Cluster 3 consists of two portions of Philadelphia immediately to the south and north of the city’s original incorporated boundaries of South Street and Vine Street lying within the City of Philadelphia’s Planning District 1 (figure 1) and exclusive of the areas included in existing historic districts. The northern study area is bounded on the south by Vine Street, by the Delaware River on the east, and Poplar Street and Girard Avenue on the north, and by Fairmount Park and the Parkway (which are contained in existing National Register Historic districts) on the west. This area corresponds to the early nineteenth century districts of Northern Liberties and Spring Garden in the former Philadelphia County before the 1854 Consolidation. The southern study area corresponds to the northernmost areas of the city’s eighteenth and early nineteenth century districts of Moyamensing and Passyunk (before the reconfiguration of these districts in 1848), and is bounded on the north by South Street, on the west by the Schuylkill River, on the south by Washington Avenue and Christian Street, and on the east by 6th Street, and excludes the former district of Southwark because that has been included in a National Register of Historic Places District.
In addition to those National Register of Historic Places and City of Philadelphia Historic Districts that border the study areas, these areas contain a number of other listed and eligible historic districts.

Figure 2: National Register Historic Districts, Individually Listed and Surveyed properties, North Study area, from CRGIS, study area broadly outlined in green
INTRODUCTION

Topography

The sections of Philadelphia that encompasses the two study areas of Planning District 1 are located in the relatively flat topography that lies between the city’s two rivers. The southern study area is situated at the northern edge of the formerly marshy meadows of South Philadelphia and historically contained relatively little topographical variation and no major historic waterways other than the Schuylkill River itself. The northern area consists of slightly higher ground; its western edge touches on the rocky Piedmont zone at Fairmount. This geology is reflected in the higher banks of the Schuylkill in this part of the city relative to that in the southern study area.
Because of this underlying geology, the northern study area was historically marked by quite varied topography west of Broad Street, while, on the east, two creeks leading into the Delaware – Pegg’s Run (between Callowhill and Spring Garden Street) and the Cohocksink Creek (at approximately Poplar Street) affected both historic settlement and development in the early nineteenth century.

**Periods of Development**

**First Period of Development: ca. 1650- ca. 1805**

Settlement, farming, and Northern Liberties waterfront

This northern and southern sections of District 1 saw significant European settlement begin at the end of the seventeenth century. On the south, Swedes established subsistence farms, which were later infiltrated with some larger country seats after the establishment of the Pennsylvania Colony. On the north, the Delaware River waterfront was a key area for both prehistoric occupation and for early settlement, particularly around the two creeks that flowed into the Delaware in study area. These creeks, particularly the Cohocksink, provided water power for early mills and served as the locus for shipyards and brickyards.

As the eighteenth century progressed, development was established on both the eastern and western sides of the northern study area, with large estates on the west and dense urban fabric beginning to infiltrate the Northern Liberties on the east. Before the end of the first decade of the nineteenth century, the Northern Liberties were settled to the point were the district of Northern Liberties

**Second Period of Development: 1810-ca. 1840**

Growth in the North, Institutions on the Periphery, a Free Black Community, and the Beginnings of Industry

The early decades of the nineteenth century was rapid expansion in the eastern part of the northern study area, such that the district of Spring Garden was established shortly after the War of 1812. Because of the proximity of the study areas to the original city settlement, both areas saw the placement of important institutions and large-scale public facilities within them. On the south, the Naval Asylum and the Schuylkill Arsenal fronted the western river; on the north, Eastern State Penitentiary and Girard College established an important institutional zone. An early community of free African-Americans established itself in the northern parts of Moyamensing and Passyunk in the early nineteenth century as well. In Spring Garden and Northern Liberties, industrial zones and facilities, including the Baldwin Locomotive Works, were established in the period when railroad lines were crucially first introduced into the city in this area. The crossing of both study areas by rail lines, located just outside of the original city because of early fear of fire, would inform subsequent growth, particularly in the northern study area.
Third Period of Development: ca. 1840-1930
Industrial Growth and Residential Development

In the nineteenth and early twentieth century, with the rise of Philadelphia’s industry and related residential development, both the study areas were almost completely built out. In the south, where the African-American community continued to be concentrated, rowhouses were interspersed with relatively few factories in comparison to the northern study area. In Spring Garden, the Bush Hill industrial zone, anchored by the Baldwin Locomotive works, expanded, and manufacturing in Northern Liberties slowly infiltrated existing urban fabric.

In contrast to the south, the northern zone developed several elite residential and commercial areas in the period after the Civil War. In Spring Garden, new money led to grand residences in its western section and along Broad Street, where car manufacturing would also congregate to serve its early, luxury market. Second and third generation Jews and Catholic immigrants established substantial churches and synagogues and an African-American enclave was established just east of Broad Street. On South Broad Street, Tindley Temple marked the growth of the African-American community in the southern study area.

Fourth Period of Development: ca. 1930-present

The period after the Depression saw several important waves of redevelopment in both the southern and northern study areas. After the departure of the Baldwin Locomotive Works from North Broad Street in the 1920s, Philadelphia’s newspapers established themselves in this location. After the completion of the Parkway, its surroundings became the locus of a group of high-rise apartment developments. Redevelopment for the general housing market has continued to the present, with the most recent commercial efforts ongoing at the former Naval Asylum and in Northern Liberties, where a formerly working class neighborhood has been transformed in much the way Manayunk was gentrified several decades earlier.

City of Philadelphia redevelopment projects have touched the study areas in several locations, but have not transformed the entire area on the scale of Society Hill. In both the northern and southern study areas, African-American neighborhood enclaves have been the focus. In the south, the high-rise Hawthorne (later Martin Luther King) projects have since gone the way led by of so many such projects; the Penn Towne area east of Broad has, in areas, fared better, since it was premised on low-rise construction.
MOYAMENSING AND PASSYUNK (NORTHERN PART)

By Claire G. Schmieder, M.A.

Seventeenth-Century Settlements

As in other areas of the city, the Lenni Lenape inhabited the study area before the arrival of Europeans. Their occupation of the area is memorialized in the modern street names of Passayunk and Moyamensing, which recall presumed areas of former Lenape occupation. The latter has been variously translated as “a place of meeting,” “the place for maize,” “an unclean place,” “pigeon roost,” and even “pigeon excrement.” The eastern part of the study area was a portion of the land patented to Swedes stretching north from the former Hollander’s Creek (at or below Oregon Avenue) along the Delaware River. In 1664, “there was a land Patent or Ground brief granted by the Dutch governor at Delaware to Swen Gonderson, Swen Swenson, Oele Swenson, and Andrew Swenson, for a certain piece of ground lying up above in the river, beginning at Moyamensing kill [Hollander Creek]”. Fourteen years later, Olof Still settled in Moyamensing’s swamp lands south of the study area.

The Lenni Lenape named the western portion of the study area Passyunk, which means “a place of sleep,” and which corresponds to the name of a presumed site of a Lenape settlement in the southwest portion of the South Philadelphia peninsula. In 1653, Queen Christiana of Sweden gave this area to Swen Schute for services rendered to the King of Sweden. Then, in 1668, Colonel Richard Nichols of New York rented this land to eight men for ten bushels of wheat per year. In contrast to the settlement of Wicaco near what is now Gloria Dei, or Old Swedes’ church, European settlers prior to the establishment of the Pennsylvania Colony established no villages in what was later called Moyamensing and Passyunk.

During the late seventeenth century, travel in and out of this area was limited to one road (corresponding roughly to modern Passyunk Avenue), which was often in poor condition. In 1686, Philadelphia’s residents began demanding better roads, including the improvement of Moyamensing’s single road. “There was a petition calling attention to the badness of the way from Moyamensing to Philadelphia. It was referred to ‘Ye County Court, who it’s presumed has power to appoynt Roads to Landing places, to Court and to Markett [sic].’” The city council did appoint several men, along with the surveyors of Bucks and Philadelphia counties, to plan and lay out a

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5 See Cotter et al., *Buried Past*, 33. It is unclear how the land transferred from Schute to Nichols. Donalley, 30.
6 Ibid., 148.
better road from Broad Street to the Delaware River.\textsuperscript{7} Despite improvements to travelling within Moyamensing, the majority of the area during the late seventeenth century was unsettled marshland, too remote and isolated to entice Philadelphia residents to relocate.

Eighteenth Century Settlement and Development

During the eighteenth century, Moyamensing and Passyunk remained generally rural, with most land used for small-scale farming.\textsuperscript{8} After the middle of the eighteenth century, the northern part of Moyamensing along the Delaware had become sufficiently settled that, in 1762, the District of Southwark was created by act of Philadelphia Council. The population for all of Moyamensing and Passyunk was only about eighty residents in 1741.\textsuperscript{9} Even toward the end of the 1700s, very few roads ran through Moyamensing and Passyunk.\textsuperscript{10} Two diagonal major arteries leading southwest from the established portion of the city on the Delaware were clearly established during the eighteenth century. These, although called by various names, would become the modern Passyunk and Moyamensing avenues.

Passyunk Avenue, sometimes known as the Passyunk Road, was approved in 1750 and was constructed along an Indian footpath.\textsuperscript{11} Moyamensing Avenue was authorized in 1790 and acted as a boundary between Moyamensing and Southwark (see figure 4).\textsuperscript{12}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{figure4.png}
\caption{Detail, John Hills Map of Philadelphia, 1796.}
\end{figure}

Federal tax records from 1783 show the character of land use in Moyamensing Township as a whole in the late eighteenth century. Only two men owned over one hundred acres of land: Michael Bower held 120 acres and William Christy held 294. The vast majority of land owners were taxed for plots of land between one-quarter and fifteen acres.\textsuperscript{13} Livestock ownership was minimal, and collectors assessed taxes on only five slaves for the entire township. These data suggest that

\begin{itemize}
\item \textsuperscript{7} Ibid., 148.
\item \textsuperscript{8} Watson, \textit{Annals of Philadelphia}, 661.
\item \textsuperscript{9} Ibid., 661.
\end{itemize}

\begin{itemize}
\item \textsuperscript{10} A Plan of the Townships of Moyamensing and Passyunk with the District of Southwark in the County of Philadelphia in the State of Pennsylvania, Shewing [sic] the Intended New Roads and Streets as Laid out by the Commissioners, Appointed by the General Assembly in the Year 1787, 1787.
\item \textsuperscript{11} Alotta, \textit{Mermaids, Monasteries, Cherokees, and Custer}, 178.
\item \textsuperscript{12} Ibid., 162.
\item \textsuperscript{13} William Henry Egle, ed., \textit{Supply, and State Tax Lists of the City and County of Philadelphia for the Years 1781, 1782 and 1783} (Harrisburg: William Stanley Ray, 1898), 606-612.
\end{itemize}
most Moyamensing residents remained small-scale farmers. These same records also illustrate similar land use in Passyunk Township during the same year. Only five men owned over one hundred acres of land. The average acreage owned in Passyunk was significantly higher than that of Moyamensing, with most residents owning between fifteen and fifty acres. Livestock holding were generally low and only one slave was counted in the taxable lists. The character of this settlement is attested to by several period maps (see figure 4, 5).

