

DR

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

STONEHAVEN

AND/OR COMMON

2 LOCATION

STREET & NUMBER 7255 MacArthur Boulevard

CITY, TOWN

Glen Echo Heights VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Montgomery

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME

Mrs. Frank P. Mitchell

Telephone #: 469-6231

STREET & NUMBER

8301 Thoreau Drive

CITY, TOWN

Bethesda VICINITY OF

STATE, zip code

Maryland 20034

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Montgomery County Courthouse

Liber #: 4196

Folio #: 152

STREET & NUMBER

CITY, TOWN

Rockville, Maryland

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

STONEHAVEN

7. Description of the Present and Original Physical Appearance

Stone pillars, topped with tall, ornate, tapering wrought iron columns, each supporting the delicate figure of a winged dragon, guard the entrance to the Stonehaven estate located on MacArthur Boulevard opposite Glen Echo Park. Within a short distance a private driveway begins its ascent of a steep hill to two blue-grey stone houses near the summit, approximately one hundred and thirty feet above MacArthur Boulevard. Originally a road consisting of two narrow strips of crushed blue stone bordering a grassy center, the driveway was paved with a black top surface in 1972, soon after the property was sold following the death of Mrs. Carolyn Edwards, widow of Mr. Llewellyn N. Edwards, the designer and builder of Stonehaven.

At the first bend in the road, forested terrain gradually slopes away to the right, while on the left, hillsides form embankments studded with outcroppings of rock and on either side the landscape is enhanced by beautiful woodlands of towering, stately trees. As the driveway climbs to a second bend, rounds the curve, passing a stone stairway and walk on the left that lead to the main house, land on the right drops sharply into a deep, leaf-filled ravine and soon a long, dry wall, buttressing the hillside, becomes visible. High above that wall stands the imposing stone structure of the larger house and to the right, constructed of matching stone, is a small, picturesque, caretaker's residence. Angling steeply between the dry wall and caretaker's house, the road reaches the hilltop, swinging in semi-circular fashion entirely around the rear of the main house to its opposite side.

The driveway originally continued to the front of the house, forming a graceful circle to meet the front steps and garage, but when it was paved, unfortunately this circle was not included and has deteriorated to the point that most of it has vanished. As a result, one usually reaches the front of the house by following a stone walk past the kitchen door and down a flight of steps to the garage level. This stairway bisects a high, stone retaining wall which curves along the driveway, joining the house near the garage.

CONTINUE ON SEPARATE SHEET IF NECESSARY

Heavily wooded for all of its five acres, the property is a long rectangle, with one short side bordering MacArthur Boulevard and with the two houses situated slightly past mid-point, close to the southeast boundary. Both houses, set just below the hill crest, face MacArthur Boulevard, the main house turned to a westerly direction while the smaller house faces at a more southwest angle. Falling steeply in front, not far beyond the buildings, property behind them rises slightly, then levels with only a gradual slope to the rear boundary. Careful construction, with a minimum of clearing, allowed the woodland site to remain almost totally intact.

Exteriors of the houses have not been altered and, although weathered in comparison with early photographs, their appearance is essentially the same.

The Main House

A balcony, its parapet designed in the style of an ancient castle's battlement, is situated above the front porch of the main house and is one distinctive feature imparting a castle-like appearance to the structure. Also displayed on the facade are two dormers projecting from the roof to accommodate a window and door to the balcony, and large iron hinges decorating the garage door are but some of many special details characteristic of Stonehaven. The masonry includes relieving arches set in stone above most major windows on the first floor and two projecting string courses surrounding the building at first and second floor levels.

One of the most unique and beautiful features of the larger house is a dramatic flagstone stairway to the front door. It is a dual stair design in which both staircases, one from the garage level driveway and one from a lower level patio, meet at a landing opposite the front door and from there, one shorter set of stairs ascends to the porch. The landing and lower staircases are adorned with wrought iron railings, ornate with intricate scrolls and ornamented posts; low walls bordering the upper stairway are finished with a stone coping. Above the porch is the stone parapeted balcony, supported by four heavy, square, stone columns forming a high central semi-circular arch, flanked by two lower, flat arches. Decorative iron railings connect columns and enclose the porch.

