



**ARKANSAS HISTORIC  
PRESERVATION PROGRAM**

# Little Rock's Capitol View Neighborhood Historic District

By Sandra Taylor Smith & Anne Wagner Speed

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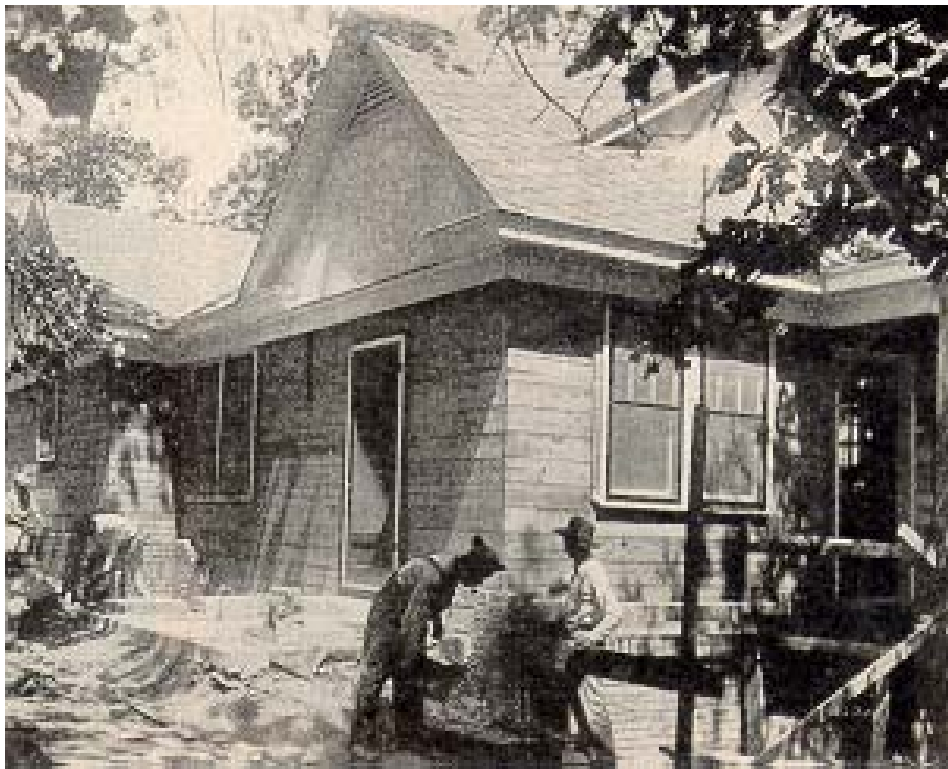
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*Masons apply brick to house in Capitol View Neighborhood, 1928.*

Photographs and illustrations from the research files of the  
Arkansas Historic Preservation Program unless otherwise noted.

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The Capitol View Historic District is contained within Section 4 Township 1 North Range 12 West of Little Rock, Arkansas. Its most distinctive features include a river view from a bluff high above the Arkansas River as well as, appropriately, a view of the Arkansas State Capitol from numerous vantage points both north and south of Markham Street, which bisects the district and divides it into two unequal parts. Its varied topography, characterized by substantial variation in elevation enhances the possibilities of scenic overlooks and, no doubt, was a principal attraction for developers in the late nineteenth and first quarter of the twentieth century. The district has remained almost exclusively residential in character throughout its history. A handful of duplexes, three apartment buildings and a pair of grocery stores are the only exceptions among the 501 buildings included in the nomination. The architecture of the neighborhood is predominately Craftsman, Craftsman Bungalow, and Bungalow with modest Tudor or Colonial Revival detailing. The dominance of these styles, in both the northern and southern portions, reflects the principal growth period of 1920 to 1940. In the additions of the northern section of the district, 52% were constructed in the 1920s while in the additions south of West Markham, 30% were built during the 1920s and a surprising 28% were completed by 1939, many of these in 1930 to 1931 before the repercussions of the nation's economic depression were as evident. In sum, survey statistics reveal that over three quarters of the entire housing stock was built by 1939 (76%).

Building scale and decorative detailing is generally homogeneous; its limited variation is reflective of a similarly homogeneous residential character as an enclave of modest homes for middle and working class individuals. Forested pockets of hardwoods and evergreens remain as present-day reminders of the wooded appeal of this area and its welcome change from the increasingly developed "Original City of Little Rock". Or as an Arkansas Gazette reporter observed in 1915, like Pulaski Heights, this hilly terrain "...owe(d) much of its fame for beauty of landscape to the pines, those majestic green robed sentinels that stood watch over the hill and vale long before the city dwellers came hence to build their bungalows and chicken coops."<sup>1</sup>

### **Capitol View Subdivisions**

The additions or portions of additions included within the Capitol View Historic District, listed chronologically according to the dates they were first platted, are: Worthen's Subdivision, Capitol Hill Extension, Plunkett's Second Addition, the northwest corner of E.M. Phillips Addition, Ferndale Addition, Capitol View and Union Depot (platted the same year), Virginia Heights, Young's Park and Bodman's Addition.

### **Worthen's Subdivision**

The oldest addition, Worthen's Subdivision, was initially "laid off...and offered for sale (on) 1 July 1869."<sup>2</sup> The property was comprised of "certain lands" belonging to the estate of George A. Worthen that extended west of the city of Little Rock to the "Deaf Mute Grounds" and W.B. Waits holdings, south to what is now Markham Street and north to the Arkansas River.<sup>3</sup> Only a portion of Worthen's vast holdings are contained in the survey area as part of the original 31 lots. Specifically, lots 12-31 are entirely outside of the district boundaries; a portion of lots 4 and 11 remain within the boundaries but are industrial in nature and recent in date and therefore non-contributing. These vestiges of industrial use, however, reflect the area's land use prior to residential development. Indeed, as indicated on an 1888 map of the city of Little Rock, a wagon manufacturer, a furniture plant as well as a sash, door and blind manufacturing facility were all located near the railroad tracks and the Rose

Bayou which meandered in its course through the Worthen property.<sup>4</sup> Spurs of the main St. Louis, Iron Mountain and Southern Railroad even provided direct access to the railroad for a few of these manufacturing enterprises.

The eastern portion of this original tract has been dominated by the presence of the railroad for over 100 years. Indeed, as recorded in 1882 in Plat Book 8, The St. Louis I M and S Railroad had received for a “consideration of \$60,000” use of the lands for railroad access and development.<sup>5</sup> This late nineteenth-century transaction underscores that the railroad was and, to some degree, remains a dominant, defining feature of this entire historic district, particularly the eastern portion that nestles alongside it. The railroad’s presence also affected the professional composition of the neighborhoods alongside its tracks. As city directories indicate these neighborhoods were a preferred residential choice for railroad personnel, both white and African-American and at all levels of hierarchy from conductors, brakeman and machinists to the railroad executives and traveling salesmen who sold their wares by rail.<sup>6</sup>

The Worthen family has been a familiar name in Arkansas for many years. George A. and his wife Louisa B. Worthen had emigrated from Kentucky to Arkansas “in an early day” and “settled in Little Rock when it was in its primitive state.”<sup>7</sup> Despite his early arrival in Arkansas, George Worthen was not the first individual to own this land. In fact, this property was first granted in a land patent of July 20, 1825 to the elusive Gilbert Barden, about whom little could be confirmed.<sup>8</sup>

After George Worthen’s death, his heirs, notably his son W.B. Worthen, initiated the development of the property. W.B., an Arkansas native with a background in engineering and surveying, joined with D. F. Shall in a real estate agency in 1869. As recorded in Goodspeed, subsequent to Mr. Shall’s untimely death in the Brooks-Baxter War, W.B. Worthen “formed a partnership with Gordon Peay Sr. in the real estate and brokerage business and in 1876 he went into partnership with Edwin W. Parker, consolidating the business of both and forming ‘Parker and Worthen’ ...a banking, brokerage and real estate business second to none in the state.”<sup>9</sup> It seems possible, if not likely, that the division of his father’s holdings into the aforementioned 31 lots was one of W.B. Worthen’s “inaugural” transactions in an illustrious career that was to last decades.

The partnership with Peay and Parker dissolved in 1888 and the business “carried on” under the firm name of W.B. Worthen Company.<sup>10</sup> W.B. Worthen served as president of the new venture while Gordon Peay held the position of cashier. The company proceeded to become a principal player in Little Rock’s growth and development, particularly the growth of its residential neighborhoods as attested by the plethora of advertisements of properties for sale by the real estate arm of the company.

