

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

historic name Midtown Edmondson Historic District  
other names Monroe Riggs Historic District

**2. Location**

street & number Multiple  not for publication  
city or town Baltimore  vicinity  
state Maryland code MD county Baltimore code 510 zip code 21223

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments).

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments).

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

**4. National Park Service Certification**

I hereby, certify that this property is:  
 entered in the National Register.  
 See continuation sheet.  
 determined eligible for the National Register.  
 See continuation sheet.  
 Determined not eligible for the National Register.  
 removed from the National Register.  
 other (explain): \_\_\_\_\_

Signature of the Keeper \_\_\_\_\_  
Date of Action \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Midtown Edmondson Historic District  
Name of Property

Baltimore City, MD  
County and State

### 5. Classification

**Ownership of Property**  
(Check as many boxes as apply)

**Category of Property**  
(Check only one box)

**Number of Resources within Property**  
(Do not include previously listed resources in the count)

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> private      | <input type="checkbox"/> building(s)         |
| <input checked="" type="checkbox"/> public-local | <input checked="" type="checkbox"/> district |
| <input type="checkbox"/> public-State            | <input type="checkbox"/> site                |
| <input type="checkbox"/> public-Federal          | <input type="checkbox"/> structure           |
|  | <input type="checkbox"/> object              |

%	Non%	
1546	5	buildings
	113	sites
		structures
		objects
1546	118	Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing)

**number of % resources previously listed in the National Register**

N/A

1

### 6. Function or Use

**Historic Functions**  
(Enter categories from instructions)

**Current Functions**  
(Enter categories from instructions)

DOMESTIC/single dwelling  
DOMESTIC/secondary structure  
EDUCATION/schools  
RELIGION/religious facilities  
COMMERCE/TRADE/specialty store  
COMMERCE/TRADE/warehouse  
INDUSTRY/manufacturing facility  
INDUSTRY/industrial storage

DOMESTIC/single dwelling  
DOMESTIC/secondary structure  
EDUCATION/schools  
RELIGION/religious facilities  
COMMERCE/TRADE/specialty store  
COMMERCE/TRADE/warehouse  
INDUSTRY/manufacturing facility  
INDUSTRY/industrial storage

### 7. Description

**Architectural Classification**  
(Enter categories from instructions)

**Materials**  
(Enter categories from instructions)

LATE 19<sup>TH</sup> & 20<sup>TH</sup> C. REVIVALS/Italian Renaissance  
LATE 19<sup>TH</sup> & 20<sup>TH</sup> C. REVIVALS/Renaissance  
LATE 19<sup>TH</sup> & 20<sup>TH</sup> C. REVIVALS/Late Gothic  
MODERN MOVEMENT/International Style

foundation Stone, brick  
walls Brick, stone  
roof Asphalt, membrane  
other Wood

### Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

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Midtown Edmondson Historic District

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## Description Summary:

The Midtown Edmondson Historic District in the western section of Baltimore, Maryland includes the neighborhoods of Midtown Edmondson and the western edge of Harlem Park. It comprises 1546 % resources, predominantly residential in character, with the exception of a strip of industrial development along the railroad tracks that define the northwestern edges of the district. Most of the houses within the district are relatively modest in scale and in detailing. The earliest houses within the district, located on Edmondson Avenue, were built in the late 1880s and early 1900s and vary between three-story flat front Renaissance Revival rowhouses and a more unusual Tudor style. These houses feature paired first-floor front windows with keystone or stone hood details, and elaborate parapet cornices or heavy cast-iron bracketed cornices.

The houses built between the mid 1890s and 1910s are all two-story brick rowhouses varying between two and three bays wide in a flat-front Italianate style. Later examples in this period often feature a swell front or alternate between round or square projecting bays. Typically, these houses have rusticated stone foundations, windowsills, lintels and belt courses. The cornices on some houses are defined by decorative brickwork and on other houses by wooden molding bands. Corner buildings were often originally built or later converted into commercial use on the ground level with the second story reserved as an apartment.

## General Description:

Beginning with a general overview of the area included within the Edmondson Avenue Historic District, followed by more detailed descriptions of each block within the district moving from the northeast corner to the southwest corner.

**Block 40** – bounded by Laurens Avenue, Fulton Avenue, Winchester Street and Monroe Street

### *Potters House*

Potters House at 1810 Winchester is a one-story building with a rectangular plan (approximately 75' by 50') and a flat roof. The northern portion is composed of a historic brick structure with a more recent concrete block addition on the south. All of it is painted grey. It has a single door opening facing on Winchester Street. The window openings on the Winchester Street façade have been blocked in, and the windows on the north façade are covered with plywood.

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Mount Zion Holy Temple at 1201 Monroe is a one-story red brick building on the northwest corner of Monroe Street and Winchester Street. The building has a two parts. The southern portion (approximately 50 ft. x 50 ft.) has a flat roof. It is built in two segments with a vertical brick column between them. Each segment on the south façade has a door and small window. The northern portion, also approximately 50 ft. x 50 ft., has a gabled roof. The main entrance is in this northern portion, on the Winchester Street (east) façade. This center-opening double glass door is centered under the gable. Additionally, there are a pair of narrow vertical windows on either side of the door with stained glass. The north façade contains similar narrow vertical windows, also with stained glass.

The building appears to be an adaptive reuse of a former warehouse building. The segments divided by vertical brick columns that are visible on the Monroe Street façade are also found on the east façade (Winchester Street). To the immediate north of the building is a surface lot with a 3-ft. high brick fence. The bricks in the fence match those of the building, and the fence has regular openings in it where a portion of ironwork has been inserted. The spacing of these fence segments matches the spacing of the segments in the building. Additionally, a cap layer of soldier bricks has been added to the top of the brick fence, again suggesting that originally this was the brick wall of a warehouse that has been converted to a brick fence.

**Block 49** – bounded by Winchester Street, Monroe Street, Riggs Avenue and Payson Street

Built c. 1901, 1102-1118 Monroe Street (west side) is composed of 3-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a swell-front style. 1120-1140 Monroe Street is composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a swell-front style. Built c. 1906, 1101 Payson Street is a 1-story brick industrial building painted white, immediately adjoining the railway line. Built c. 1901, 1900-1906 Riggs Avenue (north side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a swell-front style. 1914-1938 Riggs Avenue is composed of 2-story high, 3-bay wide rowhouses in a flat-front Italianate style. Built c. 1910, 1101-1119 Appleton Street (east side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. Built c. 1910, 1100-1110 Appleton Street (west side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. Both blocks follow an attached daylight plan in a flat-front Italianate style. 1125 Appleton Street and 1112 Appleton Street are both one-story industrial buildings adjoining the railway line. 1112 is faced with brick and 1125 is faced with concrete block.

**Block 50** – bounded by Winchester Street, Fulton Avenue, Riggs Avenue and Monroe Street

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Built c. 1901, 1103-1111 Monroe Street (east side) is composed of 3-story high, 3-bay wide rowhouses and 1113-1133 Monroe Street is composed of 2-story high, 3-bay wide rowhouses, all faced with red brick. The houses follow a partial areaway plan in a swell-front style. Built c. 1899, 1800-1810 and 1812-1832 Riggs Avenue (north side) are composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in a swell-front style. Built 1899, 1101-1137 McKean Avenue (east side) and 1100-1136 McKean Avenue (west side) are both composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a daylight plan in a flat-front Italianate style.

**Block 57** – bounded by Riggs Avenue, Payson Street, Mosher Street, and Pulaski Street

Built c. 1910, 1000-1032 Payson Street (west side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a blind room plan in a flat-front Italianate style.

### *2020 Mosher Street*

2020 Mosher Street is a one-story red brick warehouse. It measures approximately 200 ft. x 300 ft. and sits immediately adjacent to the east side of the railroad tracks on the north side of Mosher Street. The building has a flat roof and a brick cornice. The center part of the cornice is raised. There is a prominent chimney in the same red brick protruding from the roof on the southeast corner of the building. On the Mosher Street façade, there is an arched doorway with a surround of red bricks that also arch at the top. The door is currently bricked in. There is also a row of soldier bricks at the level of the water table. This façade also has two truck loading bays, as well as several window openings with a row of soldier bricks above them that have been bricked in. There is an addition on the west (nearest the railroad tracks) that is also one-story, although slightly shorter than the main building. The addition is also made of brick, and has a row of 14 windows along the top, each measuring approximately 2 ft by 2 ft. Cinder blocks have been inserted in these. The flat roof on the addition overhangs the building and there is no cornice. The east façade contains two truck loading bays, as well as four pairs of windows that each measure approximately 2 ft. x 2 ft. These have been bricked in.

### *1034 Payson Street*

1034 Payson Street is a one-story building measuring approximately 50 ft by 50 ft. It has a gable roof facing Payson. The base of the building is made of cinder block, and the gabled roof is covered in vinyl siding. The Payson Street façade has a large roll down garage door that is big enough for a large car or pickup truck and a glass pedestrian door. There are no windows on this façade or the other facades.

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## **Block 58** – bounded by Riggs Avenue, Monroe Street, Mosher Street, and Payson Street

Built c. 1901, 1000-1020 Monroe Street (west side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. Built c. 1901, 1022-1030 Monroe Street (west side) is composed of 3-story high, 3-bay wide rowhouses faced with red brick. Both blocks follow a partial areaway plan in a swell-front style. Built in 1905, 1900-1924 Mosher Street (north side) is composed of 3-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in a pattern that repeats two swell-front houses and then two flat-front Italianate houses. Built in 1905, 1926-1950 Mosher Street is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in an alternating swell-front and square-front style. Built c. 1906, 1001-1021 Payson Street (east side) is composed of 2-story high, 2-bay wide rowhouses faced with orange brick. The houses follow a blind room plan in a flat-front Italianate style. Built c. 1901, 1901-1913 Riggs Avenue (south side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in a swell-front style. 1915-1925 Riggs Avenue are 2-story high, 3-bay wide rowhouses in a flat-front Italianate style. Built c. 1901, 1001-1021 Appleton Street (east side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick and follow a partial areaway plan in a swell-front style. 1000-1034 Appleton (west side) is similar but follows a blind room plan in a flat-front Italianate style.

## **Block 59** – bounded by Riggs Avenue, Fulton Avenue, Mosher Street, and Monroe Street

Built c. 1901, 1001-1021 Monroe Street (east side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in a swell-front style. Built c. 1901, 1800-1810 Mosher Street (north side) is composed of 3-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a blind room plan in a swell-front style. Built c. 1901, 1812-1832 Mosher Street (north side) is composed of 2-story high, 2-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in a swell-front style. Built c. 1899, 1801-1811 and 1813-1833 Riggs Avenue (south side) are composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in a swell-front style. Built c. 1899, 1001-1021 McKean Avenue (east side) and 1000-1020 McKean Avenue (west side) are composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in an alternating swell-front and square-front style.

## **Block 70** – bounded by Mosher Street, Payson Street, Lafayette Avenue, and Pulaski Street

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Built c. 1906, 900-932 Payson Street (west side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a blind room plan in a flat-front anate style.

**Block 71** – bounded by Mosher Street, Monroe Street, Lafayette Avenue, and Payson Street

Built c. 1901, 1900-1924 and 1926-1950 Lafayette Avenue (north side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick and follow a partial areaway plan in a swell-front style. Built c. 1901, 900-920 Monroe Street (west side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in a swell-front style. Built c. 1901, 1901-1951 Mosher Street (south side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in an alternating swell-front and flat-front style. Built c. 1906, 901-921 Payson Street (east side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a blind room plan in a flat-front Italianate style. Built c. 1899, 901-921 Appleton Street (east side) and 900-920 Appleton Street (west side) are composed of 2-story high, 2-bay wide rowhouses faced with red and orange brick. The houses in the middle of the block are orange brick, while the houses at either end of the block are red brick. All of the houses follow a partial areaway plan in a square-front style.

**Block 72** – bounded by Mosher Street, Fulton Avenue, Lafayette Avenue, and Monroe Street

Built c. 1901, 901-921 Monroe Street (east side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in a swell-front style. Built c. 1901, 1801-1809 and 1811-1831 Mosher Street (south side) are composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a swell-front style. Built c. 1899, 901-921 McKean Avenue (east side) and 900-920 McKean Avenue (west side) are composed of 2-story high, 2-bay wide rowhouses faced with orange brick. The houses follow a blind room plan in a flat-front Italianate style. An unusual feature in this block is that all of the houses have bay windows on the second floor. The bay is centered in the middle of the house and there are no other windows on the second floor.

**Block 82** – bounded by Lafayette Avenue, Payson Street, Lanvale Street, and Pulaski Street

Built c. 1910, 801-827 Brice Street (east side) is composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a blind room plan in a flat-front Italianate style. Built c. 1915, 800-818 Brice Street (west side) is composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a blind room plan in a flat-front Italianate style.

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Built c. 1896-1901, 2000-2020 and 2022-2040 Lanvale Street (north side) are composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a blind room plan in a flat-front Italianate style. Built c. 1901, 800-826 Payson Street (west side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in an alternating swell-front and flat-front style.

### *813 Pulaski Street*

Built c. 1914, 813 Pulaski Street measures approximately 50 ft. x 200 ft. It is one story with a flat roof. It is covered in vinyl siding on the main façade (Pulaski Street) and north façade. The south façade is red brick. On the main façade, there is a double door near the southern end that has a red brick surround. Additionally, there is a double metal door near the middle of the building. There are no windows. The northern façade contains no doors or windows. The southern façade is partially covered in vinyl and partially in red brick. There are no doors or windows in this façade. The building currently is used as the Freedom Church and Ministries.

### **Block 83** – bounded by Lafayette Avenue, Monroe Street, Lanvale Street, and Payson Street

Built c. 1901, 1901-1925 Lafayette Avenue (south side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a swell-front style. This south side of the block changes patterns mid-way and the remainder of the block, which was also built c. 1901, is 1927-1951 Lafayette Avenue (south side). This portion along with 800-824 Monroe Street (west side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in an alternating swell-front and square-front style. Built c. 1901, 1900-1924 and 1926-1950 Lanvale Street (north side) are composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in an alternating swell-front and square-front style. Built c. 1901, 801-825 Payson Street (east side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in an alternating swell-front and flat-front style.

Built c. 1901, 801-825 Appleton Street (east side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in an alternating swell-front and square-front style. Built c. 1906, 800-824 Appleton Street (west side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in an alternating swell-front and square-front style.

### *BP Gas Station*

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The BP Gas Station at 900 North Monroe Street is a typical suburban style gas station with a small convenience store (approximately 75 x 25 feet) and a canopy covering four gas pumps. There is a large “BP” sign at the southeast corner of the site showing the gasoline prices.

### **Block 84** – bounded by Lafayette Avenue, Fulton Avenue, Lanvale Street, and Monroe Street

Built c. 1901, 1801-1809 and 1811-1821 Lafayette Avenue (south side) are composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a swell-front style. Built c. 1901, 1810-1818 and 1820-1838 Lanvale Street (north side) are composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a blind room plan in a mix of alternating swell-front and square-front styles in an overall Renaissance Revival style. Built c. 1901, 801-825 Monroe Street (east side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in an alternating swell-front and square-front style. Built c. 1899, 801-825 McKean Avenue (east side) and 800-824 McKean Avenue (west side) are composed of 2-story high, 3-bay wide rowhouses faced with red brick. Most of the houses on both the east and west sides have been covered in formstone. They follow a partial areaway plan in an alternating swell-front and square-front style.

### **Block 93** – bounded by Lanvale Street, Smallwood Street, Harlem Avenue, and Pulaski Street

Built 1894-95, 701-727 Appleton Street (east side) and 700-722 Appleton Street (west side) are composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style. On the east side of the block, every third house has a projection from the top of the cornice in the shape of an inverted horseshoe. On the west side of the block, every third house has a cornice projection in the shape of a triangle.

### **Block 94** – bounded by Lanvale Street, Pulaski Street, Harlem Avenue, and Payson Street

Built c. 1909, 2024-2046 Harlem Avenue (north side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a blind room plan in an alternating swell-front and square-front style. Built c. 1901, 2001-2045 Lanvale Street (south side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a blind room plan in a flat-front Italianate style. Built c. 1901, 701-723 Payson Street (east side) is composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in an alternating swell-front and square-front style. Built c. 1901, 723-799 Payson Street (east side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front

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Italianate style. Built c. 1906, 711-719 Pulaski Street (east side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a blind room plan in a flat-front Italianate style.

Built c. 1901, 2000-2024 Rayner Avenue (north side) is composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a blind room plan. The east end of the block contains houses in the flat-front Italianate style, while the west end of the block has houses in the swell-front style. Built c. 1901-10, 2001-2033 Rayner Ave (south side) is composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a blind room plan in an alternating swell-front and square-front style. Built c. 1901, 2000-2022 Harlem Avenue (north side) is composed of 3-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style.

## **Block 95** – bounded by Lanvale Street, Monroe Street, Harlem Avenue, and Payson Street

Built 1894-95, 701-727 Appleton Street (east side) and 700-722 Appleton Street (west side) are composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style. On the east side of the block, every third house has a projection from the top of the cornice in the shape of an inverted horseshoe. On the west side of the block, every third house has a cornice projection in the shape of a triangle.

Built c. 1896, 1925-1949 Harlem Avenue (north side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a pattern that alternates flat-front Italianate and swell-front styles. Every other flat-front house contains a prominent decorative star projecting from the center of the cornice. Built c. 1901, 1901-1913, 1915-1937 Lanvale Street (south side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style. Every other house has a large half-circle decorative projection on the cornice. Built c. 1896, 700-736 Monroe Street (west side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a pattern that alternates flat-front Italianate and swell-front styles. Every other flat-front house has a large decorative star projection on the top of the cornice. Built c. 1896, 700-708, 710-718 Payson Street (west side) is composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style.

## **Block 96** – bounded by Lanvale Street, Fulton Avenue, Harlem Avenue, and Monroe Street

Built c. 1896, 1801-1807 Harlem Avenue (north side) and 1805-1839 Lanvale Street (south side) are composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style. The houses at 1801 – 1807 Harlem also have cornices that include projections in the shapes of stars and half-circles. Built c. 1896, 703-711, 713-721 Monroe

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Street (east side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a mix of swell-front style at the northern end of the block and flat-front style at the southern end of the block. Built 1893, 1800-1826 Rayner Avenue (north side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a swell-front style. Built 1893, 1805-1829 Rayner Avenue (south side) is composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a blind room plan in a flat-front Italianate style.

**Block 105** – bounded by Harlem Avenue, Pulaski Street, Edmondson Avenue, Smallwood Street, and the Northern Central Railroad Line

Built c. 1915, 600-624 and 630 Pulaski Street (west side) are composed of 2-story high, 2-bay wide rowhouses faced with orange brick. The houses follow a blind room plan in a flat-front Italianate style. The north side of Edmondson Avenue between N. Bentalou Street and Pulaski Street contains a diverse mix of commercial buildings. Near the northeast corner of Bentalou and Edmondson stands a three-story-and-basement, brick and concrete structure of the former Ward Bakery. The former Atlas Storage warehouse is a large brick building built in 1926 at 2126 Edmondson Avenue with a larger rear storage warehouse built c. 1940. Next to the warehouse on the east is the L.A. Auto Service building constructed c. 1940 in a Mission Revival style. The ECO (Edmondson Community Organization) building is a simple early 20<sup>th</sup> century 2-story commercial building that adjoins the former Bridge Theatre at 2100 Edmondson Avenue.

### *Bridge Theatre/Life Celebration Center Church - 2100 Edmondson Avenue*

2100 Edmondson Avenue is at the corner of Edmondson Avenue and Pulaski Street. It is a Greek Revival building measures approximately 100 ft. x 100 ft. It has a long gabled roof. The first floor is covered in stucco, and the second floor is brick. The front façade (Edmondson Avenue) is nearly symmetrical. On the first floor, it has two doorways, both with double glass doors, and an awning running the length of the building. On the second floor, the parapet roof projects in the form of a tower at each corner. Each tower contains two pairs of pilasters with a centered one-over-one window in between. The pilasters have Doric tops. Between the two towers, the second floor contains six symmetrically spaced pilasters that also have Doric tops. Between the central three pilasters are three one-over-one windows. The center part of the building contains a stone band with stone rosettes. One area where the front façade is not perfectly symmetrical is in the top of the towers. The east tower is slightly larger and is capped with a stone cornice that contains two rosettes, and the top is triangular. The top of the west tower does not have a band with rosettes and the top is flat.

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The east and west façades are brick and have no openings. The north façade faces a very narrow alley. It is brick and has one set of double steel doors near Pulaski Street. The building is currently used as the Life Celebration Center Church.

## *630 Pulaski Street*

630 Pulaski Street is a one-story building measuring approximately 100 feet by 100 feet. It is made of square concrete blocks, each measuring approximately 2 ft. x 2 ft., and has a flat roof. On the east façade (Pulaski Street), the lower half has been covered in vinyl siding. This façade has a center double glass door and no windows. On the north façade, there are four window openings that have been filled with concrete block. The building is currently used as the Life Celebration Center Church.

## **Block 106** – bounded by Harlem Avenue, Payson Street, Edmondson Avenue, and Pulaski Street

Built 1906, 601-633 Brice Street (east side) and 600-632 Brice Street (west side) are composed of 2-story high, 2-bay wide rowhouses faced with orange brick. The houses follow a blind room plan in a flat-front Italianate style. Built 1907, 2000-2020 and 2022-2042 Edmondson Avenue (north side) are composed of 2-story high, 2-bay wide rowhouses faced with orange brick. The houses follow a blind room plan and on the east end are in the swell-front style while on the west end, they are in the flat-front Italianate style. Built c.1900, 2001-2023 and 2025-2045 Harlem Avenue (south side) are composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a blind room plan in an alternating swell-front and square-front style. Built c. 1896, 600-632 Payson Street (west side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style. Built c. 1914, 601-631 Pulaski Street (east side) is composed of 2-story high, 2-bay wide rowhouses faced with orange brick. The houses follow a blind room plan in a flat-front Italianate style.

## **Block 107** – bounded by Harlem Avenue, Monroe Street, Edmondson Avenue, and Payson Street

Built c. 1896, 1900-1908 and 1916-1922 Edmondson Avenue (north side) are composed of 3-story high, 3-bay wide rowhouses faced with red brick. The houses follow a blind room plan in a Renaissance Revival style. Built c. 1896, 1924-1942 (excepting the vacant lot located at 1944-1946) Edmondson Avenue (north side) and 600-624 Monroe Street (west side) are composed of 3-story high, 3-bay wide rowhouses faced with red brick. The houses follow a blind room plan in a flat-front Italianate style. Built c. 1896, 601-625 Payson Street (east side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style. Built c. 1894, 601-625 Appleton Street (east side) and 600-624 Appleton Street (west side) are composed of 2-story high, 3-bay wide rowhouses faced with red brick, although many have been covered in formstone. 601-625 Appleton Street follow a partial areaway plan in an alternating swell-front and square-front style.

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600-624 Appleton Street follow a partial areaway plan in a flat-front Italianate style and also follow a pattern where the cornice on every other house forms a projecting triangle.

**Block 108** – bounded by Harlem Avenue, Fulton Street, Edmondson Avenue, and Monroe Street

Built 1894, 1805-1829 Arunah Avenue (south side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style. Built c. 1896, 1802 and 1806-1836 Edmondson Avenue (north side) are composed of 3-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style. Built c. 1896, 601-609 Monroe Street (east side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a blind room plan in an alternating swell-front and flat-front style.

**Block 117** - bounded by Edmondson Avenue, Pulaski Street, Franklin Street, Smallwood Street, and the Northern Central Railroad Line

This block and the block to the north contain some of the most diverse examples of industrial and commercial development in the district thanks to its proximity to the historic Pennsylvania Railroad Line. Built 1907, 2101-217 Edmondson Avenue (south side) are composed of 2-story high, 3-bay wide rowhouses faced with orange brick. All of these rowhouses have been adapted for commercial or religious use with the addition of storefronts on several buildings. To the west of the block of converted rowhouses is a one-story filling station built c. 1940 with a green tile roof and white cladding at 2119 Edmondson Avenue. Next to the filling station is a concrete block structure built in 1947 formerly used as an automotive sales and service business.

Built in 1911, the American Ice Company building at 2100 W. Franklin Street is a two-story building, rectangular in plan with a width of 21 bays along its primary facade facing south on West Franklin Street. The building is composed of two elements – a boiler room and engine room on the west side of the building and a long, narrow extension attached to the powerhouse at the east side of the building that served as the tank house where the ice was actually produced. Historically, ice storage warehouses were located at the rear of the building, beginning with a 1911 warehouse replaced by a new structure that included a row of garages in the 1950s. This later addition was replaced again during the 1970s building a large complex of storage warehouses that were all destroyed in a 2004 fire. Built c. 1909, 500-546 Pulaski Street (west side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in a flat-front Italianate style.

On the opposite side of the bridge, between the railroad tracks and Edmondson Avenue are three additional buildings. The first is the brick former Pennsylvania Railroad station and ticket office (built 1917) that still retains a green tile roof at 2235 Edmondson Avenue. Just west is a 2-story concrete block

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structure built c. 1940 formerly occupied as a trade school. At the southeast corner of N. Bentalou Street and Edmondson Avenue is a historic fire station built in 1910 and designed by architects Ellicott & Emmart in a Renaissance Revival style.