Besides subsistence farming, some of Philadelphia and New Jersey’s influential citizens owned country seats in the districts, including William Trent, James Pemberton, and Joseph Wharton. William Trent, a native of Scotland, came to Philadelphia in the mid-1690s and became a successful merchant soon after. He is also known for his role as a judge in the Supreme Court of

14 Ibid., 637-643.
Pennsylvania, as a Speaker of the House of Assembly, and as the founder of Trenton, New Jersey. Trent spent his time within the city limits in the well-known Slate Roof House. Like many wealthy men during the eighteenth and nineteenth centuries, he also owned a more rural estate in Moyamensing. Trent built the Plain Pleasant House in 1701 on a large tract of land he purchased that lay adjacent to the road to Passyunk. The house was located near the intersection of Passyunk Road and Broad Street, and was reportedly still standing in the late nineteenth century. The house had a distinctive diamond-shaped lozenge of black-headed brick.

James Pemberton, a Quaker merchant and member of the Assembly of Pennsylvania in the 1750s and 1760s, purchased a mansion in 1758 from Judge John Kinsey, which he named the “Plantation.” The house was located on a tract of land bordered by Gray’s Ferry Road, Bainbridge Street, Sutherland Avenue, and the Schuylkill River. It was “a small and cosy [sic] family mansion of the colonial type, the front door reaching to the cornice below the dormer-roof, and the square balustrade above the roof commanding a long vista of the Schuylkill.” In 1826, the United States Navy purchased the property on which to build the Naval Asylum. The house was torn down in 1829.

On the eastern side of the area, cooper Joseph Wharton also built a country seat, which he named Walnut Grove, on eighteen acres he purchased in 1731. Construction began in 1735 near the intersection of Washington Avenue and Fifth Street. It was a plain house, in the general style of country seats of the day. There was a central entrance with projection and gable. Steps rose to the principle doorway; there were comfortable rooms on each side of the entry, and in the second story there were three sets of rooms front and three back, besides at least six rooms in the attic, lighted by dormer windows. The mansion was flanked with an outbuilding on either side, which might be a kitchen, a wash house, a place for storage, or a residence for servants.

Wharton died in 1776, leaving his house susceptible to British troops who occupied the house during the Revolutionary War. Here they held the infamous “Meschianza,” a celebration for the British general Sir William Howe.

By the end of the eighteenth century, the combined population of Moyamensing and Passyunk was 1,381. Notably, this population included both free blacks and slaves: in both
townships, only six African Americans were held as slaves, and twenty-seven lived as free blacks.\(^{24}\) Most of the free blacks lived with white families; only two lived independently. One man, whose name is given as Black Tom, lived alone.\(^{25}\) The other, listed as Francis Murray, was head of an eight person household, all free blacks.\(^{26}\) Free blacks made up 1.95% of the population of Moyamensing and Passyunk in 1790, while slaves constituted only 0.43%. This point marked the beginning of a burgeoning free African-American community in Moyamensing, which, by 1820, would make up almost 30% of the area’s population.\(^{27}\)

Nineteenth-Century Development and Growth

During the nineteenth century, Moyamensing and Passyunk developed as residential communities with relatively little industry compared to other areas of the city.\(^{28}\) By the Civil War, the city grid and rowhouse development did not extend much west of Twentieth Street and several blocks to the east of that point remained undeveloped. Industry, and associated residential development, did not develop here as much as in other portions of the city because, in this period in which water still provided a key means of transportation, the only land with direct access to a river was the small strip along the Schuylkill River. This strip was dominated by the Schuylkill Arsenal, constructed around 1800, and the Naval Asylum, built in the 1830s. Both complexes were established before the Philadelphia industrial boom of the 1840s, which triggered a flurry of factory construction along the Schuylkill and Delaware Rivers throughout Philadelphia in that decade. The most striking aspect of the Moyamensing in the early nineteenth century was the extraordinarily high concentration of African-American residents. An examination of census data shows that free blacks made up almost forty-one percent of the population in Moyamensing by 1840.\(^{29}\) This high concentration of African Americans is unique to this district in the city in the nineteenth century, although the study area was also home first to Irish immigrants beginning in the 1840s, and later to people arriving from Italy, bringing their culture to this area of Philadelphia.

The Schuylkill Arsenal and the Naval Asylum

Construction of the Schuylkill Arsenal, located on the banks of the Schuylkill River below South Street and near Gray’s Ferry Avenue, was completed in 1806. The Arsenal consisted of four, three-story brick buildings, each building framing a central open square. There was also a brick house for the commanding officer and several secondary buildings, including a powder storehouse.\(^{30}\) After the completion of the Frankford Arsenal in 1816, the Schuylkill Arsenal was used primarily as a storage facility. However, it did serve as a textile manufactory, making the fabric for military

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\(^{25}\) Ibid., 252.
\(^{26}\) Ibid., 255.
\(^{28}\) Because Passyunk’s borders shifted in 1848, which moved this district out of the study area, I will refer to the study area as Moyamensing from this point forward.
uniforms, blankets, and American flags. In the early nineteenth century, the Arsenal employed between 700 and 1200 women and between 100 and 150 men, depending on the demand for cloth.\textsuperscript{31}

By the end of the nineteenth century, the Schuylkill Arsenal was used as the Philadelphia Depot of the Quartermaster’s Department for the United States Army.\textsuperscript{32}

The United States Naval Asylum, located on twenty acres along Gray’s Ferry Avenue, was built and a retirement home for naval veterans and used as such until 1976.\textsuperscript{33} The United States Navy commissioned architect William Strickland for the project in 1826, although the buildings were not completed until 1833. The Naval Asylum was built in the Greek Revival style. Strickland was also commissioned for 1842 alterations to the main building and the 1844 construction of two more houses on Asylum grounds for the Governor and for the Medical Officer. Besides being a retirement home, the Naval Asylum complex also served as the first Naval Training School in the United States until the Naval Academy in Annapolis took over that function in 1845.\textsuperscript{34} After the Naval Asylum was closed, it was eventually sold to the real estate development firm Toll Brothers. The main building, after being severely damaged by arson in 2003, was rehabilitated and adapted into condominiums, and the property has been developed with multiple new townhouse units.\textsuperscript{35}

\textit{Land Use and Demographics}

Nineteenth-century maps of Philadelphia County show a slow westward spread of development through the study area. In the 1830s and 1840s, all land west of Broad Street, while gridded with streets, lacked residential structures or inhabitants.\textsuperscript{36} By the time of the consolidation in 1854, development of the area had progressed. At this time, most land east of 24\textsuperscript{th} Street had been developed into a residential area.\textsuperscript{37} There was very little industry within the bounds of the study area in the mid-nineteenth century. Near the end of the nineteenth century, all available land up to the Schuylkill River had been developed with rowhouses.\textsuperscript{38}

In 1800, the total populations of Moyamensing and Passyunk were 834 and 884, respectively.\textsuperscript{39} Taking into account the large size of the townships, these numbers indicate an extremely sparsely settled rural area. An 1802 map of West Philadelphia by Charles Varle does not suggest that most of the townships’ residents were clustered near Center City.\textsuperscript{40} It is more likely that the populations of both townships were evenly dispersed throughout the areas, making it difficult to

\textsuperscript{31} Scharf and Westcott, \textit{History of Philadelphia}, 1609-1884 2, 1015.
\textsuperscript{33} This site is listed in the National Register of Historic Places. Carolyn Pitts, Historic Sites Survey, National Park Service, \textit{National Register of Historic Places Inventory-Nomination Form}, “United States Naval Asylum” (Washington D.C., 1975).
\textsuperscript{34} Ibid.
\textsuperscript{36} Charles Ellet, Jr., \textit{Map of the County of Philadelphia from Actual Survey} (Philadelphia: Charles Ellet, Jr., 1839).
\textsuperscript{40} Charles P. Varle, \textit{New Plan of the City and Its Environs} (Philadelphia: Charles P. Varle, 1802).
estimate the population of the study area at the onset of the nineteenth century. However, this same map provides the names of the large landowners within the study area, including J. Pemberton, who owned the land on which the Naval Asylum would soon be built, J. Cruckshank, W. Shearr, Snowden, Love, Tittermary, Shoemaker, and Blakley.41 According to this map, each name is attached to a sizeable piece of land, some of which was used for agriculture, but most of which was left undeveloped. One owner, John Tittermary, appears in the 1800 Census. Census records indicate a large household of seventeen people, all white. His son, John Tittermary, Jr., was a Gunner in the Fifth Company Artillery Battalion Philadelphia Militia in 1786.42

By the 1830s, most of the eastern portion of the study area had been developed into residential streets. Census records reveal the ethnic and racial make-up of the entire townships of Moyamensing and Passyunk. Both areas were home to many Irish and Germans in the early- and mid-nineteenth century and many Italian immigrants at the end of the nineteenth century. Most striking, as previously noted, were the large numbers of free blacks that resided in Moyamensing. In 1800, free blacks notably made up 21.46% of the total population of Moyamensing and 5.99% of the total population of Passyunk. By 1820, Moyamensing’s total free black population had risen to almost 30%, and by 1840, the number had increased even further to 40.95%.43 In Philadelphia County as a whole, African-Americans made up just under 10% of the total population in 1830.44 While it is unlikely that the entire free black populations of Moyamensing and Passyunk lived within the bounds of the study area, many African-American churches, schools, and beneficial societies were established there.

The hub of the black community during the mid-nineteenth century was the South Street corridor, which was bounded by Pine Street to the north, Shippen (Bainbridge) Street to the south, and running from the Delaware River west to Eleventh Street.45 The majority of Philadelphia’s black churches were in this corridor, as well as the black Masonic Lodge, and black-owned businesses and places of entertainment.46 Many free blacks came to Philadelphia because the city seemed to present more job prospects for African Americans.47 Jobs for free blacks were directly related to gender, which African-American women typically working as domestics for white families. Some of these women chose not to live with their white employers, opting instead to commute by foot to their job. Other black women took in laundry, were seamstresses, or worked as street vendors. Interestingly, very few black women taught in black schools. African-American men typically worked as unskilled laborers, cleaning streets, digging ditches, and hauling trash. Many black men were porters; this occupation was considered a step up from other types of unskilled labor. A large number of men worked on the Delaware River docks or on ships. Both black men and women opened retail

41 Varle, New Plan of the City and Its Environs.
46 Ibid., 7.
businesses, such as grocery stores, confectioners, bakeries, or second-hand clothing stores.\(^{48}\) One 1849 account stated that free blacks in Philadelphia were

\begin{quote}
    a population, to a considerable degree, sober, industrious, and independent; steadily advancing in wealth and resources, charitable and religious associations, - exercising most of the handicraft arts – desirous of education and instruction, and possessing all the elements of civil respectability, and social happiness.\(^{49}\)
\end{quote}

While this study clearly found African-Americans’ situation was improving, life in the Moyamensing slums was not always so promising.

