

THE MEMORIAL BRIDGE, ANALOSTAN ISLAND,  
AND THE NATIONAL CEMETERY  
AT ARLINGTON.

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ON the occasion of laying the corner stone for the extension of the Capitol, on the Fourth of July, 1851, Daniel Webster, in the course of an impassioned plea for preservation of the Union, which in his prophetic vision seemed even then on the verge of dissolution, exclaimed:

Before us is the broad and beautiful river, separating two of the original thirteen States, which a late President, a man of determined purpose and inflexible will, but patriotic heart, desired to span with arches of ever-enduring granite, symbolical of the firmly established union of the North and the South. That President was General Jackson.

The struggle which the orator and the statesman were powerless to avert brought about the perpetuation of the Union; and to-day the survivors of that war, both those of the North and those of the South, using the words of President McKinley, urge the building of the Memorial Bridge as a monument to American valor.

For the past seventeen years the Memorial Bridge project has been before Congress constantly. In response to the Senate resolution of May 24, 1886, Major Hains, of the Corps of Engineers, reported in favor of a bridge of four spans, each about three hundred feet in length, to extend from the Washington bank of the Potomac to Analostan Island, the island itself and the bed of Little River to be crossed partly by an embankment and partly by an open trestle, the cost for the entire work to be about \$650,000. About the same time Captain Symons submitted a plan for a more elaborate structure, to extend from Observatory Hill to the National Cemetery and Government estate at Arlington, at a cost of \$1,500,000. On February 20, 1890, the Senate again called for a study of the subject, and in response Colonel Hains proposed a bridge four thousand five hundred and eighty feet in length, extending from New York avenue to the Arlington estate, at a cost of \$3,591,000.

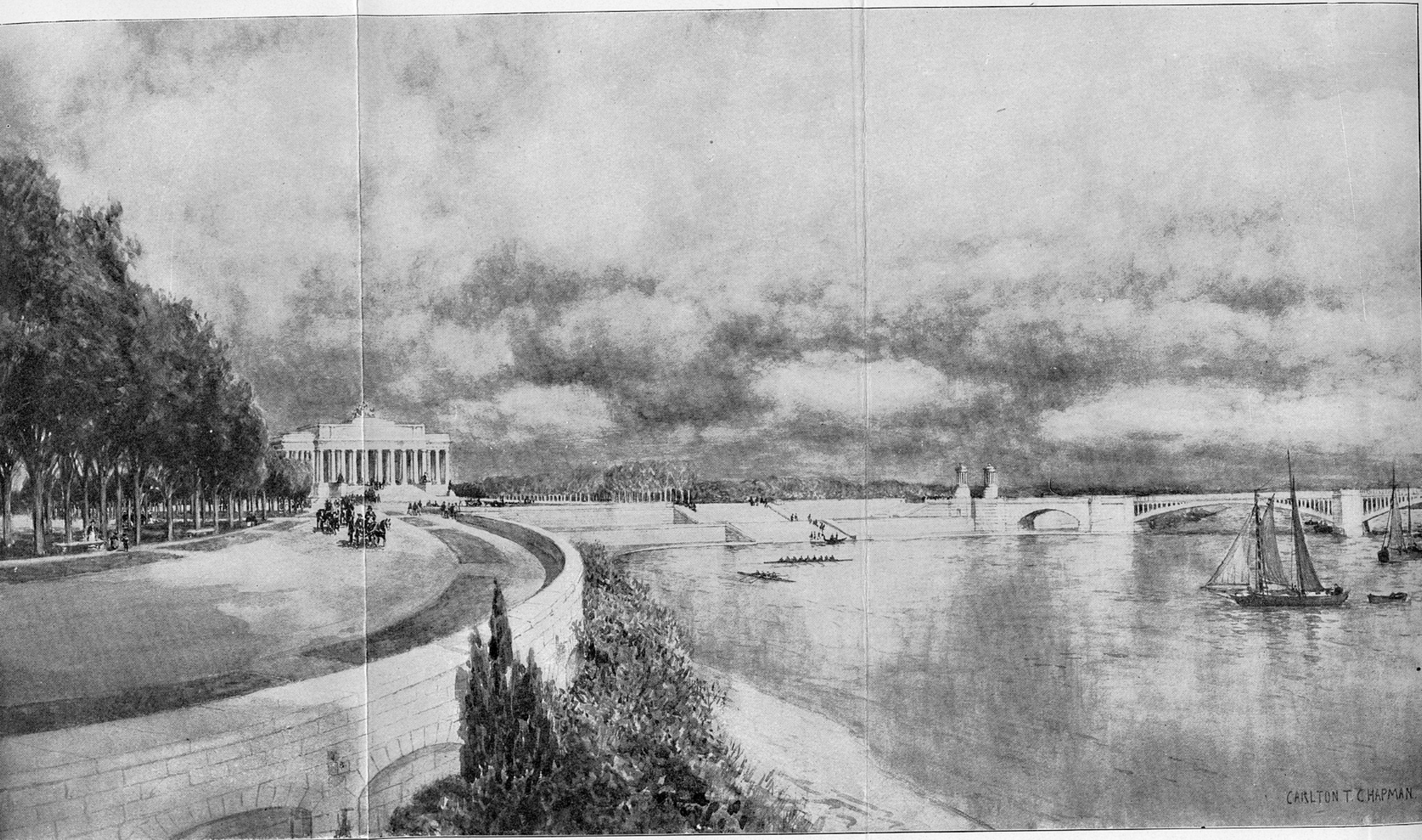
Subsequently several reports were made on bills to provide for a Memorial Bridge, but the first legislation on the subject is found in the sundry civil act approved March 3, 1899, which appropriated \$5,000 "to enable the Chief of Engineers of the Army to continue the examination of the subject and to make or secure designs, calculations, and estimates for a Memorial Bridge from the most convenient point of the Naval Observatory grounds, or adjacent thereto, across the Potomac River to the most convenient point of the Arlington estate property."

