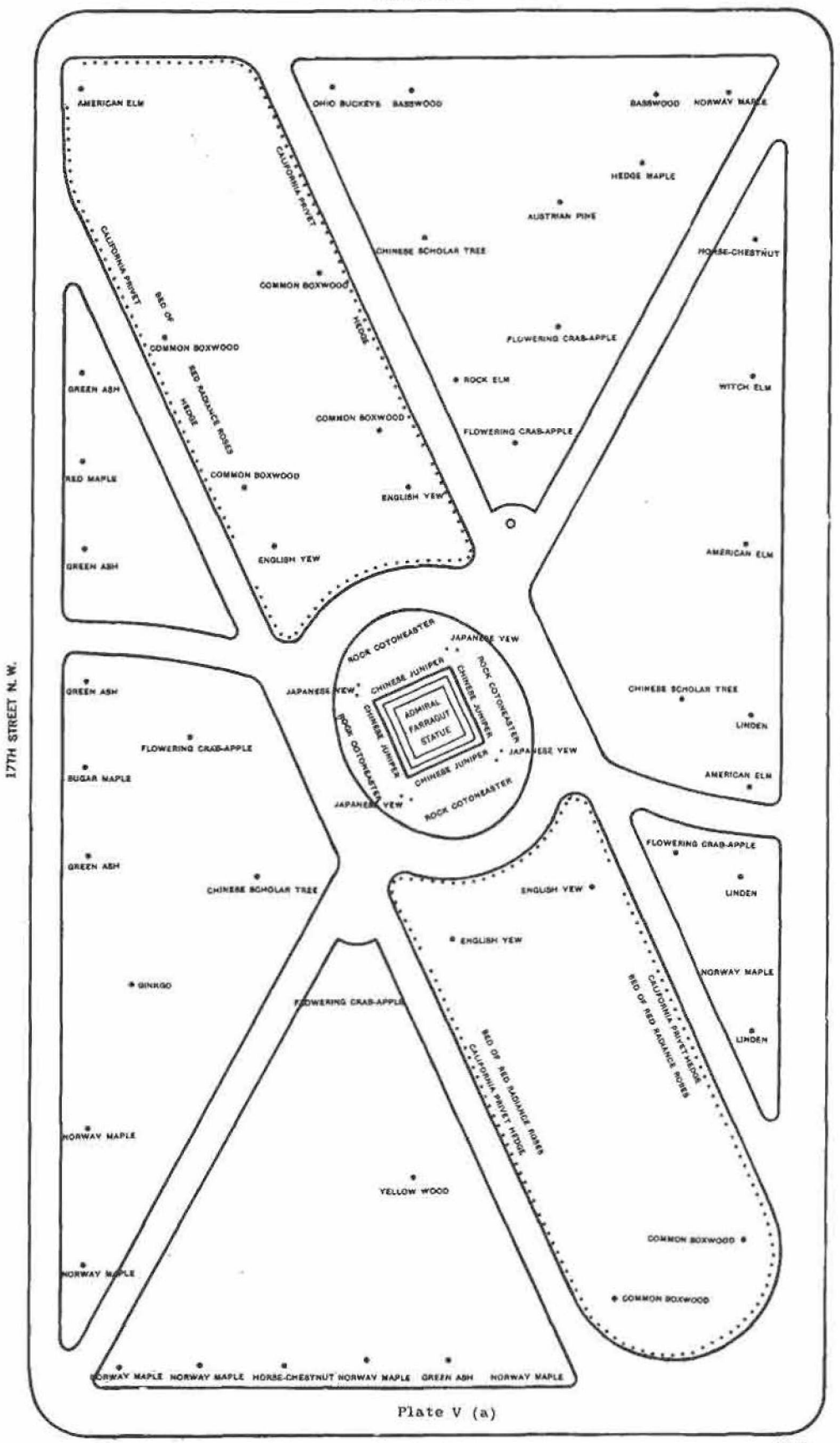