A man of significant ambition, Gordon Peay worked diligently and after W.B. Worthen’s death he was elected president of W.B. Worthen Company where he had served as cashier for more than twenty years. Described as “...very prominent and popular in business and social circles,”<sup>11</sup> Peay like his mentor and partner Worthen was descended from “one of the oldest and most honored pioneers of the state.”<sup>12</sup> Peay’s grandfather, the illustrious and highly decorated Major Nicholas Peay who was recognized for his service in the Indian Wars, had, like Worthen’s parents come to Arkansas from Kentucky. Sources note that the younger Peay devoted his life to banking except for a brief stint as treasurer of Pulaski County.<sup>13</sup> His banking responsibilities did not preclude work as director of Capitol Building Association and as one of the directors of the Terminal Warehouse Company.<sup>14</sup>

And, just as W.B. Worthen had followed his father's legacy with his own successes, his son, George G. Worthen became vice-president of W.B. Worthen Company when Peay ascended to the presidency. George Worthen also served as treasurer of Pritchard Lumber Company, located in the Ferndale Addition, as well as director of Crow Burlingame.

Lots 5-10 of Worthen's Subdivision are within the district's boundaries, but were all later replatted under new names and under the aegis of developers aside from the Worthen family. From these Worthen family holdings, two additions were developed: Union Depot was sculpted from lots 6 and 7, Bodman's Addition was created from lot 8 and the western half of lot 9 and C.F. Ferguson Lumber Co. used lot 19 for its facility while the Missouri-Pacific Railroad Company made use of portions of the land for their tracks and railroad-related structures.

### **Union Depot**

Union Depot was platted on October 28, 1904, and was developed under the auspices of the Union Depot Land Company, with D.W. Green serving as president and Maxwell Coffin as secretary. The addition was comprised of three blocks of sixteen lots each, measuring approximately 110' by 50'. The modest lot size suggests that the buyer targeted was one of commensurately moderate means.

*Builders at work on a structure in the Capitol View neighborhood, ca. 1928. From the January 1928 American Builder; courtesy of Chris Dimon.*



On September 1, 1910, the addition was expanded by Sam Reyburn who added Blocks 4 and 5, which included 12 lots each sized at approximately 140' or 135' deep by 45' to 47' wide. Block 6 runs east-west along Second Street and contained eight lots of approximately 115' by 50', though lot 1 adjacent to the railroad tracks is shaped to the contours of the tracks' curve. Blocks 7 and 8 were left undivided at the time of platting.

Virtually nothing could be found about D.W. Green. At this time, there were other "Greens" in the real estate business, but no connection could be determined between these Greens and D.W.<sup>15</sup> Maxwell Coffin, on the other hand, was a well-known, well-regarded and successful figure in Little Rock business and civic circles. He had moved to Little Rock from Tennessee in the early 1890s and "had formed the real estate partnership of Coffin and Ragland, with W.H. Ragland."<sup>16</sup> As noted in his obituary, while affiliated with this real estate firm Coffin had promoted the Commercial League whose objective was to expand the city's industrial growth "to businesses other than oil mills."<sup>17</sup> In 1895, the firm of Coffin and Ragland dissolved and Coffin became president of the Bank of Little Rock and Little Rock Trust Company. It is interesting to note that his obituary and biographical

materials make no mention of his association, however brief, with D.W. Green. Coffin would later forsake banking entirely and resume his “real estate business individually.”<sup>18</sup> As eloquently noted in the local paper, “Mr. Coffin was among the first to see the beauties and appreciate the possibilities of Pulaski Heights and to him is largely due the credit for the growth of that community.”<sup>19</sup> His interest and projects included the Hillcrest Land Company, the Capitol View Land Company and Midland Hills Company. A man of apparently broad vision, his first success was, in fact, even farther west—Plateau Addition, described as “just in front of the State Hospital.”<sup>20</sup> It is noteworthy, furthermore, that Coffin was an individual of such renown and prosperity that his home at 3820 Prospect (later 2120 Kavanaugh Blvd.) was used as a reference point in describing a property’s location in a classified advertisement.<sup>21</sup>

Coffin’s involvement in the Capitol View Addition and Union Depot reveals the commonplace practice of real estate “dealers” to delve in multiple ventures, thereby spreading their risks and, ideally, multiplying their opportunities. Examples of other real estate developers engaged in a similar modus are Sam Reyburn, Union Depot and Ferndale Addition; Gordon Peay, Capitol Hill Extension and Bodman’s Addition, and Howard Adams, Plunkett’s, Ferndale and Young’s Park Addition.<sup>22</sup>

Block 8 of the original Worthen Subdivision is sandwiched between Virginia Heights Addition on the north and Union Depot on its southern boundary. Several transactions occurred between George A. Worthen’s ownership of the property in the 1860s and Sam Reyburn’s acquisition of the parcel in 1917.<sup>23</sup> Prior to Reyburn’s involvement, Ernest J. Bodman owned the property.<sup>24</sup> As an ambitious executive with Mercantile Trust Company, the Indiana native, no doubt, recognized the potential of the parcel.<sup>25</sup> It is interesting that, despite the subsequent purchase of the property by other individuals, the addition retained the name of Bodman. One can only surmise that the property was favorably associated with Bodman and therefore it was desirable to retain the association.

Plans for the addition’s development were not formalized until Alfred Lund, a civil engineer, drew the first plat in August 1925. Though Lund’s plat was never realized and his mark was not left on this particular parcel of land, his engineering accomplishments were widely recognized. He was recognized for having “done more than any other man in the important building of the State, especially in connection with the construction of highways, bridges, and other arteries of traffic.”<sup>26</sup> As a professional whose focus was infrastructure rather than residential construction, his greatest impact on the development of Capitol View Historic District is his work on “the road which led to the Little Rock Country Club and the old wood Third Street Viaduct across the railroad, which was the key road in the system for the development of Pulaski Heights” as well as Capitol View Historic District.<sup>27</sup> Lund is also credited for constructing the first concrete road in Arkansas, laying the first asphalt in the state on Eighteenth Street between Cross and Arch Streets, and laying the first macadamized road in the state in Lonoke County on the highway to Memphis.<sup>28</sup> Clearly, his mark was indelibly left on his adopted city and state without the realization of his layout for Bodman’s Addition.

In March of 1926, Hugh Carter drew a replat of the subdivision, which was filed on March 15, 1926, and recorded in May.<sup>29</sup> Carter, like Lund, was trained as a civil engineer. He later served as Little Rock’s city engineer and still later as Pulaski County Highway Engineer.<sup>30</sup> His revised design for Bodman’s Addition eliminated six lots facing Park Street and shortened the lots along the east-west axis, adding a street between Water and North Streets. With Carter’s changes, the revised 19 lots, only 1 short of the previous design, now faced onto the new street, named Lloyd Court, after the developer who built the homes along its frontage, instead of facing North Street (original lots 14-20)

or Water Streets (original lots 7-13). This change resulted in a distinct aforementioned east-west axis in contrast to the north-south orientation of the adjacent subdivisions.

### Lloyd Court

Lloyd Court remains distinctive in this mid-town neighborhood because 17 of the 19 houses were built in 1925 at a cost of approximately \$3,000.<sup>31</sup> Though alterations, particularly the addition of synthetic and aluminum siding, have changed the exterior texture of these residences, their individual massing and proportions remain principally unchanged and epitomize a mid-1920s middle class neighborhood of modest bungalows of limited, but pleasing styling.

The man responsible for this pleasing grouping of bungalows was dubbed the “City Builder.”<sup>32</sup> Indeed, he is credited with the construction of “more than 100 homes and many business establishments” before his 25th birthday.<sup>33</sup> After the First World War, Lloyd Judd built at least 200 homes in Little Rock, including those on Lloyd Court.<sup>34</sup> His objective was to build and sell “to people of moderate means on easy terms.”<sup>35</sup> This goal was ably realized with the Lloyd Court residences.