In the 1830s and 1840s, Moyamensing was called “the worst slum district” in Philadelphia.\(^{50}\) One study states that between South and Fitzwater Streets, and Fifth and Eighth Streets, there were 302 families packed into narrow alleys and rowhouses.\(^{51}\) This area was prone to sickness, poverty, and crime. During these decades, the area was plagued by “organized gangs of ruffians and thieves,” with names like “Killers, Blood-Tubs, Rats, Bouncers, [and] Schuylkill Rangers.”\(^{52}\) The police in the district of Moyamensing were unable to stop the gangs from instigating large-scale fights, highjacking fire trucks, and defacing of walls and fences with gang graffiti.\(^{53}\) One of the largest fights took place between Eighth and Eleventh Streets and from Christian to Fitzwater Streets over the course of an entire day. Weapons, including bricks, stones, and guns, were used in public streets.\(^{54}\) While many of the lowest characters often lived in these slum conditions, so did “a large number of the most respectable and prosperous persons of colour.”\(^{55}\) To combat the chaos of their neighborhood, African Americans established churches and missions in Moyamensing, many within the study area.

The first African-American church within the study area (Mother Bethel lies just outside) was Moyamensing’s African Presbyterian Church, which was the first African-American Presbyterian church in the United States.\(^{56}\) Twenty-two original members, led by former slave Reverend John Gloucester, organized the African Presbyterian Church of Philadelphia in 1807.\(^{57}\) Initially, the congregation did not have a church in which to worship; John Gloucester would preach on the streets for his members. In 1809, the congregation appealed successfully to the Evangelical Society for property on which to build a church. At first, the Evangelical Society provided a rental property on Seventh Street in Moyamensing, a former schoolhouse, to the African Presbyterian

\(^{48}\) Ibid., 11-20.  
\(^{49}\) A Statistical Inquiry into the Condition of the People of Colour, of the City and Districts of Philadelphia (Philadelphia: Kite and Walton, 1849), 39.  
\(^{51}\) Ibid., 37.  
\(^{52}\) Scharf and Westcott, History of Philadelphia, 1609-1884 1, 691.  
\(^{53}\) Ibid., 692.  
\(^{54}\) Ibid., 692.  
\(^{55}\) A Statistical Inquiry into the Condition of the People of Colour, of the City and Districts of Philadelphia, 31-32.  
\(^{57}\) Ibid., 56.
Church in June 1810. Two months later, the Evangelical Society conveyed a larger, undeveloped Seventh Street lot to John Gloucester and his church. The cornerstone for this large, brick building was laid in 1811. The structure was “very plain inside and outside, but comfortable. There were four rows of pews, numbering sixty-eight, on the floor of the house, with a gallery on three sides. Altogether there were seating accommodations for six-hundred and fifty persons. The ceiling was high, and the audience room was light and airy.”

In 1891, the church sold the property and moved to Seventeenth and Fitzwater Streets.

Another important African-American congregation within the study area was Shiloh Baptist Church, located today at 2040 Christian Street in the property they have occupied since 1945. The church was organized in 1842 by Reverend John F. Raymond. The cornerstone of their first church, located just below South Street at 609 Kater Street (and now occupied by the Waters Memorial AME congregation) was laid in September 1845. The church is a large brick structure, fifty-four feet by forty feet in dimension, and included a basement with a lecture room and a minister’s studio, and remains the last surviving church of the type that copied St. George’s Methodist, as did the first building for Mother Bethel AME, located just to the north of the study area. The audience-room [of the original Shiloh building] is of plain, neat finish and will seat comfortably about six hundred persons.”

As of 1857, Shiloh Baptist Church had about two-hundred and twenty-five members regularly taking communion, a Sabbath-school with eighty-five scholars and eight teachers, seven of which were women. The entire property was valued at $11,000 that year. Also in the study area was Lebanon Cemetery, an African-American burial ground. Chartered in 1849 by a group of black residents, it was located on Passyunk Road, west of Broad Street. The cemetery was restricted to twelve acres and contained an area for military burials of African-American soldiers.

Among the most significant African-American churches in the study area is the Tindley Temple (built in the 1920s), located on South Broad Street below Fitzwater Street. The Tindley Temple commemorates the early twentieth-century accomplishments of Philadelphia’s African-American community and those of Charles Albert Tindley, the father of gospel music, one of America’s most important cultural art forms. Tindley, who led the former Bainbridge Street Methodist congregation from the turn of the twentieth century, grew that congregation from a

62 Ibid., 109.
reported 300 members to over 10,000, to become the largest Methodist congregation in the country, white or black, in the early 1920s.\textsuperscript{64}

Besides the African-American churches, many charitable organizations brought aid to the poor in the Moyamensing slums. The Philadelphia Society for the Employment and Instruction of the Poor opened the Moyamensing House of Industry in 1847 on Catharine Street above Seventh Street. It was an enormous structure with a variety of charitable outreach programs. It was a free medical clinic and dispensary, an industrial trade school for the white and African-American poor, a provider of clothing and meals, a lodging house for up to 150 people, and a free laundry and bathing facility.\textsuperscript{65} Also within the study area was St. Ann’s Widow’s Asylum, located on Moyamensing Avenue below Christian Street. It was a Catholic charity run by the Sisters of the Good Shepherd, providing housing for widows over fifty years old.\textsuperscript{66} The Church of the Crucifixion, a Protestant church on Eighth Street near Shippen Street, began as a church mission for the poor, especially poor African Americans, in the early 1850s. One of its rectors, Reverend Joseph R. Moore worked closely with poor blacks and even opened up a shelter called the Home for the Homeless.\textsuperscript{67}

Another notable structure is the home of Philadelphia resident Marian Anderson, the noted African-American contralto. Her residence, located at 762 Martin Street, was built in 1870 and is a two-story Italianate brick rowhouse. The structure is a prime example of the typical working-class home in western Philadelphia. Anderson purchased the home in 1924, and turned its basement into an entertainment center with a bar, some furniture, and a piano. Anderson died in 1993 and the structure has since been transformed into a residence museum run by the Marian Anderson Historical Society.\textsuperscript{68}

During the 1840s, Irish immigrants began pouring into American cities to escape the famines in Ireland, and Philadelphia was no exception. Many of Irish in Philadelphia settled within the bounds of the study area, particularly in the Seventh Street area, between Bainbridge and Christian Streets.\textsuperscript{69} The Irish found work in the limited industry in the district and in building the Pennsylvania and Reading railroad lines.\textsuperscript{70} A large portion of the Irish immigrants were Roman Catholics from northern Ireland, and when they settled near Seventh Street, the Roman Catholic church authorized the establishment of St. Paul’s Church on Christian Street in 1843. The church was designed by Philadelphia architect John E. Carver in the Gothic Revival style. The original dimensions were 125 feet long by about 68 feet wide. The church was of brick construction, with a façade divided into three portals, with the central portal leading to the nave. Above the central portal was a large stained-glass window with a rose design.\textsuperscript{71} In the late 1860s, the church converted the Moyamensing

\textsuperscript{64} See Emily T. Cooperman, \textit{National Register of Historic Places Nomination Form, Tindley Temple}, 2010, on file at the Pennsylvania Historical and Museum Commission.

\textsuperscript{65} Scharf and Westcott, \textit{History of Philadelphia, 1609-1884}, 2, 1471.

\textsuperscript{66} Ibid., 1483.

\textsuperscript{67} Ibid., 1355.

\textsuperscript{68} http://www.mariananderson.org, accessed 2 May 2010.


\textsuperscript{70} Ibid., 36.

\textsuperscript{71} Ibid., 159-164.
Hall, located across the street, into St. Paul’s Chapel.\textsuperscript{72} St. Paul’s was the first Roman Catholic church in the Moyamensing district.\textsuperscript{73}

St. Paul’s parishioners remained primarily Irish until the 1880s and 1890s, when Italian immigrants began arriving in Philadelphia and began settling in the area surrounding Ninth Street. By the 1890s, they made up the largest ethnic group in the neighborhood surrounding St. Paul’s.\textsuperscript{74} Because many of these immigrants were Roman Catholic, and because St. Paul’s was the largest Roman Catholic church in the neighborhood, the Italians and Sicilians began worshiping at this church.\textsuperscript{75} The Italian community had established themselves firmly within the eastern portion of the study area by the end of the nineteenth century.

\textit{Nineteenth-Century Schools and Libraries}

One of the oldest schools in the study area was the Moyamensing School, known after 1848 as the Ringgold School. The school was located at the corner of Eighth and Fitzwater Streets on property purchased for $2,500 from Thomas and Sarah Pettit in 1830. The three-story brick building, with a shingle roof and a brick yard, was built two years later and contained fourteen classrooms. The building was damaged by fire in 1867, and was completely razed in 1899 to be rebuilt as the James Campbell School.\textsuperscript{76}

Another of the earliest schools within the study area was the Girard School, located on Passyunk Avenue west of Eighteenth Street. Build in 1833, the two-room schoolhouse was a two-and-one-half story brick building with a shingled roof.\textsuperscript{77} The Girard School was not originally established as a public school; instead, it was set up with money set aside by Stephen Girard in his will. Girard, who came to Philadelphia from France in the late eighteenth century, was among the most successful merchants in Philadelphia in the early nineteenth century. Also noted for his philanthropy, Girard established the Greek Revival monumental orphan boys’ school northwest of Center City that still bears his name.\textsuperscript{78} Girard’s will bequeathed $6,000 for “a suitable piece of ground, as near as may be in the centre of said township [Passyunk], and thereon erect a substantial brick building, sufficiently large for a school-house, and the residence of a schoolmaster, one part thereof for poor white male children, and the other part for poor white female children of said township.”\textsuperscript{79} The school was built and opened in 1833 with about thirty students attending. Despite the provision Girard made for a schoolmaster’s house, none of the early teachers ever lived at the

\begin{itemize}
\item \textsuperscript{72} Ibid., 164.
\item \textsuperscript{73} Ibid., 1.
\item \textsuperscript{74} Ibid., 91.
\item \textsuperscript{75} Ibid., 101.
\item \textsuperscript{76} Franklin Davenport Edmunds, \textit{Public School Buildings of the City of Philadelphia from 1745 to 1845} (Philadelphia: F.D. Edmunds, 1913), 100-103.
\item \textsuperscript{77} Ibid., 105-107.
\item \textsuperscript{79} John Trevor Custis, \textit{The Public Schools of Philadelphia: Historical, Biographical, Statistical} (Philadelphia: Burk & McFerridge Co., 1897), 545.
\end{itemize}
school. The school struggled due to insufficient funding until it was closed in 1845. In 1867, the building was turned over to the Board of Public Education. It was reopened soon thereafter with about sixty students. By the end of the nineteenth century, the school’s attendance had grown substantially to about 200 students.80

Another notable philanthropic venture within the study area still stands on Broad Street near the Tindley Temple. In the late nineteenth century, Dr. James Rush left $1,000,000 in his will to the Library Company to erect the Ridgway Library, located on the 900 block of South Broad Street. Dr. Rush stipulated in his will that this institution was to be a free library.81 Although Dr. Rush died in 1869, a conflict delayed the construction of the library. When the Directors of the Library Company were informed of Dr. Rush’s gift and his chosen location for the library, they filed an order to stall construction against the executor of Dr. Rush’s will. Apparently, the South Broad Street location was too far from the homes of many of the Library Company’s members and thus inconvenient. But, in 1873, the Supreme Court of Pennsylvania dismissed the order and construction began. Finally, in 1878, the Ridgway Library opened to the general public.82 The mammoth Greek Revival building was constructed with a solid granite facade.83

Nineteenth-Century Industry

As the nineteenth century progressed, a few factories appeared in the landscape of rowhouse and institutional building development, but overall, there was relatively little industrial character to the study area. In contrast to other areas of the city, relatively little industry existed within the study area as of the late nineteenth century, although those sites that had been established were key. Among these, Samuel L. Smedley’s 1862 atlas of Philadelphia shows only one lumber yard at Catharine and Broad Streets. An otherwise unidentified chemical works occupies the block bounded by 17th and 18th, Fitzwater and Catharine Streets. Later atlases reveal this to be a facility of the Powers, Weightman and Rosengarten company, one of the most important of the city (their primary facility was in Spring Garden, see below). Textile manufacturing, which dominated the city’s industrial sector through the Great Depression, was exemplified by Craig’s Cotton Factory at Washington and Eleventh Streets.84 By the mid-nineteenth century, a Wilmington and Baltimore Railroad line had been established across what would become Washington Avenue in parallel with the the and Reading Railroad lines that crossed the northern study area at Willow Street; by the Civil War, an important railroad yard and freight depot was located on the west side of Broad Street above Washington.