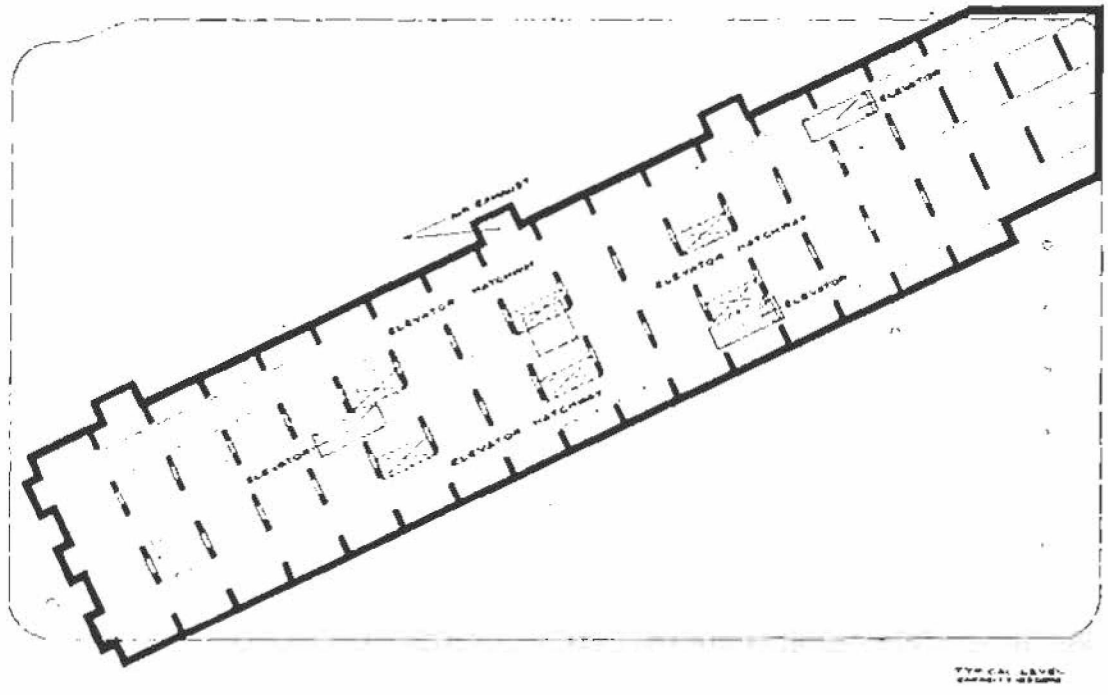