In addition to his real estate enterprises, Judd also served as president of the Young’s Business Men’s Association, president of the Arkansas Realty Company and as a member of the Little Rock City Planning Commission.<sup>36</sup> An apparently tireless individual, he was applauded for being “engaged in practically every other city enterprise that concerned the welfare of the city.”<sup>37</sup>



*Lloyd Judd’s crew built many of the homes in the Capitol View neighborhood. January 1928 American Builder; courtesy of Chris Dimon.*

It is noteworthy that the Capitol View Historic District can boast of another street on which most of the houses were built by a single developer. This second illustration of stylistically compatible and chronologically compact housing is found along the 300 block of N. Schiller in the Virginia Heights Addition. According to local informants, the builder was J.O. Roberts, an engineer, who built his own home at 315 N. Schiller in the mid-1920s and within the next decade had provided homes for his future neighbors at 300, 304, 308, 312, 321, 325, 328, 329, 332, and 333 N. Schiller.<sup>38</sup>

### Virginia Heights Addition

Virginia Heights Addition is located in the northeast corner of the northern portion of the district. Its most distinguishing feature is the bluff along its northern edge, which provides an expansive view of the Arkansas River and of Fort Roots on the opposite shore. The addition was developed on land



originally held by the “heirs of Linebaugh” as indicated on the Worthen subdivision plat. The only information that could be gleaned about this family was their work in the watch and jewelry profession in the 1830s in Little Rock.<sup>39</sup> Numerous transactions and change of ownership occurred before the property was platted by the Ferguson Land Company on April 22, 1911. At the helm of the development company was Charles E. Ferguson, who maintained a lumber business as well, and his sister Virginia Ferguson after whom one concludes the development was named. The Fergusons, Charles and his wife Josie, as well as Virginia, resided at 1515 Spring Street. Their downtown residence did not prevent them from recognizing the attributes of their new development as described in an undated promotional sheet titled “Virginia Heights Addition (Virginia Beautiful) To the City of Little Rock.”<sup>40</sup> It was text replete with evocative imagery and a description that offers today’s reader an excellent image of this real estate offering:

*We are now ready to show the most beautiful and picturesque Addition that has ever been presented in Little Rock. It is strictly first class in every respect, and RIGHT IN THE CITY, situated on the highest point of the first hill west of the New Union Station overshadowing Little Rock and Argenta, and a grand view northwest of Fort Logan H. Roots and the Arkansas River. Every Lot is well shaded with beautiful oak trees. The streets are graded and every lot has concrete walks, sewer and city water. This Addition is closer to the heart of the business district than property on South Broadway, Arch, Gaines and State Streets that is selling for three times the price that we are offering this at. Get off the Pulaski Heights car at the Deaf Mute, go north on Park Ave. until you come to one of the prettiest spots you ever saw—that is Virginia Beautiful.*<sup>41</sup>

The writer has created a picture so clear that even today’s reader cannot mistake the location. In fact, one can still follow the precise route described in order to reach this destination. The developers were also particular about what was to be built on these desirable lots. The same promotional sheet noted that “...in order to hold Virginia Beautiful Addition to a strictly first class residence district it will be expressly understood that purchasers of this property will erect a building to cost not less than \$2,500.”<sup>42</sup> Their objective was clearly stated: “This will protect those wanting to build nice homes from unsightly shacks so often put up in additions where there is no restriction.”<sup>43</sup> The potential buyer was also reminded that there would be no improvement tax of any kind on the property. In the description of the terms of sale, it was evident that this was planned as a segregated neighborhood. The terms which required 5% cash and the balance in monthly notes were defined to “enable most any white person to get one or more of these beautiful lots.”<sup>44</sup>

There is another individual who figures prominently in the development of this addition - Sam Reyburn. Reyburn’s focus was largely the financial realization of a neighborhood rather than its physical construction undertaken by others like Lloyd Judd. As noted previously, Reyburn also played an important role in the development of Ferndale Addition, Capitol View Addition and Union Depot. Born in Reyburn, Arkansas, his career in Little Rock began in the 1890s when he organized a trust company that later became Union National Bank. Prior to the formation of Union Trust Company, Reyburn had clerked for the Iron Mountain Railroad while studying law at night. In fact, Reyburn and a friend, J.F. Loughborough, are credited with persuading the law school, then called University Law School, to initiate the practice of night classes.<sup>45</sup> He practiced law for two years after graduating in 1894 and then joined S.J. Johnson in a real estate firm, taking the helm after Johnson’s death.<sup>46</sup> Shortly afterwards, he formed the Union Trust Co.

Within 25 years, he was president of the Arkansas Bankers Association and director of the American Banking Association. His success, attributable to “his skill as a salesman,” his business acumen and his affability prompted acquaintances “in the East” to entice Reyburn to leave Little Rock for a “temporary assignment” with Lord and Taylor in New York that, ironically, would last until his retirement almost 30 years later.<sup>47</sup>

As described in *The Book of Arkansas*, Union Trust Company was “one of the state’s strongest financial institutions” and Reyburn was regarded similarly, as one of the most conservative and successful bankers in Arkansas.<sup>48</sup> It is also noteworthy that among his other ventures, Reyburn was one of the owners and promoters of Arkansas Diamond Company in Pike County. Charles S. Stiff, the jeweler and president of C.S. Stiff Realty Company which developed Stiff Addition located to the west of Young’s Park Addition, also served as vice-president of the same diamond mine enterprise.<sup>49</sup> The fact that two of the capitol city’s businessmen were engaged in the same business, aside from their speculative real estate operations, typifies how interwoven the fabric of Little Rock’s business community could be and underscores the necessity of maintaining multiple business interests for economic viability.

### **Plunkett’s Second Addition**

Plunkett’s Second Addition was one of the four areas in the Capitol View Historic District platted before the turn of the century. Its companions in this distinction are Worthen’s Subdivision (1869), Capitol Hill Extension (1872) and E.M. Phillips Addition (1891). In fact, as the name suggests, Plunkett’s Second Addition, platted in October 1892, was preceded by Plunkett’s Addition, a four-block addition west of the survey area, bounded by Plunkett Street on the east, 7th Street on the north, Erion Street on the west and 9th Street on the south. This earlier addition was platted in June 1891.<sup>50</sup>

Riley D. Plunkett was the real estate developer responsible for these two additions. Little information could be located pertaining to Plunkett except that he lived in a house at the corner of 7th and Spring streets and chose not to advertise in the city directories business listing.<sup>51</sup> Another later investor in Plunkett’s Second Addition was Howard Adams, founder of the West End Improvement Company and developer of Adams Addition in the West End.<sup>52</sup> Adams was also associated with W.B. Worthen and John B. Jones in the construction of the “old dummy line” (streetcar system) to West End Park, which provided transportation from the West End to downtown Little Rock. As detailed in an *Arkansas Gazette* article in 1938, the dummy line route, like the one serving the West End, was “the result of the investigation” into the means “to give quick and cheap transportation to the citizens of Little Rock.”<sup>53</sup> The author enumerated further that “the Dummy line was not only an answer to the urgent need of transportation, but was in reality an effort to increase the suburban districts and the property in between.”<sup>54</sup> This valuable, though apparently not indispensable, mode of transportation was abandoned in 1891 and was replaced with electrically operated cars. Within this survey district, only the residents of the northwestern corner of Capitol Hill Extension would have benefited from the availability of the dummy line. However, by the first quarter of the new century, the Little Rock Railway and Electric Company, a “descendent” of the dummy line, had expanded their services to include the new neighborhoods west and north of the West End and into Pulaski Heights. In fact, as noted in an *Arkansas Gazette* publication called *Book of Arkansas*, the Highland Line Route, whose route went from the Rock Island Depot through the business section to the State Hospital for Nervous Disorders on the western edge of the city, was one of the most heavily used.<sup>55</sup>

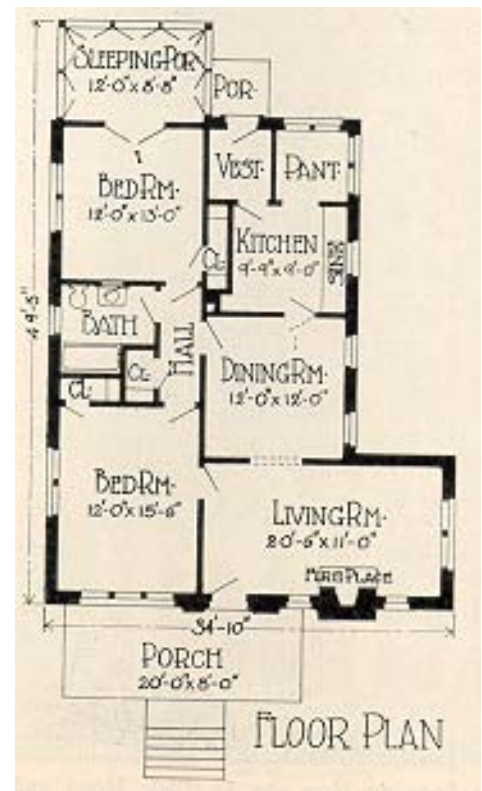
Plunkett's Second Addition, which would receive Little Rock Railway and Electric service, consisted of eight blocks. Blocks 2, 3, 4, 5 and 6 contain 12 lots each, measuring 140' by 50' with the exception of lots 6 and 7 of Block 4, and lots 1 and 12 of Block 5, which were eleven feet narrower. Block 3 and 6 also had two lots each, ten feet narrower than the usual 50' width. Blocks 1 and 7 are characterized by basically similar lot sizes, but not as regularly placed. Block 8, however, is oriented along an east-west axis, rather the north-south axis of the other blocks and has lots of varying configurations due to the position of the railroad tracks.