Acting under the authority so conferred, four bridge engineers, Messrs. L. L. Buck, William H. Burr, William R. Hutton, and George S. Morrison, were invited to prepare plans. These Bridge designs submitted. plans were submitted to a jury composed of Lieutenant-Colonel Charles J. Allen, Major Thomas W. Symons, Captain D. D. Gaillard, of the Corps of Engineers, and Mr. Stanford White and Mr. James G. Hill, architects, who reported in favor of a combination of the designs submitted by Professor Burr. The cost was estimated at \$4,860,000, and the structure proposed was a highly decorated bridge eighty-four feet in width, adapted for street-railway tracks, and fitted with a steel bascule draw. These plans were submitted to Congress by the Secretary of War on April 9, 1900, but thus far no action upon them has been taken.<sup>1</sup>

Up to the time this report was submitted no study had been made for the development of the Potomac Park, and for this reason, doubtless, favorable consideration was given to bridge plans which contained in themselves features unusually elaborate. The studies which the Park Commission has made for the improvement of Potomac Park, and the introduction in the park proper of memorials of the largest type, have led the Commission to recommend certain modifications in both the location and the character of the Memorial Bridge.

The proposed Lincoln memorial, located on the bank of the Potomac, on the axis of the Capitol and the Washington Monument, and occupying an elevation forty feet above the level of the water, makes a starting point for the bridge that becomes especially convenient when this *rond point* is considered as the point of divergence and reunion of the driveways leading to the Rock Creek park system on the northwest and the Potomac system on the southeast. Moreover, the establish-

<sup>1</sup>House of Representatives Document No. 578, Fifty-sixth Congress, first session.



NO. 50.—PROPOSED DEVELOPMENT OF LINCOLN MEMORIAL SITE, SEEN FROM RIVERSIDE DRIVE.