After ascending the last stairs, pause for a moment on the stone-floored veranda to admire a spectacular scene. Framed by porch columns and towering trees, the Potomac River stretches away into the distance, glistening in winter sunlight. Specifically positioned to take full advantage of that panoramic vista, the larger house is placed in an area which has an unobstructed, sweeping view of a long section of the river.

Thickness of the stone walls is impressive as one enters the front door and steps from a small alcove directly into a separately roofed living room on the south side of the house. A lofty ceiling, two stories high, imparts an elegance to the living room which is dominated by a large, stone fireplace and decorated with rich, brown chestnut moldings. This lovely wood frames a unit of three closely set windows in a gracefully rounded Tudor style arch.

Situated behind the living room is a den featuring an antique cranberry glass chandelier suspended from the unusually tall ceiling and, placed high on an inside wall, a stained glass window mounted on hinges swings open to provide access to a complex arrangement of plumbing pipes. On the south wall is a curious door opening to the outside but which has been left half a story from the ground without a stairway or porch. Blueprints for the house showed this door exactly as it exists.

Utilizing the natural grade of land, the multi-level floor plan accommodates contours of the sloping site: a recreation room is located on the lowest level; garage on the next level; living room, den and half bath on a third; dining room, kitchen and breakfast room on the fourth; bedrooms on a fifth.

Several feet inside the front door, steps lead up to a wide landing which overlooks the living room and is embellished with a banister fashioned of the same warm-toned chestnut wood used so effectively in the room below. Opening directly onto this landing is a cheerful dining room with windows echoing the living room's Tudor style arch trim, and with a kitchen joining toward the back of the house. From that landing, stairs continue to a smaller landing where a stained glass picture of a ship, selected perhaps because Mrs. Edwards' father was a sea captain, is set into a specially designed opening in the wall and illuminated by light from a breakfast room window and rear hall on the stairway wall's opposite side.

Making a sharp left turn, the staircase resumes its climb to the upper level where three bedrooms, two baths and a sunroom are located. One front bedroom opens onto the stone balcony where winter views of sunsets reflected on the river are magnificent. The rear bedroom contains two large, walk-in closets, one of which is paneled with cedar wood, and a pair of unusual windows on the back or east wall which are placed close to the floor, creating a recess in the eave line, instead of being cut into the roof as dormers. After the house was sold and rented following Mrs. Edwards' death, all original bedroom doors were stolen and subsequently replaced.

A door from the upstairs hall leads to a narrow balcony above the living room which offers a dramatic and impressive view of the room below and its ceiling constructed with interesting

wood supports. At the hall's opposite end, an attic staircase can be lowered into a sunroom enclosed by windows on three sides.

From the kitchen, stairs descend to lower floors where a landing at the garage level, personally installed by Mr. Edwards, is made of beautiful black marble with green veining. Below this landing, one can see the recreation room enhanced by an attractive flagstone floor which Mr. Edwards also laid, and containing a large stone fireplace which utilizes the same chimney as the living room fireplace. Several storage rooms, a half bath, and a furnace room adjoin the recreation room.

To the right, just inside the furnace room, is an inconspicuous wooden door, but behind that door is one of the most unusual and interesting features of Stonehaven - its own well! An open, round pool, utilizing nearly the entire space of a small well room, holds water pumped from directly below the house, and the original pumping system still furnishes water to both buildings. As a result of its combination of natural minerals, the water is uniquely different and for many years, neighbors of Mrs. Edwards would arrive regularly with containers to be filled and friends who had tasted the water would often stop by for a drink. It was a rare opportunity, for the Stonehaven well is perhaps the only one of its type remaining in this area.

Outside of the recreation room, a grey stone patio, spanning most of an area from house to dry wall, provides an artistic view of the caretaker's residence across the road.

The Caretaker's House

Much smaller and not architecturally elaborate nor ornamented as is the main house, the caretaker's residence, nevertheless, has a charming character all its own, resembling a quaint, rustic, stone cottage nestled in the woods. Situated beside the larger house but on a lower level and more steeply sloping section of hillside, the caretaker's house is constructed of blue-grey stone to match that of its companion, and has entrances on both upper and lower floors which are connected by a cement walk and stairway along the dwelling's northwest side.

A small roof projects over the front door which opens onto the first floor consisting of a living room with its centrally located wood burning stove (it originally had one that used oil), a kitchen with dining space, and a full bathroom. Because of the hill's embankment against the house, most windows on the back and sides of this level are small and placed close to the ceiling.