Also within the boundaries of the district is a small portion, specifically Block 30 of the E.M. Phillips Addition, which is located on the east side of Plunkett's Second Addition. Block 30 is oriented east to west and consists of seven lots; lots 4-7 are rectangular in configuration and measure 50' by 150', while remaining lots 2 and 3 are slightly smaller with clipped corners along the southern edge. Lot 1 has a triangular shape with the north side noted as 88 feet in length. Virtually nothing could be determined about Phillips or his wife Harriett, but judging from real estate trends at the time and the paucity of information, one concludes that the Phillips were real estate speculators on a modest scale whose speculative focus was very small and, attendantly, their risk was limited as well. The Phillips, as indicated on the addition's plat, specified, in a practice common at this time, that "streets [are] to remain open and pub[lic] highways [sic]."<sup>56</sup>

On the west side of Plunkett's Second Addition is a substantially larger addition, which is unvarying in its grid-like layout of 12 blocks of consistently sized lots. A small deviation in the path of Markham Street is the sole aberration in an otherwise orderly plan. Platted on February 29, 1904 by Capitol View Land Company, the now familiar Sam Reyburn was involved as both property owner and trustee to the development company.<sup>57</sup>

Maxwell Coffin also owned property in this addition. Some of his holdings were situated along the main thoroughfare of Markham Street and offered the possibility of either commercial or residential development. Coffin also joined Reyburn in ownership of other portions of the addition. One recalls that despite his active place in the formation of these neighborhoods around the "Deaf Mute Institute," Coffin, along with H.F. Auten, remains most celebrated for "securing the formation" of Pulaski Heights and its eventual incorporation and ultimate annexation to the city of Little Rock.<sup>58</sup>

Another notable property owner in this addition was the small-scale speculator and banker Bruno Bodemann who endorsed his real estate speculation by choosing to live in Capitol View Addition himself, at 424 Dennison, which was built in 1907 and is one of the earliest dwellings there.<sup>59</sup> It is not surprising that an individual like Bodemann choose to dabble in real estate speculation. As a vice-president at People's Savings Bank and vice-president and treasurer at Arkansas Abstract and



*This floor plan was typical of many of the structures built in the Capitol View neighborhood. January 1928 American Builder; courtesy of Chris Dimond.*

Guaranty Company, his profession was allied with real estate development and his skills readily “dovetailed” into this speculative venture.

In the 1880s, the property from which this addition was formed had been owned by another notable figure in Little Rock’s history, Colonel Logan H. Roots. A civic leader and energetic proponent of the city’s growth, Roots was professionally engaged as president of the First National Bank.<sup>60</sup> He also served as president of Arkansas Loan and Trust Company, recognized as “an efficient agency in the introduction of capital for developing enterprises.”<sup>61</sup>

### **Capitol Hill Extension**

South of the aptly named Capitol View Addition and one of the oldest additions in this historic district is Capitol Hill Extension. Platted on October 14, 1872, by Rollins A. Edgerton, the addition remained the only developed residential parcel [Worthen Addition had only manufacturing facilities] for nearly 20 years.<sup>62</sup> Just north of Park Addition, part of the Central High Historic District, this 32-block development is closely allied, stylistically and chronologically, to its West End neighbors. Its extant housing stock reflects this earlier date of development. Like Capitol View Addition, Capitol Hill Extension (named “extension” because Capitol Hill Addition, immediately to the east, preceded this addition). It has a grid-like format of 21 lots of equal size (32-7, 10-15, 18-23 and 26-28) with partial blocks along the east side (1, 8, 9, 16, 17, 24 and 25) and along the north side (29-32). Only Block 28 and a portion of Blocks 21, 26 and 27 are included in the survey area.

Goodspeed offers a succinct but thorough biography of Edgerton, which notes his Vermont origins, his military service and his eventual decision to settle in Little Rock.<sup>63</sup> After serving as a Union Army sergeant in the 72nd Ohio, “he was granted the first permit to discharge army officials to trade in Little Rock” and decided to locate a mercantile business in the capital city, which he maintained until 1870 when he was commissioned receiver of public monies for the Little Rock District by President Grant.<sup>64</sup> He was also elected secretary of the Little Rock Cooperage Company, where Logan Roots served on the board as treasurer, in 1879. Once again, the interwoven character of Little Rock’s business and civic circles is evident. Edgerton in his various real estate projects like Capitol Hill Extension or Centennial Addition in the West End typifies one kind of nineteenth-century real estate developer. Though his objectives were clearly monetary, his interest in the development of his adopted city’s residential area was complemented by a commitment to other civic concerns.

Edgerton was joined in the venture a year later by J.H. Barton, who had been his partner in West End projects.<sup>65</sup> Barton, while president of Beach Abstract, also maintained a real estate practice, which specialized in the “...building of homes on vacant lots and selling them to the poor on small monthly payments. He was widely known and respected as the friend of the laboring man.”<sup>66</sup>

Another familiar name from the West End also appears in the plat books recording transactions in this addition—Milton Rice. Rice was a state senator, president of the Cairo and Fulton Railroad and a carpetbagger lawyer.<sup>67</sup> Rice built a Gothic-styled residence on a 12-acre site, which was about a mile from the city limits at the time of its construction and was later developed as Oak Terrace Addition by H.A. Bowman.<sup>68</sup>

To the west of Capitol Hill Extension and bounded by Thayer on its eastern edge, Woodrow (formerly May Street) on the west, W. 5th on the north and a half block beyond 8th Street on its southern

perimeter is Ferndale Addition. This parcel sits alongside Interstate 630 and, consequently, is the most directed affected addition within the historic district. Platted on March 8, 1904, by the Ferndale Land Company, the addition has 14 blocks; 1-8 and a portion of 11 and 12 are oriented toward the numbered streets, 5th, 6th and 7th, respectively, while the remaining lots of blocks 11 and 12 (lots 7-18 of each) and 13 and 14 are positioned to front Jones, Appian Way and Woodrow.

Sol Thalheimer headed Ferndale Land Company as president and Sam Reyburn was treasurer. While the latter is, at this point, a familiar player in the area, the former is a new introduction to the real estate scene in the Capitol View Historic District. Thalheimer joined his brothers Jesse B. and Abe in a cigar business at 208 and 321 Main Street and lived at 805 W. Capitol.

Because of its proximity to the railroad tracks, this development with its modest lot size and, one presumes, attendant reasonable cost was particularly attractive to individuals engaged in professions related to the railroad.

### **Young's Park**

The last addition within the Capitol View Historic District occupies the northwest corner of the southern portion of the district. Like its West End counterpart, Oak Terrace Addition, Young's Park has the most unusual layout of all of the additions. It was originally platted in December of 1912 by England Land and Trust Company with plans by local architect, landscape architect and civil engineer Frank Blaisdell. In this first plan, Blaisdell laid out the northern half of lot 1, 2, 3, 4, 5 and 6. The southern half of Block 1, 7 and 8 were not laid out in blocks until 1921.

One of the principal players in the England Land and Trust Company was Joseph E. England. Hempstead, in his *History of Arkansas*, describes the real estate developer as "a dominating figure in financial and business circles in Little Rock."<sup>69</sup> Born in Mississippi and raised in Arkansas, England served as president of England National Bank, "one of the staunch and ably managed financial institutions of the state."<sup>70</sup> England's initial foray into real estate speculation was an association in the 1880s with Judge W.F. Blackwood.<sup>71</sup> He formed a partnership, on two separate occasions, with Ed Cornish, a banker and real estate speculator who had built a home at 1806 Arch Street and was involved in the development of some portions of the West End. The formation of England National Bank followed the cessation of his second banking venture with Cornish. England included his sons, Joseph E. England, Jr., and Lloyd England, in this banking venture. Lloyd England joined with his father as partner in the England Land Company and the platting of Young's Park as well. By the time of his death in 1925, the younger England had become as successful and well respected as his father.<sup>72</sup> Moreover, as Governor Terral eulogized, "the story of his life is an epitome of service, and his is a record that always will be a source of pride to his fellow citizens."<sup>73</sup> One can see that real estate "dealers" were, in many cases, some of the capital city's most commendable, civic-minded citizens whose goals often extended beyond their financial gain. Selfless, perhaps not, but able to recognize that growth of well-designed and sited middle-class neighborhoods like Young's Park were advantageous for the city as well as themselves.