### **Block 118** – bounded by Edmondson Avenue, Payson Street, Franklin Street, and Pulaski Street

Built c. 1909, 501-541 Brice Street (east side) and 500-540 Brice Street (west side) are composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a blind room plan in a flat-front Italianate style. On the east side of the block, the houses have brick cornices, an unusual feature in the neighborhood where most cornices are made of wood. Also unusually, the street in this block is paved in brick. Built 1907, 2001-2019 and 2025-2041 Edmondson Avenue (south side) are composed of 2-story high, 2-bay wide rowhouses faced with orange brick. The houses follow a blind room plan in a swell-front style. Built c. 1910, 500-548 Payson Street (west side) is composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a blind room plan in a flat-front Italianate style. Built c. 1910, 501-547 Pulaski Street (east side) is composed of 2-story high, 3-bay wide rowhouses faced with orange brick. The houses follow a partial areaway plan in a flat-front Italianate style. Built c. 1901, 2000-2050 Franklin Street (north side) is composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a blind room plan in a flat-front Italianate style.

### **Block 119** – bounded by Edmondson Avenue, Monroe Street, Franklin Street, Payson Street

Built c. 1896, 1901-1907 Edmondson Avenue (south side) is composed of 3-story high, 3-bay wide rowhouses faced with red brick. The houses follow a blind room plan in a swell-front style. Every third house has a half-star projection from the top of the cornice. Built c. 1896, 1927-1953 Edmondson Avenue (south side) is composed of 3-story high, 3-bay wide rowhouses faced with red brick. The houses follow a blind room plan in a flat-front Italianate style. Built c. 1901, 1902-1950 Franklin Street (north side) is composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan, alternating between flat-front Italianate and swell-front (every third house) style. Built 1893, 1900-1948 Laretta Avenue (north side) and 1901-1947 Laretta Avenue (south side) are composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style. On the north side of the block, the houses have three windows on the second floor, while on the south side, they have only two. Built c. 1893, 512-520 and 522-532 Monroe Street (west side) are composed of 3-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style.

### *New Union Baptist Church - 510 Monroe Street*

Built in 1914, the New Union Baptist Church (**see photo #1**) sits at the corner of Monroe Street and West Franklin Street. The building is designed in the Gothic Revival style. The main façade (east

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façade) is along Monroe Street. It has rounded arched windows containing stained glass. The stone in the upper half of the arch is polished sandstone. The building is made of sandstone and there is a polished sandstone water table approximately one foot off the ground. There is a small two-story tower on the southeast corner of the building that includes the main entrance to the sanctuary on Monroe Street, as well as an entrance on Franklin Street. The top of the tower is crenulated. The roof over the main sanctuary is tar shingle. There are two triangular eye-brow windows on this roof. The roof over the rest is flat tar.

**Block 120** – bounded by Edmondson Avenue, Fulton Street, Franklin Street, and Monroe Street

Built c. 1896, 1803-1809 and 1811-1837 Edmondson Avenue (south side) are composed of 3-story high, 3-bay wide rowhouses faced with red brick. The houses follow a blind room plan in a flat-front Italianate style. These houses have bay windows on the first floor and every other house has a cross gable roof. Built c. 1896, 1800-1806 Franklin Street (north side - **see photo #2**) and 501-513 and 515-521 Monroe Street (east side) are composed of 3-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style. Built c. 1896, 1810-1842 Franklin Street (north side) is composed of 2-story high, 2-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style. Built c. 1893, 1800-1814 Laretta Avenue (north side) and 1801-1821 Laretta Avenue (south side) are composed of 2-story high, 3-bay wide rowhouses faced with red brick. The houses follow a partial areaway plan in a flat-front Italianate style. The houses on the north side have two windows on the second floor while the houses on the south side have three.

## Non-% Buildings

### *Harriet Tubman Elementary School (1976)*

The Harriet Tubman Elementary School is located between Monroe Street and Kirby Lane, and Arunah and Harlem Avenues. The school takes up one half of a city block. Its dimensions are approximately 200 feet by 75 feet. The school is housed in a single orange brick building on the site. It is two-stories tall and has a flat roof. The main entrance to the building is from the mid-block of Harlem Avenue, where there is a courtyard and playground and short steps leading to a patio where the front door is located. Directly in front of the main entrance extending from the patio to the roofline of the school building is a large two-story decorative cylinder made of corrugated steel painted a slightly lighter shade of orange than the brick on the school building. The cylinder measures approximately 20 feet in diameter and does not have any openings.

The façades on Monroe Street and Kirby Lane (which has been blocked to vehicles and has a concrete sidewalk) have no openings. The Arunah Avenue façade (back side) has single pane windows on the

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first floor, along with regularly spaced metal egress doors. Above this on the second floor are pairs of large windows that have a single pane over an infill metal sheet in the lower part of the window opening.

## *W.R. Christian Day Care Center*

The W.R. Christian Day Care Center is a one story building measuring approximately 75 ft. x 100 ft. It is made of cinder block painted white. The west façade (Appleton Street) contains a steel pedestrian door flanked by two windows. There are also two roll-up garage doors on this façade for loading vehicles. The floor for loading is approximately two feet above grade level to match the floor height of a small truck. The south façade contains three evenly spaced windows with nine panes of glass each.

## **Religious and Commercial Buildings**

### *1827 Lafayette Avenue*

The building at 1827 Lafayette is approximately 30 x 50 ft. It is one story with a flat roof and is made of cinder block. The building is on the corner of Lafayette Avenue and Monroe Street and is set back from both streets by a concrete pad. The building has a plain cornice around the top, and the façade facing Monroe Street has a decorative element approximately 10 ft. tall and 5 ft. wide that is reminiscent of a church steeple. It is composed of wood or iron beams forming a rectangle with a triangle on top. It is centered over the door. The west façade (Monroe Street) contains a single glass door and four windows each approximately 2 ft. x 2 ft. with four panes of glass and set about six feet off the ground. The north façade (Lafayette) contains a glass door, one 4-paned window, and two large plate glass windows. It looks as if the building at one time operated as a small automotive garage.

### *900 Payson Street – Food City*

900 North Payson Street is a one-story former grocery store. It measures approximately 100 ft. x 200 ft., is made of concrete block, and has a flat roof. It is located 250 feet west of Payson Street and in front is a large surface parking lot. The store is currently vacant.

### *700 Pulaski Street*

700 Pulaski Street is a mid-century modern building that measures approximately 100 ft. x 150 ft. It is a one-story building with a flat roof. The main façade (Pulaski Street), is made of red brick. It contains a center double door composed of wood with large glass panes. Surrounding the door are square concrete blocks with decorative openings. Surrounding this is a large concrete door surround in the mid-century modern style. In addition to the front door, this façade has one double window to the left of the door and three smaller windows to the right of the door. The windows are filled with decorative glass block.

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There is a decorative water table made of staggered bricks. A band of five bricks two feet off the ground has been painted cream color to match the concrete door surround. The south façade is made of concrete block painted grey. It has seven windows (filled with decorative glass block) and one pedestrian door. The north façade is made of concrete block and contains no openings. It is currently used as the Faith Christian Worship Center.

## *800 Pulaski Street*

800 Pulaski Street is a single story building measuring approximately 25 ft. x 75 ft. The building has a flat roof. On the south façade, there is a pedestrian door flanked by one over one windows on either side. On the east façade (Pulaski Street), there is a single centered door with an awning. Former window openings have been filled with concrete block. The building is covered with stucco and painted. It is currently used as the Old Time Way Church of Deliverance.

## *827 Pulaski Street*

827 Pulaski Street is a two story building with a flat roof, measuring approximately 100 ft. x 100 ft. It is covered in vinyl siding on all four facades without differentiation as to first and second story. From the places where the vinyl is missing, there is likely red brick underneath. On the front façade (Pulaski Street) there is a single door near the middle of the building with a small gabled porch roof over it, as well as a door at the southern end without a porch roof. There is one window to the left of the door on the first floor, and one window to the right of the door on the second floor. The north and south facades have neither windows nor doors. The building is currently used as the Supreme Harvest Boutique and Variety Shop.

## **Landscape Features**

### *Harlem Inner Block Park A-84*

The Harlem Inner Block Park A-84 is located between Fulton and McKean Avenues, and Lanvale Street and Lafayette Avenue. It runs north-south the length of the block. It is composed of a north-south running sidewalk surrounded by a grassy lot. There are a number of mature trees there as well.

### *Harlem Inner Block Park U-120*

This inner block park sits Between Laurretta Street and Edmondson Avenue, Kirby Street and Monroe Street. On the Loretta Street side, the park is surrounded by a 3-ft. iron fence with a center gate. On the Monroe Street side, there is a 5-ft. fence made of brick with large openings cut in the middle. In each

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opening there is a segment of ironwork akin to the iron in the fence. The park is paved in red brick with a number of tree-wells with mature trees.

## *2000 Lafayette -- Playground and Basketball Court*

At the southwest corner of Payson Street and Lafayette Street there is a playground. The playground takes up the entire space between Payson Street and Brice Street. It consists of a grassy area, a jungle gym, a swing set, and a basketball court. There is a rubber membrane under the jungle gym and swing set, both of which look new. The playground is surrounded by a 3-ft. black iron fence on the Payson Street side where the jungle gym and swing set are and a tall chain link fence on the Brice Street side where the basketball court is located.

The following table lists the addresses of properties in the Midtown Edmondson Historic District, their construction date, builder (if known), and %/non-% status.

Address	Date	Builder (if known)	%/ Non-%
1900 LAURETTA AVE	1893		%
1901 LAURETTA AVE	1893		%
1902 LAURETTA AVE	1893		%
1903 LAURETTA AVE	1893		%
1904 LAURETTA AVE	1893		%
1905 LAURETTA AVE	1893		%
1906 LAURETTA AVE	1893		%
1907 LAURETTA AVE	1893		%
1908 LAURETTA AVE	1893		%
1909 LAURETTA AVE	1893		%
1910 LAURETTA AVE	1893		%
1911 LAURETTA AVE	1893		%
1912 LAURETTA AVE	1893		%
1913 LAURETTA AVE	1893		%
1914 LAURETTA AVE	1893		%
1915 LAURETTA AVE	1893		%
1916 LAURETTA AVE	1893		%

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1917 LAURETTA AVE	1893		%
1918 LAURETTA AVE	1893		%
1919 LAURETTA AVE	1893		%
1920 LAURETTA AVE	1893		%
1921 LAURETTA AVE	1893		%
1922 LAURETTA AVE	1893		%
1923 LAURETTA AVE	1893		%
1924 LAURETTA AVE	1893		%
1925 LAURETTA AVE	1893		%
1926 LAURETTA AVE	1893		%
1928 LAURETTA AVE	1893		%
1929 LAURETTA AVE	1893		%
1930 LAURETTA AVE	1893		%
1931 LAURETTA AVE	1893		%
1932 LAURETTA AVE	1893		%
1934 LAURETTA AVE	1893		%
1936 LAURETTA AVE	1893		%
1938 LAURETTA AVE	1893		%
1939 LAURETTA AVE	1893		%
1940 LAURETTA AVE	1893		%
1941 LAURETTA AVE	1893		%
1942 LAURETTA AVE	1893		%
1943 LAURETTA AVE	1893		%
1944 LAURETTA AVE	1893		%
1945 LAURETTA AVE	1893		%
1946 LAURETTA AVE	1893		%
1947 LAURETTA AVE	1893		%
1948 LAURETTA AVE	1893		%
1800 LAURETTA AVE	1893	Thomas Locke	%
1801 LAURETTA AVE	1893		%
1802 LAURETTA AVE	1893	Thomas Locke	%
1803 LAURETTA AVE	1893		%
1804 LAURETTA AVE	1893	Thomas Locke	%

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1805 LAURETTA AVE	1893		%
1806 LAURETTA AVE	1893	Thomas Locke	%
1807 LAURETTA AVE	1893		%
1808 LAURETTA AVE	1893	Thomas Locke	%
1809 LAURETTA AVE	1893		%
1810 LAURETTA AVE	1893	Thomas Locke	%
1811 LAURETTA AVE	1893		%
1812 LAURETTA AVE	1893	Thomas Locke	%
1813 LAURETTA AVE	1893		%
1815 LAURETTA AVE	1893		%
1817 LAURETTA AVE	1893		%
1819 LAURETTA AVE	1893		%
1821 LAURETTA AVE	1893		%
512 N MONROE ST	1893		%
514 N MONROE ST	1893		%
516 N MONROE ST	1893		%
518 N MONROE ST	1893		%
520 N MONROE ST	1893		%
1802 RAYNER AVE	1893		%
1804 RAYNER AVE	1893		%
1806 RAYNER AVE	1893		%
1808 RAYNER AVE	1893	Thomas Locke	%
1809 RAYNER AVE	1893	Thomas Locke	%
1810 RAYNER AVE	1893	Thomas Locke	%
1811 RAYNER AVE	1893	Thomas Locke	%
1812 RAYNER AVE	1893	Thomas Locke	%
1813 RAYNER AVE	1893	Thomas Locke	%
1814 RAYNER AVE	1893	Thomas Locke	%
1815 RAYNER AVE	1893	Thomas Locke	%
1816 RAYNER AVE	1893	Thomas Locke	%
1817 RAYNER AVE	1893	Thomas Locke	%
1818 RAYNER AVE	1893	Thomas Locke	%
1819 RAYNER AVE	1893	Thomas Locke	%

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1820 RAYNER AVE	1893	Thomas Locke	%
1821 RAYNER AVE	1893	Thomas Locke	%
1822 RAYNER AVE	1893	Thomas Locke	%
1823 RAYNER AVE	1893	Thomas Locke	%
1824 RAYNER AVE	1893		%
1825 RAYNER AVE	1893		%
1826 RAYNER AVE	1893		%
1827 RAYNER AVE	1893		%
1829 RAYNER AVE	1893		%
700 APPLETON ST	1894	William Batton	%
701 APPLETON ST	1894		%
702 APPLETON ST	1894	William Batton	%
703 APPLETON ST	1894		%
704 APPLETON ST	1894	William Batton	%
705 APPLETON ST	1894		%
706 APPLETON ST	1894	William Batton	%
707 APPLETON ST	1894		%
708 APPLETON ST	1894	William Batton	%
709 APPLETON ST	1894		%
710 APPLETON ST	1894	William Batton	%
711 APPLETON ST	1894		%
712 APPLETON ST	1894	William Batton	%
713 APPLETON ST	1894		%
714 APPLETON ST	1894	William Batton	%
715 APPLETON ST	1894		%
716 APPLETON ST	1894	William Batton	%
717 APPLETON ST	1894		%
718 APPLETON ST	1894	William Batton	%
719 APPLETON ST	1894		%
720 APPLETON ST	1894	William Batton	%
721 APPLETON ST	1894		%
722 APPLETON ST	1894	William Batton	%
723 APPLETON ST	1894		%

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725 APPLETON ST	1894	William Batton	%
727 APPLETON ST	1894		%
600 APPLETON ST	1894	Lemuel German	%
601 APPLETON ST	1894	Lemuel German	%
602 APPLETON ST	1894	Lemuel German	%
603 APPLETON ST	1894	Lemuel German	%
604 APPLETON ST	1894	Lemuel German	%
605 APPLETON ST	1894	Lemuel German	%
606 APPLETON ST	1894	Lemuel German	%
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615 APPLETON ST	1894	Lemuel German	%
616 APPLETON ST	1894	Lemuel German	%
617 APPLETON ST	1894	Lemuel German	%
618 APPLETON ST	1894	Lemuel German	%
619 APPLETON ST	1894	Lemuel German	%
620 APPLETON ST	1894	Lemuel German	%
621 APPLETON ST	1894	Lemuel German	%
622 APPLETON ST	1894	Lemuel German	%
623 APPLETON ST	1894	Lemuel German	%
624 APPLETON ST	1894	Lemuel German	%
625 APPLETON ST	1894	Lemuel German	%
1805 ARUNAH AVE	1894	R.M Chambers	%
1807 ARUNAH AVE	1894	R.M Chambers	%
1809 ARUNAH AVE	1894	R.M Chambers	%
1811 ARUNAH AVE	1894	R.M Chambers	%
1813 ARUNAH AVE	1894	R.M Chambers	%

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1815 ARUNAH AVE	1894	R.M Chambers	%
1817 ARUNAH AVE	1894	R.M Chambers	%
1819 ARUNAH AVE	1894	R.M Chambers	%
1821 ARUNAH AVE	1894	R.M Chambers	%
1823 ARUNAH AVE	1894	R.M Chambers	%
1825 ARUNAH AVE	1894	R.M Chambers	%
1827 ARUNAH AVE	1894	R.M Chambers	%
1829 ARUNAH AVE	1894	R.M Chambers	%
2000 EDMONDSON AVE	1907	Thomas Locke	%
2014 EDMONDSON AVE	1907	Thomas Locke	%
2018 EDMONDSON AVE	1907	Thomas Locke	%
2020 EDMONDSON AVE	1907	Thomas Locke	%
2022 EDMONDSON AVE	1907	Thomas Locke	%
2024 EDMONDSON AVE	1907	Thomas Locke	%
2032 EDMONDSON AVE	1907	Thomas Locke	%
2036 EDMONDSON AVE	1907	Thomas Locke	%
2038 EDMONDSON AVE	1907	Thomas Locke	%
2040 EDMONDSON AVE	1907	Thomas Locke	%
2042 EDMONDSON AVE	1907	Thomas Locke	%
2001 EDMONDSON AVE	1907		%
2005 EDMONDSON AVE	1907		%
2007 EDMONDSON AVE	1907		%
2009 EDMONDSON AVE	1907		%
2013 EDMONDSON AVE	1907		%
2017 EDMONDSON AVE	1907		%
2019 EDMONDSON AVE	1907		%
2025 EDMONDSON AVE	1907		%
2027 EDMONDSON AVE	1907		%
2029 EDMONDSON AVE	1907		%
2031 EDMONDSON AVE	1907		%
2033 EDMONDSON AVE	1907		%
2035 EDMONDSON AVE	1907		%
2037 EDMONDSON AVE	1907		%

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2039 EDMONDSON AVE	1907		%
2041 EDMONDSON AVE	1907		%
2100 EDMONDSON AVE	1915		%
2114 EDMONDSON AVE	1915		%
2124 EDMONDSON AVE	1915		%
2126 EDMONDSON AVE	1915		%
2101 EDMONDSON AVE	1910	Charles Stoner	%
2105 EDMONDSON AVE	1910	Charles Stoner	%
2107 EDMONDSON AVE	1910	Charles Stoner	%
2109 EDMONDSON AVE	1910	Charles Stoner	%
2111 EDMONDSON AVE	1910	Charles Stoner	%
2117 EDMONDSON AVE	1910	Charles Stoner	%
2119 EDMONDSON AVE	1910	Charles Stoner	%
2127 EDMONDSON AVE	1910	Charles Stoner	%
1901 EDMONDSON AVE	1920		%
1903 EDMONDSON AVE	1920		%
1905 EDMONDSON AVE	1920		%
1907 EDMONDSON AVE	1920		%
1909 EDMONDSON AVE	1920		%
1911 EDMONDSON AVE	1920		%
1913 EDMONDSON AVE	1920		%
1915 EDMONDSON AVE	1920		%
1917 EDMONDSON AVE	1920		%
1921 EDMONDSON AVE	1920		%
1923 EDMONDSON AVE	1920		%
1927 EDMONDSON AVE	1920		%
1929 EDMONDSON AVE	1920		%
1931 EDMONDSON AVE	1920		%
1933 EDMONDSON AVE	1920		%
1935 EDMONDSON AVE	1920		%
1937 EDMONDSON AVE	1920		%
1939 EDMONDSON AVE	1920		%
1941 EDMONDSON AVE	1920		%

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1943 EDMONDSON AVE	1920		%
1945 EDMONDSON AVE	1920		%
1947 EDMONDSON AVE	1920		%
1949 EDMONDSON AVE	1920		%
1951 EDMONDSON AVE	1920		%
1953 EDMONDSON AVE	1920		%
1957 EDMONDSON AVE	1920		%
2301 EDMONDSON AVE	1920		%
2303 EDMONDSON AVE	1920		%
1900 EDMONDSON AVE	1896		%
1902 EDMONDSON AVE	1896		%
1904 EDMONDSON AVE	1896		%
1906 EDMONDSON AVE	1896		%
1908 EDMONDSON AVE	1896		%
1910 EDMONDSON AVE	1896		%
1912 EDMONDSON AVE	1896		%
1916 EDMONDSON AVE	1896		%
1918 EDMONDSON AVE	1896		%
1920 EDMONDSON AVE	1896		%
1922 EDMONDSON AVE	1896		%
1924 EDMONDSON AVE	1896		%
1926 EDMONDSON AVE	1896		%
1928 EDMONDSON AVE	1896		%
1930 EDMONDSON AVE	1896		%
1936 EDMONDSON AVE	1896		%
1938 EDMONDSON AVE	1896		%
1940 EDMONDSON AVE	1896		%
1942 EDMONDSON AVE	1896		%
1802 EDMONDSON AVE	1896		%
1806 EDMONDSON AVE	1896		%
1810 EDMONDSON AVE	1896		%
1812 EDMONDSON AVE	1896		%
1814 EDMONDSON AVE	1896		%

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1816 EDMONDSON AVE	1896		%
1818 EDMONDSON AVE	1896		%
1820 EDMONDSON AVE	1896		%
1822 EDMONDSON AVE	1896		%
1826 EDMONDSON AVE	1896		%
1828 EDMONDSON AVE	1896		%
1836 EDMONDSON AVE	1896		%
1803 EDMONDSON AVE	1896		%
1805 EDMONDSON AVE	1896		%
1807 EDMONDSON AVE	1896		%
1809 EDMONDSON AVE	1896		%
1811 EDMONDSON AVE	1896		%
1813 EDMONDSON AVE	1896		%
1815 EDMONDSON AVE	1896		%
1817 EDMONDSON AVE	1896		%
1819 EDMONDSON AVE	1896		%
1837 EDMONDSON AVE	1896		%
1800 W FRANKLIN ST	1896		%
1802 W FRANKLIN ST	1896		%
1804 W FRANKLIN ST	1896		%
1806 W FRANKLIN ST	1896		%
1808 W FRANKLIN ST	1896		%
1810 W FRANKLIN ST	1896		%
1812 W FRANKLIN ST	1896		%
1814 W FRANKLIN ST	1896		%
1816 W FRANKLIN ST	1896		%
1818 W FRANKLIN ST	1896		%
1820 W FRANKLIN ST	1896		%
1822 W FRANKLIN ST	1896		%
1824 W FRANKLIN ST	1896		%
1826 W FRANKLIN ST	1896		%
1828 W FRANKLIN ST	1896		%
1830 W FRANKLIN ST	1896		%

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1832 W FRANKLIN ST	1896		%
1834 W FRANKLIN ST	1896		%
1836 W FRANKLIN ST	1896		%
1838 W FRANKLIN ST	1896		%
1840 W FRANKLIN ST	1896		%
1842 W FRANKLIN ST	1896		%
1900 HARLEM AVE	1896		%
1902 HARLEM AVE	1896		%
1904 HARLEM AVE	1896		%
1906 HARLEM AVE	1896		%
1908 HARLEM AVE	1896		%
1910 HARLEM AVE	1896		%
1912 HARLEM AVE	1896		%
1914 HARLEM AVE	1896		%
1916 HARLEM AVE	1896		%
1918 HARLEM AVE	1896		%
1920 HARLEM AVE	1896		%
1922 HARLEM AVE	1896		%
1924 HARLEM AVE	1896		%
1926 HARLEM AVE	1896		%
1928 HARLEM AVE	1896		%
1930 HARLEM AVE	1896		%
1932 HARLEM AVE	1896		%
1934 HARLEM AVE	1896		%
1936 HARLEM AVE	1896		%
1938 HARLEM AVE	1896		%
1940 HARLEM AVE	1896		%
1942 HARLEM AVE	1896		%
1944 HARLEM AVE	1896		%
1946 HARLEM AVE	1896		%
1948 HARLEM AVE	1896		%
1927 HARLEM AVE	1896		%
1929 HARLEM AVE	1896		%

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1931 HARLEM AVE	1896		%
1933 HARLEM AVE	1896		%
1935 HARLEM AVE	1896		%
1937 HARLEM AVE	1896		%
1939 HARLEM AVE	1896		%
1941 HARLEM AVE	1896		%
1943 HARLEM AVE	1896		%
1945 HARLEM AVE	1896		%
1947 HARLEM AVE	1896		%
1949 HARLEM AVE	1896		%
1803 HARLEM AVE	1896		%
1805 HARLEM AVE	1896		%
1807 HARLEM AVE	1896		%
1807 W LANVALE ST	1896		%
1809 W LANVALE ST	1896		%
1811 W LANVALE ST	1896		%
1813 W LANVALE ST	1896		%
1815 W LANVALE ST	1896		%
1817 W LANVALE ST	1896		%
1819 W LANVALE ST	1896		%
1821 W LANVALE ST	1896		%
1823 W LANVALE ST	1896		%
1825 W LANVALE ST	1896		%
1827 W LANVALE ST	1896		%
1829 W LANVALE ST	1896		%
1831 W LANVALE ST	1896		%
1833 W LANVALE ST	1896		%
700 N MONROE ST	1896		%
702 N MONROE ST	1896		%
704 N MONROE ST	1896		%
706 N MONROE ST	1896		%
708 N MONROE ST	1896		%
710 N MONROE ST	1896		%

