

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

M:36-7

1 NAME

HISTORIC

Silver Spring Commercial District (36/7)

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Georgia Avenue and Colesville Road

CITY, TOWN

Silver Spring

CONGRESSIONAL DISTRICT

___ VICINITY OF

STATE

Maryland

COUNTY

Montgomery

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 OWNER OF PROPERTY

NAME

Multiple Owners

Telephone #:

STREET & NUMBER

CITY, TOWN

___ VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

MNCPPC Historic Sites Inventory

DATE

1976

___ FEDERAL ___ STATE COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

6700 Needwood Road

CITY, TOWN

Rockville, MD

STATE

7 DESCRIPTION

M.36-7

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Silver Spring Historic District is a seven block area along Georgia Avenue, stretching from the north side of Colesville Road to the south side of Silver Spring Avenue, containing commercial buildings constructed from 1910 to 1946. At the southern end of the district are small commercial structures dating back to the 1910s; in the middle are larger masonry buildings from the 1920s and 1930s; and at the northern end are large shopping complexes and department stores from the 1940s. The change in designs from one end of the district to the other graphically demonstrates the evolution of Silver Spring from a dusty crossroads to the "downtown" of Montgomery County."

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 00-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1910 to 1946

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Before the turn of the century the area that is now Silver Spring was primarily large estates and open farmland. A small crossroads settlement called "Sligo" stood near what is now the intersection of Georgia Avenue (the old Washington and Brookeville Turnpike) and Colesville Road (the old Ashton-Colesville-Sligo Turnpike). However, by the early 1900s, the growth of new suburbs in the area began to transform the rural character of the crossroads village.¹

An early and prime catalyst for suburban growth was the Metropolitan Branch of the B & O Railroad, completed in 1873. By the end of the 19th century a station, named after the nearby Blair estate, "Silver Spring," had been established where the tracks crossed Georgia Avenue, an important route for farmers hauling goods to District markets. This, combined with a street car line which travelled up the middle of the pike from Washington to the communities beyond Silver Spring, made the area a prime business location.

In 1910, the Silver Spring Bank opened up near the tracks, providing a steady stream of customers in the area.² Several other stores and houses, including a brick armory, were built close-by. By 1915, Silver Spring was a bustling little community catering to passing farmers and local residents.³

From 1910 on, most new construction in the commercial area was built on the east side of Georgia Avenue, stretching northward from the tracks. This trend continued up through the late 1940s. Since few buildings have been torn down since, it is possible to travel north on Georgia Avenue from the tracks and observe the evolution of commercial architecture from the simple styles of 1910 to Art Deco designs of the 1940s, and observe the changes in character which the town of Silver Spring has undergone.

The greatest changes in the commercial district took place in the 1920s. With the trend of moving to the suburbs⁴ gathering force, much of the farmland adjoining the area was developed. Water, sewage, and electricity were added. The main roads were paved, and an underpass for Georgia Avenue was built beneath the railroad tracks.

CONTINUE ON SEPARATE SHEET IF NECESSARY

The underpass forced a reorientation of the business district. The original district was oriented around buildings located next to the tracks. However, the underpass now cut off those structures from the main flow of traffic, and several were forced to move. The bank opened a new building further north on Georgia Avenue, at the corner of Bonifant Street. The relocation of the bank, and the construction of several other new buildings including a movie theater and a car dealership, were the catalyst for new building on that side of the street.⁵

Throughout the 1930s new stores were built along Georgia Avenue. Some of these were constructed on the site of former residences, while others filled in the empty gaps between older stores.⁶ The need for commercial establishments increased as the surrounding suburbs expanded. By the end of the 1930s, the construction of a number of large garden apartment complexes, including the sprawling Falkland Apartments alongside the new road link to southwestern Montgomery County, East-West Highway, dramatically increased the potential patrons of Silver Spring business establishments.

Silver Spring's ascent from a local shopping strip to a major commercial center took place in the 1940s. By now developers recognized the area's potential. Besides being located in the heart of suburban Montgomery County and on major roads, Silver Spring was also a busy railroad center. It was estimated that in 1946 as many people got off trains in Silver Spring as in the overcrowded Union Station in downtown Washington.⁷

Sam Eig, a D. C. grocer turned developer, bought the Apple Orchard Beer Garden at the corner of Georgia Avenue and Colesville Road and built one of the first shopping centers in the area.⁸ The curving streamlined building and the adjacent art deco Silver Theater were strong departures from the earlier conservative architectural designs in Silver Spring.