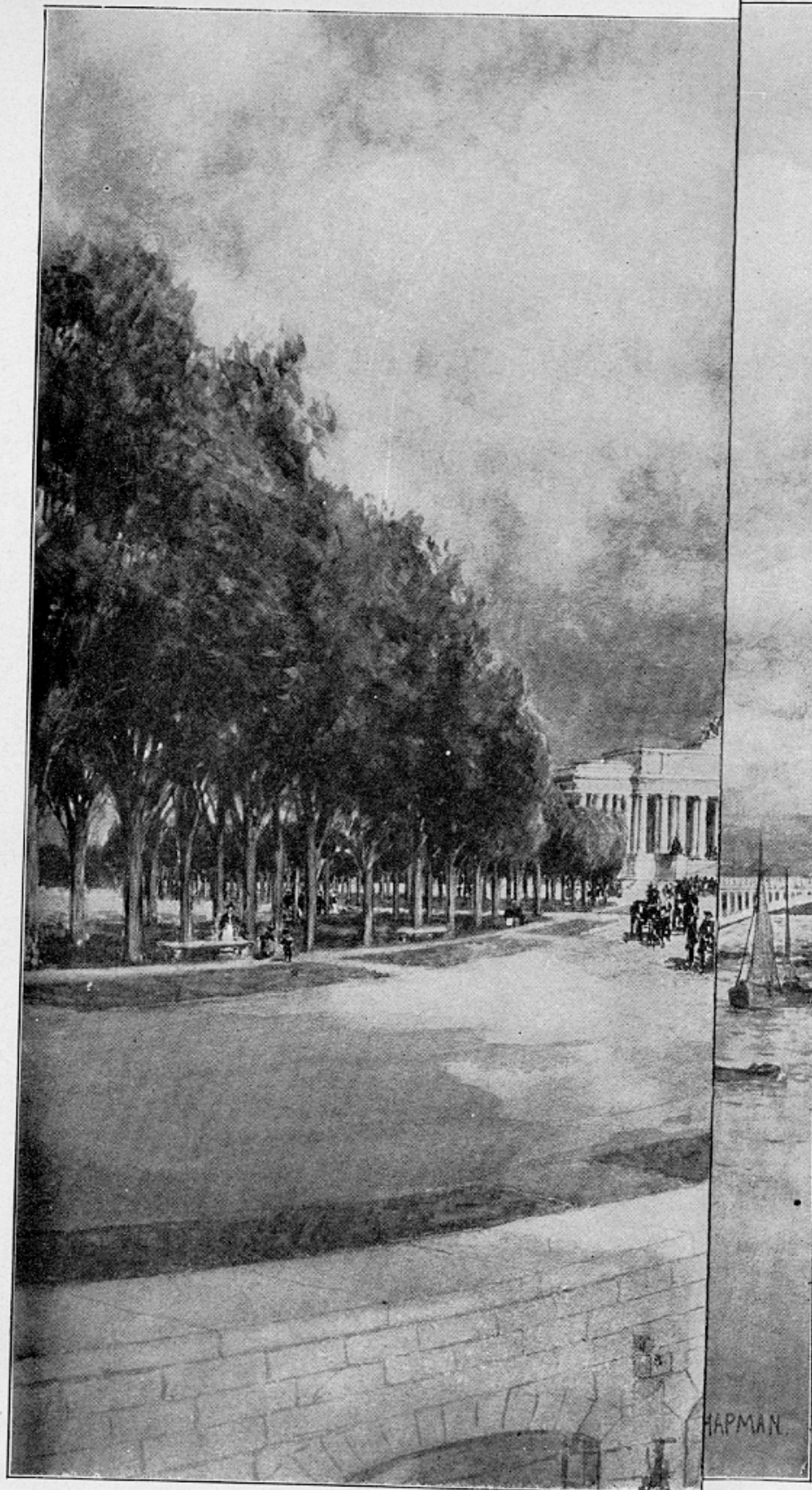
ment of this concourse allows the bridge to cross the river at the angle most convenient, taking into consideration both the channel of the river and the main objective point—the mansion house at Arlington.

Inasmuch as the comparatively flat topography of the country makes undesirable a high bridge under which vessels could pass, the decreased length of bridge required under the new plans is in itself a weighty consideration. At the same time the necessity of placing a draw in the bridge calls for such a treatment of the spans as shall not result in an apparent weakening of the structure at its central and vital point.