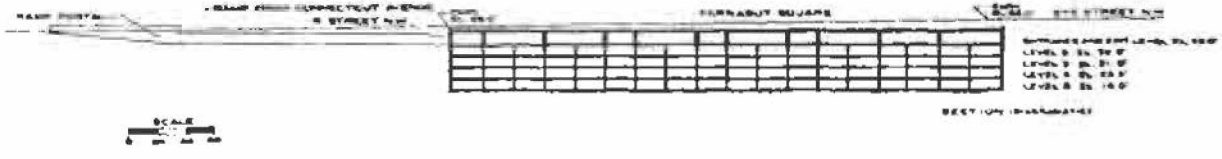

Plate V (a)

179103

Plate V - a

PRELIMINARY





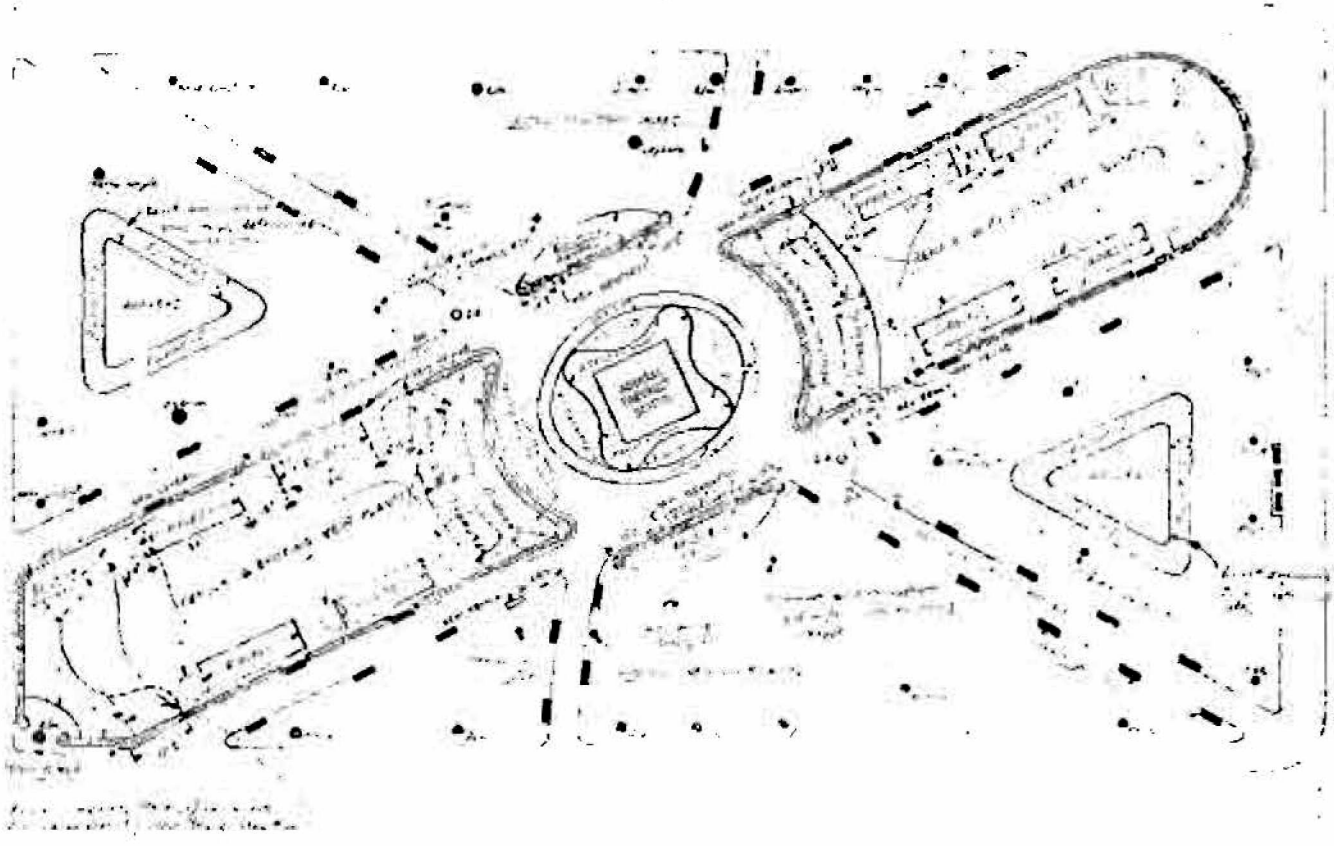
FILE COPY
RETURN PROMPTLY TO
NATIONAL CAPITAL PARKS MAP FILE

8

DISTRICT OF COLUMBIA
FARRAGUT SQUARE PARKING STUDY
MECHANICAL GARAGE - SCHEME I
SECTION & TYPICAL LEVEL
CHARLES E. DE LEUW CONSULTING ENGINEER CHICAGO