"Talented" and "accomplished" were two adjectives used to describe the versatile designer Frank Blaisdell. His versatility extended to many media as his work credits indicate. Notable commissions include the \$40,000 of landscape "beautification" at the Arkansas State Capitol, the Mosaic Templar building, with its \$50,000 budget, and the architectural design of Little Rock College (now St. John's

Seminary) as well as the State Agricultural Schools at Russellville and Jonesboro.<sup>74</sup> Before his sudden death in 1921, only months after the plat of Young's Park was submitted, Blaisdell was applauded for his creative work, particularly his landscape design which "afforded enjoyment to the masses of people...and develop[ed] their power to appreciate beauty in all its forms."<sup>75</sup>

## Capitol View Infrastructure

A review of the ordinances filed in Little Rock between the 1880s and the 1940s reveals the development of the infrastructure of this wooded, hilly terrain, which provided the site of Young's Park and the other additions that form the Capitol View Historic District. These ordinances pertain to the securing of essential city services, such as a safe and reliable source of drinking water or adequate street lighting. Other amenities critical to development were paved streets and sidewalks, electricity, fire protection and streetcar service.

Safe drinking water is the single most important ingredient to the growth of any city and its outlying areas. Little Rock had struggled for years with limited success to provide its citizens with this commodity. As one writer reflected in 1936, the city had been using the Arkansas River water "...to the annoyance, inconvenience and discomfort of its patrons."<sup>76</sup> Efforts to obtain better water were championed by the Home Water Company, which was formed in 1877. An ordinance recorded in 1880 and enacted in March 1881 noted that the company enjoyed "...the privilege of laying water mains and pipes in and under all the streets and alleys and public places..." of Little Rock.<sup>77</sup>

A report written by Dr. J.P. Runyan, president of the Arkansas State Board of Health, was published in the Arkansas Gazette in 1908.<sup>78</sup> He credited the Home Water Company with providing water to Little Rock that was "...practically free from germs and microbes..."<sup>79</sup> The efforts of the Home Water Company were applauded in another 1908 article in the Arkansas Gazette for keeping pace with the rapid growth of the city and providing its residents with "...as pure water as may be secured in the South."<sup>80</sup> Water was taken from the Arkansas River about two miles north of the city to control the possibility of contamination, pumped into settling basins where sediment precipitated and "clean" water was secured. It was noted further that "...all parts of the city are covered by 85 miles of mains, water being furnished at low rates."<sup>81</sup> There was also mention that an adequate supply of water was also available to the fire department.<sup>82</sup>

Proper removal of sewage was second only to safe drinking water as a necessity for successful residential development. In his history of Central Arkansas, Hempstead congratulated the city for its efforts toward construction of a system for sewage.<sup>83</sup> He mentioned that piping was being laid in streets throughout the city.<sup>84</sup> The issue of proper sewage facilities was not left only to historical commentators like Hempstead. Others like Colonel F.B.T. Hollenberg observed, in 1906, "...that a portion of people in Little Rock interested in the best good for the greatest number, awoke to the fact one day that Little Rock needs more than any one thing at present, a complete system of sewerage and improved paved streets."<sup>85</sup> He continued with a prediction of "...the greatest boom that ever struck this town...if these goals were realized."<sup>86</sup> He closed his essay with the battle cry, "Work for Sewer and Paving Districts."<sup>87</sup> One such improvement district was created with Ordinance #2211,<sup>88</sup> dated August 9, 1915, which granted "...the right to construct and maintain a sewage system..." in parts of Capitol Hill Extension Addition, Ferndale Addition and Capitol View Addition.<sup>89</sup> Another example from October 23, 1916, Ordinance #2361, provides a view of the outcome when a consortium of property owners petitioned the City Council "...to take steps, toward the making of local

improvements, therein by building a sewer to connect with what is known as the 'State Sewer' in the vicinity of 2nd and Summit Ave...." to portions of Union Depot and Plunkett's Second Addition.

Paved streets translated into accessibility and desirability and therefore were one of the prime objectives of Little Rock leaders. An 1894 guidebook commented on the excellent condition of Little Rock's business streets and the paving of many of its residential thoroughfares. As noted earlier, road improvements were often in response to the expansion of the electric streetcar line, which necessitated improved road conditions.<sup>90</sup> Generally, street improvements were a partnership of government and private individuals with a portion of costs raised by millage taxes, property owners and the city government providing the balance. Ordinances specifying an "improvement district for the purpose of grading, draining, curbing, guttering and paving with tarvia macadam, asphalt, bitumated concrete, brick or wooden blocks" were commonplace as development accelerated.<sup>91</sup> Tracts in new neighborhoods became part of "improvement districts," ordinances were passed and costs assessed, taxes levied and, in turn, improvements made. In some instances, streetcar companies contributed to improvements in roadways in which track was laid.

At times, details of an addition's design were reconsidered. A typical example is Ordinance #3811 (July 27, 1925) in which the width of streets and placement of curbs in Young's Park on Thayer, Fountain and Grove Streets were discussed. Years earlier in 1912, Ordinance #1842 (June 24, 1912) had addressed "...fixing the grade..." of the same addition when concern for street width and curb placement would have been premature.

It is not surprising that sidewalk construction often accompanied street improvements. Indeed a 1911 issue of *The Booster* notes that 25 sidewalk permits were granted covering 2,446 linear feet at a cost of \$41,467.<sup>92</sup> These costly improvements were well worth the investment in the eyes of prospective buyers. As mentioned earlier, the burden of these improvements were relayed, at least partially, to the property owners as illustrated by Ordinance #3962 (February 22, 1926), which specified that owners of lots on Thayer between Markham and Third were required to build sidewalks. Consequently, paved streets with adequate curbs and sidewalks already in place and fully paid off was quite an enticement for the prospective buyer and accounts for the plethora of classified advertisements touting "...streets paved and paid for, sidewalks on both sides."<sup>93</sup>

Capitol View Historic District has no fire stations, either historic or modern, within its boundaries. One surmises that this area's fire protection needs were served by either Fire Station #3, which was opened at 3515 W. 12th in 1911, or Fire Station #7, in operation by 1916 at Beechwood and Prospect Avenue (now Kavanaugh).

In 1888, electric lighting was becoming a reality for some downtown businesses.<sup>94</sup> That year, 72 electric streetlights were installed, though gas lighting remained the primary means to illuminate residential neighborhoods at the time. An ordinance enacted some years later in 1912 (Ordinance #1887, October 7, 1912) noted the appropriation of \$10,000 for "...the purpose of purchasing, installing, equipping and putting in service 109 electric lights ..." to be distributed among the wards. The city's goal was simple and straightforward: "...the immediate preservation of the public health and safety of the City of Little Rock."<sup>95</sup> Companies like the Little Rock Railway and Electric Company were diligent in their efforts to make electricity a reality for both business and homeowners. By 1913, in fact, their Power House contained 8,250 horsepower capacity produced by "mammoth steam turbines, operated 24 hours a day."<sup>96</sup> According to sources at the time, the "uniform, constant and

uninterrupted service” provided by these steam turbines “has been the means of encouraging the people of Little Rock to take advantage of every possible convenience connected with the use of electricity, and as a result, many homes are equipped with modern electrical appliances.”<sup>97</sup>

An accessible transportation system was another essential component in the formula for a successful residential development beyond a convenient walking distance from downtown. Markham Street provided the principal transportation artery for these neighborhoods with streetcar service that passed through the center of the district en route to Hillcrest and, later, Pulaski Heights as well as service to institutions like the State Lunatic Asylum.

### “A City of Homes”

In his 1947 publication *Annals of Arkansas*, Dallas Herndon described Little Rock as “...chiefly a city of homes.”<sup>98</sup> This description seems a most fitting characterization of the Capitol View neighborhoods and one corroborated by those who were raised there.<sup>99</sup> It should be noted that this district does not include any churches or schools, very few commercial structures, typified by the pairing of a grocery on the first floor and a renter on the upper story, and only a limited number of historic apartment buildings, duplexes or other multi-family units.<sup>100</sup> In sum, Capitol View Historic District was developed as and remains a district of working- and middle-class single-family dwellings.