All these things considered, the Commission recommends that the Memorial Bridge proper begin at the proposed Lincoln memorial and extend to Analostan Island; that the supports be masonry piers of monumental character; that the spans be so arranged as to prevent a uniform appearance, the character of the draw used being such as to bring about this result. Also, that a concourse suited to memorial treatment be established on Analostan Island, and that the extension of the passageway from the island to the Virginia shore be distinctly subordinate to the bridge proper.

The competition already mentioned having resulted in the selection of one of the leading bridge builders of the country, it is not considered necessary to do more than to have the subject restudied in the light of the new conditions and to have such modifications made in the plans as shall adapt them to the principles above laid down, all of which may be accomplished under the direction of the Secretary of War when the necessary appropriations shall be made. Such modifications would call for the removal of the central ornamental towers, which would conflict with the proposed Lincoln memorial, and which are not considered as in themselves desirable features for the central portion of a bridge structure.

In connection with the Memorial Bridge, the acquisition and development of Analostan Island becomes an important consideration. The island proper is about eighty-eight acres in extent; and to this should be added the flats at the eastern end, which must be reclaimed eventually. The western portion, separated from Georgetown by the narrow channel of the river, is in part covered by trees and in part by sedges and water plants. Forming an important and beautiful part of all the views over the Poto-



Development of An-  
alostan Island.

mac, the island should not be permitted to come into disagreeable occupancy, but at the earliest convenient opportunity it should be purchased and developed as a river park for the use of that portion of Georgetown which is now entirely without park facilities. Inasmuch as the island will be crossed by the Memorial Bridge, it will be accessible, and at its present offered price it would form a very desirable and inexpensive addition to the park system.

The broader and simpler the treatment of the bridge to Arlington, the closer will be the connection between the reservations now separated by the Potomac, and the more vital will be the relation between the Potomac Park and the Arlington estate. Such a result becomes desirable in the highest degree when one considers the immense numbers of people who resort not only to Fort Myer, but also to the Arlington Cemetery.

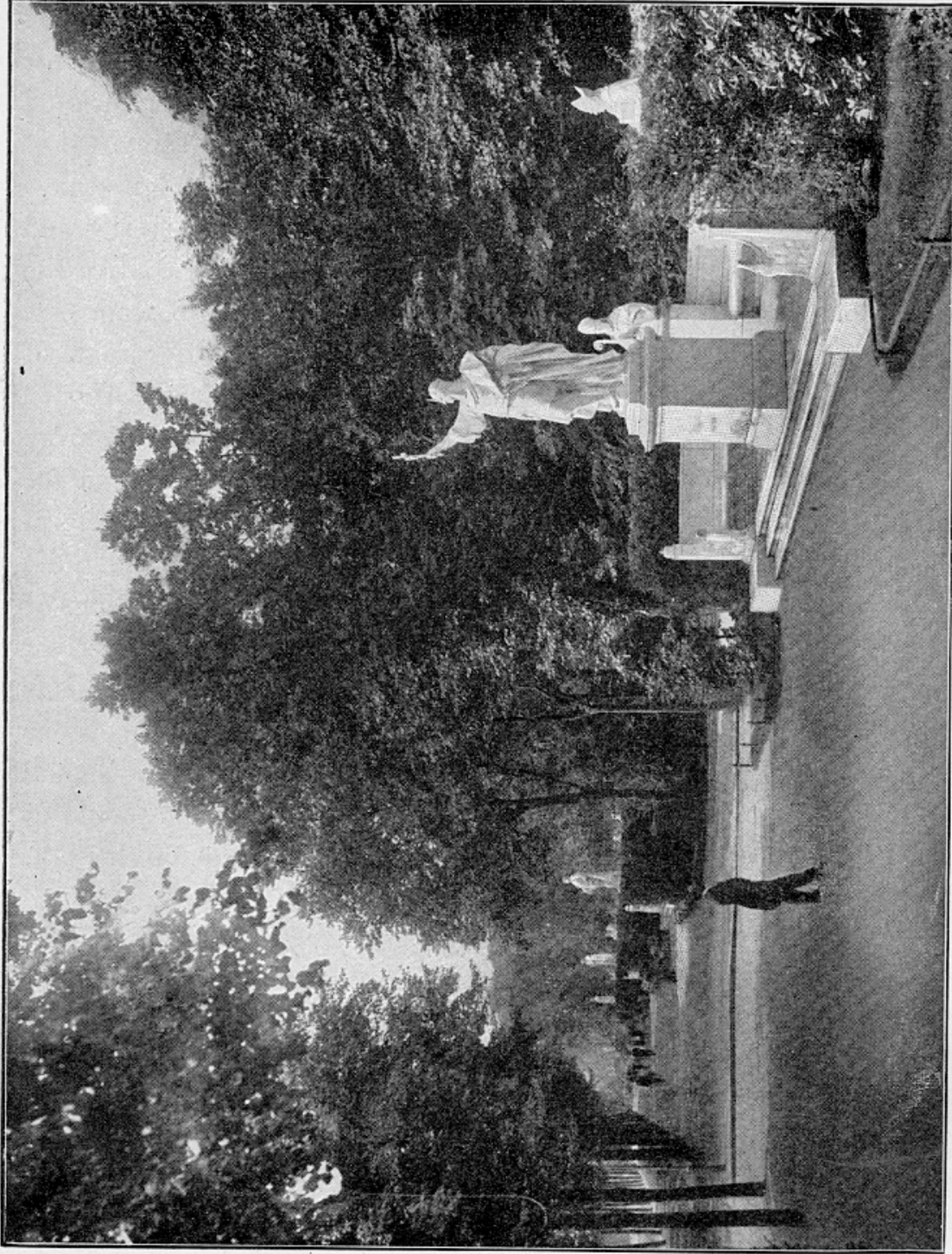
The interest excited by the drills at the cavalry post, the superb view from the heights, and the feelings of patriotism awakened by the vast field of the hero dead, known or unnamed, all call for such a treatment of the entire reservation as shall not diminish but rather enhance the effect produced on the visitor.