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712 N MONROE ST	1896		%
714 N MONROE ST	1896		%
716 N MONROE ST	1896		%
718 N MONROE ST	1896		%
720 N MONROE ST	1896		%
722 N MONROE ST	1896		%
724 N MONROE ST	1896		%
726 N MONROE ST	1896		%
728 N MONROE ST	1896		%
730 N MONROE ST	1896		%
732 N MONROE ST	1896		%
734 N MONROE ST	1896		%
703 N MONROE ST	1896		%
705 N MONROE ST	1896		%
707 N MONROE ST	1896		%
709 N MONROE ST	1896		%
711 N MONROE ST	1896		%
713 N MONROE ST	1896		%
715 N MONROE ST	1896		%
717 N MONROE ST	1896		%
719 N MONROE ST	1896		%
721 N MONROE ST	1896		%
600 N MONROE ST	1896		%
602 N MONROE ST	1896		%
612 N MONROE ST	1896		%
614 N MONROE ST	1896		%
618 N MONROE ST	1896		%
620 N MONROE ST	1896		%
622 N MONROE ST	1896		%
624 N MONROE ST	1896		%
501 N MONROE ST	1896		%
503 N MONROE ST	1896		%
505 N MONROE ST	1896		%

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507 N MONROE ST	1896		%
509 N MONROE ST	1896		%
511 N MONROE ST	1896		%
700 N PAYSON ST	1896		%
702 N PAYSON ST	1896		%
704 N PAYSON ST	1896		%
706 N PAYSON ST	1896		%
708 N PAYSON ST	1896		%
710 N PAYSON ST	1896		%
712 N PAYSON ST	1896		%
714 N PAYSON ST	1896		%
716 N PAYSON ST	1896		%
718 N PAYSON ST	1896		%
603 N PAYSON ST	1896		%
605 N PAYSON ST	1896		%
607 N PAYSON ST	1896		%
609 N PAYSON ST	1896		%
611 N PAYSON ST	1896		%
613 N PAYSON ST	1896		%
615 N PAYSON ST	1896		%
617 N PAYSON ST	1896		%
619 N PAYSON ST	1896		%
621 N PAYSON ST	1896		%
623 N PAYSON ST	1896		%
625 N PAYSON ST	1896		%
900 APPLETON ST	1899	Frerick Stamp	%
901 APPLETON ST	1899	Frerick Stamp	%
902 APPLETON ST	1899	Frerick Stamp	%
903 APPLETON ST	1899	Frerick Stamp	%
904 APPLETON ST	1899	Frerick Stamp	%
905 APPLETON ST	1899	Frerick Stamp	%
906 APPLETON ST	1899	Frerick Stamp	%
907 APPLETON ST	1899	Frerick Stamp	%

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908 APPLETON ST	1899	Frerick Stamp	%
909 APPLETON ST	1899	Frerick Stamp	%
910 APPLETON ST	1899	Frerick Stamp	%
911 APPLETON ST	1899	Frerick Stamp	%
912 APPLETON ST	1899	Frerick Stamp	%
913 APPLETON ST	1899	Frerick Stamp	%
914 APPLETON ST	1899	Frerick Stamp	%
915 APPLETON ST	1899	Frerick Stamp	%
916 APPLETON ST	1899	Frerick Stamp	%
917 APPLETON ST	1899	Frerick Stamp	%
918 APPLETON ST	1899	Frerick Stamp	%
919 APPLETON ST	1899	Frerick Stamp	%
920 APPLETON ST	1899	Frerick Stamp	%
921 APPLETON ST	1899	Frerick Stamp	%
1100 MCKEAN AVE	1899	John Arminger	%
1101 MCKEAN AVE	1899	John Arminger	%
1102 MCKEAN AVE	1899	John Arminger	%
1103 MCKEAN AVE	1899	John Arminger	%
1104 MCKEAN AVE	1899	John Arminger	%
1105 MCKEAN AVE	1899	John Arminger	%
1106 MCKEAN AVE	1899	John Arminger	%
1108 MCKEAN AVE	1899	John Arminger	%
1109 MCKEAN AVE	1899	John Arminger	%
1110 MCKEAN AVE	1899	John Arminger	%
1111 MCKEAN AVE	1899	John Arminger	%
1112 MCKEAN AVE	1899	John Arminger	%
1113 MCKEAN AVE	1899	John Arminger	%
1114 MCKEAN AVE	1899	John Arminger	%
1115 MCKEAN AVE	1899	John Arminger	%
1116 MCKEAN AVE	1899	John Arminger	%
1117 MCKEAN AVE	1899	John Arminger	%
1118 MCKEAN AVE	1899	John Arminger	%
1119 MCKEAN AVE	1899	John Arminger	%

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1120 MCKEAN AVE	1899	John Armingier	%
1121 MCKEAN AVE	1899	John Armingier	%
1122 MCKEAN AVE	1899	John Armingier	%
1123 MCKEAN AVE	1899	John Armingier	%
1124 MCKEAN AVE	1899	John Armingier	%
1125 MCKEAN AVE	1899	John Armingier	%
1126 MCKEAN AVE	1899	John Armingier	%
1127 MCKEAN AVE	1899	John Armingier	%
1128 MCKEAN AVE	1899	John Armingier	%
1129 MCKEAN AVE	1899	John Armingier	%
1130 MCKEAN AVE	1899	John Armingier	%
1131 MCKEAN AVE	1899	John Armingier	%
1132 MCKEAN AVE	1899	John Armingier	%
1134 MCKEAN AVE	1899	John Armingier	%
1136 MCKEAN AVE	1899	John Armingier	%
1000 MCKEAN AVE	1899		%
1001 MCKEAN AVE	1899		%
1002 MCKEAN AVE	1899		%
1003 MCKEAN AVE	1899		%
1004 MCKEAN AVE	1899		%
1005 MCKEAN AVE	1899		%
1006 MCKEAN AVE	1899		%
1007 MCKEAN AVE	1899		%
1008 MCKEAN AVE	1899		%
1009 MCKEAN AVE	1899		%
1010 MCKEAN AVE	1899		%
1011 MCKEAN AVE	1899		%
1012 MCKEAN AVE	1899		%
1013 MCKEAN AVE	1899		%
1014 MCKEAN AVE	1899		%
1015 MCKEAN AVE	1899		%
1016 MCKEAN AVE	1899		%
1017 MCKEAN AVE	1899		%

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1018 MCKEAN AVE	1899		%
1020 MCKEAN AVE	1899		%
900 MCKEAN AVE	1899		%
901 MCKEAN AVE	1899		%
902 MCKEAN AVE	1899		%
903 MCKEAN AVE	1899		%
904 MCKEAN AVE	1899		%
905 MCKEAN AVE	1899		%
906 MCKEAN AVE	1899		%
907 MCKEAN AVE	1899		%
908 MCKEAN AVE	1899		%
909 MCKEAN AVE	1899		%
910 MCKEAN AVE	1899		%
911 MCKEAN AVE	1899		%
912 MCKEAN AVE	1899		%
913 MCKEAN AVE	1899		%
914 MCKEAN AVE	1899		%
915 MCKEAN AVE	1899		%
916 MCKEAN AVE	1899		%
917 MCKEAN AVE	1899		%
918 MCKEAN AVE	1899		%
919 MCKEAN AVE	1899		%
920 MCKEAN AVE	1899		%
921 MCKEAN AVE	1899		%
801 MCKEAN AVE	1899		%
802 MCKEAN AVE	1899		%
803 MCKEAN AVE	1899		%
804 MCKEAN AVE	1899		%
805 MCKEAN AVE	1899		%
806 MCKEAN AVE	1899		%
807 MCKEAN AVE	1899		%
808 MCKEAN AVE	1899		%
809 MCKEAN AVE	1899		%

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810 MCKEAN AVE	1899		%
811 MCKEAN AVE	1899		%
812 MCKEAN AVE	1899		%
813 MCKEAN AVE	1899		%
814 MCKEAN AVE	1899		%
815 MCKEAN AVE	1899		%
816 MCKEAN AVE	1899		%
817 MCKEAN AVE	1899		%
818 MCKEAN AVE	1899		%
819 MCKEAN AVE	1899		%
820 MCKEAN AVE	1899		%
821 MCKEAN AVE	1899		%
822 MCKEAN AVE	1899		%
823 MCKEAN AVE	1899		%
824 MCKEAN AVE	1899		%
825 MCKEAN AVE	1899		%
1800 RIGGS AVE	1899		%
1802 RIGGS AVE	1899		%
1804 RIGGS AVE	1899		%
1806 RIGGS AVE	1899		%
1808 RIGGS AVE	1899		%
1810 RIGGS AVE	1899		%
1812 RIGGS AVE	1899		%
1814 RIGGS AVE	1899		%
1816 RIGGS AVE	1899		%
1818 RIGGS AVE	1899		%
1820 RIGGS AVE	1899		%
1822 RIGGS AVE	1899		%
1824 RIGGS AVE	1899		%
1826 RIGGS AVE	1899		%
1828 RIGGS AVE	1899		%
1830 RIGGS AVE	1899		%
1832 RIGGS AVE	1899		%

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1801 RIGGS AVE	1899		%
1803 RIGGS AVE	1899		%
1805 RIGGS AVE	1899		%
1807 RIGGS AVE	1899		%
1809 RIGGS AVE	1899		%
1811 RIGGS AVE	1899		%
1817 RIGGS AVE	1899		%
1819 RIGGS AVE	1899		%
1821 RIGGS AVE	1899		%
1823 RIGGS AVE	1899		%
1825 RIGGS AVE	1899		%
1827 RIGGS AVE	1899		%
1829 RIGGS AVE	1899		%
1831 RIGGS AVE	1899		%
1833 RIGGS AVE	1899		%
2100 W LANVALE ST	1900		%
1000 APPLETON ST	1901	J.H Powers	%
1001 APPLETON ST	1901	J.H Powers	%
1002 APPLETON ST	1901	J.H Powers	%
1003 APPLETON ST	1901	J.H Powers	%
1004 APPLETON ST	1901	J.H Powers	%
1005 APPLETON ST	1901	J.H Powers	%
1006 APPLETON ST	1901	J.H Powers	%
1007 APPLETON ST	1901	J.H Powers	%
1008 APPLETON ST	1901	J.H Powers	%
1009 APPLETON ST	1901	J.H Powers	%
1010 APPLETON ST	1901	J.H Powers	%
1011 APPLETON ST	1901	J.H Powers	%
1012 APPLETON ST	1901	J.H Powers	%
1013 APPLETON ST	1901	J.H Powers	%
1014 APPLETON ST	1901	J.H Powers	%
1015 APPLETON ST	1901	J.H Powers	%
1016 APPLETON ST	1901	J.H Powers	%

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1017 APPLETON ST	1901	J.H Powers	%
1018 APPLETON ST	1901	J.H Powers	%
1019 APPLETON ST	1901	J.H Powers	%
1020 APPLETON ST	1901	J.H Powers	%
1021 APPLETON ST	1901	J.H Powers	%
1022 APPLETON ST	1901	J.H Powers	%
1024 APPLETON ST	1901	J.H Powers	%
1026 APPLETON ST	1901	J.H Powers	%
1028 APPLETON ST	1901	J.H Powers	%
1030 APPLETON ST	1901	J.H Powers	%
801 APPLETON ST	1901		%
803 APPLETON ST	1901		%
805 APPLETON ST	1901		%
807 APPLETON ST	1901		%
809 APPLETON ST	1901		%
811 APPLETON ST	1901		%
813 APPLETON ST	1901		%
815 APPLETON ST	1901		%
817 APPLETON ST	1901		%
819 APPLETON ST	1901		%
821 APPLETON ST	1901		%
823 APPLETON ST	1901		%
825 APPLETON ST	1901		%
1900 W FRANKLIN ST	1901		%
1902 W FRANKLIN ST	1901		%
1904 W FRANKLIN ST	1901		%
1906 W FRANKLIN ST	1901		%
1908 W FRANKLIN ST	1901		%
1910 W FRANKLIN ST	1901		%
1912 W FRANKLIN ST	1901		%
1914 W FRANKLIN ST	1901		%
1916 W FRANKLIN ST	1901		%
1918 W FRANKLIN ST	1901		%

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1920 W FRANKLIN ST	1901		%
1922 W FRANKLIN ST	1901		%
1924 W FRANKLIN ST	1901		%
1926 W FRANKLIN ST	1901		%
1928 W FRANKLIN ST	1901		%
1936 W FRANKLIN ST	1901		%
1938 W FRANKLIN ST	1901		%
1940 W FRANKLIN ST	1901		%
1942 W FRANKLIN ST	1901		%
1944 W FRANKLIN ST	1901		%
1946 W FRANKLIN ST	1901		%
1948 W FRANKLIN ST	1901		%
1950 W FRANKLIN ST	1901		%
2000 HARLEM AVE	1901		%
2002 HARLEM AVE	1901		%
2004 HARLEM AVE	1901		%
2006 HARLEM AVE	1901		%
2008 HARLEM AVE	1901		%
2010 HARLEM AVE	1901		%
2012 HARLEM AVE	1901		%
2014 HARLEM AVE	1901		%
2016 HARLEM AVE	1901		%
2018 HARLEM AVE	1901		%
2020 HARLEM AVE	1901		%
2022 HARLEM AVE	1901		%
1900 W LAFAYETTE AVE	1901		%
1918 W LAFAYETTE AVE	1901		%
1920 W LAFAYETTE AVE	1901		%
1922 W LAFAYETTE AVE	1901		%
1924 W LAFAYETTE AVE	1901		%
1926 W LAFAYETTE AVE	1901		%
1928 W LAFAYETTE AVE	1901		%
1930 W LAFAYETTE AVE	1901		%

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1932 W LAFAYETTE AVE	1901		%
1934 W LAFAYETTE AVE	1901		%
1936 W LAFAYETTE AVE	1901		%
1938 W LAFAYETTE AVE	1901		%
1940 W LAFAYETTE AVE	1901		%
1942 W LAFAYETTE AVE	1901		%
1944 W LAFAYETTE AVE	1901		%
1946 W LAFAYETTE AVE	1901		%
1948 W LAFAYETTE AVE	1901		%
1950 W LAFAYETTE AVE	1901		%
1901 W LAFAYETTE AVE	1901		%
1905 W LAFAYETTE AVE	1901		%
1907 W LAFAYETTE AVE	1901		%
1909 W LAFAYETTE AVE	1901		%
1911 W LAFAYETTE AVE	1901		%
1913 W LAFAYETTE AVE	1901		%
1915 W LAFAYETTE AVE	1901		%
1917 W LAFAYETTE AVE	1901		%
1919 W LAFAYETTE AVE	1901		%
1921 W LAFAYETTE AVE	1901		%
1923 W LAFAYETTE AVE	1901		%
1925 W LAFAYETTE AVE	1901		%
1927 W LAFAYETTE AVE	1901		%
1929 W LAFAYETTE AVE	1901		%
1931 W LAFAYETTE AVE	1901		%
1933 W LAFAYETTE AVE	1901		%
1935 W LAFAYETTE AVE	1901		%
1937 W LAFAYETTE AVE	1901		%
1939 W LAFAYETTE AVE	1901		%
1941 W LAFAYETTE AVE	1901		%
1943 W LAFAYETTE AVE	1901		%
1945 W LAFAYETTE AVE	1901		%
1947 W LAFAYETTE AVE	1901		%

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1949 W LAFAYETTE AVE	1901		%
1951 W LAFAYETTE AVE	1901		%
1801 W LAFAYETTE AVE	1901		%
1803 W LAFAYETTE AVE	1901		%
1805 W LAFAYETTE AVE	1901		%
1807 W LAFAYETTE AVE	1901		%
1809 W LAFAYETTE AVE	1901		%
1811 W LAFAYETTE AVE	1901		%
1813 W LAFAYETTE AVE	1901		%
1815 W LAFAYETTE AVE	1901		%
1817 W LAFAYETTE AVE	1901		%
1819 W LAFAYETTE AVE	1901		%
1821 W LAFAYETTE AVE	1901		%
2000 W LANVALE ST	1901		%
2006 W LANVALE ST	1901		%
2008 W LANVALE ST	1901		%
2010 W LANVALE ST	1901		%
2012 W LANVALE ST	1901		%
2014 W LANVALE ST	1901		%
2022 W LANVALE ST	1901		%
2024 W LANVALE ST	1901		%
2026 W LANVALE ST	1901		%
2028 W LANVALE ST	1901		%
2030 W LANVALE ST	1901		%
2032 W LANVALE ST	1901		%
2034 W LANVALE ST	1901		%
2036 W LANVALE ST	1901		%
2038 W LANVALE ST	1901		%
2040 W LANVALE ST	1901		%
1900 W LANVALE ST	1901		%
1902 W LANVALE ST	1901		%
1904 W LANVALE ST	1901		%
1906 W LANVALE ST	1901		%

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1908 W LANVALE ST	1901		%
1910 W LANVALE ST	1901		%
1912 W LANVALE ST	1901		%
1914 W LANVALE ST	1901		%
1916 W LANVALE ST	1901		%
1918 W LANVALE ST	1901		%
1920 W LANVALE ST	1901		%
1922 W LANVALE ST	1901		%
1924 W LANVALE ST	1901		%
1926 W LANVALE ST	1901		%
1928 W LANVALE ST	1901		%
1930 W LANVALE ST	1901		%
1932 W LANVALE ST	1901		%
1934 W LANVALE ST	1901		%
1936 W LANVALE ST	1901		%
1938 W LANVALE ST	1901		%
1940 W LANVALE ST	1901		%
1942 W LANVALE ST	1901		%
1944 W LANVALE ST	1901		%
1946 W LANVALE ST	1901		%
1948 W LANVALE ST	1901		%
1950 W LANVALE ST	1901		%
1810 W LANVALE ST	1901		%
1812 W LANVALE ST	1901		%
1814 W LANVALE ST	1901		%
1816 W LANVALE ST	1901		%
1818 W LANVALE ST	1901		%
1820 W LANVALE ST	1901		%
1822 W LANVALE ST	1901		%
1824 W LANVALE ST	1901		%
1826 W LANVALE ST	1901		%
1828 W LANVALE ST	1901		%
1830 W LANVALE ST	1901		%

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1832 W LANVALE ST	1901		%
1834 W LANVALE ST	1901		%
1836 W LANVALE ST	1901		%
1838 W LANVALE ST	1901		%
2001 W LANVALE ST	1901		%
2003 W LANVALE ST	1901		%
2005 W LANVALE ST	1901		%
2007 W LANVALE ST	1901		%
2009 W LANVALE ST	1901		%
2011 W LANVALE ST	1901		%
2013 W LANVALE ST	1901		%
2015 W LANVALE ST	1901		%
2017 W LANVALE ST	1901		%
2019 W LANVALE ST	1901		%
2021 W LANVALE ST	1901		%
2023 W LANVALE ST	1901		%
2025 W LANVALE ST	1901		%
2027 W LANVALE ST	1901		%
2029 W LANVALE ST	1901		%
2031 W LANVALE ST	1901		%
2033 W LANVALE ST	1901		%
2035 W LANVALE ST	1901		%
2037 W LANVALE ST	1901		%
2039 W LANVALE ST	1901		%
2041 W LANVALE ST	1901		%
2043 W LANVALE ST	1901		%
2045 W LANVALE ST	1901		%
1901 W LANVALE ST	1901		%
1903 W LANVALE ST	1901		%
1905 W LANVALE ST	1901		%
1907 W LANVALE ST	1901		%
1909 W LANVALE ST	1901		%
1911 W LANVALE ST	1901		%

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1915 W LANVALE ST	1901		%
1917 W LANVALE ST	1901		%
1919 W LANVALE ST	1901		%
1921 W LANVALE ST	1901		%
1923 W LANVALE ST	1901		%
1925 W LANVALE ST	1901		%
1927 W LANVALE ST	1901		%
1929 W LANVALE ST	1901		%
1931 W LANVALE ST	1901		%
1933 W LANVALE ST	1901		%
1935 W LANVALE ST	1901		%
1937 W LANVALE ST	1901		%
1102 N MONROE ST	1901		%
1104 N MONROE ST	1901		%
1106 N MONROE ST	1901		%
1108 N MONROE ST	1901		%
1110 N MONROE ST	1901		%
1112 N MONROE ST	1901		%
1114 N MONROE ST	1901		%
1116 N MONROE ST	1901		%
1118 N MONROE ST	1901		%
1103 N MONROE ST	1901		%
1105 N MONROE ST	1901		%
1107 N MONROE ST	1901		%
1109 N MONROE ST	1901		%
1111 N MONROE ST	1901		%
1006 N MONROE ST	1901		%
1008 N MONROE ST	1901		%
1010 N MONROE ST	1901		%
1012 N MONROE ST	1901		%
1014 N MONROE ST	1901		%
1016 N MONROE ST	1901		%
1018 N MONROE ST	1901		%

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1020 N MONROE ST	1901		%
1022 N MONROE ST	1901		%
1024 N MONROE ST	1901		%
1026 N MONROE ST	1901		%
1028 N MONROE ST	1901		%
1030 N MONROE ST	1901		%
1001 N MONROE ST	1901		%
1003 N MONROE ST	1901		%
1005 N MONROE ST	1901		%
1007 N MONROE ST	1901		%
1009 N MONROE ST	1901		%
1011 N MONROE ST	1901		%
1013 N MONROE ST	1901		%
1017 N MONROE ST	1901		%
1019 N MONROE ST	1901		%
1021 N MONROE ST	1901		%
900 N MONROE ST	1901		%
902 N MONROE ST	1901		%
904 N MONROE ST	1901		%
906 N MONROE ST	1901		%
908 N MONROE ST	1901		%
910 N MONROE ST	1901		%
912 N MONROE ST	1901		%
914 N MONROE ST	1901		%
916 N MONROE ST	1901		%
901 N MONROE ST	1901		%
903 N MONROE ST	1901		%
905 N MONROE ST	1901		%
907 N MONROE ST	1901		%
909 N MONROE ST	1901		%
911 N MONROE ST	1901		%
913 N MONROE ST	1901		%
915 N MONROE ST	1901		%

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917 N MONROE ST	1901		%
919 N MONROE ST	1901		%
921 N MONROE ST	1901		%
800 N MONROE ST	1901		%
802 N MONROE ST	1901		%
804 N MONROE ST	1901		%
806 N MONROE ST	1901		%
808 N MONROE ST	1901		%
810 N MONROE ST	1901		%
812 N MONROE ST	1901		%
814 N MONROE ST	1901		%
816 N MONROE ST	1901		%
818 N MONROE ST	1901		%
820 N MONROE ST	1901		%
822 N MONROE ST	1901		%
824 N MONROE ST	1901		%
801 N MONROE ST	1901		%
803 N MONROE ST	1901		%
805 N MONROE ST	1901		%
807 N MONROE ST	1901		%
809 N MONROE ST	1901		%
811 N MONROE ST	1901		%
813 N MONROE ST	1901		%
815 N MONROE ST	1901		%
817 N MONROE ST	1901		%
819 N MONROE ST	1901		%
821 N MONROE ST	1901		%
823 N MONROE ST	1901		%
825 N MONROE ST	1901		%
1800 MOSHER ST	1901		%
1802 MOSHER ST	1901		%
1804 MOSHER ST	1901		%
1806 MOSHER ST	1901		%

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1808 MOSHER ST	1901		%
1810 MOSHER ST	1901		%
1812 MOSHER ST	1901		%
1814 MOSHER ST	1901		%
1816 MOSHER ST	1901		%
1818 MOSHER ST	1901		%
1820 MOSHER ST	1901		%
1822 MOSHER ST	1901		%
1824 MOSHER ST	1901		%
1826 MOSHER ST	1901		%
1828 MOSHER ST	1901		%
1830 MOSHER ST	1901		%
1832 MOSHER ST	1901		%
1901 MOSHER ST	1901		%
1903 MOSHER ST	1901		%
1905 MOSHER ST	1901		%
1907 MOSHER ST	1901		%
1909 MOSHER ST	1901		%
1911 MOSHER ST	1901		%
1913 MOSHER ST	1901		%
1915 MOSHER ST	1901		%
1917 MOSHER ST	1901		%
1919 MOSHER ST	1901		%
1921 MOSHER ST	1901		%
1923 MOSHER ST	1901		%
1925 MOSHER ST	1901		%
1927 MOSHER ST	1901		%
1929 MOSHER ST	1901		%
1931 MOSHER ST	1901		%
1933 MOSHER ST	1901		%
1935 MOSHER ST	1901		%
1937 MOSHER ST	1901		%
1939 MOSHER ST	1901		%

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1941 MOSHER ST	1901		%
1943 MOSHER ST	1901		%
1945 MOSHER ST	1901		%
1947 MOSHER ST	1901		%
1949 MOSHER ST	1901		%
1801 MOSHER ST	1901		%
1803 MOSHER ST	1901		%
1805 MOSHER ST	1901		%
1807 MOSHER ST	1901		%
1809 MOSHER ST	1901		%
1811 MOSHER ST	1901		%
1813 MOSHER ST	1901		%
1815 MOSHER ST	1901		%
1817 MOSHER ST	1901		%
1819 MOSHER ST	1901		%
1821 MOSHER ST	1901		%
1823 MOSHER ST	1901		%
1825 MOSHER ST	1901		%
1827 MOSHER ST	1901		%
1829 MOSHER ST	1901		%
1831 MOSHER ST	1901		%
800 N PAYSON ST	1901		%
802 N PAYSON ST	1901		%
804 N PAYSON ST	1901		%
806 N PAYSON ST	1901		%
808 N PAYSON ST	1901		%
810 N PAYSON ST	1901		%
812 N PAYSON ST	1901		%
814 N PAYSON ST	1901		%
816 N PAYSON ST	1901		%
818 N PAYSON ST	1901		%
820 N PAYSON ST	1901		%
822 N PAYSON ST	1901		%