A profile of the residences can be gleaned from a review of information regarding “valuation” and “owner occupancy” provided in the *Real Estate Property Survey and Low Income Housing Survey* conducted by the Pulaski County Planning Board in 1940 after the majority of the neighborhood had been built. Six categories were defined in the “valuation assessment”; categories ranging from less than \$1,000 to over \$20,000 exemplified by the palatial residences of the Edgehill subdivision in Pulaski Heights. Within this district, Young’s Park offers the most numerous and concentrated examples of relative affluence, that is, between \$4,000 and \$8,000, comparable to portions of Prospect Terrace, Cliffwood and Newton’s Addition, all contemporary subdivisions of Pulaski Heights. The additions north of Markham and to the east of the Deaf-Blind Institute as well as most of Capitol View and Plunkett’s Second Addition provided housing in the mid-range of valuation in 1940 or between \$2,000 and \$4,000. Not surprisingly, the southern portions of the district, particularly those streets abutting or adjoining the railroad were appraised at significantly lower prices than their neighbors in Young’s Park. Typically, these were valued as low as \$1,000.

A similar mixture is seen in the figures for “owner occupancy” evaluated in this study. For example, within its boundaries, Young’s Park had areas with 41-60% owner occupied dwellings and other portions with occupancy by owners of up to 80%. Virginia Heights could boast of similarly high owner occupancy at levels of 61-80%. The owner occupancy statistics of Union Depot were somewhat lower, at 41-60%. Portions of the district to the south had even lower levels of 21-40%. A predictable pattern is evident: the more expensive the housing, the higher the level of owner occupancy.

Duration of occupancy provides another enlightening perspective on these neighborhoods. Young’s Park typically had residents of 10-20 years occupancy; Virginia Heights and Union Depot offered a similar picture. Portions of Capitol View, Plunkett’s Second Addition and Ferndale Addition had even longer occupancy rates, many exceeding 20 years. Bodman’s Addition, in stark contrast, had one of the lowest figures in this category. Residents in these dwellings built by Lloyd Judd typically



only lived in these mid-1920s bungalows about 5-10 years. One surmises that these homes served as “starter” homes or else the residents’ professions, often railroad-related, called them to other locations.

Owner occupancy of five, ten or more years had a stabilizing effect on the real estate values at the time. The enticing descriptions found in the classified advertisements, no doubt, added to the attraction of the neighborhood for new buyers and convinced those who purchased homes to become long-term residents. Consider a house, described as “near Stiff Station,” offered in 1921 and described as a “...beautiful brick bungalow, tile roof, concrete walks, servants house and garage; convenient in all respects. The house is the last thing in modern building.”<sup>101</sup> Another advertisement from 1911 beckoned to potential African-American purchasers to consider a house on Schiller that was “...good for colored people.”<sup>102</sup>

A property at 420 Pearl Street was available from the W.B. Worthen Company in August of 1925. The recently constructed six-room bungalow was described as having “...hardwood floors throughout, tile bath, many built-in features...”<sup>103</sup> The sellers suggested this home for the buyer seeking “...a close-in home...in a nice neighborhood.”<sup>104</sup> A few years later, an advertisement beckoned the potential to 200 Thayer Ave. (the building now demolished, a new house on the site) to see a property in “...Young’s Park Addition, overlooking the State Capitol, and truly a very unusual and attractive brick bungalow with special textured walls. Six large rooms, concrete airy basement and laundry room. Modern servant’s room. 5 minutes drive to town.”<sup>105</sup> The impact of the automobile was apparent in even a middle- and working-class neighborhood.

Missouri-Pacific employees were encouraged to inspect properties like the one at 105 Barton Street (now demolished) with its “...front on Prospect Avenue...” and its “...rear end of the lot [which could be] used for business.”<sup>106</sup> The same issue of the local paper advertised another home suitable for railroad employees at 424 Thayer Avenue, described as “...a beautiful, new 4 room, glassed [sic] enclosed sleeping porch, hardwood floors and strictly modern; 4 blocks to Pulaski Heights car line, in shop call district, east front...a dandy little house and the price of \$3,450 is right.”<sup>107</sup> Another bungalow with six rooms was available; it was equipped with a garage, garden, chicken house and fruit trees and like the two previously mentioned properties was “...in the call district of the Mo-Pac railway...” and was therefore desirable for those employed by the railroad.

A neighborhood portrait has emerged from review of city directories, classified advertisements, personal interviews and other historical sources. The Capitol View Historic District provides a glimpse of an almost exclusively residential neighborhood intended for working- and middle-class residents. Time has wrought its changes on both the socio-economic and ethnic diversity of the area, though it remains solidly middle-class in many sections. Like other mid-town neighborhoods such as the Central High Historic District to the south, inadequate maintenance, conversion of larger homes to multi-unit rental property and, attendant, deterioration due to short-term rental residency, as well as the prevalent application of artificial siding have taken their toll. Nonetheless, its handsome housing stock, the absence of commercial intrusion, reasonable real estate prices and an active neighborhood association have invigorated its renewal and encouraged its residents’ allegiance to these neighborhoods both north and south of Markham. Moreover, features which made these properties attractive to buyers in the first quarter of the century retain their draw still as the century draws to its close—proximity to the downtown business district, plentiful shade trees and, for those homeowners along the ridge overlooking the river, a panoramic view of the Arkansas River.

## The Capitol View Neighborhood Historic District

### Boundaries

The boundaries of the Capitol View Neighborhood Historic District have been defined with consideration given to a number of factors.

First, the physical boundaries and the historical narrative are based on the definition of the Capitol View Neighborhood as a *single* district comprised of two physically distinct portions with a shared history of development and architectural styling.

Second, those portions along the commercial corridor which bisect the area, specifically W. Markham, that have experienced the greatest amount of compromised architectural fabric coupled with significant evidence of non-historic development have been deleted from the proposed district. As anticipated by the city government as well as local developers, West Markham Street developed into a major east/west arterial, a role that it retains today. This deletion was made to insure the numerical integrity (ratio of contributing to non-contributing) within the district. It should be noted that this type of selective editing was also employed in the determination of the boundaries for the Central High Neighborhood Historic District to the south of this district. That district was comprised of two *nearly discontinuous* portions connected by a narrow “hyphen” the size of a half a block. In the proposed Capitol View Historic Neighborhood District, there are two proposed *discontinuous* portions, one north of W. Markham and the other south of this thoroughfare. Both sections, nonetheless, intersect with W. Markham within two blocks of each other.

Third, the 100 blocks of Schiller, Summit and Barton are not included and therefore cannot provide a “hyphen” like the one created for the Central High Neighborhood Historic District because the properties contained in these blocks were not fully documented in the Certified Local Government survey grant on which this nomination was based. It is noteworthy that a preliminary review of these resources reveals an overwhelming number of non-contributing structures.

And finally, the Capitol View Neighborhood Association, which has served as an essential catalyst for and champion of the area’s revitalization, has directed its attention and resolved its commitment to the neighborhood both north and south of W. Markham, including all of the proportions of this proposed historic district.

**Northern portion:** The boundary runs north from the intersection of N. Park Street and W. Markham Street to the northern property lines of Riverview Drive. It then runs east along Riverview Drive to the intersection of N. Summit, along the west side of N. Summit south to the intersection of N. Summit and Garland Street. The boundary veers west to a second intersection of N. Summit and Garland Streets where it turns and proceeds south along the west side of the 100 block of N. Summit to the intersection of W. Markham and N. Summit. The boundary continues west along W. Markham to the corner of N. Park.

**Southern portion:** The eastern boundary of the southern portion of the district begins at the intersection of W. Markham and Barton Streets and continues south along Barton, including properties on the west side of Barton. At the intersection of Barton and W. 2nd the boundary turns and runs east for one block to the intersection of W. 2nd and S. Park. The boundary then runs south along the west

side of S. Park Street to the intersection of Park and W. 3rd. The boundary proceeds east along W. 3rd to the intersection of W. 3rd and S. Schiller where it turns and runs south along the 300 block to include the properties on the west side of the block to the point where S. Schiller terminates.

The district's southeastern boundary follows the line of the railroad tracks to the intersection of W. 7th and S. Thayer Streets where it turns and runs west along W. 7th to the intersection of W. 7th and Woodrow Streets.

The western boundary runs north on Woodrow Street from the intersection of W. 7th and Woodrow to the intersection of W. Markham and Woodrow.

The northern boundary of the southern district runs east along W. Markham from this intersection to the intersection of W. Markham and S. Barton Streets.

### **Summary of Architectural Significance**

The Capitol View Neighborhood Historic District is a residential area situated in the hills west and north of the Arkansas State Capitol. Spectacular views of the Arkansas River and the Arkansas State Capitol from wooded lots were, no doubt, the principal attraction of the area to developers and buyers. The district contains portions of ten additions to the city of Little Rock platted during the period from the late nineteenth century to the mid-1920s. The Capitol View neighborhood is almost exclusively residential, largely comprised of single family homes with a few duplexes and three multi-unit apartment buildings. There are no historic churches, schools, or fire stations located in the neighborhood.