80 Ibid., 546; Edmunds, The Public School Buildings of the City of Philadelphia from 1745 to 1845, 105.
82 Ibid., 1186-1187.
Twentieth Century Demographics and Development in the Study Area

At the close of the nineteenth century, the study area had been transformed from a rural, relatively sparsely expanse into a densely populated part of the Philadelphia that was effectively an extension of Center City. This area continued to be ethnically and racially mixed, with African-American, Italian, and Irish residents. Italians occupied much of the eastern portion of the study area at the end of the nineteenth century. In the mid- to late-1880s, Italians from every part of Italy began settling along and around Christian Street. Many Italians chose to settle in this neighborhood because of the Roman Catholic churches in the area. One of their most lasting contributions is the gradual establishment of the well-known Italian Market, located at Ninth Street between Wharton and Fitzwater Streets, which still flourishes today.

The roots of the market can be traced back to the late-nineteenth and early-twentieth centuries when a few Italian men involved in the food industry began influencing the general commerce in the Italian neighborhoods. One example is Antonio Marano, who imported garlic from Mexico and Italy and engaged in domestic trade by purchasing olive oil and wine from California to resell in Philadelphia. When Marano could not import Italian pasta during World War I, he started the Philadelphia Macaroni Company in John Wanamaker’s former piano factory. In the late 1880s, there were already sixteen grocers and thirteen produce vendors in the area surround St. Paul's Roman Catholic church. Even though markets were common in late-nineteenth-century Philadelphia, with forty-one scattered all over the city, the closest markets to the Italian neighborhoods were to the west on South Eleventh Street or to the south on Passyunk Avenue near Moyamensing Prison.88 Before the Italian Market formally existed in 1915, however, there were pushcart vendors selling their foods near Ninth and Christian Streets. It was not long before the Ninth Street area “bore the Italian Market image.”89 In 1920, one author wrote:

Christian street breathes the Italian genius for good food…They do not buy their food already prepared in cardboard boxes. Fish, vegetables, cheese, fruit and nuts seem to be their chief delights. Fish of every imaginable kind may be seen on Christian street…Cheeses of every kind and color, some of them a dull yellow and molded in a queer gourd-like shape. But the vegetables and fruits are the most inscrutable…In the windows of the grocers’ shops you will always find Funghi secchi della Liguria and Finocchio uso Sicilia, which names are poems in themselves. And, of course, the long Bologna sausages – and great round loaves of bread.90

In another Philadelphia guidebook, the market is described as a vibrant place. “Here pushcarts, filled with fish, meats, and vegetables, line the curbs on both sides of the street.”91 The Italian Market still

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86 Ibid., 19.
87 Ibid., 23.
88 Ibid., 30.
89 Ibid., 47.
thrives today, and while it now also sells food from a variety of ethnic backgrounds, the area is still known as Little Italy.92

While the above descriptions suggest a vibrant, bustling early twentieth-century neighborhood, redlining data from Home Owners’ Loan Corporation (HOLC) in 1936 and 1937 provide a much different picture of the study area. In 1936, sections A-1 and A-2, which are titled West Central Philadelphia and East Central Philadelphia, received a grade of “hazardous” from HOLC.93 In section A-1, according to HOLC’s report, “all residential portions of this section are very old…About 30% of residential units are Negro occupied throughout both the northern and southern portions of the section…Residential property in this class has either literally no value or at best is worth only a few hundred dollars.”94 None of the land in this district was vacant in 1936, with no new construction. The predominant type of structure were brick rowhouses that were over fifty years old in poor condition.95 Section A-2 fared no better in its HOLC report, which states that “from a residential standpoint this is the ‘blighted’ area of the city. Houses are old and obsolete with a high percentage unfit for use. Considerable demolition has taken place.”96 The report further states that the population of this area was ethnically mixed, with African Americans, Italians, Polish, and Jewish “of low class and included in this is the so-called ‘tenderloin’ district.”97 According to the report, none of the land in this section was vacant and there was no new construction.98 Most of the structures in Section A-2 were brick rowhouses that were over fifty years old.99

In the following year, HOLC created new reports on the various neighborhoods in Philadelphia. The study area was divided between four sections this year, numbered 12, 13, and 15. All three areas received a security grade of D.100 According to HOLC’s explanation of their grading system, a D grade meant that the neighborhood was “characterized by detrimental influences in a pronounced degree, undesirable population or an infiltration of it. Low percentage of home ownership, very poor maintenance and often vandalism prevail. Unstable incomes of the people and

94 The boundaries set by the HOLC report for this section are Broad Street to the east, the Schuylkill River to the west, Poplar Street to the north, and Washington Street to the south. “West Central Philadelphia: Section A-1,” http://cml.upenn.edu/redlining/PDFs/HOLC1936/libroA1.pdf.
95 Ibid.
96 The boundaries set by the HOLC for this section are Poplar Street to the north, Washington Avenue to the south, the Schuylkill River to the west, and the Delaware River to the east. “East Central Philadelphia: Section A-2,” http://cml.upenn.edu/redlining/PDFs/HOLC1936/libroA2.pdf.
97 Ibid.
98 This finding actually contradicts an earlier statement in the report that there had been considerable demolition, which would have obviously left vacant land in the section. Ibid.
99 Ibid.
difficult collections are usually prevalent. Clearly, HOLC believed much of the study area to be undesirable and unsafe. However, this data more likely indicates a predominantly working-class area.

The neighborhoods within the study area have remained mixed ethnically, with many African American, Italian, Jewish, and Irish residents. Current housing data from the City of Philadelphia suggests the area is still a working-class section of the city. A small sampling of properties at each corner of the study area shows that most homes are brick, two- to three-story rowhouses. Generally, the square footage ranges between 700 square feet to 2000 square feet and current market values range between about $13,000 to about $200,000. This data, while very basic, shows that the study area has a fairly diverse quality and quantity of residential structures and a variety of desirable and less desirable neighborhoods.

This identification of much of the study area as blighted resulted in post-World War II redevelopment in several locations as it did in other areas of downtown Philadelphia. Within the study area, the Hawthorne Square (later renamed for Martin Luther King, Jr.) high-rise public housing project rose around the intersection of South 13th and Fitzwater streets, occupying the entire block bounded by 12th, 13th, Fitzwater, and Catharine streets and occupying parts of the contiguous blocks. The Martin Luther King, Jr. projects were demolished in 1999.

**Conclusion**

First as farmland, then as an African-American and immigrant neighborhood, the study area has been home to many of Philadelphia’s minorities and working-class citizens since the end of the eighteenth century. Free blacks arrived first, then the Irish in the 1840s, followed by the waves of European immigrants in the 1880s and 1890s. Today, the study area continues to be an ethnically and culturally diverse area of the city, dominated by a working-class population. Ethnic groups are often found clustered around specific churches, such as the First African Presbyterian Church or St. Paul’s Roman Catholic Church. While there was little industry in the study area, there were hundreds of small businesses owned by African Americans, Irish, and Italians. Despite the fact that the Home Owners’ Loan Corporation designated the study area as hazardous, it had been an area where individuals often discriminated against could own a business and be an influential member of their community.

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NORTHWEST OF CENTER CITY'S EDGE:
A MEETING-GROUND OF NATURE, INDUSTRY, AND ART
By Malcolm Clendenin, Ph.D. and Emily T. Cooperman, Ph.D.

The area of the city of Philadelphia bounded by Vine Street on the south, the Delaware River on the east, Girard Avenue and Poplar Street on the north and Fairmount Park on the west represents a slice of the urban fabric that corresponds to periods of occupation and development that stretches from the pre-historic to the twentieth century.

The study area comprises the southernmost portion of what originally were the Northern Liberty lands of the former Philadelphia County. In the early nineteenth century, the study area was divided between the Northern Liberties district, which extended from the Delaware River to 6th Street on the west, and the Spring Garden district, which stretched to the Schuylkill River.

Prehistoric Occupation and Seventeenth Century Settlement

As in other areas of the city of Philadelphia, there is evidence that the Lenni Lenape occupied the region of the study area prior to European settlement. No sub-surface archaeological excavation to date has determined the exact location of the presumed village of Shackamaxon, which stood on the Delaware River shore, perhaps as far south as the study area. Penn Treaty Park, at the edge of the study area, commemorates the mythic location of a peaceable treaty meeting between William Penn and the Lenape under an elm that came to be venerated as the locus for this key event. The importance of the idea of this mythic meeting, famously envisioned by Benjamin West for the Penn family 1771, had become key to the city’s understanding of its own history and origins by the turn of the nineteenth century, when William Birch and others depicted the large elm tree on the shore of the river (figure 5) that survived until it was blown down in 1810.
As for areas of the Delaware River waterfront further south in the city, the eastern end of the study area was patented to European settlers before the establishment of the Pennsylvania Colony. In 1675, 350 acres of land between the two creeks was taken up by Jurian Hartsfelder; adjacent areas had been patented to members of the Swedish settler family Cock. By the late 1670s, English owners (including Daniel Pegg for whom the creek was named) had purchased most of the land in the study area. Among these purchasers was William Penn’s well-known associate Thomas Fairman, who built a “mansion” along the river north of the Cohocksink.

The area between the two creeks provided a broad, sandy shore, and became the locus for one of the earliest shipbuilding enterprises documented in the city: the West shipyard, established in 1676.
After the establishment of the Pennsylvania Colony and the founding of the city of Philadelphia, virtually all of the study area was named as one of the Penn family manors (see figure 6), although the Proprietary interest in the study area was principally in the establishment of the Springettsbury estate near the Schuylkill, and most of the study area land was progressively either patented to purchasers or taken by settlers. As the eighteenth century neared a close, the Springettsbury property shrunk to a holding of less than two hundred acres from the 1830 acres originally claimed as the manor at the time of the establishment of the colony.  

Figure 6. Detail, Holme map of Pennsylvania, 1687.