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824 N PAYSON ST	1901		%
801 N PAYSON ST	1901		%
803 N PAYSON ST	1901		%
805 N PAYSON ST	1901		%
807 N PAYSON ST	1901		%
809 N PAYSON ST	1901		%
811 N PAYSON ST	1901		%
813 N PAYSON ST	1901		%
815 N PAYSON ST	1901		%
817 N PAYSON ST	1901		%
819 N PAYSON ST	1901		%
821 N PAYSON ST	1901		%
823 N PAYSON ST	1901		%
825 N PAYSON ST	1901		%
701 N PAYSON ST	1901		%
703 N PAYSON ST	1901		%
705 N PAYSON ST	1901		%
707 N PAYSON ST	1901		%
709 N PAYSON ST	1901		%
711 N PAYSON ST	1901		%
713 N PAYSON ST	1901		%
715 N PAYSON ST	1901		%
717 N PAYSON ST	1901		%
719 N PAYSON ST	1901		%
721 N PAYSON ST	1901		%
723 N PAYSON ST	1901		%
2000 RAYNER AVE	1901		%
2002 RAYNER AVE	1901		%
2004 RAYNER AVE	1901		%
2006 RAYNER AVE	1901		%
2008 RAYNER AVE	1901		%
2010 RAYNER AVE	1901		%
2012 RAYNER AVE	1901		%

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2014 RAYNER AVE	1901		%
2016 RAYNER AVE	1901		%
2018 RAYNER AVE	1901		%
2020 RAYNER AVE	1901		%
2022 RAYNER AVE	1901		%
1900 RIGGS AVE	1901		%
1902 RIGGS AVE	1901		%
1904 RIGGS AVE	1901		%
1906 RIGGS AVE	1901		%
1901 RIGGS AVE	1901		%
1903 RIGGS AVE	1901		%
1905 RIGGS AVE	1901		%
1907 RIGGS AVE	1901		%
1909 RIGGS AVE	1901		%
1911 RIGGS AVE	1901		%
1913 RIGGS AVE	1901		%
1926 MOSHER ST	1905	Charles Stoner	%
1928 MOSHER ST	1905	Charles Stoner	%
1930 MOSHER ST	1905	Charles Stoner	%
1932 MOSHER ST	1905	Charles Stoner	%
1934 MOSHER ST	1905	Charles Stoner	%
1936 MOSHER ST	1905	Charles Stoner	%
1938 MOSHER ST	1905	Charles Stoner	%
1940 MOSHER ST	1905	Charles Stoner	%
1942 MOSHER ST	1905	Charles Stoner	%
1944 MOSHER ST	1905	Charles Stoner	%
1946 MOSHER ST	1905	Charles Stoner	%
1948 MOSHER ST	1905	Charles Stoner	%
1950 MOSHER ST	1905	Charles Stoner	%
800 APPLETON ST	1906		%
802 APPLETON ST	1906		%
804 APPLETON ST	1906		%
806 APPLETON ST	1906		%

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808 APPLETON ST	1906		%
810 APPLETON ST	1906		%
812 APPLETON ST	1906		%
814 APPLETON ST	1906		%
816 APPLETON ST	1906		%
818 APPLETON ST	1906		%
820 APPLETON ST	1906		%
822 APPLETON ST	1906		%
824 APPLETON ST	1906		%
600 N BRICE ST	1906	Charles Stoner	%
601 N BRICE ST	1906	Charles Stoner	%
602 N BRICE ST	1906	Charles Stoner	%
603 N BRICE ST	1906	Charles Stoner	%
604 N BRICE ST	1906	Charles Stoner	%
605 N BRICE ST	1906	Charles Stoner	%
606 N BRICE ST	1906		%
607 N BRICE ST	1906		%
608 N BRICE ST	1906		%
609 N BRICE ST	1906		%
610 N BRICE ST	1906		%
611 N BRICE ST	1906		%
612 N BRICE ST	1906		%
613 N BRICE ST	1906		%
614 N BRICE ST	1906		%
615 N BRICE ST	1906		%
616 N BRICE ST	1906		%
617 N BRICE ST	1906		%
618 N BRICE ST	1906		%
619 N BRICE ST	1906		%
620 N BRICE ST	1906		%
621 N BRICE ST	1906		%
622 N BRICE ST	1906		%
623 N BRICE ST	1906		%

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624 N BRICE ST	1906		%
625 N BRICE ST	1906		%
626 N BRICE ST	1906		%
627 N BRICE ST	1906		%
628 N BRICE ST	1906		%
629 N BRICE ST	1906		%
630 N BRICE ST	1906		%
631 N BRICE ST	1906		%
632 N BRICE ST	1906		%
633 N BRICE ST	1906		%
1101 N PAYSON ST	1906		%
1001 N PAYSON ST	1906		%
1003 N PAYSON ST	1906		%
1005 N PAYSON ST	1906		%
1007 N PAYSON ST	1906		%
1009 N PAYSON ST	1906		%
1011 N PAYSON ST	1906		%
1013 N PAYSON ST	1906		%
1015 N PAYSON ST	1906		%
1017 N PAYSON ST	1906		%
1019 N PAYSON ST	1906		%
1021 N PAYSON ST	1906		%
900 N PAYSON ST	1906		%
902 N PAYSON ST	1906		%
904 N PAYSON ST	1906		%
906 N PAYSON ST	1906		%
908 N PAYSON ST	1906		%
910 N PAYSON ST	1906		%
912 N PAYSON ST	1906		%
914 N PAYSON ST	1906		%
916 N PAYSON ST	1906		%
918 N PAYSON ST	1906		%
920 N PAYSON ST	1906		%

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922 N PAYSON ST	1906		%
924 N PAYSON ST	1906		%
926 N PAYSON ST	1906		%
928 N PAYSON ST	1906		%
930 N PAYSON ST	1906		%
932 N PAYSON ST	1906		%
901 N PAYSON ST	1906		%
903 N PAYSON ST	1906		%
905 N PAYSON ST	1906		%
907 N PAYSON ST	1906		%
909 N PAYSON ST	1906		%
911 N PAYSON ST	1906		%
913 N PAYSON ST	1906		%
915 N PAYSON ST	1906		%
917 N PAYSON ST	1906		%
919 N PAYSON ST	1906		%
921 N PAYSON ST	1906		%
600 N PAYSON ST	1906	Charles Stoner	%
602 N PAYSON ST	1906	Charles Stoner	%
604 N PAYSON ST	1906	Charles Stoner	%
606 N PAYSON ST	1906	Charles Stoner	%
608 N PAYSON ST	1906	Charles Stoner	%
610 N PAYSON ST	1906	Charles Stoner	%
612 N PAYSON ST	1906		%
614 N PAYSON ST	1906		%
616 N PAYSON ST	1906		%
618 N PAYSON ST	1906		%
620 N PAYSON ST	1906		%
622 N PAYSON ST	1906		%
624 N PAYSON ST	1906		%
626 N PAYSON ST	1906		%
628 N PAYSON ST	1906		%
630 N PAYSON ST	1906		%

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632 N PAYSON ST	1906		%
713 N PULASKI ST	1906		%
715 N PULASKI ST	1906		%
717 N PULASKI ST	1906		%
719 N PULASKI ST	1906		%
500 N BRICE ST	1909		%
501 N BRICE ST	1909		%
502 N BRICE ST	1909		%
503 N BRICE ST	1909		%
504 N BRICE ST	1909		%
505 N BRICE ST	1909		%
506 N BRICE ST	1909		%
507 N BRICE ST	1909		%
508 N BRICE ST	1909		%
509 N BRICE ST	1909		%
510 N BRICE ST	1909		%
511 N BRICE ST	1909		%
512 N BRICE ST	1909		%
513 N BRICE ST	1909		%
514 N BRICE ST	1909		%
515 N BRICE ST	1909		%
516 N BRICE ST	1909		%
517 N BRICE ST	1909		%
518 N BRICE ST	1909		%
519 N BRICE ST	1909		%
520 N BRICE ST	1909		%
521 N BRICE ST	1909		%
522 N BRICE ST	1909		%
523 N BRICE ST	1909		%
524 N BRICE ST	1909		%
525 N BRICE ST	1909		%
526 N BRICE ST	1909		%
527 N BRICE ST	1909		%

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528 N BRICE ST	1909		%
529 N BRICE ST	1909		%
530 N BRICE ST	1909		%
531 N BRICE ST	1909		%
532 N BRICE ST	1909		%
533 N BRICE ST	1909		%
534 N BRICE ST	1909		%
535 N BRICE ST	1909		%
536 N BRICE ST	1909		%
537 N BRICE ST	1909		%
538 N BRICE ST	1909		%
539 N BRICE ST	1909		%
541 N BRICE ST	1909		%
2024 HARLEM AVE	1909	Solomon Narunsky	%
2026 HARLEM AVE	1909	Solomon Narunsky	%
2028 HARLEM AVE	1909	Solomon Narunsky	%
2030 HARLEM AVE	1909	Solomon Narunsky	%
2032 HARLEM AVE	1909	Solomon Narunsky	%
2034 HARLEM AVE	1909	Solomon Narunsky	%
2036 HARLEM AVE	1909	Solomon Narunsky	%
2038 HARLEM AVE	1909	Solomon Narunsky	%
2040 HARLEM AVE	1909	Solomon Narunsky	%
2042 HARLEM AVE	1909	Solomon Narunsky	%
2044 HARLEM AVE	1909	Solomon Narunsky	%
2046 HARLEM AVE	1909	Solomon Narunsky	%
504 N PULASKI ST	1909	Joshua Franklin	%
506 N PULASKI ST	1909	Joshua Franklin	%
508 N PULASKI ST	1909	Joshua Franklin	%
510 N PULASKI ST	1909	Joshua Franklin	%
512 N PULASKI ST	1909	Joshua Franklin	%
514 N PULASKI ST	1909	Joshua Franklin	%
516 N PULASKI ST	1909	Joshua Franklin	%
518 N PULASKI ST	1909	Joshua Franklin	%

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520 N PULASKI ST	1909	Joshua Franklin	%
522 N PULASKI ST	1909	Joshua Franklin	%
524 N PULASKI ST	1909	Joshua Franklin	%
526 N PULASKI ST	1909		%
528 N PULASKI ST	1909		%
530 N PULASKI ST	1909		%
532 N PULASKI ST	1909		%
534 N PULASKI ST	1909		%
536 N PULASKI ST	1909		%
538 N PULASKI ST	1909		%
540 N PULASKI ST	1909		%
542 N PULASKI ST	1909		%
544 N PULASKI ST	1909		%
546 N PULASKI ST	1909		%
1100 APPLETON ST	1910		%
1101 APPLETON ST	1910		%
1102 APPLETON ST	1910		%
1103 APPLETON ST	1910		%
1104 APPLETON ST	1910		%
1105 APPLETON ST	1910		%
1106 APPLETON ST	1910		%
1107 APPLETON ST	1910		%
1108 APPLETON ST	1910		%
1109 APPLETON ST	1910		%
1110 APPLETON ST	1910		%
1111 APPLETON ST	1910		%
1112 APPLETON ST	1910		%
1113 APPLETON ST	1910		%
1115 APPLETON ST	1910		%
1117 APPLETON ST	1910		%
1119 APPLETON ST	1910		%
801 N BRICE ST	1910		%
803 N BRICE ST	1910		%

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805 N BRICE ST	1910		%
807 N BRICE ST	1910		%
809 N BRICE ST	1910		%
811 N BRICE ST	1910		%
813 N BRICE ST	1910		%
815 N BRICE ST	1910		%
817 N BRICE ST	1910		%
819 N BRICE ST	1910		%
821 N BRICE ST	1910		%
823 N BRICE ST	1910		%
825 N BRICE ST	1910		%
827 N BRICE ST	1910		%
1000 N PAYSON ST	1910		%
1002 N PAYSON ST	1910		%
1004 N PAYSON ST	1910		%
1006 N PAYSON ST	1910		%
1008 N PAYSON ST	1910		%
1010 N PAYSON ST	1910		%
1012 N PAYSON ST	1910		%
1014 N PAYSON ST	1910		%
1016 N PAYSON ST	1910		%
1018 N PAYSON ST	1910		%
1020 N PAYSON ST	1910		%
1022 N PAYSON ST	1910		%
1024 N PAYSON ST	1910		%
1026 N PAYSON ST	1910		%
1028 N PAYSON ST	1910		%
1030 N PAYSON ST	1910		%
1032 N PAYSON ST	1910		%
502 N PAYSON ST	1910		%
504 N PAYSON ST	1910		%
506 N PAYSON ST	1910		%
508 N PAYSON ST	1910		%

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510 N PAYSON ST	1910		%
512 N PAYSON ST	1910		%
514 N PAYSON ST	1910		%
516 N PAYSON ST	1910		%
518 N PAYSON ST	1910		%
520 N PAYSON ST	1910		%
522 N PAYSON ST	1910		%
524 N PAYSON ST	1910		%
526 N PAYSON ST	1910		%
528 N PAYSON ST	1910		%
530 N PAYSON ST	1910		%
532 N PAYSON ST	1910		%
534 N PAYSON ST	1910		%
536 N PAYSON ST	1910		%
538 N PAYSON ST	1910		%
540 N PAYSON ST	1910		%
542 N PAYSON ST	1910		%
544 N PAYSON ST	1910		%
546 N PAYSON ST	1910		%
548 N PAYSON ST	1910		%
501 N PULASKI ST	1910		%
503 N PULASKI ST	1910		%
505 N PULASKI ST	1910		%
507 N PULASKI ST	1910		%
509 N PULASKI ST	1910		%
511 N PULASKI ST	1910		%
513 N PULASKI ST	1910		%
517 N PULASKI ST	1910		%
519 N PULASKI ST	1910		%
521 N PULASKI ST	1910		%
523 N PULASKI ST	1910		%
525 N PULASKI ST	1910		%
527 N PULASKI ST	1910		%

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529 N PULASKI ST	1910		%
531 N PULASKI ST	1910		%
533 N PULASKI ST	1910		%
535 N PULASKI ST	1910		%
537 N PULASKI ST	1910		%
539 N PULASKI ST	1910		%
541 N PULASKI ST	1910		%
543 N PULASKI ST	1910		%
545 N PULASKI ST	1910		%
547 N PULASKI ST	1910		%
2003 RAYNER AVE	1910		%
2005 RAYNER AVE	1910		%
2007 RAYNER AVE	1910		%
2009 RAYNER AVE	1910		%
2011 RAYNER AVE	1910		%
2013 RAYNER AVE	1910		%
2015 RAYNER AVE	1910		%
2017 RAYNER AVE	1910		%
2019 RAYNER AVE	1910		%
2021 RAYNER AVE	1910		%
2023 RAYNER AVE	1910		%
2025 RAYNER AVE	1910		%
2027 RAYNER AVE	1910		%
2029 RAYNER AVE	1910		%
2031 RAYNER AVE	1910		%
2033 RAYNER AVE	1910		%
813 N PULASKI ST	1914		%
601 N PULASKI ST	1914		%
603 N PULASKI ST	1914		%
605 N PULASKI ST	1914		%
607 N PULASKI ST	1914		%
609 N PULASKI ST	1914		%
611 N PULASKI ST	1914		%

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613 N PULASKI ST	1914		%
615 N PULASKI ST	1914		%
617 N PULASKI ST	1914		%
619 N PULASKI ST	1914		%
621 N PULASKI ST	1914		%
623 N PULASKI ST	1914		%
625 N PULASKI ST	1914		%
627 N PULASKI ST	1914		%
629 N PULASKI ST	1914		%
631 N PULASKI ST	1914		%
800 N BRICE ST	1915		%
802 N BRICE ST	1915		%
804 N BRICE ST	1915		%
806 N BRICE ST	1915		%
808 N BRICE ST	1915		%
810 N BRICE ST	1915		%
812 N BRICE ST	1915		%
814 N BRICE ST	1915		%
816 N BRICE ST	1915		%
818 N BRICE ST	1915		%
600 N PULASKI ST	1915		%
602 N PULASKI ST	1915		%
604 N PULASKI ST	1915		%
606 N PULASKI ST	1915		%
608 N PULASKI ST	1915		%
610 N PULASKI ST	1915		%
612 N PULASKI ST	1915		%
614 N PULASKI ST	1915		%
616 N PULASKI ST	1915		%
618 N PULASKI ST	1915		%
620 N PULASKI ST	1915		%
622 N PULASKI ST	1915		%
624 N PULASKI ST	1915		%

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630 N PULASKI ST	1915		%
1201 N MONROE ST	1918		%
2000 W FRANKLIN ST	1920		%
2002 W FRANKLIN ST	1920		%
2004 W FRANKLIN ST	1920		%
2006 W FRANKLIN ST	1920		%
2008 W FRANKLIN ST	1920		%
2010 W FRANKLIN ST	1920		%
2012 W FRANKLIN ST	1920		%
2014 W FRANKLIN ST	1920		%
2016 W FRANKLIN ST	1920		%
1804 HARLEM AVE	1920		%
1806 HARLEM AVE	1920		%
1808 HARLEM AVE	1920		%
1810 HARLEM AVE	1920		%
1812 HARLEM AVE	1920		%
1814 HARLEM AVE	1920		%
1816 HARLEM AVE	1920		%
1818 HARLEM AVE	1920		%
1820 HARLEM AVE	1920		%
1822 HARLEM AVE	1920		%
1824 HARLEM AVE	1920		%
1826 HARLEM AVE	1920		%
1828 HARLEM AVE	1920		%
1830 HARLEM AVE	1920		%
1832 HARLEM AVE	1920		%
1834 HARLEM AVE	1920		%
1836 HARLEM AVE	1920		%
2001 HARLEM AVE	1920		%
2003 HARLEM AVE	1920		%
2005 HARLEM AVE	1920		%
2007 HARLEM AVE	1920		%
2009 HARLEM AVE	1920		%

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2011 HARLEM AVE	1920		%
2019 HARLEM AVE	1920		%
2021 HARLEM AVE	1920		%
2023 HARLEM AVE	1920		%
2025 HARLEM AVE	1920		%
2027 HARLEM AVE	1920		%
2029 HARLEM AVE	1920		%
2031 HARLEM AVE	1920		%
2033 HARLEM AVE	1920		%
2035 HARLEM AVE	1920		%
2037 HARLEM AVE	1920		%
2039 HARLEM AVE	1920		%
2041 HARLEM AVE	1920		%
2043 HARLEM AVE	1920		%
2045 HARLEM AVE	1920		%
1901 HARLEM AVE	1920		%
1903 HARLEM AVE	1920		%
1907 HARLEM AVE	1920		%
1909 HARLEM AVE	1920		%
1911 HARLEM AVE	1920		%
1913 HARLEM AVE	1920		%
1915 HARLEM AVE	1920		%
1917 HARLEM AVE	1920		%
1919 HARLEM AVE	1920		%
1921 HARLEM AVE	1920		%
1923 HARLEM AVE	1920		%
1800 W LAFAYETTE AVE	1920		%
1802 W LAFAYETTE AVE	1920		%
1802 1/2 W LAFAYETTE AVE	1920		%
1804 W LAFAYETTE AVE	1920		%
1806 W LAFAYETTE AVE	1920		%
1810 W LAFAYETTE AVE	1920		%
1812 W LAFAYETTE AVE	1920		%

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1814 W LAFAYETTE AVE	1920		%
1816 W LAFAYETTE AVE	1920		%
1818 W LAFAYETTE AVE	1920		%
1820 W LAFAYETTE AVE	1920		%
1822 W LAFAYETTE AVE	1920		%
1824 W LAFAYETTE AVE	1920		%
1826 W LAFAYETTE AVE	1920		%
1828 W LAFAYETTE AVE	1920		%
1318 N MONROE ST	1920		%
1100 N MONROE ST	1920		%
1120 N MONROE ST	1920		%
1122 N MONROE ST	1920		%
1124 N MONROE ST	1920		%
1126 N MONROE ST	1920		%
1128 N MONROE ST	1920		%
1130 N MONROE ST	1920		%
1132 N MONROE ST	1920		%
1134 N MONROE ST	1920		%
1136 N MONROE ST	1920		%
1138 N MONROE ST	1920		%
1140 N MONROE ST	1920		%
1113 N MONROE ST	1920		%
1115 N MONROE ST	1920		%
1117 N MONROE ST	1920		%
1119 N MONROE ST	1920		%
1121 N MONROE ST	1920		%
1123 N MONROE ST	1920		%
1125 N MONROE ST	1920		%
1127 N MONROE ST	1920		%
1129 N MONROE ST	1920		%
1131 N MONROE ST	1920		%
1133 N MONROE ST	1920		%
1135 N MONROE ST	1920		%

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601 N MONROE ST	1920		%
603 N MONROE ST	1920		%
605 N MONROE ST	1920		%
607 N MONROE ST	1920		%
609 N MONROE ST	1920		%
1900 MOSHER ST	1920		%
1902 MOSHER ST	1920		%
1904 MOSHER ST	1920		%
1906 MOSHER ST	1920		%
1908 MOSHER ST	1920		%
1910 MOSHER ST	1920		%
1912 MOSHER ST	1920		%
1914 MOSHER ST	1920		%
1916 MOSHER ST	1920		%
1918 MOSHER ST	1920		%
1920 MOSHER ST	1920		%
1922 MOSHER ST	1920		%
1924 MOSHER ST	1920		%
2206 RIGGS AVE	1920		%
2208 RIGGS AVE	1920		%
2210 RIGGS AVE	1920		%
2212 RIGGS AVE	1920		%
2214 RIGGS AVE	1920		%
2216 RIGGS AVE	1920		%
2218 RIGGS AVE	1920		%
2220 RIGGS AVE	1920		%
2222 RIGGS AVE	1920		%
2224 RIGGS AVE	1920		%
2226 RIGGS AVE	1920		%
2228 RIGGS AVE	1920		%
1914 RIGGS AVE	1920		%
1916 RIGGS AVE	1920		%
1918 RIGGS AVE	1920		%

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1920 RIGGS AVE	1920		%
1922 RIGGS AVE	1920		%
1924 RIGGS AVE	1920		%
1926 RIGGS AVE	1920		%
1928 RIGGS AVE	1920		%
1930 RIGGS AVE	1920		%
1932 RIGGS AVE	1920		%
1934 RIGGS AVE	1920		%
1936 RIGGS AVE	1920		%
1938 RIGGS AVE	1920		%
1915 RIGGS AVE	1920		%
1917 RIGGS AVE	1920		%
1919 RIGGS AVE	1920		%
1921 RIGGS AVE	1920		%
1923 RIGGS AVE	1920		%
1925 RIGGS AVE	1920		%
2213 RIGGS AVE	1920		%
2215 RIGGS AVE	1920		%
2217 RIGGS AVE	1920		%
2219 RIGGS AVE	1920		%
2221 RIGGS AVE	1920		%
2223 RIGGS AVE	1920		%
2225 RIGGS AVE	1920		%
2227 RIGGS AVE	1920		%
2229 RIGGS AVE	1920		%
2231 RIGGS AVE	1920		%
2300 LAURETTA AVE	1924		%
2301 LAURETTA AVE	1924		%
2302 LAURETTA AVE	1924		%
2303 LAURETTA AVE	1924		%
2304 LAURETTA AVE	1924		%
2305 LAURETTA AVE	1924		%
801 SPEDDEN ST	1925		%

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803 SPEDDEN ST	1925		%
805 SPEDDEN ST	1925		%
807 SPEDDEN ST	1925		%
809 SPEDDEN ST	1925		%
811 SPEDDEN ST	1925		%
2301 ARUNAH AVE	1926		%
2300 ARUNAH AVE	1926		%
2301 HARLEM AVE	1926		%
2201 W LAFAYETTE AVE	1926		%
2203 W LAFAYETTE AVE	1926		%
2205 W LAFAYETTE AVE	1926		%
2207 W LAFAYETTE AVE	1926		%
2209 W LAFAYETTE AVE	1926		%
2211 W LAFAYETTE AVE	1926		%
2200 W LANVALE ST	1926		%
2202 W LANVALE ST	1926		%
2204 W LANVALE ST	1926		%
2206 W LANVALE ST	1926		%
2208 W LANVALE ST	1926		%
2210 W LANVALE ST	1926		%
2205 W LANVALE ST	1927		%
2120 W LAFAYETTE AVE	1932		%
2041 W LAFAYETTE AVE	1940		%
2201 MOSHER ST	1940		%
2001 WINCHESTER ST	1940		%
2020 MOSHER ST	1941		%
2200 WINCHESTER ST	1947		%
740 N PULASKI ST	1950		%
2101 RIGGS AVE	1951		%
1001 N SMALLWOOD ST	1951		%
1810 WINCHESTER ST	1952		%
700 N PULASKI ST	1953		%
2113 W LAFAYETTE AVE	1954		%