Providing access to the second story, a narrow, spiral, iron staircase, lighted by a tall, slender window, ascends to two

rooms and a half bathroom. In its earlier years, this house had an attic above the entire second story, but shortly after the property was sold in 1972, a portion of attic floor over the back bedroom was removed, converting the remaining section into a loft. From the back room, a ladder climbs to the loft which can be used for a bedroom, allowing what was once a rear bedroom with an outside entrance, to become a sitting room.

A dormer projection above the dwelling's rear entrance is shingled in the same fine grade of slate as are roofs of both houses, and a small, cement bridge spanning a stone lined drainage system near the door, leads to a parking area leveled from the hillside.

To visit Stonehaven is to be reminded of the time years ago when the stone houses were built, of Mr. Llewellyn Edwards, the man who designed them and supervised their construction with a personal interest in every fascinating detail, and of his wife, who spent the remainder of her life here, proudly loving her castle on the hill.

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

SPECIFIC DATES Built in 1935-1937

BUILDER/ARCHITECT

Designed by Llewellyn N. Edwards

STATEMENT OF SIGNIFICANCE

Architecture

Both houses of the Stonehaven estate were designed by Mr. Llewellyn N. Edwards, noted bridge designer and engineer, and contain a number of architectural features of special interest. The only buildings planned and built by Mr. Edwards, they are "one of a kind" houses with distinctive exterior architecture which will not be found reproduced elsewhere, and constructed of materials many of which would be difficult, if not impossible, to duplicate today. Among the important architectural features are the unusual front porch and dual stair arrangement of the main house (see Description Section), but floor plans of both structures are also unique and quite interesting.

There is a definite architectural contrast between the two houses at Stonehaven as they are completely different in size and character. The main house is considerably larger with an impressive castle type of architecture, while the caretaker's residence is a small cottage, somewhat similar in size and appearance to lockhouses built along the C & O Canal. It is this comparison, however, which is significant because architectural balance and compatibility between the two contrasting structures is achieved through use of such devices as matching stone for the exteriors, and similar exterior treatment of windows, design of chimneys, type of roofs, etc. Architectural integrity of the two dissimilar buildings situated beside each other is such that they function artistically as a unit even to the extent that when viewed at a distance from a southeast angle, both houses appear to merge into a single edifice.

Because of Mr. Edwards' interest in the nearby Baltzley castles and original plan for development of this area, the main house exhibits the previously mentioned castle style of architecture, noticeably apparent in the parapet design of a balcony above the front porch which is reminiscent of the battlement of a Norman castle, in the thick stone walls of the house, and in dramatic columns and arches of the porch. A high living room ceiling supported by wooden trusses and use of Tudor style wood moldings surrounding the windows carry a castle influence to the interior.

The property on which Stonehaven was built is included in land purchased by the Baltzley brothers in 1888 for their future development of a "Rhineland" on the Potomac. A castle style of architecture was indicated in their advertising brochure as the type desired and Edward Baltzley's castle was erected as a model for the community. The main house at Stonehaven, employing this castle type of architecture and built of stone as the Baltzley brothers prescribed, is one of only four houses constructed that conform to the specifications of their proposed development, which never became a complete reality. Stonehaven, effectively combining castle and contemporary styles of architecture, demonstrates that the original Baltzley plans, although abandoned before the turn of the century, were influential in the selection of architectural design for a home on the property many years later. As long as the buildings that were influenced by the Baltzley brothers' extravagant dream remain, a fragment of that dream survives.

Engineering

Titles of books and articles written by Mr. Edwards (see Biography) reveal the concentration of his interests in engineering areas of construction techniques, building materials and their durability, as they relate to bridge construction, and it is evident that his extensive knowledge and experience in these fields was applied to the planning and construction of Stonehaven. The Encyclopaedia Britannica notes, "The design and construction of a bridge involve a combination of science and practical knowledge to an extent not required in perhaps any other engineering work," and adds that bridges of larger span "cannot be built without a thorough knowledge of the materials that can be used in their construction." From types of materials selected to the workmanship involved, Mr. Edwards' influence and his concern with the quality of materials and structural soundness of the buildings is apparent.