Eighteenth-Century Development

Development in the study area in the eighteenth century can be placed in three categories related to geography. The first is the urban fabric on the east connected to the growing city on the Delaware. The second is the farmland and unsettled areas to the west of the growing city, and the third is the establishment of large estates of the city’s elite near the Schuylkill River beginning with the Penn family’s own Springettsbury.

Under the rubric of the first category, Philadelphia’s urban fabric grew on the east in its characteristic bell shape centered along Market Street and fronting on the Delaware River, but began relatively slowly, in part because of the barrier presented by the marshlands of Pegg’s run, which were effectively bridged only after mid-century. Growth within the study area generally occurred in

connection with this from southeast toward the northwest as the century progressed, although
development was concentrated along the spines of Front, Second, and Third streets even north of
the Cohocksink by the end of the century (see figure ?). The taxable population of all of the
Northern Liberties numbered only 151 people in 1741, less than 10% of the total within the bounds
of the original city.104

The character of the eastern Northern Liberties waterfront development in the eighteenth
century and its relationship to historic topography was captured by antiquarian Abraham Ritter at
the end of the Civil War. Ritter characterizes the “Callow Hill” as the limit of the city’s merchant
port on the river at the end of the eighteenth century. Beyond it stood

a nest or range of dirty-yellow frames, continuous from near Water street to the wharf,
variably occupied by groggeries, boarding and lodging places, provision dealers, etc., where
also hucksters congregated at night to raffle off their unsold poultry. The structure was
antique and doubtless original, a very firstling of the Northern Liberties.105

Annalist John Fanning Watson recorded the primitive state of the “North End” of the city’s
development at the beginning of the eighteenth century, noting that inhabitants of Germantown
sought a public road into this part of the city because the area’s settlers enclosed existing tracks
behind fences.106 By the end of the century, diagonal roads across the more northern area of the
Northern Liberties, such as Ridge Road (later Ridge Avenue) reached only as far as Ninth and
Callowhill streets (see figure ?). Thus, travelers into this portion of the city arrived principally from
the settled part of the city to the south or by water.

Despite Ritter’s claim of the primitive nature of settlement in the eastern part of the study
area in the eighteenth century, the study area was sufficiently settled by the 1760s that a “new”
market was established on Callowhill Street and the former Newmarket Street (Figure 7). Another
important development in the 1750s was the establishment of a British troop barracks between
Second and Third Streets south of Green Street.107 The Revolution-era 1777 Nicole map (Figure 8)
clearly indicates the scale of this facility, which gave the name of “Campington” to this portion of
the study area, along with the marshy banks of Pegg’s Run and the delta of the Cohocksink.

of Memoirs, Anecdotes, and Incidents of the City and Its Inhabitants and of the Earliest Settlements of the Inland Part of Pennsylvania
*(Philadelphia, 1830), 660-1.
105 Abraham Ritter, *Philadelphia and her Merchants, as Constituted Fifty and Seventy Years Ago* (Philadelphia: Published by the
Author, 1869), 24.
Figure 7. Detail, Clarkson Biddle Map of 1765, showing Northern Liberties Market at Callowhill west of Front Street.

Figure 8. Detail, Nicole Map of 1777, showing British Barracks.
Further evidence of eighteenth-century development is provided by tax records from the 1780s. These reveal a well-established, urban mercantile and small-scale manufacturing existence in the eastern portion Northern Liberties in the period after the Revolution, although it is not possible to be certain about the exact location of those listed.\footnote{William Henry Egle, ed., \textit{Supply, and State Tax Lists of the City and County of Philadelphia for the Years 1781, 1782 and 1783} (Harrisburg: William Stanley Ray, 1898), 68-81.} Farmers were relatively rare in the eastern portion of the Northern Liberties in the period just after the Revolution, although maps from the 1790s indicate that farming was conducted in the study area west of Fifth street (figure 7). Among the manufacturers, tanners were the most successful; they amassed estates equaling many individuals listed as “gentlemen.” John Hills’s map of 1796 (figure 9) clearly indicates the newly created Cohocksink Canal, which remained a key locus of water powered industry in the study area well into the early decades of the nineteenth century. Both the Hills map and the Nicole map indicate extensive brick clay pits on either side of the thoroughfare that would become Fairmount Avenue. It should also be noted that the never-completed Delaware-Schuylkill Canal, which was to connect the two rivers through the study area, did make it as far east from the Schuylkill as Broad Street within the study, with a section completed between roughly Ninth and Eleventh streets above Green Street.

Although not visible in the tax records, the growing Northern Liberties neighborhood of the study area was clearly one of the parts of the urban fabric in which the city’s free African American community was beginning to establish itself in the eighteenth century. While the better known congregations of Mother Bethel (which, atypically for the city’s black churches, has remained at its first location for over two hundred years) and St. Thomas African Episcopal Church, originally located near Washington Square mark well-known points of focus of the community, Northern Liberties clearly also was a cradle for the city’s free blacks. This is evidenced by the establishment of “Mother” Zoar Methodist Church on Brown Street just west of Fourth at the end of the century. Congregants were almost certainly drawn to the work available nearby.

On the west, the varied topography became the locus of several large estates in the eighteenth century as the Schuylkill villa district became established along the river south of the falls. The first of these was of course the Proprietor’s own Springettsbury, but it was followed closely and notably within the study area by Bush Hill, built by the celebrated lawyer Andrew Hamilton in 1740, on what is now Buttonwood Street between Sixteenth and Seventeenth streets (where Philadelphia Community College now stands). In the mid-eighteenth century, to the north of the Hamiltons’ Bush Hill lay Cherry Hill, the country seat of Benjamin Warner. Nothing remains of the original house, but it later became the site of Eastern State Penitentiary.

The John Hills map (figure 9) makes it clear that Bush Hill occupied a truly hilly site equal to the eminence on which Springettsbury stood. In the 1780s, Bush Hill was by far the most valuable single estate holding in the Northern Liberties, valued at a sum in excess of $10,000.\footnote{Egle, \textit{Supply, and State Tax Lists}, 82}
Andrew’s son James, a Governor of Pennsylvania, also lived in the house, as did John Adams, Vice President of the U.S., who lived at Bush Hill in the early 1790s. When yellow fever struck in 1793, the house was turned into a hospital. It was gutted by fire in 1808 and converted into an oilcloth factory, which it remained for the next 63 years.

Among the other notable Schuylkill estates from the period before the Revolution, financier Robert Morris’s The Hills, on the same property as Lemon Hill, must be mentioned. Morris began compiling land in 1770; The Hills eventually totaled over 300 acres before it was sold at auction to satisfy Morris’s debts at the end of the century.

Near the turn of the nineteenth century, the Schuylkill villa district developed rapidly with the country seats of the city’s merchants, including two particularly notable properties within the study area. The first of these, Lemon Hill, built by merchant Henry Pratt on the site of Morris’s The Hills, positioned its owner as a successful and cultivated citizen of the young republic. In much the same vein, merchant James Cramond commissioned the prominent architect Benjamin Henry Latrobe at the end of the century to build the Gothic-style Sedgeley just south of present-day Girard Avenue; only the guard house for the property survives.

Early Nineteenth Century Development

In the first decades of the nineteenth century, as the stage was set for Philadelphia to begin to shift from a mercantile to a manufacturing economy, the study area grew steadily as the city expanded to fill its official boundaries and beyond. In the urban development along the Delaware River, the Northern Liberties neighborhood, bounded at the time by the Delaware River, the Cohocksink Creek, Sixth and Vine Streets, was sufficiently dense early in the century that it was incorporated as a district in 1803. One indication of the state of urban fabric there was the
speculative construction of rowhouses along Second Street above Callowhill by merchant William Sansom, whose developments in the area around Washington Square remain far better known.\textsuperscript{110}

In that first decade of the century, this portion of the study area became a crucial locus of Philadelphia's early industry when Seth Craig established the "first large cotton mill in the state" along the Cohocksink Creek, which by 1816 "was the largest manufactory of its kind in the country."\textsuperscript{111} Textile production would become the most dominant sector in the city through to the Great Depression.

The character of the "built part" of Northern Liberties, corresponding to this relatively recently created district, was captured through some key statistics by James Mease in 1811. Mease recorded nearly 3000 houses in the district, with slightly more built of brick than frame. Storehouses, most of brick, numbered 169, and "manufacturing buildings" totaled 91.\textsuperscript{112} In contrast, Moyamensing and Passyunk contained slightly more than 500 dwellings at the same date.\textsuperscript{113} Mease further reported that Northern Liberties had more than doubled in population between 1790 to 1810, going from slightly more than 8,000 to over 20,000.\textsuperscript{114}

At roughly the same time Mease was recording the state of Northern Liberties, Spring Garden had been established as a named area of the city in the south-central portion of the study area, with a grid of streets extending from Sixth Street to the "Wissahickon Road" (Ridge Avenue) and from Vine to Buttonwood streets.\textsuperscript{115} In 1813, the Spring Garden district was organized in this area.

Other developments were occurring in the same period further west in the study area. A grid of streets corresponding to the hamlet of Francisville, located along Ridge Avenue west of Broad Street, had been established, and a dotted grid had been laid out west of the Bush Hill estate and north of Callowhill Street to roughly Fairmount Avenue.

The grid of envisioned streets along the Schuylkill edge indicates that the picturesque villa district, so recently established, began to change in character in the early years of the nineteenth century. Paul Beck's shot tower, constructed just south of the study area at Twenty-First and Cherry streets, heralded the infiltration of both industry and "internal improvements" -- such as canals and railroads -- into the elite communal picturesque landscape of the Schuylkill estates. By the end of the first quarter of the century, this landscape would begin to change dramatically with the completion of the Fairmount Waterworks and the Schuylkill Navigation, which would bring anthracite coal down from the Reading area by canal after the discovery of its industrial potential by


\textsuperscript{112} Mease, \textit{Picture of Philadelphia}, 32.

\textsuperscript{113} Mease, \textit{Picture of Philadelphia}, 34.

\textsuperscript{114} Mease, \textit{Picture of Philadelphia}, 35.

\textsuperscript{115} Plaxton's \textit{New Plan of the City and its Environs}. 
Josiah White in 1815. The changing of the level of the river with the creation of the dam at Fairmount led to a chain of events that would result in Fairmount Park: the shared elite landscape of contiguous villas would give way to the early public landscape of Laurel Hill Cemetery (upstream of the study area) and eventually to the park itself as a means of protecting the city’s drinking water supply, among other motivations.

Institutions at the Periphery

One of the characteristics of the development of the city from the mid-eighteenth century was the pattern of placing large institutions at its perimeter. The earliest examples of these included Pennsylvania Hospital and the Walnut Street Jail; the study area became the location of important institutions in the life of the city in the period before the middle of the nineteenth century. While it is something of a stretch today to understand all of these institutions in the spirit of social reform in which they were constructed, they were all built to provide cures or at least amelioration for the city’s poor and transgressors as its urban population swelled within the original Philadelphia limits.