File No. N.C.P. 15-20-3

PLATE VI



REHABILITATION PLAN
FOR
HARRISBURG SQUARE

DATE - 6/2/61

PLATE VII

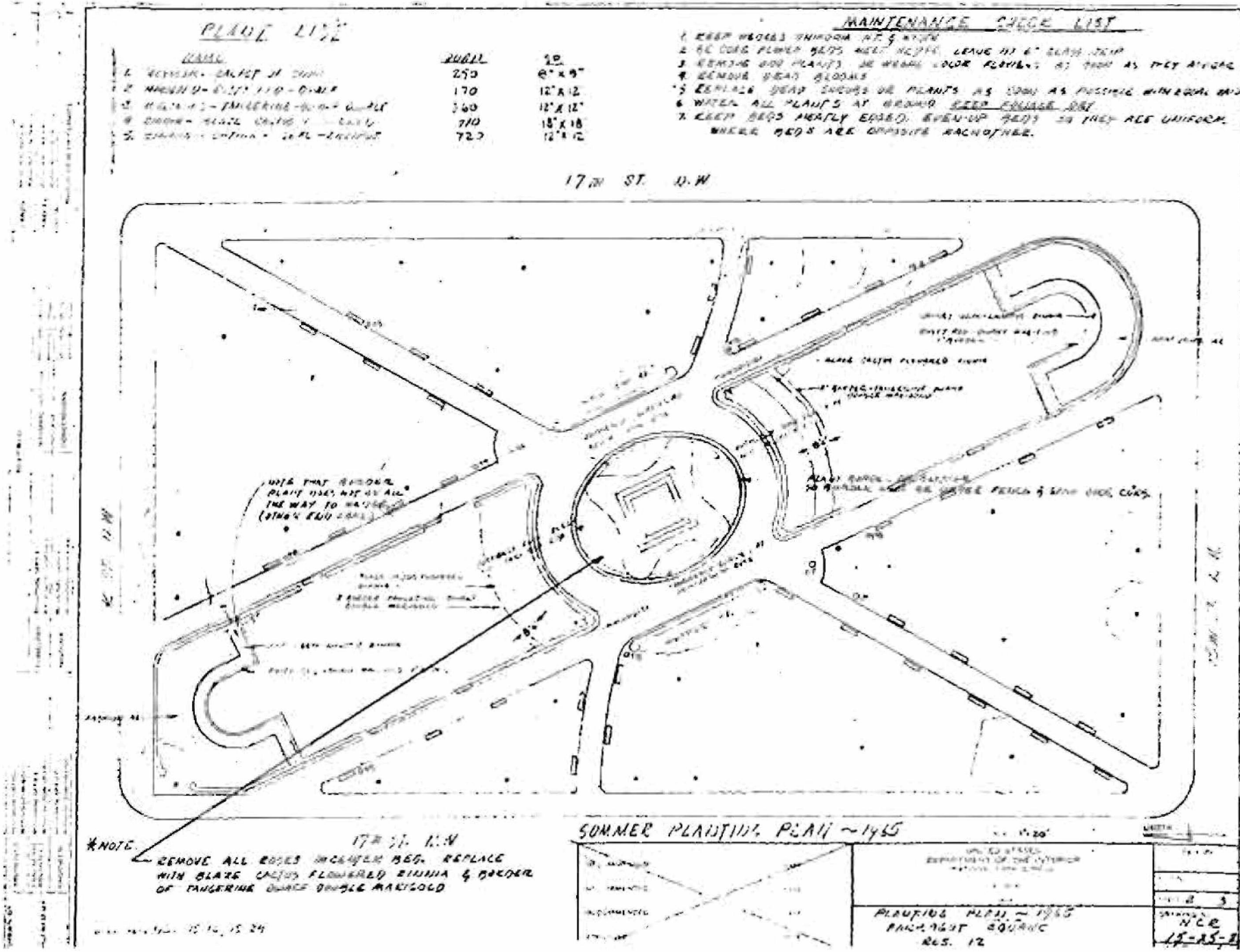

PLANT LIST
MAINTENANCE CHECK LIST
17th ST. N.W
SUMMER PLANTING PLAN ~ 1965
PLANTING PLAN ~ 1965
PARK AGENT SQUARE
REG. 12
NCR
17-25-I