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2031 W LAFAYETTE AVE	1960		%
2200 W LAFAYETTE AVE	1960		%
1701 LAURENS ST	1963		%
1125 APPLETON ST	1964		%
2000 W LAFAYETTE AVE	1965		%
2010 MOSHER ST	c. 1930		%
2235 EDMONDSON AVE	c. 1910	Charles Stoner	%
2237 EDMONDSON AVE	c. 1910	Charles Stoner	%
2249 EDMONDSON AVE	c. 1910	Charles Stoner	%
2200 W LAFAYETTE AVE	c. 1920		%
2100 W FRANKLIN ST	1972		Non-%
1817 LAURENS ST	1994		Non-%
2200 EDMONDSON AVE	1998		Non-%
1034 N PAYSON ST	2003		Non-%
1927 LAURETTA AVE	1893		Non-% (Demolished/Vacant Lot)
1933 LAURETTA AVE	1893		Non-% (Demolished/Vacant Lot)
1935 LAURETTA AVE	1893		Non-% (Demolished/Vacant Lot)
1937 LAURETTA AVE	1893		Non-% (Demolished/Vacant Lot)
1814 LAURETTA AVE	1893	Thomas Locke	Non-% (Demolished/Vacant Lot)
522 N MONROE ST	1893		Non-% (Demolished/Vacant Lot)
524 N MONROE ST	1893		Non-% (Demolished/Vacant Lot)
526 N MONROE ST	1893		Non-% (Demolished/Vacant Lot)
528 N MONROE ST	1893		Non-% (Demolished/Vacant Lot)
530 N MONROE ST	1893		Non-% (Demolished/Vacant Lot)
532 N MONROE ST	1893		Non-%

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			(Demolished/Vacant Lot)
1800 RAYNER AVE	1893		Non-% (Demolished/Vacant Lot)
1805 RAYNER AVE	1893		Non-% (Demolished/Vacant Lot)
1914 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1944 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1946 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1808 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1824 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1830 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1832 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1834 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1821 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1823 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1825 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1827 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1829 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1831 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1833 EDMONDSON AVE	1896		Non-% (Demolished/Vacant Lot)
1835 EDMONDSON AVE	1896		Non-%

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			(Demolished/Vacant Lot)
1925 HARLEM AVE	1896		Non-% (Demolished/Vacant Lot)
1801 HARLEM AVE	1896		Non-% (Demolished/Vacant Lot)
1805 W LANVALE ST	1896		Non-% (Demolished/Vacant Lot)
1835 W LANVALE ST	1896		Non-% (Demolished/Vacant Lot)
1837 W LANVALE ST	1896		Non-% (Demolished/Vacant Lot)
1839 W LANVALE ST	1896		Non-% (Demolished/Vacant Lot)
736 N MONROE ST	1896		Non-% (Demolished/Vacant Lot)
604 N MONROE ST	1896		Non-% (Demolished/Vacant Lot)
606 N MONROE ST	1896		Non-% (Demolished/Vacant Lot)
608 N MONROE ST	1896		Non-% (Demolished/Vacant Lot)
610 N MONROE ST	1896		Non-% (Demolished/Vacant Lot)
616 N MONROE ST	1896		Non-% (Demolished/Vacant Lot)
513 N MONROE ST	1896		Non-% (Demolished/Vacant Lot)
515 N MONROE ST	1896		Non-% (Demolished/Vacant Lot)
517 N MONROE ST	1896		Non-% (Demolished/Vacant Lot)
519 N MONROE ST	1896		Non-% (Demolished/Vacant Lot)
521 N MONROE ST	1896		Non-% (Demolished/Vacant Lot)
601 N PAYSON ST	1896		Non-%

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			(Demolished/Vacant Lot)
1107 MCKEAN AVE	1899	John Arminger	Non-% (Demolished/Vacant Lot)
1133 MCKEAN AVE	1899	John Arminger	Non-% (Demolished/Vacant Lot)
1135 MCKEAN AVE	1899	John Arminger	Non-% (Demolished/Vacant Lot)
1137 MCKEAN AVE	1899	John Arminger	Non-% (Demolished/Vacant Lot)
1019 MCKEAN AVE	1899		Non-% (Demolished/Vacant Lot)
1021 MCKEAN AVE	1899		Non-% (Demolished/Vacant Lot)
800 MCKEAN AVE	1899		Non-% (Demolished/Vacant Lot)
1813 RIGGS AVE	1899		Non-% (Demolished/Vacant Lot)
1815 RIGGS AVE	1899		Non-% (Demolished/Vacant Lot)
1032 APPLETON ST	1901	J.H Powers	Non-% (Demolished/Vacant Lot)
1034 APPLETON ST	1901	J.H Powers	Non-% (Demolished/Vacant Lot)
1930 W FRANKLIN ST	1901		Non-% (Demolished/Vacant Lot)
1932 W FRANKLIN ST	1901		Non-% (Demolished/Vacant Lot)
1934 W FRANKLIN ST	1901		Non-% (Demolished/Vacant Lot)
2016 W LANVALE ST	1901		Non-% (Demolished/Vacant Lot)
2018 W LANVALE ST	1901		Non-% (Demolished/Vacant Lot)
2020 W LANVALE ST	1901		Non-% (Demolished/Vacant Lot)
1808 1/2 W LANVALE ST	1901		Non-%

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			(Demolished/Vacant Lot)
1913 W LANVALE ST	1901		Non-% (Demolished/Vacant Lot)
1000 N MONROE ST	1901		Non-% (Demolished/Vacant Lot)
1002 N MONROE ST	1901		Non-% (Demolished/Vacant Lot)
1004 N MONROE ST	1901		Non-% (Demolished/Vacant Lot)
1015 N MONROE ST	1901		Non-% (Demolished/Vacant Lot)
918 N MONROE ST	1901		Non-% (Demolished/Vacant Lot)
920 N MONROE ST	1901		Non-% (Demolished/Vacant Lot)
1951 MOSHER ST	1901		Non-% (Demolished/Vacant Lot)
826 N PAYSON ST	1901		Non-% (Demolished/Vacant Lot)
2024 RAYNER AVE	1901		Non-% (Demolished/Vacant Lot)
711 N PULASKI ST	1906		Non-% (Demolished/Vacant Lot)
2004 EDMONDSON AVE	1907	Thomas Locke	Non-% (Demolished/Vacant Lot)
2006 EDMONDSON AVE	1907	Thomas Locke	Non-% (Demolished/Vacant Lot)
2008 EDMONDSON AVE	1907	Thomas Locke	Non-% (Demolished/Vacant Lot)
2010 EDMONDSON AVE	1907	Thomas Locke	Non-% (Demolished/Vacant Lot)
2012 EDMONDSON AVE	1907	Thomas Locke	Non-% (Demolished/Vacant Lot)
2028 EDMONDSON AVE	1907	Thomas Locke	Non-% (Demolished/Vacant Lot)
2030 EDMONDSON AVE	1907	Thomas Locke	Non-%

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			(Demolished/Vacant Lot)
540 N BRICE ST	1909		Non-% (Demolished/Vacant Lot)
500 N PULASKI ST	1909	Joshua Franklin	Non-% (Demolished/Vacant Lot)
502 N PULASKI ST	1909	Joshua Franklin	Non-% (Demolished/Vacant Lot)
500 N PAYSON ST	1910		Non-% (Demolished/Vacant Lot)
515 N PULASKI ST	1910		Non-% (Demolished/Vacant Lot)
2001 RAYNER AVE	1910		Non-% (Demolished/Vacant Lot)
2110 EDMONDSON AVE	1915		Non-% (Demolished/Vacant Lot)
1919 EDMONDSON AVE	1920		Non-% (Demolished/Vacant Lot)
1925 EDMONDSON AVE	1920		Non-% (Demolished/Vacant Lot)
1955 EDMONDSON AVE	1920		Non-% (Demolished/Vacant Lot)
2013 HARLEM AVE	1920		Non-% (Demolished/Vacant Lot)
2015 HARLEM AVE	1920		Non-% (Demolished/Vacant Lot)
2017 HARLEM AVE	1920		Non-% (Demolished/Vacant Lot)
1808 W LAFAYETTE AVE	1920		Non-% (Demolished/Vacant Lot)
2305 W FRANKLIN ST	N/A		Non-% (Demolished/Vacant Lot)
1838 HARLEM AVE	N/A		Non-% (Demolished/Vacant Lot)
517 KIRBY LANE	N/A		Non-% (Demolished/Vacant Lot)
2001 W LAFAYETTE AVE	N/A		Non-%

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			(Demolished/Vacant Lot)
2023 W LAFAYETTE AVE	N/A		Non-% (Demolished/Vacant Lot)
2025 W LAFAYETTE AVE	N/A		Non-% (Demolished/Vacant Lot)
2027 W LAFAYETTE AVE	N/A		Non-% (Demolished/Vacant Lot)
2029 W LAFAYETTE AVE	N/A		Non-% (Demolished/Vacant Lot)
1801 W LANVALE ST	N/A		Non-% (Demolished/Vacant Lot)
1032 N MONROE ST	N/A		Non-% (Demolished/Vacant Lot)
1910 RIGGS AVE	N/A		Non-% (Demolished/Vacant Lot)
1912 RIGGS AVE	N/A		Non-% (Demolished/Vacant Lot)
1101 N MONROE ST	N/A		Non-% (Demolished/Vacant Lot)
1908 RIGGS AVE	N/A		Non-% (Demolished/Vacant Lot)
2001 WINCHESTER ST	N/A		Non-% (Demolished/Vacant Lot)
2104 W LANVALE ST	N/A		Non-% (Vacant Lot)

### 8. Statement of Significance

#### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad pattern of our history.
- B** Property associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

#### Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

#### Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets)

#### Area of Significance

(Enter categories from instructions)

ARCHITECTURE

COMMUNITY DEVELOPMENT

#### Period of Significance

1888-1965

#### Significant Dates

#### Significant Person

(Complete if Criterion B is marked above)

#### Cultural Affiliation

#### Architect/Builder

### 9. Major Bibliographical References

#### Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

#### Previous documentation on files (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey  
# \_\_\_\_\_
- recorded by Historic American Engineering Record  
# \_\_\_\_\_

#### Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

\_\_\_\_\_

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## Summary Statement of Significance:

The Midtown Edmondson Historic District is a mixed-use area of rowhouses, warehouses and commercial buildings largely constructed between the 1880s and the 1910s. The district is characteristic of the transition between Baltimore's early period of suburban growth through the 1860s and a later period from the 1910s through the 1940s.

Reflecting this history of suburban development, the district is significant under **National Register Criterion A** for its association with the growth of West Baltimore and under **National Register Criterion C** as an example of a late 19th-century and early 20<sup>th</sup>-century suburb with a diverse range of rowhouse designs. The district is further significant under National Register Criterion A for its association with the post-WWII racial transition of West Baltimore.

Residential development in Midtown Edmondson began as early as 1887 when local builders constructed rowhouses and cottages designed as summer homes for city residents. The expansion of transportation infrastructure quickly created more opportunities for the development of rowhouses marketed to the city's growing middle class population. This area is associated with the development of Baltimore during a period of rapid industrial expansion and population growth during the late 19th and early 20th centuries.

Closer-in neighborhoods like Franklin Square or Harlem Park developed between the 1850s and 1870s as affluent Baltimoreans used the expansion of transportation through the horse-drawn omnibus to build and buy large homes at the edges of the city. Housing was varied with numerous architects and builders participating. In contrast, larger builders (like Edward Gallagher in Southeast Baltimore or James Keelty in West Baltimore) dominated the growth of the city between the late 1910s and the 1940s. While it features few of these famed 20<sup>th</sup> century Baltimore builders, Midtown Edmondson helped to set the model for these later streetcar suburbs as it filled with two-story rowhouses between the 1890s and 1910s.

Houses in Midtown Edmondson are the product of dozens of vernacular builders and architects who produced a range of creative variations on the vernacular rowhouse conventions of the period. The mix of residential and industrial development reflects the uneven character of development in the years following the 1888 annexation of this part of Baltimore County, reflected in the fights neighborhood groups in Midtown Edmondson waged to secure investment for needed infrastructure and to oppose the intrusion of commercial and industrial development. Neighborhood oriented commercial facilities, such as grocery stores, bakeries, and drugstores, clustered at the intersections of streetcar lines or along the more heavily traveled routes.

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During the post-WWII period, the population of Midtown Edmondson and nearby neighborhoods experienced a rapid transition from European American in the mid-1940s to predominantly African American by the early-1950s. This transition offered many middle class African American households in Baltimore their first opportunity for buying a home and led to the creation of neighborhood organizations that took an active role in local civil rights organizing and activism.

## Resource History and Historic Context:

This resource history is organized in a largely chronological order describing the history of land use and subdivision, the development of related transportation infrastructure, and background on the small builders and architects who \$uted to the area's growth. The description also documents the growth of civic organizations, the industrial and commercial development of the area, and the post-WWII racial transition of the neighborhood from segregated white to largely African American.

### *West Baltimore country estates before and after the Civil War - 1600s to 1880s*

In the 18th century, two large country estates known as Chatsworth and Bond's Pleasant Hills wholly encompassed the area of the proposed Midtown Edmondson Historic District. During the 19th century, these large properties broke up into smaller tracts and turned into country retreats for wealthy Baltimore residents. In the decade after the Civil War, improvements to Edmondson Avenue along with the development of the Western Maryland and Baltimore and Potomac Railroads, helped to bring about the area's transition from isolated country estates to the densely developed mix of industrial and residential buildings that arrived in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. This first section traces the early history of the area before the 1880s.

### *Peter Bond is granted Bond's Pleasant Hills - 1660*

**Peter Bond** immigrated to America and settled first in Virginia before arriving in Maryland in 1660. Bond received large grants of land on both sides of the Patapsco River at the mouth of the Gwynn's Falls, later known as Bond's Pleasant Hills.<sup>1</sup> The contemporary northern boundary of Bond's Pleasant Hills around 1786 is located at approximately North Franklin Street.

### *Edward Parrish patented Parrish's Fear - 1714*

<sup>1</sup> Richard Henry Spencer, *Genealogical and Memorial Encyclopedia of the State of Maryland, a Record of the Achievements of Her People in the Making of a Commonwealth and the Founding of a Nation* (New York, NY: The American Historical Society, Inc., 1919), <https://archive.org/details/genealogicalmemo01spen>.

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Quaker **Edward Parrish** moved from his native Virginia to Anne Arundel County, Maryland around the mid-1600s and acquired a 2,000-acre property near Baltimore.<sup>2</sup> His son, also named Edward Parrish, patented a 383-acre portion of the property as "Parrish's Fear" in 1714. The historic eastern boundary of Parrish's Fear around 1786 is located approximately at North Pulaski Street.

*William Lux patented Chatsworth estate - 1757*

**William Lux** was originally granted the Chatsworth estate in 1757. By 1769, the estate was owned by **Daniel Bower** who lived near Reisterstown Road in what was then Baltimore County at the location of Greene Street near Franklin Street. Daniel Bower was a burgomaster of Strasburg and immigrated to Maryland before 1769.<sup>3</sup> The historic western boundary of Chatsworth around 1786 is located approximately at North Brice Street.

*Frederick Lindenberger built Woodley - 1813*

The division of Chatsworth into smaller parcels started in the early 19th century, including the purchase of sixty acres by Frederick Lindenberger around 1813. **Frederick Lindenberger**, born in 1776, proceeded to build a large house known as "Woodley," located on Monroe Street between Lafayette and Riggs Avenues. In 1844, Robert Gilmore, Jr. reflected on the growing subdivision of Chatsworth and wrote how the property had "since been cut up into lots, and laid out in streets, and can scarcely now be recognized."<sup>4</sup> At Woodley, a portion of the estate's early character endured through 1881, when John Thomas Scharf observed:

Its grove of grand old oaks and its fine situation upon the brow of a picturesque hill overlooking the city and the Chesapeake Bay have made it always one of the most attractive and delightful of country homes.<sup>5</sup>

By 1853, the property had passed to Jacob Kirby and the lane west of Fulton Avenue (previously known as Dorsey's Lane) became Kirby's Lane.

*John Barnes, Charles Shipley, Charles Wyeth, and Miles White purchase land in West Baltimore - 1851*

In 1851, Charles Shipley, John H. Barnes, Charles J. Wyeth and Miles White, purchased 38 acres offered for sale by Nathaniel Williams, trustee for the Baltimore Mexican Company. Located around the southeastern corner of the proposed district, this property appears to be a portion of the Bond's Pleasant Hills estate but how the land passed to the Baltimore Mexican Company - a

<sup>2</sup> "RootsWeb: PARISH-L The Parrish's Part1," accessed December 19, 2014, <http://archiver.rootsweb.ancestry.com/th/read/PARISH/1998-06/0897529117>.

<sup>3</sup> John Thomas Scharf, *History of Baltimore City and County, from the Earliest Period to the Present Day* (L.H. Everts, 1881), 856.

<sup>4</sup> Robert Gilmore, Jr., "Recollections of Baltimore," *Maryland Historical Magazine* 7 (September 1912): 233-42.

<sup>5</sup> Scharf, *History of Baltimore City and County, from the Earliest Period to the Present Day*, 773.

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privately funded venture to overthrow the Spanish government in Mexico in 1819 - is unclear. The transaction is discussed in an 1851 legal case involving the property.<sup>6</sup>

One of the four partners in the venture, Charles J. Wyeth, immediately sold his interest in the property to Miles White leaving John H. Barnes with one-half interest, White with three-eighths interest and Shipley with a one-eighth equity interest. In September 1855, the partnership sold 24 of the original 38 acres to Franklin Wilson for \$39,755. On January 31, 1857, Miles White and John H. Barnes partitioned the remaining portion of the land and then White sold a small portion approximately bounded by Edmondson Avenue, Payson, Pulaski and Bruce Streets back to Charles Shipley.

The partners did little to improve the property during their early ownership, enclosing the area with a fence by 1861 but still using the land only "as a pasture and ice-pond lot" through the 1870s. Rev. Franklin Wilson, whose residence is discussed in detail below, and Thomas Keerl both lived in the area. In contrast, these early investors did not live or build on the land, reflecting the speculative nature of real estate development in mid-19th century Baltimore.

**Miles White** (August 30, 1792 - March 12, 1876) was born in North Carolina and was a successful merchant who arrived in Baltimore in 1849. Soon after, he "embarked his fortune in the purchase of Government lands in the West, in lots in Western cities, and in the city of Baltimore; in the growth and development of which place, in size and business, he had implicit faith."<sup>7</sup> Miles' son, **Francis White**, managed the development of the property following his father's death in 1876.

**John H. Barnes** (September 5, 1816 - April 29, 1892) was born in Maryland and built a career as an inventor and manufacturer with a factory for John H. Barnes & Son located on South Caroline Street in the 1870s.<sup>8</sup>

**Charles Shipley** (December 12, 1814 - June 18, 1904) was born in Maryland and lived in a home on Garrison Lane in the mid-19th century. At the time of his death in 1904, Shipley owned large parcels of real estate in west and southwest Baltimore. Former Baltimore Mayor Thomas G. Hayes, who acted as legal counsel to Shipley, recalled his client:

<sup>6</sup> NATHANIEL WILLIAMS, AS PERMANENT TRUSTEE FOR THE CREDITORS OF JAMES WILLIAMS, AN INSOLVENT DEBTOR, PLAINTIFF IN ERROR, v. CHARLES OLIVER, ROBERT M. GIBBES, AND THOMAS OLIVER, EXECUTORS OF ROBERT OLIVER, AND JOHN GLENN, AND DAVID M. PERINE, TRUSTEES. (Maryland Court of Appeals 1851).

<sup>7</sup> Lewis Historical Publishing Co, *Baltimore: Biography* (Lewis Historical Publishing Company, 1912), 85-86.

<sup>8</sup> "John H. Barnes (1816 - 1892) - Find A Grave Memorial," accessed January 14, 2015, <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=112168379>; *The American Farmer: Devoted to Agriculture, Horticulture and Rural Life* (S. Sands & Son., 1876), 129.

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He was probably the largest real estate owner of the city. Mr. Shipley was a poor boy, reared on a farm, but early in life he turned his attention to the real estate business, and by wise investments he acquired a fortune... Mr. Shipley was attached to Baltimore and was one of our very best citizens.<sup>9</sup>

### *Rev. Franklin Wilson builds Oakley - 1854*

In October 1854, **Rev. Franklin Wilson** (December 8, 1822 - 1896) built a new "splendid and costly mansion" known as Oakley at the corner of Monroe Street and Edmondson Avenue. Born at home at 18 E. Lexington Street on December 8, 1822, Wilson grew up in a privileged home as the grandson of a successful merchant who established the shipping house William Wilson & Sons. Wilson helped to establish the Baltimore Baptist Church Extension Society, which led to the construction of new Baptist churches on Lee Street, Franklin Square, Leadenhall Street and Madison Square. During the Civil War, Wilson published and spoke on topics of freedom of speech, abolition, and peace, often in opposition to the Union occupation of the city.

### *Thomas Keerl purchases Woodley - 1868*

After the start of the Civil War, Union troops built Fort No. 3 at Woodley, then known as Kirby's Mansion, north of Lafayette Avenue. The Fort was one of a series of fortifications surrounding Baltimore to protect the city from the threat of Confederate attack.<sup>10</sup>

In 1868, following the end of the war, **Thomas M. Keerl** (1825 - 1888) purchased Kirby's Mansion and property and "greatly enlarged and improved" the mansion.<sup>11</sup> Born in 1825 in Baltimore, Keerl graduated from Princeton College. He returned to Baltimore and joined the bar, embarking on a successful career as an lawyer. By the time of his death, however, he "had not practiced his profession for a number of years...his time had mostly been employed in business connected with the extensive real estate of his family, and in which he was interested."<sup>12</sup>

### *New investments in transportation - 1860s - 1910s*

Expanded transportation infrastructure, from improved roadways and horse-drawn omnibus services in the 1860s, railroads in the 1870s and electric streetcars in the 1890s, created new opportunities for small builders to build blocks of new rowhouses. In Midtown Edmondson, the

<sup>9</sup> "WAS WELL KNOWN HERE: Death Of Mr. M. D. Detweiler Deplored By Baltimore Elks," *The Sun* (1837-1986), June 20, 1904, <http://search.proquest.com/hnpbaltimoresun/docview/536886449/abstract/13ACD508AA9417A2684/65?accountid=10750>.

<sup>10</sup> Additional description of the Civil War Fort No. 3 located at Kirby's Mansion can be found in a 12 July 1864 letter from City Surveyor Gilbert H. Bryson to General J.R. Kenly found in United States. Government Printing Office, *Congressional Serial Set* (U.S. G.P.O., 1910).

<sup>11</sup> Scharf, *History of Baltimore City and County, from the Earliest Period to the Present Day*, 773.

<sup>12</sup> "Thomas M. Keerl," *The Sun* (1837-1986), December 20, 1888,

<http://search.proquest.com/hnpbaltimoresun/docview/535125726/citation/13ACD362E265E7DC267/1?accountid=10750>.

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railroad line also brought industrial and commercial development—despite the concerted efforts of many neighborhood residents to exclude saloons, gas stations, and factories from their area.

### *Baltimore City improves Edmondson Avenue - 1868*

The improvement of Edmondson Avenue between 1868 and 1906 helped enable the residential development that arrived in the 1880s and 1890s. On April 3, 1868, Baltimore City accepted a donation from Dr. Thomas Edmondson's estate, including the land platted for Thompson Street from Fremont Street to Kirby's Lane (then still sometimes known Dorsey's Lane).<sup>13</sup> On January 30, 1871, Thompson Street was renamed Edmondson Avenue in recognition of the donation of the property for the extension of the road west to Fulton Avenue.<sup>14</sup> These improvements were widely predicted to open the landscape of West Baltimore to new development, as George W. Howard observed in 1873:

The completion of this avenue [Edmondson Avenue], which will certainly be accomplished during the present season, will produce a wonderful change in all this country. In a few years it will doubtless be covered with cottages and intersected with new roads, for its elevated position and delightful atmosphere cannot fail to recommend it, at once, to all who are seeking suburban locations.<sup>15</sup>

Other roadways in the area of Edmondson Avenue also saw new improvements in this period, as in May 1885 when Baltimore City opened Mosher Street from Fulton Avenue to Kirby's Lane.<sup>16</sup> On October 14, 1885, the city passed legislation calling for the grading and paving of Edmondson Avenue from Fulton Avenue to the city line.<sup>17</sup> And in 1893, the city made further improvements to the bridge on Edmondson Avenue over the Baltimore & Potomac Railroad Tracks.<sup>18</sup>

### *Baltimore & Potomac Railroad is completed - 1878*

Planning for the Baltimore & Potomac Railroad began in 1858, when Charles County planters pushed for a new railroad to connect their farms in Southern Maryland to markets in Baltimore.

<sup>13</sup> *The Baltimore City Code: Comprising the Statutes and Ordinances Relating to the City of Baltimore. Compiled by Lewis Mayer, 1869, 704.*

<sup>14</sup> Baltimore (Md.) and Lewis Mayer, *Supplement to the Baltimore City Code: Comprising the Acts of the General Assembly of Maryland, Passed at the Sessions of 1870, 1872, and 1874, Relating to the City of Baltimore, and the Ordinances of the Mayor and City Council from June, 1869, to June 1874, with Decisions of the Courts Construing the Acts and Ordinances. Also an Appendix of Ordinances from June to Adjournment of Council, October 27, 1874* (J. Cox, City Printer, 1874), 303.