Two special features at Stonehaven, the dry wall and well, are of specific engineering interest. Extending along the road for approximately one hundred and fifty feet from an area below the main house to a point behind it, the dry wall is, for most of its expansive length, constructed of rocks piled one on top of another without benefit of cement or any type of binding material. Cement has been added in a short segment where the wall tapers from a height of between five and six feet to an end on the hilltop, making it an interesting combination of two different types of construction. Built to retain massive volumes of soil on which the main house rests, the wall has been so expertly constructed that despite sustaining tremendous pressures, it has

survived the weathering of intervening years in exceptional condition.

Water for both houses at Stonehaven is still furnished by the well and pumping system which brings it from the ground directly below the main house to an open pool in a basement well room and, to supply the caretaker's residence, it is piped under the driveway. The Stonehaven well is very likely the only one of its type remaining in this vicinity, as use of similar wells originally installed in the Baltzley castles, located near MacArthur Boulevard not far from Stonehaven, was discontinued when they were converted to city water.

Historical

Some years before coming to Washington, the Baltzley brothers, Edward and Edwin, twins from New Philadelphia, Ohio, had been "advised to purchase all the high points in and adjacent to the District of Columbia" that they could afford to buy. After arriving in the capital city, they bought a tract of land bordering Maryland's shores of the Potomac River, 516 acres that stretched from Cabin John Creek to an area southeast of Walhonding Road, from William Reading in 1888. Realizing the extraordinary beauty of the land with its impressive scenic views of the river from high hills and secluded sylvan islands near rocky shores, the Baltzleys envisioned the development of a "Rhineland" along the Potomac. A prospectus advertising their planned community refers to the river as "our own Rhine, our Hudson," and indicates that "soon the Potomac will have its own castles," "masterpieces of the architecture of comfort."

The vast enterprise was named "Glen-Echo-on-the-Potomac," and work was immediately begun on construction of the Glen Echo Cafe, a fanciful, rambling group of rustic buildings made of unbarked cedar logs and connected by bridges, with balconys and high towers overlooking the river. Situated on a bluff above Sycamore Island, it was completed by 1890, and housed the real estate office of E. & E. Baltzley.

Included in the Baltzley's advertising brochure was a special invitation that read, "It will give us pleasure to take to Glen Echo, free of cost, any to whom the character of this most wonderful country may prove inviting. We prefer to do this, as it enables us to become acquainted in the interest of a possible citizenship." A carriage drawn by four horses galloping along Conduit Road (now MacArthur Boulevard) transported visitors from the sweltering city through the coolness of the countryside to inspect homesites.

Among the prospective customers to visit Glen Echo were Dr. John W. Scott, Presbyterian minister and prominent educator from Indianapolis, Indiana, and his granddaughter, Mrs. Mary Scott Lord Dimmick. A pioneer in the field of education for women, Dr. Scott had established the Oxford Female Institute at Oxford, Ohio, in 1841. Dr. Scott selected choice acreage, a high, wooded hill overlooking the river, in the Glen Echo Heights area across Conduit Road from the site of the planned Chautauqua, for his daughter, Caroline. He bought and deeded the land to her on July 7, 1890. It was the property which years in the future was destined to become Stonehaven!

This must have been an exciting day for the Baltzleys, one that would not soon be forgotten, for Dr. John W. Scott's daughter, Caroline, was Caroline Lavinia Scott Harrison, who was, at that time, the First Lady, the wife of Benjamin Harrison, President of the United States!

On that same day, July 7, 1890, Mary Scott Lord Dimmick, one of the daughters of Dr. Scott's eldest daughter, Mrs. Elizabeth Scott Lord, purchased lots 26 and 27 of Block 13. Mrs. Dimmick, widowed soon after her marriage, had moved to the White House in 1889 to serve as an assistant to her aunt, Caroline Harrison.

Land sales continued at a brisk pace through the summer and fall of 1890; plans were drawn for a grand hotel and Edward Baltzley had started construction of his home, a stone castle on Mohican Road, to serve as a model for the community. The area was alive with activity as surveyors and architects planned roads and buildings, five stone quarries had been opened in the vicinity, hundreds of masons and laborers were on the payroll, but the project was dealt a set-back when the Glen Echo Cafe was destroyed by fire on November 29, 1890. Undaunted, the Baltzley brothers promised to rebuild it of stone, and Edwin enthusiastically turned his attention to arrangements for construction of the "National Chautauqua of Glen Echo," a permanent facility to house educational and cultural assemblies which would convene each summer.