West Markham Street divides the Capitol View Neighborhood Historic District. The bulk of the neighborhood lies to the south of this principal arterial street. North of West Markham is a small rectangular portion of the district containing eighty-five houses. The portion of the district south of West Markham Street contains 415 properties. A large expanse of land directly north of West Markham from the southern portion of the district contains the Arkansas School for the Blind and the Arkansas School for the Deaf. Although not a part of the Capitol View Neighborhood, the large grounds of these facilities and their dignified buildings, set well back from the street, provide a park-like setting for both north and south portions of the neighborhood.

Additions as platted ran from both south to north and east to west; however construction reached its peak during the 1920s. The buildings in the Capitol View Historic District reflect the varied popular taste in architecture during the period 1900-1940; the district's architectural variety is characterized in its eclectic strain of Colonial Revival cottages, Craftsman, period revival and Minimal Traditional styles. Frequently within a particular style, homes in the Capitol View Neighborhood are found in both medium-scale and modest-scale versions of the same basic plan.

Of the 501 properties in both the north and south districts, 269 (54%) are contributing historic buildings, 181 (36%) are non-contributing historic buildings (altered or synthetically sided) and 51 (10%) are non-contributing buildings constructed since 1950.

## Architectural Styles in Capitol View

The Capitol View Neighborhood Historic District is residential in composition and is bisected by West Markham Street, a major east/west thoroughfare through the city of Little Rock. The predominant architectural style found in the Capitol View Neighborhood Historic District is Craftsman and Craftsman Bungalow (35%). This preponderance of the Craftsman style reflects the largest period of growth in the neighborhood, 1920-1939, during which 76% of the houses in the neighborhood were constructed.

### Queen Anne

The earliest extant houses in the Capitol View neighborhood were constructed 1900-1919. Of these only a few are Queen Anne in style and are small cottages. Examples of the district's Queen Anne housing are seen at 204 Barton, 114 S. Dennison, 115 S. Dennison, and 212 S. Park. Typical Queen Anne characteristics such as fish-scale shingles in gable ends, beveled corners, and decorative spindles on porches distinguish these small versions of the style.

### Colonial Revival

The majority of the earliest homes in the district are Colonial Revival. A few of these are regarded as transitional Colonial Revival, or specifically, those bridging the stylistic gap between the Queen Anne with its fanciful details and the more classically inspired Colonial Revival. Typically, these asymmetrical Colonial Revival cottages are one-and-one-half story and have hipped roofs with lower cross gables. Most of these vernacular illustrations of the Colonial Revival cottage were sheathed in narrow horizontal wood siding at the time of their construction. Details vary, but



*This house at 115 S. Dennison reflects the Queen Anne style of architecture. AHPP photo.*



*The T.R. McGuire House at 114 S. Rice is a spectacular treatment of the Colonial Revival style of architecture. AHPP photo.*

include circular gable end windows, double hung sash with multi-pane upper sash hung above a single pane lower sash and columnar, often Tuscan, porch supports which, in many instances, have been replaced with later Craftsman-styled supports. Though an accentuated front door is common to this style, the Colonial Revival cottages in the Capitol View Neighborhood typically display more modest entrance treatments.

A number of these Colonial Revival homes in the Capitol View Historic District are physically isolated from others of the same style; however, numerous “clusters” or groups of two, three, or more similarly styled and contemporaneous residences remain in the eastern regions of the district. Colonial Revival cottages in the 100 blocks of Barton, Dennison and Rice Streets are examples of such “clusters” of this style. The McGuire House at 114 S. Rice is an outstanding example of the Colonial Revival cottage.



*This shotgun house on West Sixth Street likely was built for a railroad employee. AHPP photo.*

### **Shotgun**

The long, narrow Shotgun house, which in the South proliferated in working class neighborhoods is also seen in the Capitol View Historic District. Confined to the southernmost area of the district, the cluster of four Shotgun houses at 2524 W. 7th, 2510 W. 6th, 2506 W. 6th and 2508 W. 6th were within easy walking distance of the railroad and, no doubt, were constructed for railroad employee housing.

### **American Foursquare**

Only a few houses in the district are representative of the American Foursquare style, popular from the turn of the century to 1930. The American Foursquare style examples in the Capitol View Neighborhood are largely confined to the additions south of West Markham Street. Houses at 108 Thayer, 206 S. Park, 116. Barton, 230 S. Rice, 107 S. Dennison and 108 Pearl clearly express the characteristic square shaped with hipped roof and one-story full front

Only a few houses in the district are representative of the American Foursquare style, popular from the turn of the century to 1930. The American Foursquare style examples in the Capitol View Neighborhood are largely confined to the additions south of West

*This structure at 108 Thayer reflects the American Foursquare style of construction, in this case embellished with English Revival-style details. AHPP photo.*



porch. However popular the style was nationwide, there are only a very few examples in the district, perhaps because they were a larger and more expensive house than the development of the neighborhood dictated.

The majority of the homes in the Capitol View Neighborhood Historic District were constructed in the period from 1920 to 1939. The design of these houses reflects the popular styles of the era, notably Craftsman, Craftsman Bungalow, and the Period Revival styles.

### **Craftsman**

Craftsman style features such as low pitched, gable roofs accentuated by wide unenclosed eave overhangs with exposed roof rafters, as well as tapered square columns on pedestal porch supports are frequently seen in the houses in the Capitol View Neighborhood. Many of the Craftsman houses in the neighborhood were constructed with combinations of wood, brick, stone and stucco veneers.



*Two examples of the Craftsman style in the Capitol View Neighborhood. The large, two-story structure above is located at 111 Fountain. The smaller example at right, located at 2016 Lloyd Court, is more typical in scale of most of the Craftsman-style buildings in the neighborhood. AHPP photos.*



Two-story Craftsman style examples found in the Capitol View Neighborhood include the houses at 129 Thayer and 111 Fountain. These homes offer the stylistic exposed rafters and generous overhang. Narrow clapboard wood siding is combined with stucco in front facing gable ends and brick porch supports. Fenestration on these houses feature the characteristic Craftsman double-hung four vertical pane over one sashes.

The Craftsman Bungalow is the dominant style found in the neighborhood. These one-story and one-and-one-half story homes are located in all areas of the Capitol View Neighborhood. The American Craftsman Bungalow became the “cottage” of the early decade of the twentieth century. It began as a small Craftsman house but acquired a wide diversity of stylistic influences, specific examples showing links with many popular American architectural styles. The American Bungalow adapted itself to widely divergent environmental and climatic conditions, made use of numerous kinds of local building materials and ranged in size from spacious versions to small, low-income residences constructed specifically to meet the need for small affordable housing.

Representing the 1920s and 1930s, the most prolific era of growth in the Capitol View Neighborhood, several areas of Craftsman Bungalows were constructed in groups. For example, seventeen of the nineteen houses along Lloyd Court were constructed in 1925-1926 by local developer Lloyd Judd at a cost of \$3,000 each. Similarly, the 100 block of Pearl Street contains a series of Craftsman Bungalows built in 1923 by the England family of the England Loan and Trust Company.

Although there are many different types of Bungalows within the Capitol View Neighborhood Historic District, a common theme in their design links them. The Bungalow, as an architectural archetype, is set low to the ground; it nestles into and becomes part of its environment. The use of rustic materials on the exterior of bungalows was common. Low-pitched roofs with wide eaves also characterize these houses. Living space was often extended to the outside in use of the spacious porches on bungalows. The bungalow porch was a key factor in the livability of these small homes as they were geared to the outdoors. Today, the porch continues to be an important space in the Capitol View Neighborhood.

### **Period Revivals**

Nationwide in the 1920s an eclectic flavor of design emerged. Homes incorporating many of the “romantic” styles of the past in their designs were fluently constructed in this period. English and



*This house at 304 Thayer exemplifies the English Revival style of architecture on a small scale. AHPP photo.*

Spanish styles were some of the historic styles incorporated into these picturesque houses. Although modest, there were a number of houses constructed in the Capitol View neighborhood with the influences of period revival styles, particularly English.