<sup>15</sup> George Washington Howard, *The Monumental City* (J. D. Ehlers, 1873), 459.

<sup>16</sup> Baltimore Ordinances etc, *Ordinances and Resolutions of the Mayor and City Council of Baltimore*, 1885, 86.

<sup>17</sup> *Ibid.*, 114.

<sup>18</sup> Baltimore (Md.), *The Ordinances of the Mayor and City Council of Baltimore* (James Lucas and E.K. Deaver, 1893), 125.

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Progress remained slow until 1867, when the Pennsylvania Railroad Company bought the business.

Property owners in West Baltimore saw the railroad as a serious issue for the prospects of future development. Thomas Keerl opposed the construction of the railway line across his property, petitioning the City Council in May 1869 to "suspend action" on the railroad considering the "great and increasing value of the property affected by the proposed ordinance."<sup>19</sup> In January 1871, Keerl brought a lawsuit against the company and contemporary reports described how the area was seen as a prospect for investment, describing Keerl's property as "situated near the western boundary of the city, between the city limits and the old almshouse property, and is increasing in value as the city progresses westward."<sup>20</sup> The railroad company eventually paid Keerl over \$9,000 for the use of his land for a right of way.

In July 1872, the completion of the Baltimore and Potomac Tunnel (below Winchester and Wilson Streets) enabled the railroad to start offering freight and passenger service to Washington, DC and Southern Maryland. By the late 1870s, the Pennsylvania Railroad had built Fulton Station, a passenger railroad station located at Payson and Winchester Streets. The neighboring Western Maryland Railroad built its own freight depot at the junction with the Pennsylvania Railroad tracks at Fulton Avenue. Two nearby hotels served travelers who wanted to stay near the station.<sup>21</sup>

The railroad remained a contentious issue as local property owners continued to demand improvements at road crossings. In 1886, Keerl joined with George H. Steuart, a Confederate veteran who owned property near where Bon Secours hospital is located today, and F.J. Harmison in urging the Mayor to construct a bridge at the Monroe Street railroad crossing, suggesting that "the West End had already been kept back by the location of railroad tracks for a number of years, to the great injury of owners of land and the detriment of the city."<sup>22</sup>

### *Omnibus service starts from Fulton Avenue - 1878*

Horse-drawn cars (or "omnibus") revolutionized urban transportation in New York, Philadelphia, Baltimore and many other cities in the 1830s and 1840s. While still too costly for most city residents, the omnibus served as a template for later mass transit systems by offering regularly

<sup>19</sup> "LOCAL MATTERS," *The Sun (1837-1985)*, May 6, 1869,

<http://proquest.umi.com/pqdweb?did=1706453282&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

<sup>20</sup> "LOCAL MATTERS," *The Sun (1837-1985)*, January 14, 1871,

<http://proquest.umi.com/pqdweb?did=1717099262&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

<sup>21</sup> Description based on Hopkins, Griffith Morgan. *City Atlas of Baltimore Maryland and Environs*. Philadelphia, PA: 1876.

<sup>22</sup> Reported for the Baltimore Sun, "STREETS AND BRIDGES," *The Sun (1837-1985)*, March 9, 1886,

<http://proquest.umi.com/pqdweb?did=1629129772&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

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scheduled operations along a fixed route.<sup>23</sup> In West Baltimore, horse-drawn transportation service started operation on Baltimore Street, Frederick Road and other major thoroughfares. In February 1878, Lucius Polk and R.E. Diffenderffer extended this service to the eastern edge of Midtown Edmondson when they began operating a horse-drawn stage-coach service, incorporated as the Harlem Stage Coach Company, from Fulton Avenue and downtown Baltimore in an effort to draw investors and home-owners out to the area.

### *Edmondson Avenue, Catonsville and Ellicott City Electric Railway begins service - 1895*

The first electric-powered streetcar system in the United States was introduced in Richmond, Virginia, in 1887 by Frank J. Sprague. The electric streetcar, or trolley, enabled people to ride in ten minutes as far they could typically walk in thirty minutes, revolutionizing the patterns of suburban growth. From 1890 to 1907 nationally, the miles of streetcar tracks serving American cities grew from 5,783 to 34,404 miles. Electric streetcars first arrived in Baltimore around 1890 and from then on such service became (as historian Mary Ellen Hayward described) a "prerequisite for rowhouse builders."<sup>24</sup> The Edmondson Avenue, Catonsville and Ellicott City Electric Railway was chartered in October 1892, began laying track in 1895 and started service in 1899.

The new streetcar connected Catonsville with downtown through Midtown Edmondson. The *Catonsville Argus* reported, "The electric railway is the outcome of the project of Messrs. George Yakel, Carl Schon, Victor G. Bloede and other gentlemen who owned property in the vicinity of Catonsville and rely on rapid transit as a means for developing it."<sup>25</sup>

### **Residential Growth – 1880s-1920s**

The once rural landscape of West Baltimore underwent a dramatic transformation from the 1880s through the 1910s. The 1888 annexation of this part of Baltimore County pushed the city line west past the Gwynns Falls and added 36,000 people to the city's population. Immigration added even more significantly to the city's growth and between 1880 and 1900 the population had increased by 53%. To house this new influx, the number of dwellings increased by 76% with the quick construction of blocks of rowhouses in Midtown Edmondson.<sup>26</sup> Local builders erected houses inspired by the fashionable architecture of the wealthy at a price the city's growing middle class could afford.

<sup>23</sup> David L. Ames, University of Delaware and Linda Flint McClelland, National Park Service, *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*, National Register Bulletin (National Park Service, 2002), <http://www.nps.gov/NR/publications/bulletins/suburbs/index.htm>.

<sup>24</sup> Mary Ellen Hayward and Charles Belfoure, *The Baltimore Rowhouse* (Princeton Architectural Press, 2001), 127.

<sup>25</sup> Kenneth M. Short, "National Register of Historic Places Nomination Form, Central Catonsville and Summit Park Historic District (BA-3182)," May 2005, [http://msa.maryland.gov/megafile/msa/stagsere/se1/se5/030000/030053/pdf/msa\\_se5\\_30053.pdf](http://msa.maryland.gov/megafile/msa/stagsere/se1/se5/030000/030053/pdf/msa_se5_30053.pdf).

<sup>26</sup> Hayward and Belfoure, *The Baltimore Rowhouse*, 87.

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[This second section summarizes the history of residential development. For clarity, the description of the development is largely chronological from 1887 through the 1910s with additional background on the individual builders and architects following in a separate subsection.]

### *Oakley is sold and developed - 1887-1896*

Rev. Franklin Wilson, who owned Oakley along with 24 acres in the area of Midtown Edmondson, began by leasing lots for development as early as 1887. One early advertisement for a summer home built on Wilson's property appears in November 1887:

For Rent-- Cottage of five rooms and six acres of land, in the city limits, at \$10 per month. Apply at 1806 Edmondson Avenue.<sup>27</sup>

A similar advertisement appeared in May 1889:

For Sale or Rent--A Corner Dwelling on Edmondson Avenue, nine rooms, uncommonly attractive within and without, with abundance of light, numerous closets, and in the highest location, opposite beautiful grounds; a delightful summer residence. Apply at 1806 Edmondson Avenue.<sup>28</sup>

Around October 1888, Wilson started selling individual lots on Edmondson Avenue measuring 15' by 85' at a cost of \$1,500 each in addition to leasing other lots to small builders.<sup>29</sup> Just four years later, in September 1892, Wilson sold off all of his remaining property. He recorded a reflection on the decision to move in his journal, writing:

A memorable day. I have this day signed a deed conveying all my property at Oakley, including my residence, where for more than thirty-seven years we have had a lovely and beautiful home... We shall leave it with reluctance and sorrow, but its isolation from our dearest relatives, its loneliness, its distance from the centre of the city and other considerations led me, after much thought and prayer, to accept an offer for the whole place in one transaction.

<sup>27</sup> "Classified Ad 69 -- No Title," *The Sun (1837-1988)*, November 14, 1887,

<http://search.proquest.com/hnpbaltimoresun/docview/535033227/citation/6A19775072984F0DPQ/1?accountid=10750>.

<sup>28</sup> "Classified Ad 17 -- No Title," *The Sun (1837-1988)*, May 11, 1889,

<http://search.proquest.com/hnpbaltimoresun/docview/535146441/citation/C0C79FBC473245EEPQ/1?accountid=10750>.

<sup>29</sup> "Real Estate Transaction 1 -- No Title," *The Sun (1837-1987)*, October 10, 1888,

<http://search.proquest.com/hnpbaltimoresun/docview/535114097/citation/13ACE9DD4E5E4399C7/9?accountid=10750>.

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Construction on a number of new homes along Edmondson Avenue started almost immediately after the sale. By November 1892, the *Sun* published an advertisement for some of these earliest houses:

Mr. F.D. Sauerwein, Builder, is just completing five first-class modern Dwellings, Northwest Corner Edmondson Avenue and Monroe Street, which, for beauty of design and completeness of interior finish, are not surpassed by any and equaled by but few of corresponding cost in the city. Every detail has been carefully studied to make them beautiful and comfortable homes, and he respectfully asks a call and critical examination from those looking for dwellings where they will get full value for money invested; nine rooms, five chambers and library, bath room, with best sanitary plumbing; complete mirrors in parlor and dining room; low redeemable ground rent; easy terms. Apply on premises or to F.D. Sauerwein, 606 North Fulton avenue.

In another early advertisement from April 1894, F.D. Sauerwein boasts, "No cheap work. Everything the best. A call is solicited from those who are willing to pay a fair price for an elegant home. Half the block sold." Buyers for Sauerwein's houses included Annie E. Hooton, who paid \$2,800 and a \$100 ground rent in May 1894.<sup>30</sup>

Over the next few years, several more builders and small developers joined in building the blocks nearest to Edmondson and Fulton Avenues. In March 1893, for example, Thomas F. Locke received a permit for ten two-story brick buildings on the north side of Lauretta Street west of Monroe Street and an additional six two-story brick buildings on the west side of Monroe Street north of Lauretta Street.<sup>31</sup> By December 1893, the *Baltimore Sun* ran advertisements for "Cosy New Houses; all conveniences cheap" located on Rayner Street south of Lanvale Street and east of Monroe Street.<sup>32</sup>

A few months later, in February 1894, advertisements appeared for "Little Beauties -- New two-story Houses" located from 1807 to 1823 Rayner Street south of Lanvale Street and west of Fulton Avenue (likely also built by Thomas Locke).<sup>33</sup> Around this same time, William A. Batton

<sup>30</sup> "Classified Ad 17 -- No Title," *The Sun (1837-1988)*, April 7, 1894,

<http://search.proquest.com/hnpbaltimoresun/docview/535543485/citation/E2A50D78DD334165PQ/10?accountid=10750>.

<sup>31</sup> "OTHER MUNICIPAL NEWS: Investments in the Bounds of Cities-Sanitary Inspection," *The Sun (1837-1986)*, March 1, 1893,

<http://search.proquest.com/hnpbaltimoresun/docview/535467619/abstract/13ABC8BACE25A92726B/72?accountid=10750>.

<sup>32</sup> "Classified Ad 26 -- No Title," *The Sun (1837-1988)*, December 16, 1893,

<http://search.proquest.com/hnpbaltimoresun/docview/535512180/citation/221ABF39C71E4EE2PQ/2?accountid=10750>.

<sup>33</sup> "Classified Ad 10 -- No Title," *The Sun (1837-1988)*, February 10, 1894,

<http://search.proquest.com/hnpbaltimoresun/docview/535496578/citation/8EC4875EAD394195PQ/1?accountid=10750>.

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started building rowhouses along the even side of the 700 block of Appleton Street.<sup>34</sup> In November 1894, R.M. Chambers received a permit for 13 two-story dwellings on Arunah Avenue between Monroe Street and Kirby's Lane.<sup>35</sup> In December 1894, Lemuel German received a permit for five 2-story dwellings on the east side of Appleton Street between Edmondson and Harlem Avenues.<sup>36</sup> In May 1895, E.P. Krech, Jr. advertised new rowhouses east of Fulton just outside the district on Riggs Avenue: "For Sale-- Nine well built and well located Houses on Riggs avenue, between Mount and Fulton, in first-class order."

While some builders were building and selling houses, other investors sold groups of lots or individual parcels to small builders or home-owners who may have contracted for the erection of houses on their properties. In 1893, C.E. Spaulding & Co. sold lots along Lauretta Street near Edmondson Avenue receiving \$1,891 for two lots and \$3,932 for four.<sup>37</sup> On March 27, 1894, James W. Amos sold a 14' by 63' lot on the south side of Rayner Street (then Oakley) near Monroe Street to Conrad Wagner for \$1000. On November 1, 1895, John J. Hurst sold a 13.7' by 72' lot on the south side of Arunah Avenue near Monroe for \$900 to John Johnson.<sup>38</sup>

By 1896, built up blocks included the 1800 block of Rayner Street, Franklin Street and Arunah Avenue (then Summit Street), the 1800 and 1900 blocks of Harlem Avenue and Lanvale Street (along the south side of the street), Lauretta Avenue and Edmondson Avenue. Running parallel to Fulton Avenue, Monroe Street had been built up from the 500 block to 700 block, along with the 600 and 700 blocks of Appleton and Payson Streets. Small alley dwellings had been built up on the east side of Kirby Lane between Franklin and Monroe Streets.

### *John Hubner and Eben B. Hunting purchase Keerl estate - 1897*

Thomas Keerl died in 1888 and left considerable real estate in West Baltimore to his family. In the area of Midtown Edmondson, the property included the land bounded by West Lafayette Avenue, North Fulton Avenue and the railway line. John Hubner and Eben B. Hunting purchased the property for \$130,000 in cash from the trustees of the Keerl estate in January 1897.<sup>39</sup>

<sup>34</sup> "Classified Ad 16 -- No Title," *The Sun (1837-1988)*, May 23, 1894, <http://search.proquest.com/hnpbaltimoresun/docview/535533931/citation/731A48C657734268PQ/1?accountid=10750>.

<sup>35</sup> "Classified Ad 24 -- No Title," *The Sun (1837-1986)*, November 1, 1894, <http://search.proquest.com/hnpbaltimoresun/docview/535579754/citation/13ABC88B6A96EB54C7B/3?accountid=10750>.

<sup>36</sup> "Other 4 -- No Title," *The Sun (1837-1988)*, December 20, 1894, 4, <http://search.proquest.com/hnpbaltimoresun/docview/535562674/citation/731A48C657734268PQ/2?accountid=10750>.

<sup>37</sup> "Real Estate Transaction 1 -- No Title," *The Sun (1837-1988)*, February 18, 1893, <http://search.proquest.com/hnpbaltimoresun/docview/535426420/citation/7BA9A3C99B0B4194PQ/1?accountid=10750>.

<sup>38</sup> "Real Estate Transaction 1 -- No Title," *The Sun (1837-1988)*, November 1, 1895, <http://search.proquest.com/hnpbaltimoresun/docview/535680077/citation/9036493860274770PQ/1?accountid=10750>.

<sup>39</sup> "Mortgage for \$500,000," *The Sun (1837-1986)*, April 23, 1897, <http://search.proquest.com/hnpbaltimoresun/docview/535815052/citation/13ACD3EBCD275E3554F/2?accountid=10750>.

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**John Hubner** was a former State Senator from Baltimore County and **Eben B. Hunting** was a native of Harrisburg, Pennsylvania who was active in the lumber trade. Hunting and Hubner extended the same pattern of rowhouse development proceeding on Edmondson Avenue over much of their new property. Where the tract abutted the Pennsylvania Railroad tracks, however, the partners invested in building a series of industrial buildings that included warehouses and stables. This latter industrial development is described in more detail in a later section of this context.

*Residential development continues on Shipley, Barnes and White property, Keerl tract - 1896*  
After the mid 1890s, the scale of the construction in the neighborhood continued to grow with individual builders and architects taking on large parcels and erecting more houses than in the decade before. In April 1899, John F. Arminger received a permit for the construction of 24 two-story brick buildings on the east and west side of Woodley Street (McKean) between Riggs Avenue and Winchester Street.<sup>40</sup> In June 1899, Frederick Stamp received a permit to build twenty-two 2-story dwellings on the east and west side of Appleton Street between Lafayette Avenue and Mosher Street.<sup>41</sup> Charles H. Gerwig began selling ground rents on Riggs Avenue near Monroe Street in June 1899.

By 1901, development had moved further west reaching the 1900 block of Mosher Street, Riggs Avenue and Franklin Street, along with the 2000 block of Harlem Avenue, Lanvale Street, Rayner Avenue, and Lafayette Avenue. McKean Avenue (then Woodley Street) opened just west of Kirby's Lane and filled with rowhouses from the 800 block through the 1100 block. In June 1901, J.H. Powers was adding bay windows onto 27 houses on Appleton Street between Mosher Street and Riggs Avenue.<sup>42</sup> In August 1905, Charles Stoner received a permit to begin construction on 13 two-story dwellings, each 14' wide by 51' deep located on Mosher Street near Appleton Street at a cost of \$18,000.<sup>43</sup> He continued working in the area from 1906 through 1909, building 11 houses along Edmondson Avenue between Payson and Brice Streets, six two-

<sup>40</sup> "Real Estate Transaction 1 -- No Title," *The Sun (1837-1988)*, April 15, 1899,

<http://search.proquest.com/hnpbaltimoresun/docview/536074087/citation/EFF4FB8CFB174BC1PQ/14?accountid=10750>.

<sup>41</sup> "Stock Quote 13 -- No Title," *The Sun (1837-1988)*, June 2, 1899, 13,

<http://search.proquest.com/hnpbaltimoresun/docview/536070044/citation/731A48C657734268PQ/3?accountid=10750>.

<sup>42</sup> "Other 12 -- No Title," *The Sun (1837-1988)*, June 22, 1901,

<http://search.proquest.com/hnpbaltimoresun/docview/536416177/citation/731A48C657734268PQ/8?accountid=10750>.

<sup>43</sup> "Other 33 -- No Title," *The Sun (1837-1985)*, August 15, 1905,

<http://proquest.umi.com/pqdweb?did=1646408002&Fmt=7&clientId=2039&RQT=309&VName=HNP>; "GRIFFIN STABLE BOUGHT," *The Sun (1837-1985)*, September 23, 1905,

<http://proquest.umi.com/pqdweb?did=1876478392&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

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story row houses on the east side Brice Street north of Edmondson Avenue, and six dwellings on the west side of Payson Street between Harlem and Edmondson Avenues.<sup>44</sup>

Following Charles Shipley's death, the Mercantile Trust and Deposit Company, in July 1906, sold Shipley's property as four large lots, including one at the southwest corner of Payson Street and Edmondson Avenue, to the C.E. Spalding Company for a total of \$58,000.<sup>45</sup> This opened some of the last remaining parcels of unimproved land in the area for the development of still more rowhouses. The city's rapid residential development led *The Baltimore Sun* in November 1908 to label the city "The City of Homes," writing:

That Baltimore in her rapid growth is not only the queen city of the South, but is outstripping by far other large cities in its claim to the title of "The City of Homes," is attested by the almost unprecedented demand for modern dwellings and the quickness of builders to realize this demand.<sup>46</sup>

In April 1907, Thomas Locke built twenty dwellings on both sides of Edmondson Avenue between Payson and Pulaski Streets.<sup>47</sup> Also in 1907, Joshua E. Franklin built 11 two-story brick houses on Payson and Franklin Streets for \$28,000.<sup>48</sup> In April 1908, Charles H. Gerwig recorded plans to erect ten 2-story dwellings designed by his brother Jacob F. Gerwig on Monroe Street for \$18,000.<sup>49</sup>

In 1909, property owner James W. Harvey awarded a contract to Solomon Narunsky for the construction of 12 two-story dwellings on north the side of Harlem Avenue beginning at Pulaski Street.<sup>50</sup> That same year, Joshua E. Franklin purchased a large lot, 113' deep with a frontage of 194', at the northeast corner of Franklin and Pulaski Streets with plans to construct two-story rowhouses on the property.<sup>51</sup> That same year, Franklin purchased a site on Brice Street that was 396' by 65' and planned to erect a number of brick rowhouses.<sup>52</sup> By December 1909, Franklin

<sup>44</sup> "THIRTY MORE NEW HOMES," *The Sun* (1837-1985), August 25, 1906,

<http://proquest.umi.com/pqdweb?did=1646883872&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

<sup>45</sup> "SHIPLEY TRACT SOLD," *The Sun* (1837-1986), 1906.

<sup>46</sup> "MANY HOMES GOING UP," *The Sun* (1837-1986), 1908.

<sup>47</sup> "FOR 92 NEW HOUSES," *The Sun* (1837-1985), April 18, 1907,

<http://proquest.umi.com/pqdweb?did=1657041132&Fmt=7&clientId=41143&RQT=309&VName=HNP>.

<sup>48</sup> *Daily Bulletin of the Manufacturers Record* (Manufacturers record, 1907), 1050.

<sup>49</sup> *Industrial Development and Manufacturers' Record* (Conway Publications., 1908).

<sup>50</sup> "ALTA VISTA TO BE SOLD," *The Sun* (1837-1985), April 24, 1909,

<http://proquest.umi.com/pqdweb?did=1653708662&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

<sup>51</sup> "67 HOUSES COMPLETED," *The Sun* (1837-1985), October 12, 1909,

<http://proquest.umi.com/pqdweb?did=1653935022&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

<sup>52</sup> *Industrial Development and Manufacturers' Record* (Conway Publications., 1909), 60.

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had also applied to build thirteen 2-story brick dwellings (14' x 50') at \$26,000 on the west side of Pulaski Street between Edmondson Avenue and Franklin Street.

By 1914, Brice Street and Pulaski Street had filled with rowhouses on the 500 and 600 blocks. The area bounded by Fulton Avenue, Pulaski Street, Franklin Avenue, and the railroad tracks was thickly developed with two-story rowhouses, and even minor streets like Brice Street were completely built out. In little more than 25 years, the once rural landscape had been fully transformed into a dense mixed-use rowhouse neighborhood.

### **Rowhouse Design, Designers, and Architects**

With few exceptions, the builders and architects active in the area of Midtown Edmondson were small scale and little-known builders who were typical of the individuals shaping the city's growth in the late 1800s and early 1900s. Rowhouses offered an affordable housing option for many middle-class and working-class households and the designs had only limited variation on common designs. The neighborhood grew a block at a time in the years before large-scale developers like James Keelty and Edward Gallagher started to build hundreds of rowhouses each year.

Although the boundaries of Midtown Edmondson are now clearly defined by the demolition for the East West Extension (now known as the "Highway to Nowhere") and the formal neighborhood boundaries drawn in the 1970s, the same builders and architects who shaped the neighborhood often worked on projects scattered across west, northwest and southwest Baltimore building similar homes south of Mulberry Street, on North Avenue and along Poplar Grove Street. Details on birth and death dates have been provided where possible but the obscurity of some of the subjects has left the details incomplete.

### *Active builders and developers before 1896*

Builders and developers working in the area during the first decade of growth primarily built modest Renaissance Revival rowhouses, including two- and three-story rowhouses with a rear "areaway" design. White marble steps were ubiquitous and some (such as those on the north side of the 1800 block of Edmondson Avenue) also featured carved terracotta panels and decorative keys above the doors and first floor windows. Rowhouses of the "blind room type" only appeared on secondary streets such as 1920-1948 Laretta Street (then White) and the alley houses formerly located on Kirby Lane between Franklin Street and Harlem Avenue. These rowhouses had marble steps but lacked the decorative details and materials of the larger rowhouses on more prominent blocks.

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The partial "areaway" design continued to dominate through the 1890s with smaller "blind room" rowhouses filling in on smaller parcels, such as the east side of the 1000 block of Woodley Street (which backed onto Kirby's Lane) and the 900 block of Payson Street.

Builders and developers from this early period included:

- **William A. Batton** was active from the late 1880s up through the early 1900s. In the 1890s, he appears in several directories as a carpenter listing different addresses for each year. Although one report from 1894 indicated that he declared insolvency soon after completing a block of rowhouses on Appleton Street, he remained nearby and is listed at an address of 1434 N. Fulton Avenue in a 1903 directory.
- **Robert M. Chambers** (c.1834 - May 28, 1898) appears as a carpenter in the 1870 census and lived in southwest Baltimore on West Baltimore Street in 1885 and later at 1316 Hollins Street. In an 1898 obituary, he is remembered as a member of the Mt. Vernon Lodge, Ancient Free and Accepted Masons, and as a "pioneer member" of the James R. Herbert Camp, United Confederate Veterans. Chambers is interred at Loudon Park Cemetery.<sup>53</sup>
- **Lemuel German** (January 15, 1846- September 7, 1925) was active between the late 1870s and the early 1920s.<sup>54</sup> In 1900, he lived at 1802 Guilford Avenue and listed his occupation as a builder.
- **Thomas F. Locke** was active as a contractor and builder between the 1880s and the early 1900s. The modest two-story houses he built on Laretta Street and Rayner Street are typical of his work. Other examples include a set of 9 two-story houses on Vincent Alley north of Lorman Street in 1888, work repaving near Patterson Park in 1889, and more two-story rowhouses on the east side of Monroe Street between North Avenue and Westwood Avenue in 1905.<sup>55</sup> In 1909, Locke lived at 1827 W. North Avenue and was actively involved in the Baltimore City Democratic Party.<sup>56</sup>

<sup>53</sup> Maryland Division Sons of Confederate Veterans, "Pvt. Robert M. Chambers, Jr. - Adopt-a-Confederate Program, Confederate Hill, Loudon Park Cemetery," accessed January 14, 2015, [http://www.mdscv.org/1388/adopt-a-confederate/Adopt\\_a\\_Confederate\\_Archives\\_C.htm](http://www.mdscv.org/1388/adopt-a-confederate/Adopt_a_Confederate_Archives_C.htm).