There is nothing that needs proper supervision and planning more than the modern cemetery, for there is certainly nothing that suffers more from vulgarity, ignorance, and pretentiousness on the one side, and grasping unscrupulousness on the other; and instead of being a place to which one may go with a sentiment of respect and peace, as into a church or sacred place, the eye and the feelings are constantly shocked by the monstrosities which dominate in all modern cemeteries.

There is no doubt that the feeling which pervades the majority of people who erect monuments to their dead is one of the tenderest; a sincere desire to do nothing even in the simplest form which is not fitting and in entire harmony with the feeling that prompts the erection of the memorials. This feeling, if properly protected and guarded, would lead to the harmonious and sober treatment so necessary for such places. A great example of the effectiveness of such restraint and guidance is the extraordinary dignity, impressiveness, and nobility of the Soldiers' Cemetery at the Soldiers' Home in this city, and also in that part of the Arlington Cemetery set apart for the privates and unknown dead. This is not attained by any large monuments, but by the very simplicity and uniformity of the whole.

The trouble is that the majority of monuments now in the cemeteries are produced by firms who make it merely a business affair, the greater portion of them having not the slightest idea of what is good or bad, and possessing not even an elementary knowledge of architecture or even good taste. To remedy this it is absolutely necessary that the designs for all the monuments in all the cemeteries, from the most modest to the most costly, should be made by or subject to the approval of a commission composed of two or three architects and a landscape architect of the highest possible standing. They should lay out and design the cemeteries and establish rules for their proper supervision, and should control the designs for future monuments in the cemeteries already existing.

Nothing could be more impressive than the rank after rank of white stones, inconspicuous in themselves, covering the gentle, wooded slopes, and producing the desired effect of a vast army in its last resting place. Those spaces reserved for burials of officers and their families, however, exhibit all the heterogeneous forms which disturb those very ideas of peace and quiet which should characterize a spot sacred to the tenderest feelings of the human heart. In particular, the noble slopes toward the river should be rigorously protected against the invasion of monuments which utterly annihilate the sense of beauty and repose. This is one of the most beautiful spots in the vicinity of Washington; it should not be defaced or touched in any way, and a law or rule should at once be passed forbidding the placing of any monument on this hill.