The shopping center was the first commercial development on Colesville Road, and set off a building boom on the block between Georgia Avenue and Fenton Street. Unlike the older stores, these new buildings were big and flashy. The clean new designs and the neon signs advertising fancy stores brought people from all over the county and northwest Washington to shop in Silver Spring.

The largest store in Silver Spring, the Hecht Company, was built in 1946 with a monolithic facade, popular at the time. The area was soon dubbed "the downtown of Montgomery County."⁹

M:36-7

While throughout the 1950s and 1960s highrise buildings changed the character of Silver Spring, few new commercial establishments were added. By the 1970s the area's appeal had dimmed. Newer and more opulent suburban shopping malls siphoned off customers. Many of the original stores were replaced by lesser businesses. Richer residents moved away to other suburban developments. A sewer moratorium prevented new construction. The opening of the Metro Subway Station in 1976 helped raise property values, but it is still uncertain whether or not Silver Spring will regain its previous luster.

NOTES

1. Mildred Getty, "The Silver Spring Area," Montgomery County Story, XII, 1 and 2, February, 1969.
2. ibid.
3. Edward H. Deets and Charles Maddox, Real Estate Atlas of Montgomery County, Maryland. Rockville, Md., 1917.
4. Property Atlas of Montgomery County, Maryland, vol. 1, F. H. M. Klinge, Lancaster, Pa., 1931.
5. ibid.
6. Property Atlas of Montgomery County, Maryland, vol. 1, F. H. M. Klinge, Lancaster, Pa., 1941.
- 7.
- 8.
9. Silver Spring 1975-1976 Handbook, Silver Spring Chamber of Commerce, Silver Spring, Md., 1975.
- 10.

SOURCES

Abramowitz, Stuart, "The History of Silver Spring." mimeograph, Montgomery County Historical Society, Rockville, Md.

Getty, Mildred, "The Silver Spring Area," Montgomery County Story, XII, 1 and 2, Montgomery County Historical Society, Rockville, Md. February, 1969.

Property Atlas of Montgomery County, Md. vol. 1, F.H.M. Klinge, Lancaster, Pa., 1931, 1935, 1941, 1948.

Real Estate Atlas of Montgomery County, Md. Edward H. Deets and Charles J. Maddox, Rockville, Md., 1917.

Silver Spring Handbook, Silver Spring Chamber of Commerce, Silver Spring, Md., 1973.

"Silver Spring" vertical file, Montgomery County Historical Society, Rockville, Md.

"Silver Spring" picture file; Montgomery County Historical Society, Rockville, Md.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