PLATE VIII

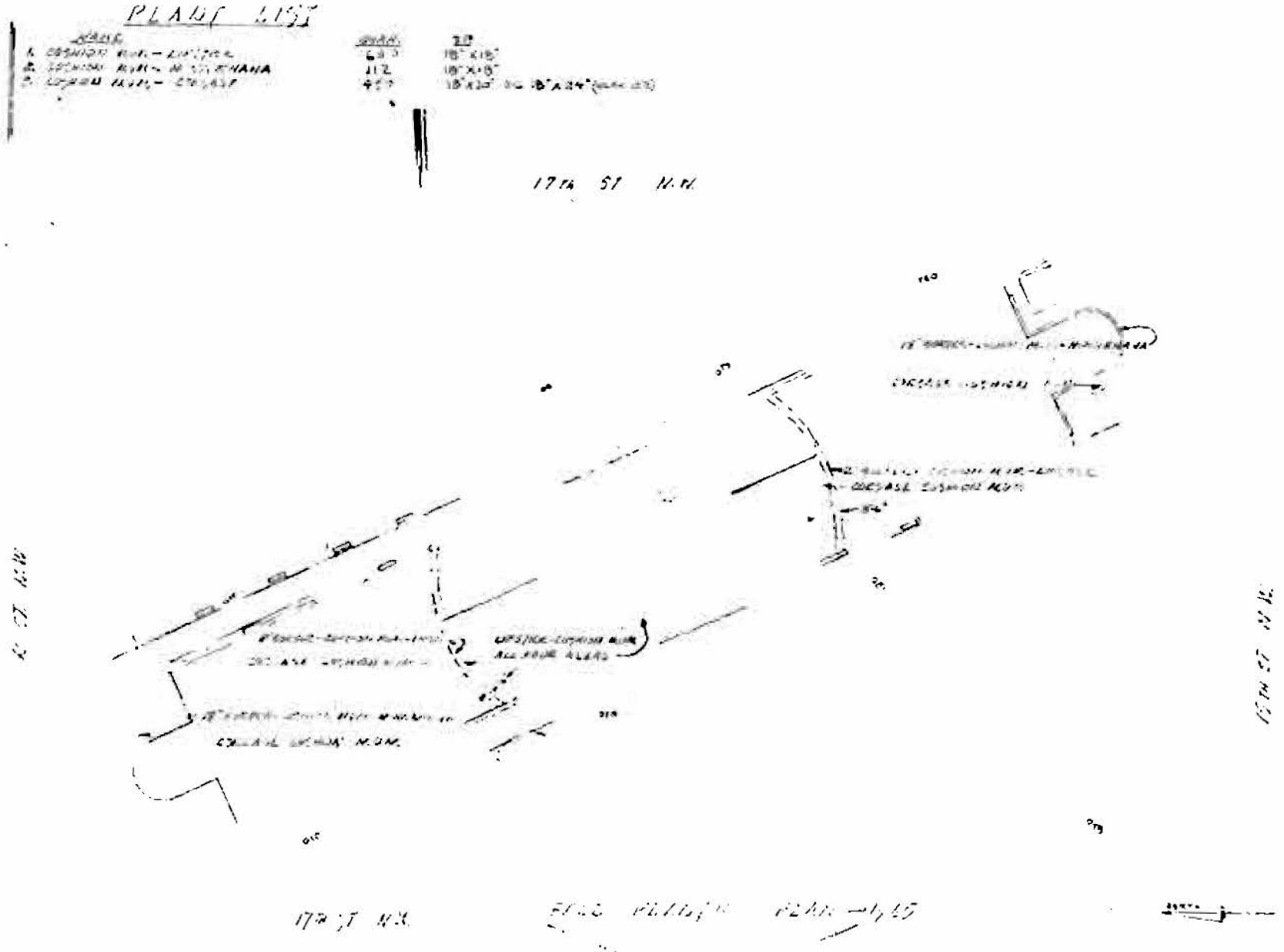