NO. 111.—MEMORIAL WALK, THIERGARTEN, BERLIN.

THE GROUPING OF THE BUILDINGS OF THE  
EXECUTIVE DEPARTMENTS.

Memorial Bridge.

Executive group.



Highway Bridge.  
Railroad Bridge.

Potomac Park.

Washington Channel.

War College and Engineers School.

Union Square.

NO. 21.—BIRD'S-EYE VIEW OF GENERAL PLAN, FROM A POINT TAKEN 4,000 FEET ABOVE THE GOVERNMENT HOSPITAL FOR THE INSANE.



Memorial Bridge.



Highway Bridge.  
Railroad Bridge.

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NO. 21.—BIF

Legislative group.

## THE GROUPING OF THE BUILDINGS OF THE EXECUTIVE DEPARTMENTS.

THE location of the buildings connected with the Legislative and Judicial Departments of the Government having been discussed in another portion of this report, attention should be given to the buildings of the Executive Department. Of these the first to be considered is the White House, the corner stone of which was laid on October 13, 1792, and which was first occupied by President and Mrs. John Adams in 1800. The building was burned by the British in 1814, and both its construction and reconstruction were superintended by its architect, James Hoban.

For a number of years past the White House has been overcrowded by reason of the rapid increase in public business, which has encroached seriously upon the private apartments of the President. The larger receptions and other social functions are now so inadequately provided for as to cause serious discomforts to the guests, and a consequent loss of that order and dignity which should characterize them. State dinners can not be served adequately; and all the conditions surrounding the home life of the President are primitive to the last degree.

Three methods of overcoming the present unfortunate conditions have been suggested: First, the enlargement of the White House by additions on the east and west of the present building. The plans and model prepared for such enlargement prove conclusively that the historic White House can not be enlarged without destroying its individuality, thus causing the loss of those characteristic features which endear the edifice to the American people.<sup>1</sup> Second, it has been urged that the White House be given up entirely to public business, and that a residence for the President be built on one of the commanding hills overlooking the city. This plan, however, has not as yet

<sup>1</sup>Celebration of the One Hundredth Anniversary of the Establishment of the Seat of Government in the District of Columbia, compiled by William V. Cox; address of Col. Theodore A. Bingham, pp. 61-71.

commended itself to popular opinion. The third alternative is that the Executive offices be removed from the White House, and that the Presidents House (as the White House was termed officially until about 1860) be devoted entirely to residence purposes. This latter plan is favored by the present Chief Executive; and to the Commission it seems to be the best solution of the problem possible at this time.

The location of the building to contain the Executive offices is a more difficult matter; but the Commission are of the opinion that while temporary quarters may well be constructed in the grounds of the White House, a building sufficient in size to accommodate those offices may best be located in the center of Lafayette Square. This suggestion must be taken in connection with the full development of the plan outlined below.

There is a present and pressing need for new buildings for existing Departments. The Department of Justice is without a home, and the site selected for a new building (a portion of the square opposite the Treasury Department) is admitted to be inadequate for the erection of a suitable structure. The State, War, and Navy Departments, now housed in a single building, are in so crowded a condition that they are occupying additional rented quarters. For the sake of convenience these Departments should be accessible to the White House, which is their common center. The proper solution of the problem of the grouping of the Executive Departments undoubtedly is to be found in the construction of a series of edifices facing Lafayette Square, thus repeating for those Departments the group of buildings for the Legislative and Judicial Departments planned to the Capitol grounds. Certainly both dignity and beauty can best be attained by such a disposition of public edifices.

The execution of this plan may best begin by erecting on the entire square bounded by Pennsylvania avenue, Jackson place, H, and Seventeenth streets a building for the use of the Departments of State and of Justice. The square opposite the Treasury Department will be required before many years by the Post-Office Department, now most unworthily and inadequately housed in rooms over the local post-office; and by the Department of Commerce, soon to be created. It is quite possible also that the Interior Department may find it most convenient to give up to the growing needs of the Patent Office its present noble building, and to come into closer physical relations with the other

Executive Departments. The Agricultural Department, however, being the nucleus of a great number of laboratories requiring a maximum of light and air, may properly have its new building located, as at present proposed, on the grounds in the Mall, now set apart for its uses.