Although most of the buildings were not completed, the Chautauqua opened on June 16, 1891, and the assembly was so successful that the season, originally scheduled to end July 4, was extended to August 1. Expecting increased participation in 1892, construction began to enlarge the project, but it was in the spring, while this activity was progressing, that workers began to fall ill with malaria. When Professor Henry Spencer, well-known President of the Spencerian Business College in Washington, died of the disease, all land sales in the area virtually ceased and the disaster abruptly doomed the Baltzley brothers' expansive enterprises.

That same year, tragedy also struck the family of President Benjamin Harrison when his wife, Caroline Scott Harrison, died of tuberculosis on October 25, 1892. Before her death, Mrs. Harrison had sold the land on which Stonehaven would eventually be built to Elizabeth Scott Lord Parker, her niece and sister of Mary Scott Lord Dimmick, but legal conveyance of the property to Mrs. Parker was never executed. Therefore, the land was inherited by President Benjamin Harrison, 23rd President of the United States, from 1888 to 1892, (grandson of William Henry Harrison, 9th President of the United States, from 1840 to 1841). President Harrison owned the property jointly with his son, Russell Benjamin Harrison, his daughter, Mary S. Harrison, and two other family members, James R. McKee and Mary W. McKee. To perfect the conveyance and carry out the previous contract, the heirs deeded the property to Elizabeth Scott Lord Parker on December 5, 1892. Four years after the death of Caroline Harrison, Benjamin Harrison married her niece, Mary Scott Lord Dimmick.

Mr. and Mrs. Llewellyn N. Edwards came to Washington from Maine in 1928 and on February 15, 1935, purchased the land for Stonehaven from Elizabeth Scott Lord Parker. Ownership of the property had remained in the family of Caroline Harrison for a total of forty five years! Signing the deed as a witness to the signatures, was Mrs. Elizabeth Harrison Walker, daughter of President Benjamin Harrison and his second wife, Mary Scott Lord Dimmick Harrison.

Construction at the Stonehaven estate began soon after the land was purchased and was completed by 1937. Today, the houses of Stonehaven stand on that historic property, a woodland little changed from the time nearly one hundred years ago when it was bought for the First Lady.

BIOGRAPHIES

of

MR. and MRS. LLEWELLYN N. EDWARDS

Llewellyn Nathaniel Edwards (1873-1952) was a noted bridge designer and engineer in both the United States and Canada. An author of books and numerous articles pertaining to the history and evolution of American bridges, bridge construction, inspection, materials and testing techniques, Mr. Edwards was also an avid collector of books on early engineering practices and had amassed one of the most extensive libraries on bridge engineering in this country. His collection is now in the Smithsonian Institution.

Born in Otisfield, Maine, Mr. Edwards was the son of Dominicus Edwards, the owner of extensive apple orchards in the area and who was known as the "Apple King" of Maine. Upon graduation from the University of Maine (B.C.E. in 1898 and C.E. in 1901), Mr. Edwards began his engineering career which included positions as Bridge Designer for the Boston and Maine Railroad and the Chicago and Northwestern Railroad, and Structural Engineer for the Grand Trunk Railway System of Canada. He was Supervising Engineer of Bridges for the City of Toronto, Canada, and Senior Highway Bridge Engineer for the U. S. Bureau of Public Roads in the district then comprising the states of Texas, Oklahoma, Arkansas and Louisiana. In 1921, Mr. Edwards became Bridge Engineer for the Maine State Highway Commission and in 1928, returned to the U. S. Bureau of Public Roads. Mr. Edwards served in the First World War as a Captain of Engineers and the University of Maine awarded him an honorary Doctor of Engineering degree in 1927.

Mr. Edwards' career in bridge engineering was initiated at a time when the principal demand for bridge construction was in connection with the building of the railroad transportation system. Because of the rapidly increasing size, weight and speed of locomotives and trains, many railroad bridges were being replaced or reconstructed near the turn of the century. While Structural Engineer for the Grand Trunk Railway System of Canada, Mr. Edwards designed and was in charge of construction of the Coteau Bridge over the Saint Lawrence River in Quebec, which had an over-all length of nearly seven-eighths of a mile and included two swing spans.