M:367

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

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

STATE _____ COUNTY _____

STATE _____ COUNTY _____

FORM PREPARED BY

NAME / TITLE

Don Leavitt

ORGANIZATION

Montgomery County Historic Preservation Commission

DATE

May, 1981

STREET & NUMBER

100 Maryland Avenue

TELEPHONE

CITY OR TOWN

Rockville,

STATE

Maryland

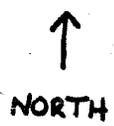
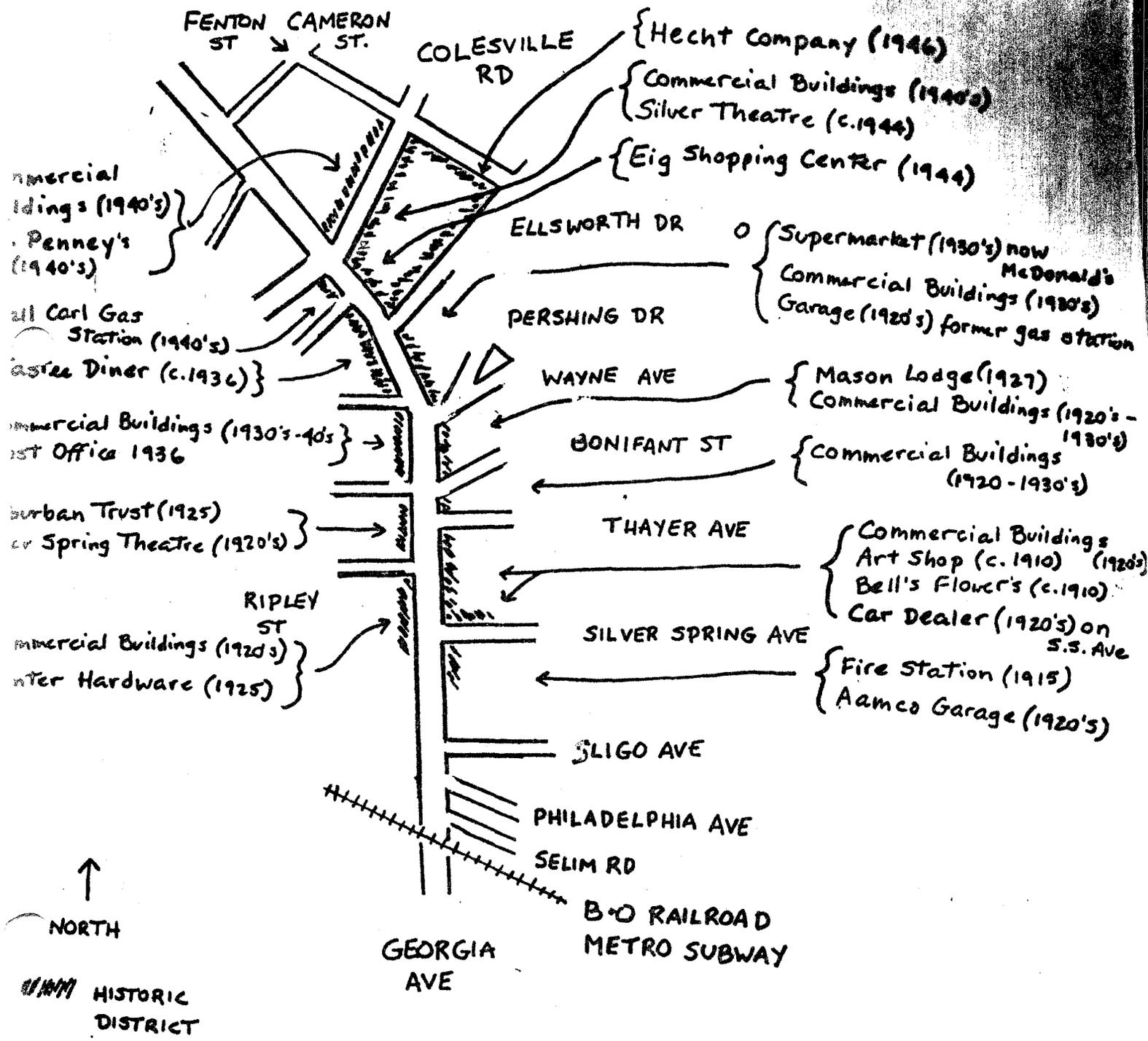
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

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

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

M:36-7

COMMERCIAL STRICT



HISTORIC DISTRICT

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Old Silver Spring Commercial Area

2 LOCATION

STREET & NUMBER

Georgia Ave. & Silver Spring Ave.

CITY, TOWN

Silver Spring

CONGRESSIONAL DISTRICT

— VICINITY OF

STATE

Maryland

COUNTY

Montgomery

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 OWNER OF PROPERTY

NAME

(various businesses such as Bell's Flowers Telephone #:

STREET & NUMBER

& Silver Spring Vol. Fire Dep't.)

CITY, TOWN

— VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Montgomery County Courthouse

STREET & NUMBER

CITY, TOWN

Rockville

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

M:36-7

CONDITION

CHECK ONE

CHECK ONE

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

UNALTERED
 ALTERED

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE.

There are a number of old structures here that formed the core of Silver Spring in the early 1900's. All of the (west) facades have been altered, but the basic lines of the structures are visible to the sides and rear. All of the buildings face west on Georgia Ave. To the north of Silver Spring Ave. are several one-story, store fronts-some of them frame. A square, Colonial Revival dwelling (now the Art Shop) has a stone facade and display window. South of this, on the NE corner, is a flat-roofed, frame structure (now Bell's Flowers and covered with stucco) with a three-bay facade. On the SE corner is the Silver Spring Volunteer Fire Dep't-a large, brick building, with a gabled facade and three garage doors. South of this are several smaller buildings, with remodeled exteriors of cinder-block, stone, etc.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

M:36-7

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
1000-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

In contrast to the major commercial center it is today, Silver Spring was a sleepy, rural community until early in this century. In fact, the older part of the village was actually at Sligo-now the intersection of Ga. Ave. & Colesville Rd.