The first of these in the study area was the city hospital, located above Nineteenth Street and below Fairmount. In 1821, Benjamin Warner’s Cherry Hill estate near Bush Hill was sold to the Commonwealth of Pennsylvania, which erected the Eastern State Penitentiary (often called Cherry Hill Prison in the nineteenth century). Eastern State is nationally significant as a chapter in prison design, and was located well outside the established city precisely because it was a penal institution. The expressively foreboding Gothic crenellations at the entrance, meant to warn passersby against a life of transgression, are its most picturesque aspect, because most of the massive structure is a severely functional cage. It was organized upon a radial plan, with seven spokes radiating from a central core, because this was the most effective way to keep an all-seeing eye on its inmates. A gigantic iron portcullis and watch towers can still be glimpsed, making the Penitentiary a popular tourist destination at Halloween. Even more terrifying was the dominant unit in the floorplan: solitary confinement, in the form of individual cells where prisoners were denied human interaction. They were given nothing but a bed, a Bible, and a skylight (certainly not a normal window). The theory of the 1820s was that this would force the inmates’ thoughts to higher things, such as repentance and reform. Hundreds of nineteenth-century prisons around the world used Eastern State as their model.

The prison’s architect was John Haviland, whose training in England is evident from the similarity of the long southern facade along what has become Fairmount Avenue, climaxing in castellated towers, to such British Gothic Revival milestones as Downton Castle, the country estate of Richard Payne Knight, who is arguably best known as a late theorist of the picturesque.

Less well known, but also important, is the former House of Refuge built not far away at Fairmount Avenue and Fifteenth Street. This facility, following the model of New York and Boston set in the mid-1820s, was constructed to house juvenile offenders, and opened its doors in 1828. It

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was the first such institution in Philadelphia, and rose, like Eastern State, out of the interest in
providing the most humanitarian and reformatory means of incarceration (underage prisoners had
previously been kept with adults at the Walnut Street Jail). The expansion of the House of Refuge
continued through the nineteenth century: a new building was completed in 1850 at Twenty-fourth
and Parrish streets in part expressly to house “colored” inmates in separate facilities because the
“prejudices of the white children were very strong against such associates.” Eventually, the House
of Refuge occupied the entire blocks bounded by Poplar, Parrish, Twenty-Second, and Twenty-
Fourth streets.

At its northern edge the study area was given definition when Girard College was built on
what has since become a major thoroughfare, Girard Avenue, just north of Poplar (which was the
official boundary of Northern Liberties by the beginning of the nineteenth century). The college's
founding by the merchant, banker, and millionaire Stephen Girard to provide education for
fatherless boys was one of the largest philanthropic acts to date in North America. The 41-acre
campus has modest-looking structures (as Girard expressly stipulated in his will) with one
extraordinary exception, its centerpiece, Founder's Hall. It was constructed in 1833-1847 to designs
by Thomas U. Walter with considerable intervention by Nicholas Biddle, president of the college's
Board of Trustees and of the Second Bank of the United States. The donor, Girard, is buried at the
building's core (a mausoleum arrangement frequent in charitable foundations in Europe). This grand
but functionally inefficient Corinthian temple overlooks Girard Avenue. Before the Spring Garden
district became built up, its sightlines extended to Center City. Thus, Biddle and Walter created a
monumental Greek temple that shone from a distance as a symbol of Girard's and the city's
accomplishments, culture, and public spirit. No other architecture would be quite as compelling for
the heights near Ridge Road overlooking the democratic City of Brotherly Love. The building
helped to establish Walter as one of the still-young country's greatest architects, a reputation that
would late lead to his work on the U.S. Capitol in Washington.

Another charitable institution that gravitated to this area northwest of Center City precisely
because of its rural openness was the Preston Retreat, which stood at the northwest corner of 20th
and Hamilton Streets. T. U. Walter had already designed Girard College, and thus was a natural
choice as architect. But Preston Retreat's architecture never did have the high symbolism of
Founder's Hall at Girard. Indeed its purpose was hardly an occasion for visibility; it was a maternity
hospital for indigent women, established in 1836 by the will of Dr. Jonas Preston, a Quaker. Quaker
values dictated austerity, and whereas Founder's Hall was Corinthian, Preston Retreat was rendered
by Walter in the much more sober (and less costly) Doric. The estate of Dr. Preston was much
smaller than Stephen Girard's, and financial difficulties with the investments hobbled the activities
of the Retreat from its inception. The buildings were demolished in 1963.

As the location of Preston Retreat suggests, Girard College became the anchor for an
institutional zone that developed in the nineteenth century in the study area. In addition to the
House of Refuge's move to Twenty-Second and Parrish streets after mid-century (several buildings
there were designed by Cope & Stewardson and Savery, Scheetz & Savery in the 1890s), the

Northern Home for Friendless Children (which still survives as the Northern Home), founded in the 1850s, came to occupy a block between Girard College and Eastern State in a building designed by Samuel Sloan in 1854. Immediately across Corinthian Avenue from the College, the German Hospital (which renamed itself Lankenau after the first World War) was established in 1860, and grew to a sizeable campus before moving out of the city after World War II.

**Mid-Nineteenth Century: 1830 to the Civil War**

In 1827 the Eastern State Penitentiary was nearly completed. That same year, the district of Spring Garden was formally extended westward beyond Broad Street, in part no doubt because of the decision by Mary Hamilton, who inherited the Bush Hill estate, to sell off its land west of Broad Street for development. This sale had a significant effect on the course of the built environment of the western Spring Garden district, allowing the city’s rowhouses and commercial avenues to extend here, as well as providing vacant land for several key, large industrial zones. In the 1840s, much of the Spring Garden district remained unbuilt, but by the eve of the Civil War, only the land at the northwest corner of the study area remained undeveloped.

In contrast, in areas further east in the study area, particularly in Northern Liberties, industrial development before the Civil War constituted redevelopment within existing urban fabric. Since industrial facilities were no longer limited by geography after the shift to steam from water power and the spread of rail transportation within the city, the concentration around the Cohocksink creek and later canal gave way to dispersal of these larger buildings within the neighborhood landscape. Often these facilities grew into, and slowly absorbed, their immediate residential surroundings.

By the time of the completion of Girard College’s original campaign of construction in the 1830s and the beginnings of the institutional zone it sparked, the Northern Liberties District was almost completely built out. The Spring Garden District east of Broad Street was still relatively sparsely settled, but the plan to develop the Bush Hill estate foreshadowed the continued progress of the city’s construction in Spring Garden. The shift from water to steam power as the predominant force in Philadelphia industry, coupled with the introduction of railroads, caused the study area to become one in which several of the most important Philadelphia of manufactories were established, and one in which Philadelphia’s factory workers (increasingly immigrants) as well as wealthy factory owners and financiers also found residence as the dense urban fabric of the city continued to grow north and westward. This shift in power source also changed the physical landscape of the city that already existed. For example, the Cohocksink Creek, channelized by the late eighteenth century, was culverted and covered over to become Canal Street by the middle of the nineteenth. The street’s serpentine path is a reminder to the present of this important aspect of the city’s early topography, settlement, and industrial development.

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The rapid growth of the city in general was amply manifested in the study area, in large measure because of the industries that were established there in the decades before the Civil War as steam power and locomotive transportation for goods became available. Between 1820 and 1840, Northern Liberties doubled its number of residents, and Spring Garden’s leapt from a population of 3500 to 28,000. With the influx of immigrants from Ireland and Germany and the growth of the city’s free black community as the middle of the century neared, ethnic enclaves began to be established in the study area. One example of this was the establishment of several Roman Catholic parishes in the study area, such as the Church of the Assumption on Spring Garden Street between Eleventh and Twelfth streets, completed in 1848-9 by architect Charles Patrick Keely. Keely’s impressive brownstone church was fronted by the broad expanses of Spring Garden (which terminated at Sixth Street), which contained market sheds from Seventh Street to Twelfth in 1860.

The populating of the study area led to the creation of the Spring Garden and Northern Liberties Waterworks in 1844, formerly located on the Schuylkill River just outside of the study area, and the establishment of a gasworks in Northern Liberties along the Cohocksink in the same period. Connections between the study area and those beyond were also forged with, for example, the first suspension bridge over the Schuylkill River in the vicinity, completed in 1842 at Callowhill Street and designed by Charles Ellet, Jr. This was the country’s first wire suspension bridge for general traffic.

There is ample housing stock remaining in the study area to testify to the period of growth at mid-century. In addition to many blocks of worker’s rowhouses in the Spring Garden district and substantial versions of the same on Spring Garden Street itself, the understanding of parts of the Spring Garden district as suburban in character in the period before the Civil War as well as the residence of more wealthy citizens are registered, for example, by a group of dwellings on Green between Sixteenth and Eighteenth streets. There, twenty-two semidetached houses designed in 1853 by Samuel Sloan (whose widely read books on architecture preached the importance of a garden plot for every house) are set back from the street with side yards. This development links Spring Garden to other areas of the city that were developing at the time, such as Powelton Village (on the other side of the Schuylkill) and West Philadelphia, as well as portions of Germantown newly accessible by rail from Center City. Notably, however, in the early nineteenth century, virtually no large, single residences were built within the study area.

**Northern Liberties Industry**

The Northern Liberties district’s industrial growth in the years before the Civil War crossed several production sectors, reflecting continuity with earlier practices (such as the concentration of tanning and leather working in the area) and new developments. Throughout the Northern Liberties, as in Old City, small manufactories could be found woven into the residential fabric in buildings no wider than rowhouses. In contrast, the Delaware’s wharves and the Reading Railroad’s massive coal depot at Port Richmond facilitated the growth of heavy industry near the waterfront, although some

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larger facilities such as the Liberty Stove Works, a four-story brick building completed in the early 1850s on the south side of Brown Street between Fourth and Fifth streets, could be found in the area. Notable among the Northern Liberties factories was Henry Disston’s first manufacturing facility: his Keystone Saw began as a relatively small plant near the Cohocksink Canal in 1840, originally using water power and later steam, and eventually expanded to over seven acres before Disston moved his operation to Tacony after the Civil War.

Disston’s Northern Liberties facility is but one example of a band of heavy industry along the Delaware began to develop after the establishment of enormous Reading Railroad Coal Depot at Port Richmond in 1840s, thereby providing a ready supply of fuel nearby. This band stretched into the study area from the I.P. Morris Foundry south of the Depot. Lumber yards and coal wharves were interspersed with houses and factories near the water.

**Spring Garden Railroads and Industry**

Just as institutions began to cluster in a part of the study area beginning in the 1830s, between the 1830s and the 1850s, a concentration of important manufacturing facilities grew up in the central part of Spring Garden, in no small part because of the introduction of rail transportation for goods and passengers through the district. Initially, smaller companies were involved, but by the end of the nineteenth century both the Reading and Pennsylvania Railroads crossed the study area at Willow Street. Because early railroad lines were actually forbidden from being established within the bounds of the original city as a fire hazard, their placement just outside in the Spring Garden district was an important spur to growth there.

The completion in 1834 of the Columbia Railroad, running all the way from the Susquehanna River to a terminus near Franklintown (the hamlet south of Spring Garden Street near Eighteenth Street), spurred development in the Spring Garden district. The neighborhood became heavily industrial as manufacturing firms hastened to locate near the rail facility, including the Norris Locomotive Works and the Baldwin Locomotive Works, which established facilities just west of Broad Street.