Other noteworthy bridges include the International Bridge over the Saint John River, connecting the Canadian province of New Brunswick with the United States, a structure which aided materially in the development of the paper industry in Northern Maine,

and the Chisholm Park Bridge over the Androscoggin River, the longest open-spandrel, concrete arch in Maine at that time. Both bridges were constructed while Mr. Edwards was Bridge Engineer for the State of Maine.

Traveling to the British Isles in 1930 and again in 1933, Mr. Edwards researched engineering on early as well as recent bridge structures and on the old Roman roads. In New York, he undertook special research relating to the deterioration of concrete on highways and as a result of this study, presented a series of lectures on concrete and concrete materials for the New York State Department of Public Works.

The books and many articles which Mr. Edwards contributed to the field of engineering include:

"A Record of History and Evolution of Early American Bridges" (University Press, Orono, Maine, 1959), copies of which were distributed to every college in both the United States and Canada where there are engineering courses.

"Glossary of Terms and Compendium of Information Relating to Bridge Materials and Construction" (Bureau of Public Roads, 1937).

"The Evolution of Early American Bridges" (Transactions and Newcome Society, 1934).

"Experimental Tests of Concrete-Steel Bond" (with H. L. Greenleaf, Proc. Am. Soc. Test. Mat., 1928).

"The Inspection of Metal Bridges" (American Highways, July, 1925).

"Proportioning the Materials of Mortars and Concrete by Surface Areas of Aggregates" (Proc. Am. Soc. Test. Mat., 1918).

One of Mr. Edwards' earlier publications, "The Bridge Inspector's Handbook," was inspired by the need for a complete treatise on the subject of bridge inspection and is the first book of its type published in the English language.

Mr. Edwards was married twice; in 1902 to Margaret Loretta Stokes by whom he had two daughters and, as a widower, in 1911 to Carolyn Adelle Hodgdon.

Carolyn Hodgdon Edwards (1883-1971), born in Tremont, Maine, was the daughter of Mathew Snow Hodgdon and Alice Maria Hodgdon, and was a direct descendant of John and Priscilla Alden. John Alden, one of the Pilgrims who emigrated to America in 1620 aboard the "Mayflower," was the last male survivor of the "Mayflower" company and has been immortalized through a popular legend which, in 1858, was put into verse by Henry Wadsworth Longfellow in his famous poem, "The Courtship of Miles Standish." Mrs. Edwards traced her ancestry through her mother, Alice Alden, back eight generations to John and Priscilla Alden.

After graduating from the University of Maine with special honors in Greek in 1906, Mrs. Edwards taught Greek and Mathematics in the Livermore Falls, Maine, High School from 1906 to 1911 when she married Mr. Llewellyn N. Edwards.

Mrs. Edwards was an active and prominent member of many patriotic organizations, including the "Daughters of the Barons of Runnimeade," who are descendants of the signers of the Magna Carta, the "Daughters of Founders and Patriots," for which she was elected National President by acclamation in 1937, and the "Daughters of the American Revolution."

Both Mr. Llewellyn N. Edwards and Mrs. Carolyn H. Edwards are buried on a beautiful hillside in Arlington National Cemetery.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

M:35-44

Please see attachment

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approx. 5 acres

VERBAL BOUNDARY DESCRIPTION

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

STATE COUNTY

STATE COUNTY

11 FORM PREPARED BY

Submitting jointly with: Dr. & Mrs. Paul W. Schafer
5415 Mohican Road
Bethesda, Maryland 20816

NAME / TITLE

Ann D. Nash

ORGANIZATION

DATE PH: 229-4190

STREET & NUMBER

5621 Bent Branch Road

TELEPHONE

229-0734

CITY OR TOWN

Bethesda,

STATE

Maryland 20816

Researched & written by
R. M. Nash

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

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Alden, Vol. 1, p. 549; Arch, Vol. 2, p. 232; Bridges, Vol. 4, p. 127; Bridges: Construction, Vol. 4, p. 128; Castle, Vol. 5, plate III; Harrison, Vol. 11, pp. 218-219; Masonry, Vol. 15, pp. 20-21; Longfellow, Vol. 14, p. 378.

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