Such a group of buildings, with the Executive offices for a center, as the Capitol is the center of the Legislative group, will result in a composition of the greatest possible dignity and impressiveness.<sup>1</sup>

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<sup>1</sup> Since this report was made the President has placed Mr. McKim in charge of the reinstatement of the White House; and plans have been prepared for the construction of a temporary office building in the White House grounds on the west; and for the restoration of the President's house in such a manner as to increase the available space therein by about one-half.

THE AREA SOUTH OF PENNSYLVANIA  
AVENUE.

## THE AREA SOUTH OF PENNSYLVANIA AVENUE.

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**D**URING the past two decades a sentiment has developed both among the residents of the District and also in Congress, that the area between Pennsylvania avenue and the Mall should be reclaimed from its present uses by locating within that section important public buildings. The avenue itself is one of the historic thoroughfares of the world, a preeminence attained by reason of the fact that it connects the Executive Department with the Legislative and Judicial Departments of Government, and so has become the route of those processions which celebrate great occasions in peace and war, or which from time to time mark the change of Administrations. Although within recent years imposing buildings devoted to business purposes have been erected on the north side of the avenue, nevertheless, for the most part, the thoroughfare, spacious as it is in itself considered, is lined by structures entirely unworthy of the conspicuous positions they occupy. The upbuilding of Pennsylvania avenue, therefore, must of necessity have consideration in any comprehensive plan for the treatment of Washington.

The extension of B street north eastward to Pennsylvania avenue, and the inclusion within the Mall of the space south of that street, as extended, will in part solve the problem. Furthermore, the present location of the city post-office and of the great central market, together with the fact that the business of the city is concentrated largely along this avenue, both suggest that within this area the public buildings of the municipality, as distinct from the General Government, may well be located. The Commission have the more confidence in making this recommendation for the reason that, by common consent and by positive action as well, a site for a District building was set apart in front of the present Center Market, and for nearly thirty years the District of Columbia virtually has been paying an annual rental for that site, in the

decreased rents charged the market company in consideration of the relinquishment of a portion of their property to be used as the site of a municipal building.

Inadequate as to size, the location of the site is especially adapted to the end sought. Occupying a position midway between the White House and the Capitol, situated at the point of convergence of wide avenues, located in the very center of business activity, placed on a line with the dignified building of the Department of the Interior and of the new Carnegie Library, the site selected would give to the District building and to the municipality it represents a distinction and a dignity all its own. No other site would so assert the individuality of the District of Columbia. This individuality would be still further enhanced by grouping within the same general area other buildings municipal or semi-municipal in character. In this connection the axial relation existing between the proposed site and the present location of the District courts should not be overlooked.<sup>1</sup>

The location of the District building at the point named would bring about a much-needed change in market conditions. As at present conducted, a large portion of the market business is conducted in public thoroughfares, to the inconvenience of travel and to the disturbance of municipal good order. Congress having retained an option of purchase, the market may well be removed to a location west of the present one, where could be provided a sufficient area, within which territory the business could be conducted within the market itself without encroaching upon the public thoroughfares. This new market should be constructed with streets running through it, as is the case in the admirable examples at Paris, Budapest, and other cities of continental Europe.