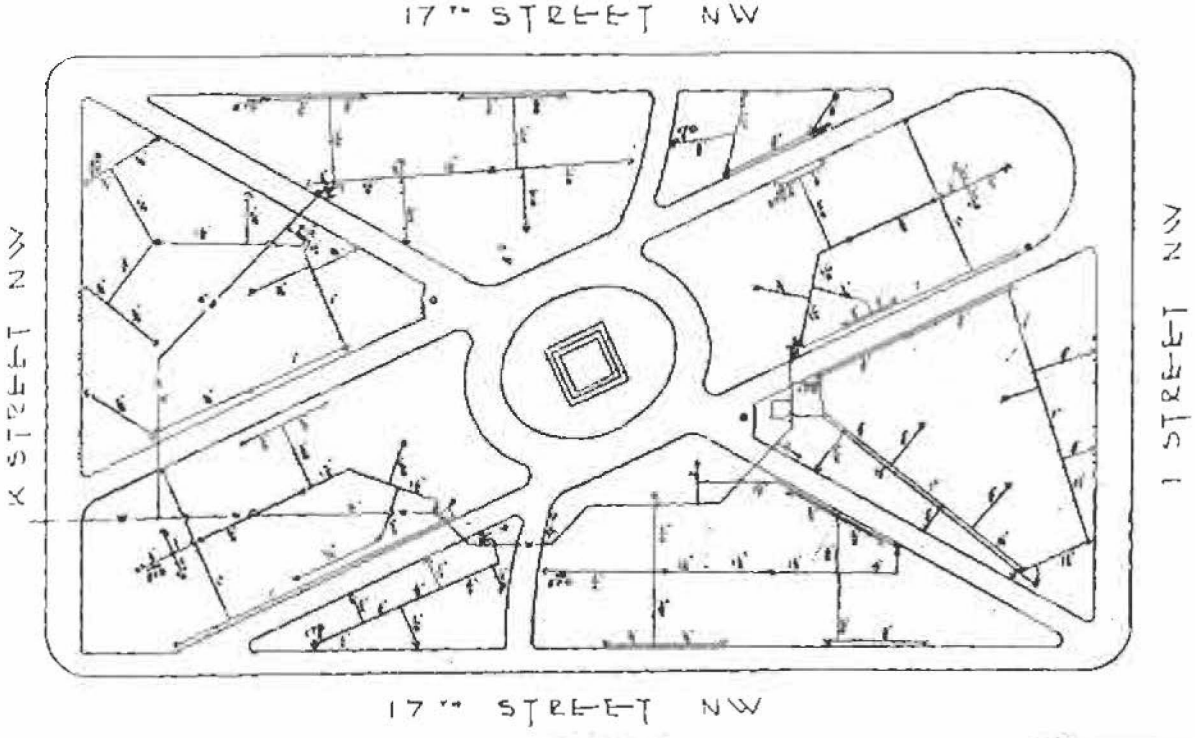