<sup>54</sup> "Lemuel German (1846 - 1925) - Find A Grave Memorial," accessed January 14, 2015, <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=81883044>.

<sup>55</sup> "Miss Frank's Mission Work in Rogota: Local Briefs," *The Sun (1837-1988)*, March 24, 1888, <http://search.proquest.com/hnpbaltimoresun/docview/535061791/abstract/8B68C18C2D904704PQ/1?accountid=10750>; "Preparing for a Great Charity Fair," *The Sun (1837-1988)*, September 4, 1889,

<http://search.proquest.com/hnpbaltimoresun/docview/535184454/abstract/8B68C18C2D904704PQ/2?accountid=10750>.

<sup>56</sup> "PARTY ADVISERS NAMED: Committee Of 120 To Manage The Coming Campaign WILL PASS UPON CANDIDATES Mr. Mahon Says The Men Selected By The Committee Will Be Supported By The Organization," *The Sun (1837-1988)*, June 30, 1909, <http://search.proquest.com/hnpbaltimoresun/docview/537739848/abstract/8B68C18C2D904704PQ/5?accountid=10750>.

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- **F.D. Sauerwein** (c. 1836 - July 15, 1907) was a builder active from 1885 up through his death on July 15, 1907. Between 1893 and 1895, he built and sold a block of large rowhouses on Edmondson Avenue. At that time, he lived at 606 North Fulton Avenue and served as the Chaplain of the Marley Lodge of Odd Fellows. Other projects included a large stone dwelling that he built in the fall of 1901 for Mr. Nils Hammerstrom near the Western Run in the Eighth District of Baltimore County for \$3,600.<sup>57</sup> Daniel Sauerwein, likely the same individual, appears in the census records for 1870 as a brickmason and in 1900 as a builder.
- **Charles E. Spalding** (d. December 13, 1911) was a real estate and mortgage dealer operating under the name C.E. Spalding & Co. from the early 1880s to late 1910s.

### *Active builders and developers after 1896*

Later builders (and, for the first time, architects) working in Midtown Edmondson added "swell front" designs, corner turrets, and shallow curving bows, as well as alternating round and square bay designs inspired by examples from the late Picturesque period. Cornices also evolved from early metal construction that simply mimicked earlier wooden cornices to detailed ornamentation that included lightweight finials set above end brackets intended to punctuate long rooflines with a rhythm of white balls above a white metal cornice. The sources for the biographical profiles of these builders are based on a wide range of secondary sources. Where not otherwise cited, information on household relations or the location of a residence is sourced from census records or Baltimore City Directories.

Builders and developers from this later period included:

- **Samuel A. Bersterman** was an architect who lived at 1101 Aisquith Street (earlier at 1533 Holbrook Street) and worked with and even designed a house (1700 North Bond Street) for Walter L. Westphal. Besterman had a varied career working as a carpenter in the 1890s and, in 1900, as a pipeman for the No. 21 Engine Company located at Roland Avenue in Oliver Place. Besterman also worked with Westphal on rowhouses on Chapel Street between Lanvale Street and Lafayette Avenue.<sup>58</sup>
- **Joshua Ellsworth Franklin** (b. 1877 - 11 Jan 1944) was a builder who lived on Culver Avenue near Grindin Lane.<sup>59</sup>
- **Charles H. Gerwig** (Mar 9, 1866 -May 20, 1929) was born in Howard County and worked as a contractor and builder, often in partnership with his brother Jacob Gerwig.

<sup>57</sup> "Suburban Miscellany," *The Sun* (1837-1988), September 9, 1901,

<http://search.proquest.com/hnpbaltimoresun/docview/536327514/abstract/EB53751F7216481APQ/1?accountid=10750>.

<sup>58</sup> Baltimore (Md ) Fire Dept, *Annual Report of the Board of Fire Commissioners*, 1903, 73.

<sup>59</sup> "Eva M Richardson Franklin (1877 - 1957) - Find A Grave Memorial," accessed January 14, 2015, <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=71488311>.

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He lived at 6201 Biltmore Avenue at the time of his death and remains buried at Woodlawn Cemetery.<sup>60</sup>

- **Jacob F. Gerwig** (b. 1857) was a prolific local architect born in December 1857. By 1900, Gerwig resided at 2906 Walbrook Avenue and was employed as builder. By 1910, he had moved to 1028 North Fulton Avenue and was identified as an architect. In 1908, Gerwig designed a group of ten two-story brick dwellings that Charles Stoner built along the south side of Mulberry Street between Monroe and Payson Streets.<sup>61</sup> He was known as a favorite architect for the Peabody Heights Company and designed 40 bay-window porch front rows in that neighborhood between 1905 and 1919.
- **Solomon Narunsky** was an active builder and investor between 1900 and the 1920s in the Patterson Park area and in West Baltimore.
- **Walter L. Westphal** (b. 1879) was a developer and lender who lived at 1700 North Bond Street and owned Walter L. Westphal Loans on Eastern Avenue. Among his best known development projects is the 2600 block of Wilkens Avenue where 54 contiguous rowhouses make the block one of the longest unbroken blocks of rowhouses in Baltimore.<sup>62</sup>
- **Charles H. Stoner** (b. 1864) was a well-known builder who often worked with architect Jacob F. Gerwig. Born in Carroll County in 1864, by 1880 Stoner lived in Baltimore and in 1910 resided nearby at 1927 West Lombard Street where he worked with his son Clarence A. Stoner as carpenters. By 1920, Stoner had moved west to 2548 Frederick Road where his family shared their residence with another household.

Additional active builders in this period include J.H. Powers and Frederick Stamp.

## Public buildings, infrastructure and community organizations - 1890s-1920s

Throughout this period of rapid growth, development often outpaced both infrastructure and the construction of religious, civic and public buildings. The construction of a public school in 1892 and the area's first church in 1894 recognized the growing number of residents in the area. New neighborhood associations fought for investment in roads and for new legislation that included an ordinance, passed in February 1902, that aimed to protect the new community from nearby

<sup>60</sup> "FATALLY STRICKEN WHILE BOWLING: Charles H. Gerwig, Contractor Dies Suddenly Corner Investigating," *The Sun* (1837-1988), May 21, 1929,

<http://search.proquest.com/hnpbaltimoresun/docview/543532835/citation/A322D081306E4FE5PQ/1?accountid=10750>.

<sup>61</sup> "WILL BUILD 10 HOUSES," *The Sun* (1837-1985), January 29, 1908,

<http://proquest.umi.com/pqdweb?did=1657423592&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

<sup>62</sup> *Atlantic Reporter: Cases Argued and Determined in the Courts of Connecticut, Delaware, Maryland, New Hampshire, New Jersey, Pennsylvania, Rhode Island, Vermont* (West Publishing Company, 1918), 848; *American Architect and Architecture* (J. R. Osgood & Company, 1907), 139.

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stockyards by prohibiting "the driving of cattle, sheep and hogs through streets within the territory bounded by Payson street, Lombard street, Arlington avenue and Riggs avenue."<sup>63</sup> Maintaining racially segregated white neighborhoods also became a major concern for many residents, community groups, and developers in the 1900s and 1910s as neighborhoods closer to downtown Baltimore transitioned from largely white to largely black during this time.

### *Early neighborhood associations*

As early as November 1907, residents on Payson Street organized a formal protest in an open letter to the city published in the *Baltimore Sun*, writing:

As realty holders of the 700 block of North Payson street we have been paying full rate city taxes for 12 years or more, yet we have never shared the benefit of a paved street, not even with cobblestones. The conditions existing at all times of the year on account of the bed of the street are unbearable and a menace to health.<sup>64</sup>

In August 1916, the unpaved condition of Pulaski Street led a group of local residents to form the Pulaski Street Improvement Association and organize a protest to their representatives.<sup>65</sup> Another new neighborhood association grew up in the early 1920s: the Tolson Spring Improvement Association. This Association was established to control the character of the ongoing change in the area by discouraging industrial development and encouraging racial segregation. The group took its name from Tolson Spring, located near the railroad tracks, and from Baltimore City Councilman Albert C. Tolson who had advocated for the construction of a spring shelter located near Edmondson and Pulaski.<sup>66</sup> Although the spring closed due to water pollution in 1927, one retrospective account offers a description of it and Tolson's role in its construction:

Years ago, before it had been named, it ran close by the Pennsylvania railroad tracks, and engineers would stop their trains and get their drinking water in pails carried on the engines... In the days before Northwest Baltimore had grown far beyond the capacity of the spring persons living nearby obtained most of their drinking water from it. Finally its fame became city wide and at times it was not uncommon to see hundreds of persons carrying pails and jars, waiting in line to dip into the cool water...Finally Mr. Tolson

<sup>63</sup> "STILL RUSHING SALE: First Branch Passes W. M. R. R. Advertising Ordinance WOULD PERMIT OF NO DELAY Second Branch To Take Up Measure Tonight--All Pleas For Careful Procedure Brushed Aside," *The Sun (1837-1988)*, February 27, 1902, <http://search.proquest.com/hnpbaltimoresun/docview/536522876/abstract/EFF4FB8CFB174BC1PQ/21?accountid=10750>.

<sup>64</sup> "North Payson Street's Grievance," *The Sun (1837-1987)*, November 26, 1907, <http://search.proquest.com/hnpbaltimoresun/docview/537464094/citation/13ACEAA50DF4EB46B02/5?accountid=10750>.

<sup>65</sup> "SHIPLEY TRACT SOLD," *The Sun (1837-1985)*, July 3, 1906,

<http://proquest.umi.com/pqdweb?did=1646958812&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

<sup>66</sup> A proposal to purchase a block of land around the spring failed reportedly due to the \$30,000 price of the property set by owner Alan E. Barton.

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persuaded the City Council to pipe the water a short distance to a place where a proper setting for the spring could be erected. Walls were built below the street level and steps leading down to the relocated spring were constructed. A railing was erected around the top of the excavation.<sup>67</sup>

### *School No. 28 built – 1892*

School No. 28 was completed on Harlem Avenue in December 1892. The *Baltimore Sun* described the building, writing:

It is two stories high, of imposing appearance, and is strongly built of brick, with granite trimmings. The building is well lighted, and provided with a number of stairways and exits. There are sixteen class-rooms, with separate cloakrooms, lavatories and all suitable conveniences. The building will accommodate 650 pupils, and is intended to take the place of the present No. 18 school, on Mulberry street, near Fremont.<sup>68</sup>

As the Inspector of Buildings for Baltimore, J. Theodore Oster had responsibility for the design and construction of this building as he did with most municipal and school buildings throughout the city in the early 1890s. The school was renamed for engineer and inventor Robert Fulton in June 1913. In 1946, the school was renumbered as School No. 138 when it was converted for use from white students to black students. The growing African American population in the area in the early 1950s led the school to expand into six portable classrooms in 1952.<sup>69</sup>

In 1972, the school was highlighted in a study released by City Councilman Alexander Stark to document what he described as "obsolete conditions at many of the city's public schools." In 1976, the 1892 building was razed to clear the property for the construction of the present school building on the site in 1976. The new school operated as Harriet Tubman Elementary School until it closed in 2010. The building reopened as the Roots & Branches School, a public charter elementary school, in 2013.

<sup>67</sup> "ONCE FAMOUS TOLSON SPRING TO BE CLOSED: Source Of Former 'Health' Water Is Found Now To Be Polluted NEARBY RESIDENTS MAY MAKE PROTEST Natural Fountain Served City When Regular Supply Was Depleted," *The Sun* (1837-1986), October 24, 1927,  
<http://search.proquest.com/hnpbaltimoresun/docview/543648626/abstract/13AB84313AB117D522F3?accountid=10750>.

<sup>68</sup> "NEW PUBLIC SCHOOLS: Completion of No. 18, at Harlem Avenue and Monroe Street OTHER BUILDINGS NEARLY FINISHED A Talk with Inspector Oster on the Extent and Quality of the Work of His Department During the Year The Ventilation and Sanitation," *The Sun* (1837-1988), December 24, 1892,  
<http://search.proquest.com/hnpbaltimoresun/docview/535474968/abstract/267A1D3D49F34CF3PQ/1391?accountid=10750>.

<sup>69</sup> "NEW SCHOOLS WILL BE OPEN: 29 Will Be Open For Inspection This Afternoon," *The Sun* (1837-1988), October 26, 1952,  
<http://search.proquest.com/hnpbaltimoresun/docview/541637634/abstract/8CFBEE3BB4BD4CFBPQ/10?accountid=10750>.

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### *Franklin Memorial United Brethren Church first built - 1894*

On July 15, 1894, the Franklin Street United Brethren Church dedicated a new chapel at the corner of Monroe and Franklin Streets. The new congregation had been supported by Scott Street United Brethren Church and had been meeting since the fall in a room at the corner of Smallwood and Lexington Streets. The *Baltimore Sun* reported on the view of the church then at the edge of the city:

Sloping westward from the high ground along Fulton Avenue, Franklin street extends down across the valley of Gwynn's run and to the beautiful hills of Baltimore county, rich in forest and sunshine. High up on this slope stands the new church. Chapel is the correct name for the structure because the congregation has reserved the front and larger part of the lot for a large church, to be built when its numbers have increased.<sup>70</sup>

In January 1914, the Franklin Street Memorial United Brethren Church replaced the chapel with the structure that still sits at the northwest corner of Monroe and Franklin Streets. The building was designed and largely built by Rev. Edward W. Leach at a cost of \$27,000. Leach served for 3 years as a carpenter's apprentice under local builders James Morgan and T. Milton Jones and "took courses in drawing and architecture at the Polytechnic Institute." For this project, Leach received assistance from M.R. Rhoads, an architect in Chambersburg, Pennsylvania. A parsonage was built immediately adjoining the church on Monroe Street and a sexton's house was built next to the church on Franklin Street.<sup>71</sup>

Around 1922, the church completed payments on the cost of the building and supported the growth of the United Brethren Church with a new congregation at Liberty Heights Avenue and Montgomery Avenue in a building purchased from the Liberty Heights Baptist Church.<sup>72</sup> The congregation continued at the same location up through the early 1940s.

The New Union Baptist Church moved from Schroeder and Pierce Streets to Monroe and Franklin Streets in 1967 under the leadership of Reverend Sylvester A. Harrington. Harrington served as pastor of the New Union Baptist Church from the early 1940s up through his death in

<sup>70</sup> "A United Brethren Church Dedicated." *The Sun (1837-1985)*, July 16, 1894.

<http://proquest.umi.com/pqdweb?did=1733573502&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

<sup>71</sup> "PASTOR BUILDS CHURCH," *The Sun (1837-1985)*, January 17, 1914,

<http://proquest.umi.com/pqdweb?did=1869302082&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

<sup>72</sup> "TO WORSHIP IN NEW CHURCH TOMORROW: United Brethren Congregation Bought Edifice Year Ago BAPTISTS ALSO TO MOVE Organ Will Be Installed In Christmas Tower Of Emmanuel Protestant Episcopal," *The Sun (1837-1988)*, May 2, 1925, <http://search.proquest.com/hnpbaltimoresun/docview/544005372/abstract/798775B384FF43E0PQ/1?accountid=10750>.

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October 1967 just weeks before the congregation held its first service in the new building.<sup>73</sup> The New Union Baptist Church continues to occupy the building up through the present.

### *Fire Engine House No. 36 built - 1910*

Designed by architects Ellicott & Emmart, the two-story Fire Engine House No. 36 was built in 1910 by the Fidelity Construction Co. on a lot measuring 50 feet by 187 feet at a cost of \$25,000. Ellicott & Emmart worked on a number of public buildings around this same period including Primary School No. 37 (located at E. Biddle St. and N. Patterson Park Ave.) and the Forest Park Branch of the Enoch Pratt Free Library (1912). The Fire Engine House No. 36 was pictured in *The Brick Builder* (1911) as Plate 159. The new fire engine house reflected the city's broader investment in modern fire-fighting facilities and technology in the aftermath of the Great Baltimore Fire of 1904.

### *Racial covenants in West Baltimore - 1920s*

In January 1924, representatives from the Tolson Spring Association joined with the Fulton Avenue Protective Association, Madison Avenue Improvement Association, Lafayette Square Protective Association, the Harlem Park Association, and Garrett Park Association in a meeting at the Fulton Avenue Presbyterian Church. With 200 people in attendance, their purpose was to resist the movement of African American households into these western neighborhoods. Dr. C.P. Woodward, the City Councilman for the 5th district, remarked:

The principal function of any organization is to acquire everything of benefit to the community and to keep away everything undesirable. It is a pity that law-abiding citizens who do not receive sufficient protection from the law to keep out undesirables must form protective associations to do so.<sup>74</sup>

The January 1924 meeting was also covered by the *Baltimore Afro-American*, which summarized the sentiment of the speakers as, "Negroes should be put in a bag and pitched overboard."<sup>75</sup> The result was a campaign to get 1600 property owners in an area bounded by North Avenue, Pennsylvania Avenue and Bentalou Street to sign commitments not to sell to African Americans. This coalition was formally constituted a week later adding the Woodbrook

<sup>73</sup> "FUNERAL SET FOR PASTOR: Rev. S. A. Harrington Served Baptists Here 25 Years," *The Sun* (1837-1988), October 30, 1967, <http://search.proquest.com/hnpbaltimoresun/docview/541523743/abstract/30920DD840D646E2PQ/13?accountid=10750>.

<sup>74</sup> "PLAN TO CHECK NEGRO INVASION IS INAUGURATED: STEPS TAKEN TO CONSOLIDATE MANY GROUPS IN PROTECTIVE MOVE EFFECT OF INFLUX ON STREETS IS TOLD SIX ASSOCIATIONS REPRESENTED AT GATHERING IN CHURCH," *The Sun* (1837-1985), 1924.

<sup>75</sup> "Segregationists Hold Stormy Session: 'MEEK' NEGROES FOR MAYOR'S COMMITTEE Studebaker Tells White Improvement Associations Fighting Kind Are Not Wanted. SECRETARY PITT SPEAKS Says Best Thing Is To Put Negroes in Bag and Throw Them Overboard.," *Afro-American* (1893-1988), January 25, 1924, <http://search.proquest.com/hnpbaltimoreafricanamerican/docview/530473433/abstract/4B197CCC016146D1PQ/1?accountid=10750>.

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Association, Druid Park Association, Northwest Baltimore Association, and the Citizens' Association (Govans) to its membership under the leadership of Robert L. Reamy, President of the Lafayette Square Association.

These efforts to promote segregation were challenged by other civic associations and reform-minded individuals. One such group was the Inter-Racial Conference, which included leaders from St. Michael and All Angels' Protestant Episcopal Church, the Prisoners' Aid Association of Maryland, Professor Mason Hawkins who was a teacher at the Colored High School, and others. Professor Broadus Mitchell from Johns Hopkins University reflected:

Many negroes are seeking better quarters in which to live. Many white persons are doing the same thing. As to where these boundaries will stop it is difficult to say. One thing is certain, however, and that is we hinder our best progress by stirring up strife between the races.

### **Industrial and Commercial Growth – 1900s – 1940s**

Industrial and commercial development within the Midtown Edmondson area is concentrated along the railroad tracks and along the historic routes for the electric streetcars. In addition, the two major east-west through streets, Lafayette Avenue and Edmondson Avenue, offered more opportunities for continued commercial investment than the streets that terminate at the railroad tracks.

In 1896, industrial and commercial development in the area included the Baltimore Car Wheel Company (later the American Brake Shoe & Foundry Company) just north of Winchester Street, the R.F. Lawrence Coal Company at Lafayette Avenue and Pulaski Street, the G.G. Von Heine Coal Yard at Lanvale and Pulaski Streets, and the H. McCormick Lime Kilns just south of Franklin Street at the railroad tracks.

#### *Industrial development on the Keerl tract - 1902*

Beginning around 1902, John Hubner and E.B. Hunting developed a number of industrial properties along the railroad tracks. In September 1902, Hunting advertised some of these new factories: "Manufacturing Sites-- 60x250'; Monroe street, near Fulton Station; light on all four sides."<sup>76</sup>

In 1905, Hubner and Hunting announced plans to develop a large warehouse for the National Biscuit Company. The building, built by J.H. Walsh & Bro., was located at the head of Appleton Street near the Pennsylvania Railroad tracks. J.H. Walsh & Bro., located at 321 Clay Street, also

<sup>76</sup> "Classified Ad 1 -- No Title," *The Sun* (1837-1988), September 22, 1902, <http://search.proquest.com/hnpbaltimoresun/docview/536561635/citation/D277A57D8A894417PQ/8?accountid=10750>.

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worked on a parsonage for the St. Johns' M.E. Church at Madison Avenue and Laurens Street (1909).

In addition to the National Biscuit Company, Hunting had already received 19 inquiries about warehouse space from businesses including a cigar manufacturer, a linoleum importer, and a shirt and overall manufacturer.<sup>77</sup> In November 1905, they received a permit to erect a 1-story warehouse at the head of Appleton Street and a 1-story stable on Payson Street near Riggs Avenue for \$12,000.<sup>78</sup> The new National Biscuit Company warehouse expanded in December 1907, through the purchase of an additional strip of land from Hunting and Hubner on the east side of Payson Street north of Riggs Avenue for an addition to the plant.<sup>79</sup>

By 1906, the Lafayette Mill & Lumber Company had establishing a yard on the west side of Brice Street between Lafayette Avenue and the railroad tracks at Riggs Avenue. Additionally, the National Biscuit Company had erected another building at Appleton Street just south of Winchester Street. By 1953, the company factory had been taken over as warehouses for insulation, concrete products and a shop for die manufacturing.

### *American Ice Company (1911) – 2100 W. Franklin Street*

The American Ice Company first purchased property on Franklin Street in July 1910 the American Ice Company including three large parcels on the covering the north and south side of Franklin Street near Pulaski.<sup>80</sup> By September 1911, the American Ice Company secured a building permit and started construction on a “large plant on Franklin street, near Pulaski street, to cost about \$70,000.” The plant included two brick and stone structures, the two-story ice manufacturing plant surviving and a 1-story storage warehouse.<sup>81</sup> Stables constructed on the south side of Franklin Street housed the horses that pulled the company's fleet of delivery wagons.

The architect for the plant is identified Mortimer & Co. The reference is limited but the firm may have been led by civil and electrical engineer James Daniel Mortimer with offices at 149 Broadway, New

<sup>77</sup> “BUYS 135-ACRE TRACT: Cheswolde Land Company Secures Williamson Property BUILDING LOTS ARE PLANNED Warehouse To Be Built For National Biscuit Company--Demand For Business Places Continues,” *The Sun (1837-1988)*, November 14, 1905, <http://search.proquest.com/hnpbaltimoresun/docview/537051855/citation/699342EC409048CCPQ/4?accountid=10750>.

<sup>78</sup> “Real Estate Transaction 1 -- No Title,” *The Sun (1837-1988)*, November 16, 1905,

<http://search.proquest.com/hnpbaltimoresun/docview/537108995/citation/731A48C657734268PQ/12?accountid=10750>.

<sup>79</sup> “BUYS LOT ON PAYSON ST.: Mr. Becker May Build And Lease To National Biscuit Co 16 DWELLINGS FOR MR. KADER All Are Situated On Sherwood Avenue, Near North Avenue--Many Residences Change Hands,” *The Sun (1837-1987)*, December 28, 1907, <http://search.proquest.com/hnpbaltimoresun/docview/89271238/abstract/13ACD3C1D70437691D3/15?accountid=10750>.

<sup>80</sup> “BIG GROUND RENT DEAL,” *The Sun (1837-1985)*, July 26, 1910,

<http://proquest.umi.com/pqdweb?did=1638277392&Fmt=7&clientId=57002&RQT=309&VName=HNP>.

<sup>81</sup> “BIG ICE PLANT STARTED,” *The Sun (1837-1986)*, September 6, 1911.

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York, NY. Given the scale of the ice industry during the late 19<sup>th</sup> and early 20<sup>th</sup> century, many architects and engineers specialized in this building type – their work often documented in trade publications such as *Cold Storage and Ice Trade Journal Company* published by the Ice Trade Journal Co., *Industrial Refrigeration* published by the National Association of Practical Refrigerating Engineers. The trade publication *Ice and Refrigeration* provided further details on the production capacity of the plant noting, “The ice factory is to be 125 tons daily capacity, "Frick" machines, and the ice storage house in connection is to be of 14,000 tons capacity.”<sup>82</sup> Two wells at the site, drilled down to 200 and 242 feet provided as much as 60 gallons of water per minute for the facility.<sup>83</sup> The American Ice Company building was listed on the National Register of Historic Places in 2013.

### *Streetcar-era commercial development*

Scores of rowhouses converted to commercial use early in the 1900s. Examples visible from the 1914 Sanborn maps include a wallpaper store, a paint store, a bakery, a hardware store, a drugstore, and a Chinese laundry. The Arrow Laundry at North Pulaski between Lafayette Avenue and Lanvale Street operated between 1914 and the early 1950s. As another example, the Pressman Brothers Grocery Store operated at 2237 Edmondson Avenue.