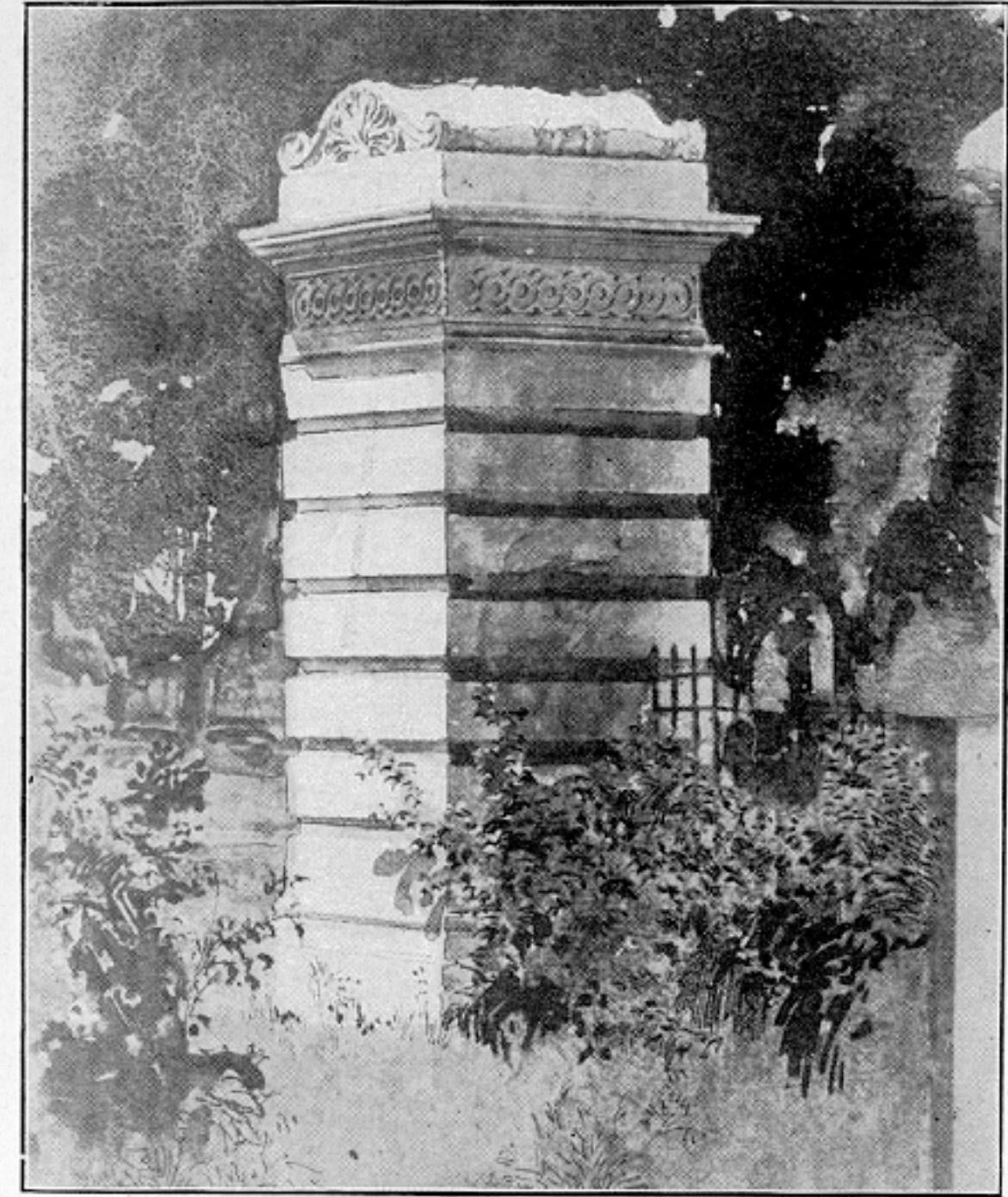
Within the same general area should be constructed an armory sufficient in size to accommodate the brigade of District militia; and since the inauguration of the President of the United States is regarded as a municipal and not as a national function, the armory should be of a character to accommodate the inaugural balls now, given in the Pension Bureau, to the disturbance of public business.

Also the much-needed new police court, the police and fire headquarters, an enlarged emergency hospital, and other like divisions

<sup>1</sup>The omnibus public buildings act of 1902 locates the municipal building on the site between Thirteen-and-a-half and Fourteenth streets south of Pennsylvania avenue.

of civic administration should find local habitations in immediate proximity to the District building.

In such manner, gradually, and as municipal needs become insistent, the entire space should be occupied, transformed from its present unworthy conditions into a section having a distinct character, and also being closely related to its environment.



Bulfinch Gatepost, formerly on Capitol grounds.