PLATE IX




LEGEND

Existing
- Quick coupler
- Valve
- Drinking fountain
- Plugged T
- Pipe

Proposed Buckner (ed. Inc. or equal)
- Quick coupler #14
- Angle valve and vacuum breaker with drain and valve
- 403HP spray with 135-403NH nozzle 6 ms
- 1300H 180° Gear-driven rotary pop-up sprinkler
- X 1300 full circle gear-driven rotary pop-up sprinkler
- Pipe PVC Schedule 40 Class 160
- French drain and drain valve

Detail of French Drain

PLATE X

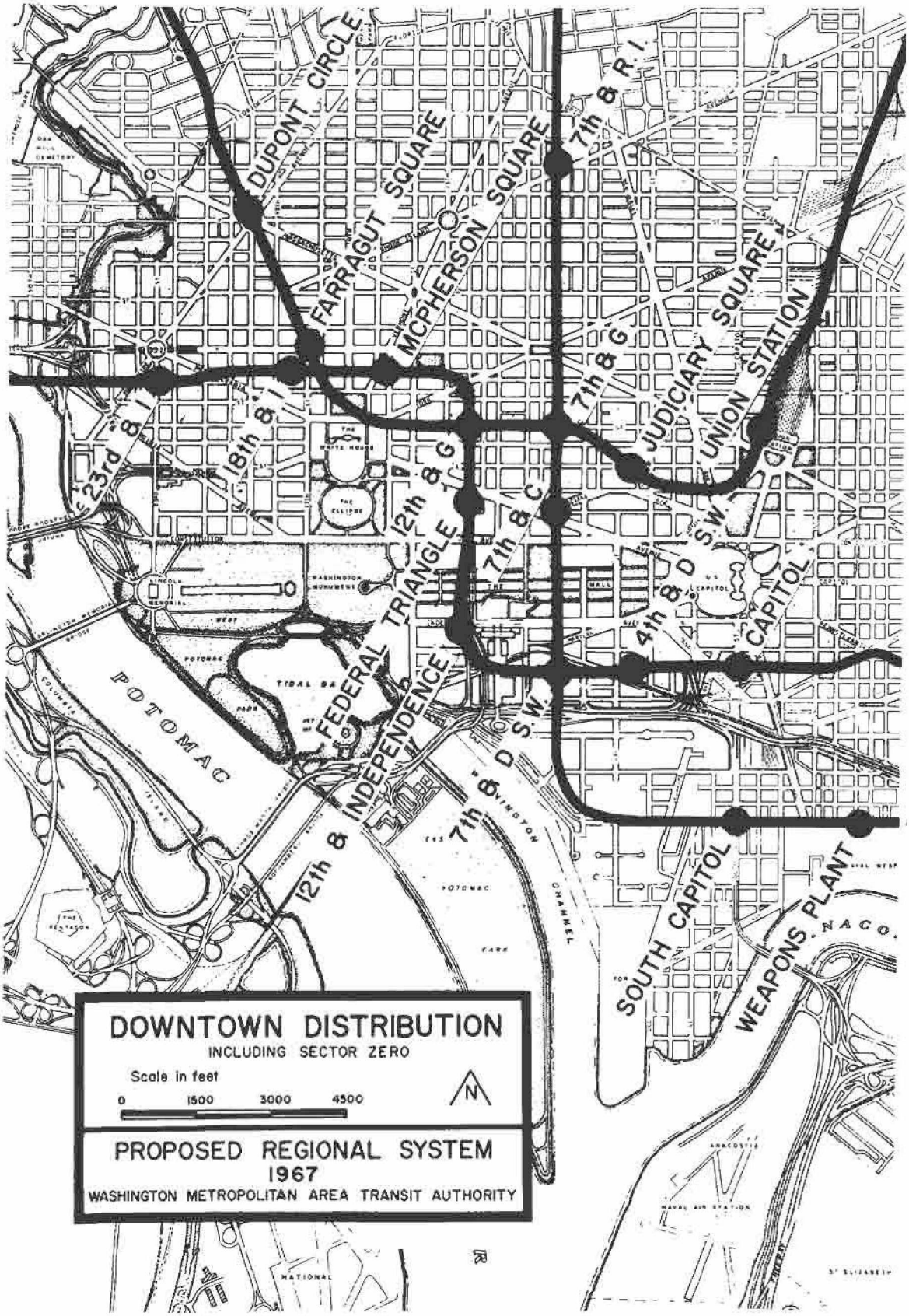

DUPONT CIRCLE
FARRAGUT SQUARE
McPHERSON SQUARE
7th & R.I.
JUDICIARY SQUARE
UNION STATION
7th & G
18th & I
23rd & I
12th & G
7th & C
4th & D S.W.
CAPITOL
FEDERAL TRIANGLE
INDEPENDENCE S.W.
12th & D
7th & D S.W.
POTOMAC
SOUTH CAPITOL
WEAPONS PLANT
NAVAL
DOWNTOWN DISTRIBUTION
INCLUDING SECTOR ZERO
Scale in feet
0 1500 3000 4500
N
PROPOSED REGIONAL SYSTEM
1967
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

PLATE XI

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