A large number of houses in the Capitol View Neighborhood display details reminiscent of the period English Revival style. One of the dominant architectural influences in the district is the one-story brick bungalow with steep front facing gables, arched openings and textural interest through combination of building materials. The house at 304 Thayer Street exemplifies the influence of English Revival on a small scale. This house is veneered in brick of variegated color, features steep, front facing gables and its entry is grandly marked by a stone arched portal with a steep triangular pediment. Similarly, the houses in the 300 block of N. Schiller feature characteristic English Revival steep front facing gables, arched entries and combined exterior materials of brick and stone.

Contemporaneous, but far less common in the Capitol View Neighborhood, is the more high style period English Revival house. Usually two-story with brick and stucco veneering, these houses utilize the characteristic steep front facing gable, arched entry, and second story false half-timbering. Examples of the large English Revival style house in Capitol View are seen at 2500 Grove Circle and 217 Thayer.

The Capitol View Neighborhood District was constructed largely as a middle and working class neighborhood. The majority of housing is modest in size and design. In contrast is the unexpected appearance of the house at 202



*This building at 2500 Grove Circle exhibits a high-style English Revival design. AHPP photo.*

Thayer at the crest of a steep hill. The romantic design elements of the Spanish Revival style are seen in this house's details such as tile roofing, pairs of arcade-like windows and exposed beams over a side porch. Smaller versions of the Spanish Revival style are also located at 2504 Grove and 215 Pearl.

Although the majority of development in the Capitol View neighborhood took place prior to 1930, there are seventy (14%) houses constructed in the "Minimal Traditional" style, popular from the late 1930s through the 1940s. This type of house, usually small, reflects the conservative attitude of the economy in their lack of ornamentation, close rake eaves and simple, box-like appearance. Many of these Minimal Traditional style houses, have been covered in artificial siding and are considered non-contributing to the district; however seventeen Minimal Traditional style houses retain their architec-



tural integrity and contribute to the district.

A number of duplexes are located within the Capitol View Neighborhood, but reflect the styles popular in the neighborhood and often have the appearance of a single-family residence. There are three apartment buildings in the district. These buildings contain only a limited number of units,



*This house at 215 Pearl is an excellent example of the Spanish Revival style in the Capitol View neighborhood. AHPP photo.*

usually four. The apartments are low-profile, two-story buildings with brick veneering and some stylistic detail which discretely blend with their neighboring single family homes.

Two historic commercial buildings (both former neighborhood grocery stores) remain in the district, but have been significantly altered and do not contribute to the historic significance of the neighborhood. Some new commercial development along W. Markham has occurred and includes a convenience store, car wash and doctor's office.

Although construction of Interstate 630 in the 1970s dramatically altered the southern edges of the area, the Capitol View Neighborhood Historic District is largely intact. Much of the original housing stock remains and offers a collection of popular home styles in an early twentieth century middle and working class neighborhood.

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## Endnotes

1 *Gazette*, Oct. 1, 1915.

2 Standard Abstract, plat.

3 Ibid.

4 Map #1690, Arkansas History Commission.

5 Plat Book 8, p.37.

6 Information pertaining to professions was secured from city directory research 1871-1947.

7 Goodspeed, p.523

8 Standard Abstract.

9 Ibid., p. 393.

10 Ibid.

11 *Book of Arkansas*, p.70.

12 *Centennial History*, p.25.

13 Ibid.

14 Ibid.

15 Specifically, the 1902 Little Rock City Directory included listings for a Benjamin W. Green in partnership with F. Pratt Cates, Green and Cates, at 2nd and Center as well as William F. Green with James E. Turpin, known as Green and Turpin, located at 520 W. 2nd.

16 *Gazette*, May 14, 1909.

17 Ibid. The Commercial League later merged with the Board of Trade.

18 Ibid.

19 Ibid.

20 Ibid.

21 *Gazette*, May 8, 1905: "Pulaski Heights-the same party has four lots in the popular Heights, and wants to sell, ... one and one half blocks of Oak Street Station and two blocks east of Maxwell Coffin's house, and one block from school house." (Emphasis added.)

22 Adams was not involved directly in the actual platting or development of Young's Park; however, as revealed on Map #1690 AHC, his West End Improvement Company owned the Young's Park tract in the late nineteenth century before its realization as a residential neighborhood.

23 Standard Abstract, Book 127, p.254.

24 Standard Abstract, Book 106, p.133.

25 *Gazette*, April 10, 1958.

26 *Arkansas and Its People*, p.246.

27 Ibid.

28 Ibid.

29 Standard Abstract-Bodman's Addition Replat.

30 *Book of Arkansas*

31 Standard Abstract; *Gazette*, April 25, 1925.

32 *Arkansas and Its People*, p.352.

33 Ibid.

34 Ibid.

35 Ibid.

36 Ibid.

37 Ibid.

38 Kris Katrosh, personal interview.

39 *Gazette*, Feb. 4, 1834.

40 Sheet found in plat book, Standard Abstract.

41 Standard Abstract plat book.

42 Ibid.

43 Ibid.

44 Ibid.

45 *Gazette*, June 8, 1962.

46 Ibid.

47 Ibid.

48 *Book of Arkansas*, p.45.

49 Ibid., p.25.

50 Standard Abstract, plat.

51 It could not be determined if Riley D. Plunkett was related to the prominent Plunkett family who operated the Plunkett-Jarrell Grocery Company.

52 Standard Abstract, Adams Addition plat, April 1888, Book 21, p.624.

53 *Gazette*, Aug. 28, 1938.

54 Ibid.

55 *Book of Arkansas*, p.111. A “Map of the City of Little Rock, 1888” reveals the location of the Electric Railway Grounds just southwest of the Capitol Hill Extension.

56 Standard Abstract, plat.

57 Standard Abstract, Book 76, p. 476.

58 *Gazette*, Aug. 2, 1905.

59 Bodemann owned lots in Block 6 (Plat book 81, p.204), Block 7 and Block 9 in addition to the site on which the house was built.

60 Goodspeed, p.496.

61 Ibid., p. 497.

62 Standard Abstract, AB, p.195. Also, Map of the City of Little Rock, 1888, #245, Arkansas History Commission.

63 Goodspeed, p.446; *Gazette*, Nov. 27, 1900.

64 Ibid.

65 Standard Abstract, Book AB, p.197.

66 Goodspeed, p.406. Also, *Little Rock and Argenta*, 1888, p.121. *Gazette*, February 19, 1886.

67 *How We Lived*, p.111.

68 Standard Abstract, Plat book 53, p.300.

69 *History of Arkansas*, p.750.

70 Ibid.

71 Ibid., p.751.

72 *Gazette*, Oct. 6, 1925.

73 Ibid.

74 *Book of Arkansas*, p.91.

75 *Gazette*, November 16, 1921; *Historical Review of Arkansas*, p.1407.

76 R.E. Overman, "Little Rock's Water Supply," *First Annual Report of the Little Rock Municipal Water Works*, p.3.

77 *Ordinances and Resolutions*, 1904, "Sec. 2024: Waterworks Franchise-Grant to Home Water Co., p.391. The piping was laid as neighborhoods grew and as resources allowed.

78 *Gazette*, Aug. 23, 1908.

79 Ibid.

80 *Gazette*, March 1, 1908.

81 Ibid.

82 Ibid.

83 Hempstead, *History of Arkansas*, p.510.

84 Ibid.

85 Col. F.B.T. Hollenberg, "A Greater Little Rock," *Little Rock Sketch Book*, 1906, n.p.

86 Ibid.

87 Ibid.

88 *Ordinance Book 6*, p.437, Little Rock City Hall.

89 Ibid.

90 *Ordinances and Resolutions*. Section 2019, “Street Railway Franchise-Grant to Little Rock Traction and Electric Company of Right to Construct, Operate and Maintain a Street Railway System,” p. 382.

91 Example of paving terms from Ordinance #1797, March 18, 1912, Book 6, p.26.

92 “Leads Last Year,” *The Booster*, vol. 1, #6, Aug. 4, 1911 (p.3, text not paginated).

93 *Gazette*, Aug. 9, 1925.

94 Hempstead, p.510.

95 Ordinance #1887, October 7, 1912.

96 *Book of Arkansas*, p.111.

97 *Ibid.*

98 *Annals of Arkansas*, p. 516.

99 Personal interview, Peter Hartstein.

100 Woodruff Elementary School was built, just outside the district’s boundaries at 3010 W. 7th in 1911 and provided the facility for the resident’s primary education. Junior and senior high school instruction was available at schools within walking distance in the West End.

101 *Gazette*, Oct. 14, 1921.

102 *Ibid.*, May 16, 1911.

103 *Ibid.*, August , 1925.

104 *Ibid.*

105 *Ibid.*, March 2, 1930.

106 *Ibid.*

107 *Ibid.*, Aug. 9, 1925.





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