One resident in this period, Jerry Leiber, later recalled his own experience growing up above his family's confectionary store at Riggs and McKean Avenues:

We were raised working in the store on the first floor and living in back of the store and on the second floor. We all worked in the store. When I was old enough to list, I started bagging potatoes and sorting out soda bottles by brands to turn them into the companies for cash. The neighborhood was full of Jewish-owned grocery stores. Spivak's was at Monroe and Lanvale Streets, Giller's at Mosher Street and Kirby Lane.

Family life revolved around the family store. When we ate in our dining room in back of our store, my mother sat so she could see what was going on in the store. No matter what she was doing--cooking, eating or whatever--if she saw a customer, she would leave the kitchen or dining room and go into the store to wait on the customer...

Vacations among those live-over-the store families were out of the question--the only vacation I ever had was a two-day trip to Atlantic City with my father, and only because my mother stayed home to tend the store. Saturdays, after all, were the biggest days. Saturdays were so busy and important to the family that my brothers and I were Bar

<sup>82</sup> Southern Ice Exchange, *Ice and Refrigeration* (H.S. Rich & Co., 1911), 139.

<sup>83</sup> Maryland Geological Survey, *Maryland Geological Survey* (Johns Hopkins Press, 1918), 352–353.

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Mitzvah on a Thursday--because my parents could not afford to give up a Saturday's business.<sup>84</sup>

By 1951, the rowhouses facing Edmondson Avenue between North Payson and Bentalou Streets had been entirely converted from residential to at least partially commercial use. Other commercial and industrial development required new construction. Several of these purpose-built commercial and industrial buildings within Midtown Edmondson are described below.

### *ECO Building (c.1910) - 2116 Edmondson Avenue*

Prior to 1940, 2116 Edmondson Avenue was occupied as the Bridge 5c. & 10c. Store owned by Benjamin Hankoff. The property and stock were auctioned off in April 1940 and the store reopened as a grocery in the early 1940s. In the late 1940s, pool tables were offered for sale from the building. The building then was used as the ECO (Edmondson Community Organization) building for a range of community meetings and programs.

### *Pennsylvania Railroad Passenger Ticket Office/Pocopico Subs & Pizza (1917) – 2235 Edmondson Avenue*

Built around 1917, the Pennsylvania Railroad “Edmondson Station” replaced two existing passenger stations at Lafayette and Gwynn's Run and reportedly "furnish[ed] a much more convenient place for passengers."<sup>85</sup> Railway historians have identified the station as the work of Philadelphia-based architect and engineer William Holmes Cookman (d. 1950) thanks to the characteristic terra-cotta tile roofs and the baggage elevator. By the late 1970s, the station building had been turned into Harley's Restaurant and it remains in use today as Pocopico Subs & Pizza.

### *Atlas Safe Deposit & Storage Company (1923) – 2126 Edmondson Avenue*

The Atlas Safe Deposit & Storage Company was founded in 1921 when William George Norman “Cap” Rukert and his brother George borrowed \$800 to purchase a truck and went into business storing and moving household goods. In October 1923, Baltimore granted the new company a permit to build a four-story storage warehouse at the northeast corner of Edmondson Avenue and the railroad tracks.<sup>86</sup> The buildings is currently used as a sales warehouse for Best Used Appliances.

<sup>84</sup> Gilbert Sandler, *Glimpses of Jewish Baltimore* (The History Press, 2012), 87.

<sup>85</sup> “Edmondson Station Opens,” *The Sun* (1837-1988), May 2, 1917, <http://search.proquest.com/docview/533635549/citation/D5D48B5656964EEDPQ/2?accountid=10750>.

<sup>86</sup> Norman G. Rukert, Sr., “The Rukert Story... 60 Years of Private Enterprise,” 1983, <http://www.rukert.com/pdf/Rukert%20Story1981.pdf>.

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*Ward Baking Company/True Praise Fellowship Church of God (1925) – 607 N. Bentalou Street*  
Built in 1925, the Ward Baking Company was designed by C.B. Comstock (1874-1932). Comstock, a New York-based refrigeration architect and engineer, advertised his services as a "Specialist in the Designing and Building of Ice and Cold Storage Plants, Packing Houses, Creamery and Power Plants." Comstock had offices at the Union Stock Yard, Herr's Island, Pittsburgh, Pennsylvania and in New York City. In addition to bakeries for the Pittsburgh-based Ward Bread Company, later known as the Ward Baking Company, in the Bronx and Buffalo, New York, and East Orange, New Jersey, Comstock also designed a slaughterhouse for the D.B. Martin Company and a bakery for the General Baking Company (1926). Among his more notable projects are baseball parks for the Newark Federal League team in New Jersey and the Brooklyn Federal League Team in New York.

The construction garnered opposition in the neighborhood. In 1925, a "delegation of seventy-five property owners and residents of the neighborhood" attended a public hearing to protest the construction of the factory. They argued that the development could "cause property to depreciate in value and cause annoying noises at night."

*ACME Business Center (1927) – 2120 W. Lafayette Avenue*

The ACME Building, located at Mosher and Smallwood Streets, was originally known as the American Stores Company Warehouse. The main building was constructed 1927 and received a large concrete block addition in the mid 20<sup>th</sup> century.

*Bridge Theater/Life Celebration Center Church (1930) – 2100 Edmondson Avenue*

Designed by architect John J. Zink, the Bridge Theater opened in 1930 on Edmondson Avenue. The theater was built on the same site as the prior Bridge Theater and before that the Edmondson Theater. The Edmondson Theater was designed by Baltimore architect Frederick E. Beall (1885-1946). Born in Baltimore on October 2, 1885, Beall maintained offices on St. Paul Street for over 40 years designing "numerous churches, apartment houses and homes in Maryland" before his death at his home at 2820 Santa Fe Avenue on April 14, 1946 after a 4-year illness.<sup>87</sup> The Life Celebration Center Church now occupies the Bridge Theater.

*Later commercial and industrial development - 1940s*

Automobile related businesses expanded from the 1900s through the 1940s. The Standard Oil Company on Winchester Street between Fulton Avenue and Monroe Street by 1906 but neighborhood organizations repeatedly advocated against the construction of a filling station on Edmondson Avenue in the late 1920s. By the 1940s, however, the block saw the construction of

<sup>87</sup> "Obituary," *The Sun* (1837-1985), April 15, 1946,

<http://proquest.umi.com/pqdweb?did=1684833222&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

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an automobile sales and service building in 1947 at 2135 Edmondson Avenue. Two automotive related businesses still occupy historic filling or automotive service station with the L.A. Auto Service Station at 2124 Edmondson Avenue and by Scott's Tire Service at 2119 Edmondson Avenue.

Homeowners throughout the district also built small garages for automobiles at the rear of their properties. Improvements for drivers also came in the form of new infrastructure as in 1927 when William A. Parr, Superintendent of Lamps and Lighting for Baltimore City, announced plans to install 65 arc lamps along Edmondson Avenue from Monroe Street to Poplar Grove, replacing 25 lamps of the "old type."<sup>88</sup>

Industrial development continued at the margins of the neighborhood through the 1940s, with the construction of a wholesale grocery warehouse for B. Green and Co., Inc. at the 2200 block of Winchester Street around 1947.

### *BMI Trade School/Wonders Enterprises, Inc. (c. 1940) – 2337 Edmondson Avenue*

Baltimore Construction Institute operated a trade school at 2337 Edmondson Avenue and a second location at North Avenue and Gay Street. The school served around 1400 students, nearly all veterans, when it was shut down in 1951 for overcharging students. The buildings is currently occupied by a Wonders Enterprises, Inc.

### *Lafayette Bowling Center (c. 1940) – 2206 W. Lafayette Avenue*

The Lafayette Bowling Center (currently used as an automobile repair shop) was built on W. Lafayette Avenue in 1940. In 1952, accomplished duckpin bowler Joseph Brown purchased the 16-lane alley and expanded the business into the largest bowling alley owned by an African-American. The business remained in operation until 1993. After Brown's death in 2000, Phil Moore Jr., a friend and former employee at the Lafayette Bowling Center recalled the scene:

[Joseph Brown's] place was so busy, there were times when he didn't close until 2 or 3 in the morning... The Lafayette was a real gathering place. We had Jim Parker, Lenny Moore, Joe Louis, Mahalia Jackson, James Brown and Archie Moore in there at one time or another.

Another duckpin bowler, Maxine Boyd remembered Brown as a mentor who helped her win the 1966 *Evening Sun* duckpin bowling championship, "It was a nice neighborhood place... [Joseph Brown] taught me how to bowl and how to keep trying until I won."<sup>89</sup>

<sup>88</sup> "Edmondson Ave. To Have Miniature 'White Way,'" *The Sun (1837-1986)*, February 10, 1927, <http://search.proquest.com/hnpbaltimoresun/docview/538543503/citation/13AB83EBE1846CA1871/1?accountid=10750>.

<sup>89</sup> Jacques Kelly, "Joseph Brown, 74, Duckpin Pioneer, Owner of West Baltimore Bowling Alley - Baltimore Sun," March 26, 2000, [http://articles.baltimoresun.com/2000-03-26/news/0003260132\\_1\\_duckpin-joseph-brown-west-baltimore](http://articles.baltimoresun.com/2000-03-26/news/0003260132_1_duckpin-joseph-brown-west-baltimore).

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## Midtown Edmondson after WWII

While the physical development of the neighborhood was wholly complete by the beginning of WWII, the decades following 1945 saw significant changes. African Americans began moving west of Fulton Avenue in the mid-1940s and by the early 1950s the once segregated white neighborhood had become largely African American. From the 1960s through the present, the neighborhood experienced many of the same challenges affecting low-income African American neighborhoods across the city – including persistent vacant housing and disinvestment from commercial corridors like Edmondson Avenue. Despite these issues, the residents have remained resilient undertaking organizing efforts to try to address a range of community concerns.

### *Racial transition in Midtown Edmondson: 1940s – 1960s*

Racial transition in the Midtown Edmondson neighborhood took place in somewhat of a distinct pattern from the experiences of neighborhoods in Greater Rosemont and Edmondson Village located to the west of the railroad tracks. The transition occurred at an uneven pace during the late 1940s and early 1950s, evidently without the startling rapidity that was observed in other areas. This unusual character of change is likely the result of these blocks being immediately proximate to Fulton Avenue that had for nearly two decades defined West Baltimore's "color line."

During the 1910s and 1920s, racial transition in West Baltimore neighborhoods was occasionally accompanied by violence against black residents and white residents who rented or sold properties to black Baltimoreans. Around the beginning of WWII, the "color line" had stabilized around Fulton Avenue. Beginning in the late 1940s, however, neighborhoods at this edge began to transition from white to black. The change was driven by a number of factors including the rapid growth of Baltimore's African American population during the 1940s and 1950s, the intense overcrowding and deteriorating housing conditions within historically segregated African American neighborhoods, and the movement of white households out of the center city to the areas of new development in the Baltimore suburbs.

In one indication of the worsening conditions that led to quickening racial transitions, from January 1941 to November 1941 alone, housing vacancies for units open to African American occupancy shrank from .8% to .1%. In a letter to Mayor McKeldin in July 1945, in response to the efforts by a group of 350 residents in the Fulton Avenue area to prevent black residents from moving west, the NAACP argued "growth demands that we take in those streets that fringe our area since every attempt to enter new sections is vigorously denied." The Citizens Committee for

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Justice and the Baltimore Urban League observed "the need for more housing is most sharply felt in the Negro community, where there are virtually no vacancies of any type."<sup>90</sup>

An October 1948 editorial in the Baltimore Sun described the "colored section of most cities" as "already dangerously overcrowded" and noted that only 2% of new housing built in 1948 was open to African Americans, despite representing 20% of Baltimore's total population.<sup>91</sup> By 1950, Baltimore had 226,053 black residents, representing 23.8% of the population but occupying only 19.4% of dwelling units. This pattern continued into the early 1950s: of the 53,000 permits issued new homes in Baltimore metropolitan area from 1950 to 1953, only 3,200 of those were open to African American households, even as the black population increased another 10%.

In 1940, Census Tract 0164, bounded by N. Pulaski Street, Edmondson Avenue, N. Fulton Avenue and Laurens Street, had only a single black resident out of a total population of 5,734. By 1970, the situation had changed dramatically with a population of 30 white residents out of a total population of 6,966 people (6,899 African Americans).

This racial change is evidenced by the change in the area's segregated institutions, including the local public school and nearby churches. The segregated white Robert Fulton Elementary School, historically designated School No. 78, changed in 1947-48 to become the segregated black School No. 138. Similarly, Fuller Memorial Baptist Church at Fulton Avenue and Winchester Street became the Mt. Cavalry Baptist Church around April 1945. The Fulton Avenue Presbyterian Church at Riggs Avenue went from a white to a black congregation and became the Rehoboth Church of God in early 1945. Even liquor stores and restaurants made quick changes as the Baltimore City liquor board regulated the sale of alcohol based on race and some stores in the rapidly transitioning neighborhoods did not have the permits to sell to new African American residents.<sup>92</sup>

When African American residents began responding to this housing crisis by purchasing homes in formerly segregated white neighborhoods some white resident met them with violence. In 1945, a group of people, described by the *Baltimore Afro American* as "hoodlums who resented having the Millers move into a white neighborhood," threw bricks at the home of James Miller and his family at 816 N. Fulton Avenue, breaking glass in the front door and windows.<sup>93</sup> The newspaper expanded on this account:

<sup>90</sup> "Mayor Discusses Negro Problems," *The Sun (1837-1985)*, 1945.

<sup>91</sup> "The Small Proportion Of New Housing For Negroes," *The Sun (1837-1985)*, October 28, 1948, <http://proquest.umi.com/pqdweb?did=1679268182&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

<sup>92</sup> "LIQUOR BOARD O.K.'S SHIFTS," *The Sun (1837-1985)*, 1952.

<sup>93</sup> "Fulton Avenue Home Stoned," *Afro-American (1893-1988)*, March 10, 1945,

<http://proquest.umi.com/pqdweb?did=1342570962&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

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Of at least fifty houses on Fulton Avenue now owned by colored persons between the 500 and 1800 blocks, only one case of violence has been reported by one of the three families now known to occupy homes there. The James Miller family, which moved into 816 N. Fulton Avenue on February 15, reported that bricks were thrown through a window and door panel on the following Saturday. The second floor of this house is occupied by the William Montgomery family... Among Fulton Avenue property owners are the Rev. Hiram J. Smith, Dr. Bruce Alleyne and the Medicos Club, an organization of physicians and dentists. "For Sale" signs may be seen all along Fulton Avenue.<sup>94</sup>

In August 1948, a house on the 1300 block of Payson Street just to the north of the district was subject to an arson attempt, attributed to retaliation against a white Jewish home-owner who had "broken" the block by selling a property to an African American homeowner in 1946.<sup>95</sup> Just west of the district, in July 1950 after Ms. Beatrice Sessoms, a native of North Carolina who came to Baltimore in 1948, moved with her nephew to the 2300 block of Lauretta Avenue, her house was attacked.<sup>96</sup> Dr. Ed Orser quotes one black resident of Greater Rosemont recalling the history of white flight in the late 1940s:

Black people started moving out of the confined areas somewhere around 1947 or 1948, but what would happen was that whites would evacuate a block or two blocks, and black people would move in. The evacuation would take place first. I remember streets like Fulton Avenue, Monroe Street—they were once totally white, and they went through the transition and changed somewhere between 1946 and 1949—that was the time I was in service. When I went in, there were no black people when I came out, there they were black streets... But it wasn't integration... it was an evacuation.

### *New sense of community in Midtown Edmondson - 1960s - 2000s*

The African American residents of Midtown Edmondson built a new identity for the neighborhood in the 1940s, 1950s and 1960s. New groups moved into the area like the Bandolero's Motorcycle Club that opened a clubhouse at 2025 Edmondson Avenue in 1967. Early members of the Club included Roland "Duck" Tyner. The Uptown Bar located at Monroe and Edmondson Avenue was a popular destination for many West Baltimore residents. James Ayers, grandson of Mrs. Viola Bernard who lived at 1815 Edmondson Avenue, was serving in

<sup>94</sup> "50 Homes Owned; 1 Case of Violence Is Reported," *Afro-American (1893-1988)*, March 10, 1945, <http://proquest.umi.com/pqdweb?did=1342570972&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

<sup>95</sup> "Racial Hatred Blamed in Baltimore Arson Case," *Afro-American (1893-1988)*, August 28, 1948, <http://proquest.umi.com/pqdweb?did=1374842352&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

<sup>96</sup> "Home Buyer Standing Guard Against Hoodlums," *Afro-American (1893-1988)*, July 29, 1950, <http://proquest.umi.com/pqdweb?did=1343145612&Fmt=7&clientId=2039&RQT=309&VName=HNP>.

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Vietnam when he remarked to the Baltimore Afro-American, "I don't care for these Vietnam clubs. Nothing in Asia can compare to Baltimore's Uptown Bar."<sup>97</sup>

Many of the corner stores and small businesses located in the area closed in the 1970s and 1980s but some long time institutions, like Green's Hardware, remained. Later additions included the former Super Pride Groceries location at the northeast corner of Lafayette and Edmondson Avenue.

### *Riots affect businesses on Edmondson Avenue - April 1968*

For two weeks following the assassination of Martin Luther King Jr. on April 4, 1968, a series of civil disturbance devastated neighborhoods across the city of Baltimore, leaving six people dead, dozens injured and hundreds of properties, both private and public, burned and damaged. Riots began in Washington, DC and Detroit on April 5 and in Baltimore on April 6. By April 7, 1968, violence spread to Midtown Edmondson where stores were looted along Edmondson Avenue and Payson Street. Ruth Stewart, who lived at 1543 Edmondson Avenue, shared her experience in an oral history:

...this man took chains and put them on the back bumper of his car. This store on Monroe and Edmondson had bars over the window. And he hooked that chains to the bars and he ripped the bars off and it was free range. And everybody was up in that store. And, my baby, I never bought baby food from that time to up until she was off baby food. A lot of people went in for cigarettes, and stuff like that, but I knew I had two children, I didn't know what I was going to go on after this, riots was going on. And if I was going to be able to... you know..., and my husband was in the service, so he wasn't in Baltimore. So I said I got to look out for my children, you know so when they broke in those stores and they was right in my area, So I said I might as well get for my children....

But, it was a scary; it was a scary time because you didn't know whether or not the world was coming to an end because everywhere you looked there was smoke and fires. And people running and screaming. And furniture stores on Edmondson Avenue were hit and you could see people coming out on the streets with TV's and stuff. I saw my cousins and they had a sofa and one was on one end and one was on the other. And the next thing you know, here are all of these soldiers setting up camp right in that square on Edmondson Avenue.<sup>98</sup>

<sup>97</sup> "Other 13 -- No Title," *Afro-American (1893-1988)*, August 19, 1967, <http://search.proquest.com/hnpbaltimoreafricanamerican/docview/532199276/citation/99C49F5C11244091PQ/4?accountid=10750>.

<sup>98</sup> Oral History Interview with Ruth Stewart by Christina Baird, Baltimore '68 Project, University of Baltimore, <http://archives.ubalt.edu/bsr/oral-histories/transcripts/stewart.pdf>

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By the morning of April 9, the Army began a citywide attempt to prevent further looting, reportedly including boarding up partially plundered stores and exploding a bomb of CS gas inside, starting on the 2000 block of Edmondson Avenue. By April 10, the disturbances began to end. Across the city, losses totaled \$10 million. There were a reported 1,150 fires, 1,150 incidents of lootings, and nearly 5,000 arrests over the four days of unrest.

### *Black Panthers offer services on 1800 block Edmondson Avenue – 1971*

In 1971, the Black Panthers organized a free clothes program at the 1800 block of Edmondson Avenue, part of a larger "survival project" organized by the party including a free medical clinic at the 500 block of Mosher Street and an expanded free breakfast program providing meals in the Lafayette Square area.<sup>99</sup>

### *Super Pride Groceries opens at Lafayette and Payson – 1970s*

Charles Thurgood Burns (1915-1991) established Super Pride Groceries in 1970 when he took over the bankrupt Super Jet Market on East Chase Street. Renaming the business Super Pride, he rebuilt it despite the "refusal of some food companies to do business with a black-owned store." Burns had started in the grocery business around 1921 delivering groceries for the small store his grandfather owned on Dolphin Street. He sold vegetables, produce and fish out of the back of a cart during high school and college then later became the co-owner of Hilton Court pharmacies - a chain of pharmacies "catered to the needs of black consumers at a time when white-owned businesses ignored them."

Between 1970 and 1990, Super Pride grew to seven locations, employing more than 400 people, and making over \$43 million in annual sales. Under Burns' leadership, Super Pride sponsored Black History Month activities and supported the Arena Players. By the late 1990s, however, the business struggled to compete against national chains and the city's shrinking population. In the fall of 2000, Super Pride closed all eight of its locations and, in November, held an auction to liquidate the stores and their remaining equipment to satisfy creditors.

### *Edmondson Community Organization established – 1992*

Neighborhood residents led an effort in the early 1990s to establish the Edmondson Community Organization. In June 1995, the U.S. Marshall's office and the U.S. Attorney for Maryland confiscated the Underground nightclub located at 2114 Edmondson Avenue and turned it over to the Edmondson Community Organization in an effort to push back against drug traffic in the area. The community organization took over the building under the leadership of president Charlotte M. Perry but limited funding made it difficult for the organization to expand its

<sup>99</sup> Fred Barbash, "Panthers Plan 'Action Day' To Mark '70 Mass Arrests," *The Sun (1837-1987)*, April 28, 1971, <http://search.proquest.com/hnpbaltimoresun/docview/541156705/abstract/13AD143669F5C474A8B/7?accountid=10750>.

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services to the community. In February 1996, the Afro American quoted long-time area resident John Walters, remarking:

You can drive up and down the street and see kids standing out there waving cars down to sell their drugs. It is just not the same place it used to be. I guess it would be worse if that nightclub was still open but I don't see a whole lot of difference.<sup>100</sup>

The ECO Building continues to host meetings for Midtown Edmondson residents and other community organizations. In the past few years, neighborhood residents met at the ECO building between November 2006 and early January 2007 to form the West Baltimore Coalition and advocate for the development of the West Baltimore MARC Station Area. The coalition led to the organization of the West Baltimore MARC Transit-Oriented Development Transportation, Inc. (WBMTTI) that operated a farmer's market in the area for several years.

<sup>100</sup> Anthony W. McCarthy, "After 8 Months Underground Remains Shuttered," *Baltimore Afro-American*, February 17, 1996, <http://news.google.com/newspapers?id=fGFhAAAAIIBAJ&sjid=uPQFAAAAIBAJ&pg=5689%2C737618>.

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### 10. Geographical Data

**Acreage of Property** 103 acres

#### UTM References

(Place additional UTM references on a continuation sheet)

1	1	8	S	3	5	7	5	0	7	4	3	5	1	4	3	6
	Zone			Easting			Northing									

3	1	8	S	3	5	8	0	3	5	4	3	5	1	6	1	8
	Zone			Easting			Northing									

2	1	8	S	3	5	7	4	4	3	4	3	5	0	7	0	8
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4	1	8	S	3	5	8	0	6	3	4	3	5	0	6	9	1
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

See continuation sheet

#### Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet)

#### Boundary Justification

(Explain why the boundaries were selected on a continuation sheet)

### 11. Form Prepared By

name/title Eli Pousson, Director of Preservation and Outreach

Organization Baltimore Heritage date January 14, 2015

street & number 11 1/2 W. Chase Street telephone 410-332-9992

city or town Baltimore state Maryland zip code 21201

### Additional Documentation

Submit the following items with the completed form:

#### Continuation Sheets

#### Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

#### Photographs

Representative **black and white photographs** of the property.

#### Additional Items

(Check with the SHPO or FPO for any additional items)

### Property Owner

(Complete this item at the request of SHPO or FPO)

name \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Paperwork Reduction Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et. seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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## Verbal Boundary Description:

The Midtown Edmondson Historic District boundaries are the rear lot line of Fulton Avenue defining the boundary of the Old West Baltimore Historic District on the east, U.S. Route 40/West Franklin Street on the south, N. Bentalou Street on the west, and the Northeast Corridor (NEC) railway line on the west and north. The southern boundary is West Franklin Street between N. Fulton Avenue and the NEC railroad bridge. The district boundaries extend west of the railway line at Edmondson Avenue to include 2248, 2237, 2235 Edmondson Avenue and 607 N. Bentalou Street to include the extension of the district's commercial/industrial corridor over the railroad tracks. The western boundary of the district parallels the NEC on the east between Edmondson Avenue and W. Lafayette Avenue. The boundaries extend west of the railway line at W. Lafayette Avenue to include 2200 and 2120 W. Lafayette Avenue and 2201 W. Mosher Street. The northern boundary of the district continues paralleling the railway on the southeast from W. Lafayette Avenue to Fulton Avenue. The eastern boundary of the district is formed by the rear property lines of the rowhouses and churches facing on N. Fulton Avenue between Winchester Street and W. Franklin Street.

## Boundary Justification:

The district boundaries encompass the area of development between the earlier three-story rowhouses included within the Old West Baltimore Historic District and the later rowhouses erected in much larger numbers within the Edmondson Avenue Historic District. Including the corridors of commercial and industrial development on Edmondson Avenue and adjoining the Northeast Corridor railway reflects the significance of the district as a center for retail and entertainment activity within the broader area of West Baltimore.