Matthias W. Baldwin takes credit for bringing the railroad steam engine to America. In 1832 his "Old Ironsides," one of the first American-made locomotives, ran through North Philadelphia along the horsecar track of the Philadelphia and Germantown Railroad. In 1835 he moved his locomotive factory from Center City to Broad and Hamilton Streets in Spring Garden, and gradually expanded westward. The complex lay just to the north of both the Reading's and the Pennsylvania railroads’ tracks, which ran across Willow Street to a passenger terminal on the Delaware River.

By 1884 the Baldwin plant covered nine acres, employed up to 3,000 people, and produced over 500 different sizes and styles of locomotives. In 1914, the Baldwin Works had expanded to 38 buildings covering 17 acres of land; 19,000 employees produced 2,500 locomotives. Supplying not just America but also Brazil, Russia, Japan, and other nations, it was one of the largest companies of its kind in the world. Hampered by lack of space, the company moved in 1925 to Eddystone, near
Chester, where it had purchased 184 acres in 1906. The works in North Philadelphia were demolished in 1937, as the company declared bankruptcy and was merged into oblivion, thereby opening up their former site to redevelopment (see Broad Street section below).

Baldwin was the major supplier for the Pennsylvania Railroad, which grew to be one of the largest corporations on the globe and built major lines south of Spring Garden along Market Street at 30th Street and 15th Street. Baldwin's locomotives hauled Philadelphia-made goods of all sorts to New York, New England, Ohio, Chicago, Baltimore, and the south. Through Spring Garden ran lines belonging to the Philadelphia and Reading which fed Pennsylvania's coal country. In 1842 the Philadelphia and Reading extended its tracks through Spring Garden from the banks of the Schuylkill to the banks of the Delaware (some of the tracks veered northeast to Port Richmond). From the Delaware riverfront, cargoes were shipped up and down the Atlantic coast, to Europe, and to South America. The late nineteenth century marked the apex of Philadelphia's role as an industrial capital of the Western Hemisphere.

Baldwin was hardly alone in establishing manufacturing in Spring Garden before the Civil War. A different industrial sector was represented in the Powers & Weightman Chemical (pharmaceutical) plant founded in 1836 and soon occupying the block bounded by Parrish and Brown, Eighth and Ninth Street. But Baldwin and his immediate manufacturing neighbors constituted an enclave of competing interests that grew up near the rail lines in the Spring Garden district. Close to the lines were such industries as William Sellers's vast machine shops along Pennsylvania Avenue between Sixteenth and Seventeenth streets, built in 1853; the industrial works of Bement and Dougherty, begun in 1851 at Twentieth and Callowhill streets; and beginning in 1854 the Pennsylvania Soap-Works (McKeone, Van Haagen, and Company) on Callowhill Street near the Schuylkill. The latter was the largest soap factory in the state by the 1880s. Equally significant was the locomotive works of William Norris, which in the period was even better known that Baldwin's.

Companies locating in this area tended either to make products used by the railroads, or to benefit from the coal that could so easily be delivered here from upstate. Bancroft and Sellers had begun manufacturing machine tools and mill gearing in 1848 on Beach Street in Northern Liberties, across from what is now Penn Treaty Park. Just five years later it moved to Spring Garden. Sellers and Company, as it came to be known when Bancroft died in 1855, made huge quantities of lathes, planing machines, steam hammers, and screw stocks and dies.

Numerous rail facilities were located in North Philadelphia, among them an engine house, turntable, and yard at Nineteenth Street and Pennsylvania Avenue, as well as a freight depot on Broad between Noble and Callowhill streets. The Reading's Grain Elevator at 411 North Twentieth Street still stands today as a last vestige of this bustling activity. Built in 1925, it was a waystation for grain in transit between farmlands west of Philadelphia and ships on the Delaware River. There were in fact many such elevators within the City of Philadelphia; this example is important because as the only one remaining.

This grain elevator stands adjacent to the surviving sunken tracks of the rail line near Pennsylvania Avenue. The retaining walls of cyclopean blackened boulders give a sense of the
former scale of the former industry of this section of the city. Such leftovers from the age of industry serve as instructive reminders that Philadelphia's verdant northwest has always been encroached upon by heavy machinery.

One last industrial sector in Spring Garden must be mentioned: brewing. While the bulk of the area of the city that came to be known as Brewerytown was established north of Girard Avenue and thus outside of the study area, both brewing facilities and, later, the large residences of those who made their fortune in producing beer, lies within the study area. Beer brewing, a crucial Philadelphia export product with the advent of refrigerated rail transportation in the later nineteenth century, was particularly concentrated at the western side of the study area where the Schuylkill cliffs provided the appropriate situation to create lagering facilities to produce the German-style beer that immigrants sought. Among the earliest breweries was Bergdoll's, which was established at mid-century at Twenty-ninth and Parrish streets. Large breweries continued to operate in Northern Liberties as well until well after the mid-twentieth century and their facilities have only recently been demolished.

Late Nineteenth to Early Twentieth Century: The Period between the Civil War and the Depression

The patterns established in the study area before the Civil War were generally continued in its aftermath. That is, industry in Spring Garden and Northern Liberties (now part of Philadelphia after the 1854 consolidation) continued to expand, taking up larger parts of the urban fabric as it did elsewhere in the northern part of the city. The city's wealth led to the construction of new and larger churches, private residences, schools, and public facilities. A key development after the war was the official founding of Fairmount Park in 1867 at the edge of the study area, although land had been acquired for the park since the purchase of Lemon Hill at the edge of the study area in the 1840s.

The growing numbers and prosperity of Jews and Catholics of various ethnicities in Philadelphia are both amply represented in developments in the study area from the late nineteenth century. As the African-American community grew, some congregations were sufficiently wealthy and numerous to buy or even build their own church within the study area. Most notable among these is arguably “Mother” Zoar Methodist Church, which moved to its present location at 1204 Melon Court in the 1880s. Two highly visible Catholic churches in Spring Garden, in very different historicizing styles, are the work of Edwin Forrest Durang, who received many commissions from the Catholic church. The grand St. Francis Xavier, at Twenty-fourth and Green streets, is an 1893 fantasy loosely based on Romanesque. Durang also provided a new building in 1895 for the St. Peter's congregation in North Liberties at Fifth Street and Girard Avenue.

Durang's Church of the Gesu at Eighteenth and Stiles streets, on the other hand, is more restrained, and is among the best of the architect's sanctuaries. It follows monumental Roman Baroque models such as the original Church of Il Gesu, built in Rome in the late 16th century as the mother church of the newly formed Jesuit order (the Society of Jesus). Philadelphia's Gesu was commissioned by Jesuit priests between 1879 and 1888. Its size reflected the exploding population
of this predominantly working-class neighborhood at the time of construction. The nave still inspires awe today, and was once the widest unobstructed nave in the United States.

The Gesu's symmetrical red brick facade was composed as three levels, each in a different classical order, with square towers at each side framing cyma curves that hold aloft a pediment. The exterior ornament was fashioned from cast iron and sheet metal, reflecting the arrival of such industrially rooted materials into the realm of religious architecture. Yet the interior was richly decorated in the manner of Italian sanctuaries, which offered a far more exuberant model than Philadelphia's comparatively austere Protestant churches (which generally were based on British models). Overhead soars a 76-foot-wide, coffered barrel vault. Heroically scaled sculptures and gilded plaster ornament continue the references to Rome. Baroque scrolls cap every pew. Side chapels copy Italian models. Beside the sanctuary stood St. Joseph's Preparatory School, an anchor of the surrounding community.

Green Street Prosperity

Farther south, Green Street, particularly at its western extremity near Twenty-Fourth Street, became the locus of a series of residences for wealthy Philadelphians, and a number of individuals who had made their fortunes in the brewing industry are notable here. At Twenty-Second and Green stands the Kemble-Bergdol brownstone mansion, one of the most imposing in all of Philadelphia. It is fully freestanding--a luxury in this district which remained rather dense--and commands a high knoll with a glorious prospect toward Center City (its views have been interrupted by some late 20th-century condominiums). The architect James Windrim and decorator George Herzog -- a prominent Philadelphia team -- designed the house in the most formal of Italianate modes, with elaborate fittings, in 1890. It was built for the financier William H. Kemble and eventually sold to the Bergdol family, whose wealth came from one of the biggest breweries in Brewerytown (during wartime the family changed the spelling of its Germanic name to Bergdoll). Typical of Herzog is the mansion's lavish interior with rich late-Victorian hues and gold leaf stencilling (Herzog created the breathtakingly varied and colorful interiors of Philadelphia's renowned Masonic Temple). Just west on Green, at numbers 2220, 2223, and 2301, stand three houses built for the Fleisher family, whose money came from another quintessentially Philadelphian line of business: textiles.

Spring Garden Street was also exceptionally wide for Philadelphia, and amplified by a planted median in the center, giving its denizens more sunlight than most citydwellers could imagine. This expanded breadth was echoed a block over on Green, through a different expedient: situating many of its houses far back from Green Street. Such departures from previous Philadelphia practice meant that sidewalks became a garden zone rather than simply a pavement.

Green Street benefitted from its perch on a ridge above Center City, an advantage that was even more desirable in the nineteenth century when air conditioning was not even conceived of. This geography explains why Spring Garden Street, the next major street south of Green, is also lined with expansive, luxurious houses.
Broad Street – New Money to the Advent of the Car Culture in the early Twentieth Century

As late as the 1860s, a substantial number of open lots remained available on Broad Street in the study area, most of them used as lumber or coal storage yards. In the aftermath of the Civil War, North Broad Street became the locus of two developments. The first of these was construction of a residential area for Philadelphians who had recently gained their wealth in industry. An early arrival, in 1864, was Matthew Baird, a partner in the Baldwin Locomotive Works located not far away in west Spring Garden. He lived at 814 North Broad in a house that combined Romanesque details with a mansard roof in the then fashionable Second Empire mode.

Both North Broad and Northern Liberties became the place where Philadelphia’s Jewish community began to make its presence more widely known after the Civil War, marking the movement and growth of this community out of the original city into the study area. In 1864, for example, the Keneseth Israel congregation commissioned a new building at Sixth and Brown streets; by the end of the century, KI would move again, onto North Broad beyond the study area. In contrast to the continued movement of this congregation, which is now located in Elkins Park outside of the city, Rodeph Shalom, also a Reform Congregation, commissioned Frazer, Furness and Hewitt in 1870 to design a Saracenic revival building, which they later replaced with the remarkable Art Deco/Byzantine Revival building by Simon & Simon from the 1920s that now sits at Broad and Mount Vernon.

This era of conspicuous consumption after the Civil War is perhaps best (or worst) exemplified by Willis Hale's brownstone for Peter A. B. Widener at 1200 North Broad, at the intersection with Girard Avenue. Widener gained his stupendous wealth from building the street railways that put Spring Garden and North Philadelphia into easy commuting distance of Center City. He also speculated in real estate in Spring Garden, naturally enough since it rose in value as his streetcars spread. Widener and his partner George Elkins, after building individual fortunes, together acquired and combined the city's numerous street railway lines into the Philadelphia Rapid Transit System. They invested in several planned residential areas in North Philadelphia.

Designed in 1887, Widener's house is 53 feet wide, three times the width of many townhouses. It incorporates a riot of Flemish cross-gables, ogee conical roofs on its corners, and a curved double staircase leading to the entrance. Such extravagance earned Widener condemnation from his enemies as the crassness of the nouveau riche. The Widener mansion is significant because of its influential owner more than for its artistic quality. The interior is certainly worth saving; it is another creation of George Herzog, who contributed to the Kemble-Bergdol mansion on Green Street.

For arrivistes such as Widener, North Broad was emerging as a rival for such old money bastions as Rittenhouse Square. The neighborhood needed an anchor; Paris's Opera, built in the 1860s and 1870s, was famously the epicenter of fashionable socializing in the late-nineteenth-century French capital. And so, not surprisingly, a Philadelphia Opera House was erected at Broad and Poplar Streets. It was intended to rival the Academy of Music on South Broad Street, which
anchored the Center City west neighborhood stretching to Rittenhouse Square. The ringleader on North Broad was the impresario Oscar Hammerstein, who came to Philadelphia in 1907. For the project he hired the country's best-known theater architect, William McElfatrick of New York. Opening night in 1908 was a success, but could not erase the mortgage of $400,000, a crippling sum.

Continuing this saga of Gilded Age excess, Hammerstein sold to E. T. Stotesbury, the Philadelphia banker (head of Drexel and Company) whose hunger for social visibility most famously led him to his own gigantic and impractical Whittemarsh Hall just outside of Philadelphia near Chestnut Hill. Stotesbury brought to the Philadelphia Opera House the Metropolitan Opera from New York -- but only for three years, but the name has remained as “the Met of Philadelphia,” although it began to fail even before the Great Depression.

Nearby, the skyline is dominated by the Divine Lorraine Hotel, on Broad Street near Ridge Avenue and Fairmount, built as the Lorraine Apartments in 1894 and another design by Willis Hale (who was an investor in the project). It owes its current name to its owner after 1948, the charismatic Philadelphia preacher and civil rights activist Father Divine. As was typical for the period, it was originally a combination apartment building and hotel, and was, at the time of its construction, among the tallest apartment buildings in the city.120

Although automobile construction is not generally thought of as a luxury operation today, automobiles were very much an elite product in the first decades of their introduction and use. Further, and in contrast to the assembly line methods used famously at the Ford Motor Company in Detroit, the fitting out of automobiles was largely a custom enterprise. Therefore, it is hardly surprising that Broad Street, where the grand mansions of the nouveaux riches, the city’s latest opera house, and its largest apartment building were built in the latter part of the nineteenth century, became the focus of the early automobile industry in Philadelphia.

The automobile industry arrived on Broad Street between Vine Street and Fairmount Avenue, with large factories for Packard, Cadillac, Ford, and Studebaker beginning in the first decade of the twentieth century. Still standing today, and converted to loft apartments, is the exceptionally sleek and handsome Packard Motor Car building at 321 North Broad, designed in 1910 by Albert Kahn, with showrooms redesigned in 1927 by Philip Tyre.

Rather late arrivals on North Broad Street in the early twentieth century were the city’s two newspapers, built in the block above Callowhill after the freight yards here were closed. As early as 1930 two great newspapers stared at each other across Broad Street near Callowhill: the Inquirer and the Bulletin. But while the public face of the Inquirer occupied a handsome tower, the newspaper also brought vast printing plants that were less clean additions to what had previously been a residential area (in those days newspapers had their printing plants immediately adjacent to their editorial offices). Even today, one can spot on each side of Broad Street the massive plants that brought in

120 Details on the building and its history can be found in George E. Thomas and Domenic Vitiello, National Register Nomination Form, Lorraine Apartments, 2002, on file at the Pennsylvania Historical and Museum Commission.
money but emitted fumes and noise. Of course, as of 2010 little printing is done in this area and such buildings are ripe for reclamation as newly chic "loft" spaces.

Facing it across Broad is the Terminal Commerce Building, erected as an income-producing investment by the Reading Railroad Company, whose tracks, as described above, were for many years the east-west spine of the Spring Garden district. The building's yellow-buff walls sport colorful terra cotta. The sheer bulk of the 12-story structure stretching an entire block eastward makes it a powerful terminus to the sightlines from Center City. Just off Broad rose the Lasher Printing Company building at 1309 Noble Street, designed by Philip Tyre in 1927 with Art Deco touches and distinctive concrete balconies (though it was not a residential structure).

Redevelopment of North Broad Street around Spring Garden after the departure of Baldwin Locomotive for Eddystone in the 1920s is clearly evident today in several standing buildings. Chief among these is the former Pennsylvania State Office Building, a cooperative project led by the firm of Carroll, Grisdale, and Van Alen with Harbeson, Hough, Livingston and Larson and completed in 1958 at Broad and Spring Garden. Although they have largely been forgotten, the Carroll, Grisdale and Van Alen was among the most prominent in Philadelphia at the time. To its west stands the former Smith Kline & French Laboratories at 1530 Spring Garden, designed and built by the Ballinger Company in 1949.

Developments after the Depression

*High Rise Living along the Parkway*

A more picturesque testament to the impact of the automobile on the study area lies farther to the west. The Benjamin Franklin Parkway, one of the city's most-photographed places, had been germinating in the minds of civic leaders since the turn of the century, but construction did not begin until 1917. In addition to providing a means to escape to the northern suburbs of the city and the gathering place for cultural institutions, the Parkway has also served as the setting for important twentieth century construction nearby within the study area, particularly of apartment houses.

The dominant building of the Parkway City is of course the main building of the Art Museum, designed in the late 1920s. In the past decade the museum has acquired and restored for museum use a business building across the street to the north, the Fidelity Mutual Life Insurance Company Building (renamed the Perelman Building). Its location was quite unusual for a corporate headquarters when it was erected in 1925-26; the reason was the imminent construction of the main museum which would draw the public's attention to this location (and make the environs a beautiful place for insurance company employees to wander at lunchtime). Many of the same architects were involved in both the main museum and the Fidelity Insurance building (notably the firm of Zantzinger, Borie and Medary) -- a fascinating example of the fact that many architects of the period saw no weakness and no compromise in switching from one style to another quite different style. (The myth that good architects are by definition purists wedded to one single ideal is, history shows us, largely inaccurate.)
The very noticeable change as one crosses the road from classicizing (the main museum) to Art Deco (the insurance company) served the desirable purpose of communicating to the lay public and the out-of-town visitor that the buildings housed very different activities. The museum laced itself visually into the classicizing necklace of buildings created by the cultural and civic institutions on the Parkway (notably the Franklin Institute, the Free Library, the Family Court, and the Rodin Museum), while the insurance building chose an Art Deco that was the most popular dress for big business in that era (Manhattan is full of widely known examples including the Chrysler Building for the Chrysler Motor Company, built just a couple of years later). Thus visitors new to Philadelphia's Parkway could read its different activities through its architecture.

The Fidelity Insurance building conveyed prosperity (implying to customers that the business's practices were solid) through a typically Art Deco melding of sleek lines, use of bold colors in selected zones, and historicizing details such as the tile roof and ornamentation along the top of the facade (which links this building to the Greek main museum with its acroteria). The resulting building was less austere and more easily likeable than the most rigorous International Style modernism of 1920s Europe (Philadelphia does possess one instance of that latter mode, the PSFS skyscraper). The Fidelity Insurance building had instead a quintessentially American corporate architecture.

Dating from two decades later than the Fidelity, yet still retaining a touch of the latter's Jazz Age flair, is Parkway House a few blocks down Pennsylvania Avenue to the east. It is a medium-luxury apartment building designed in 1952-53 by Gabriel Roth and Elizabeth Fleischer, making it one of Philadelphia's first major buildings to be designed by a woman. Like the Fidelity Insurance Building, Parkway House makes clever use of "butterfly" wings, that is to say, wings set at a gentle angle from a center core. Such a layout breathes informality. At Parkway House the wings take advantage of a breezy site overlooking softball fields (administered by Fairmount Park) above the Parkway. It is very easy to forget that the thoroughfare in front of Parkway House has a richly complicated history; before it was Pennsylvania Avenue it was the clanging rail line of the Reading Railroad, hauling coal to the Delaware River.

Parkway House recalls the stepped terraces, pyramidal massing, and curving glass forms of prewar Deco (Deco is also evident in the buff-yellow apartment building farther west at 2601 Pennsylvania Avenue which sports sleek Moderne streamlining). Parkway House vaguely suggests a stepped pyramid or ziggurat, but only vaguely, for it is truly modernist in being an abstraction: no historical details permit more than a slight sense of any earlier architecture. At the same time it incorporates some ideas from the International Style modernism of Europe, particularly the windows in horizontal bands. Yet these are set in counterpoint against vertical columns of curved projecting bays, which lend interior rooms exceptional variety.

Between Parkway House and the Fidelity Insurance building rose another butterfly-plan building that more thoroughly embraces International Style tenets. This is the Philadelphia apartment building, which is midcentury modern in its floating planes, cantilevered balconies, ribbon windows, flat skyline, and huge number of units within a single building mass. Its minimalism is
cleverly offset against the rolling, curving landscape and the historicism of the Art Museum across the Parkway. The Philadelphian, the brainchild of architect/developer Samuel Oshiver, who designed and built it from 1959 until the early 1960s, planned the Philadelphian to be a completely self-sufficient development, with a supermarket, restaurant, and other service vendors, including a bank.

The livability of these various apartment buildings (even if some balk at the starkness of the slabs) makes a fitting recent chapter for a district of Philadelphia that began as the bucolic residence Bush Hill in 1740 and in 2010 encapsulates enlightened urban living, though its middle years had witnessed austere institutions for the poor and a period of ferocious and noisy industrial might.
Post-War Redevelopment

Like many other areas in the city, the study area has been the subject of post World-War II redevelopment efforts. It goes without saying that the creation of the Vine Street expressway and cutting through of Interstate 95 at the southern and eastern perimeters of the study area have constituted some of the most major changes within these neighborhoods. Within Spring Garden and Northern Liberties, housing, commercial, and institutional redevelopment was concentrated east of Broad Street and particularly on either side of Spring Garden Street. The highest concentration of housing redevelopment was in the East Poplar Redevelopment area, not coincidentally the area of Spring Garden that had fostered an African-American enclave. The redevelopment area was bounded by Girard Avenue, Spring Garden Street, Fifth Street, and Ninth Street. The most architecturally significant aspect of the redevelopment of this area was the creation of Guild House, designed and built by Venturi and Rauch in the early 1960s in collaboration with the firm of Cope and Lippincott. Guild House, along with the Vanna Venturi House in Chestnut Hill, has since been recognized as one of the most important modern designs in the country and a seminal moment in the formation of the career of Robert Venturi.

Within the last decade, Northern Liberties, particular in the northern part of Second Street to Girard, has been subjected to intensive mixed-use redevelopment. In contrast to the post-World War II work, which created low-rise public housing public institutions (such as the Social Security Administration headquarters on Spring Garden), and large scale-commercial establishments, the most recent projects in Northern Liberties have been decidedly up-market, bringing a change to the demographics of the neighborhood that is unprecedented in its over 300-year history.
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