The present Fire Dep't. building is actually the structure that housed the old Silver Spring Armory. The stucco building on the NE corner (now Bell's Florist) was once a country grocery store. Most of the old landmarks of Silver Spring-the Blair and Lee houses, the 1878 RR Station, etc., have been destroyed, and the only residue of the early commercial center exists beneath these present buildings.

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:36-7

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- 1) Markwood, Louis. THE FOREST GLEN TROLLEY AND THE EARLY DEVELOPMENT OF SILVER SPRING, (1975) (best collection of old photos.)
- 2) Getty, Mildred. "The Silver Spring Area" MONT. CO. STORY, (Feb., 1969) Mont. Co. Historical Society.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

BIBLIOGRAPHY (CON'T.)

- 3) THE SUBURBAN RECORD, 25th Anniversary Supplement, (Aug. 21, 1952)

VERBAL BOUNDARY DESCRIPTION

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

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE

Michael F. Dwyer, Senior Park Historian

ORGANIZATION

M-NCPPC

DATE

6/2/75

STREET & NUMBER

8787 Georgia Ave.

TELEPHONE

589-1480

CITY OR TOWN

Silver Spring

STATE

Maryland

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Annapolis, Maryland 21401
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Facing the Future

By David Brinkley

to be there, and when you leave you have the feeling you have been somewhere.

I doubt any of us has ever had the feeling in a town that is primarily a collection of gas stations, Holiday Inns, McDonalds, a few ordinary and uninteresting residential areas, and a lot of highway signs telling you which way out of town.

Our town has a great deal more than that, and could have still more. It's an old town. By American standards, very old. Its setting on the river, the ocean and the bays and sounds, is exceptional.

Atmosphere and Beauty

When I travel around and people ask where I came from and I tell them Wilmington, North Carolina, they often say, "Oh, yes, that's up the coast, north of Charleston." To which I answer, "No Charleston is down the coast, south of Wilmington." But, nevertheless, Charleston is a good deal more famous than we are because it has done a great deal to preserve its atmosphere and beauty. The Battery in Charleston is quite beautiful, and the uglier our big cities become, the more attractive an area like that becomes, and the more attractive to visitors. (From a strictly economic standpoint, the great virtue of tourists is that you don't have to build schools for them. They come to town, spend their money, and leave. They do not require the huge investment in public services as if they came and stayed.)

I'm on the Board of Trustees at Colonial Williamsburg, which is really only a big restoration project, and our annual stream of visitors is in the millions, and rising all the time. We often have more crowds than we can handle.

It may be a startling fact, but true, that Wilmington has a greater number of interesting houses than



House where British General Cornwallis stayed in Wilmington when he visited in 1781. It is now a museum and headquarters of the state Society of Colonial Dames.

burg is walk around the streets and where possible, go into them. Wilmington doesn't have a Governor's Palace nor a House of Burgesses, and Patrick Henry did not make his speeches here, but we do nevertheless have a great deal of interesting architecture, more than any but a few American cities.

Profiting from the Past

Charleston has profited enormously—and not just in money—by preserving theirs. Until recently, we have done very little. Now it is started. There is a tremendous amount to be done, and I hope it will be done, because we have an asset that most towns in America would be delighted to have. We have many old houses, some restored, some waiting to be. We have the basic materials that other cities don't. You can't preserve a historic house if it is not there.

The simple fact is that the big cities of America are becoming more and more uncomfortable, unpleasant, even dangerous, and ugly. Just plain ugly. Beauty is an increasingly scarce commodity. As it becomes scarcer, it becomes more and more sought after, more and more in demand, and at a higher and higher price. A town like Wilmington that possesses this kind of beauty—actual and potential—is in a remarkably good position to take advantage of it, develop it and enjoy it. And profit from it, though I don't want to put all the stress on the economic benefits, important as they are.

Even beyond the money, there is the sheer pleasure of living and working and raising children and dogs in a town that is pretty, a town that feels as if it means something, that has some atmosphere, rather than one more collection of pizza parlors and neon lights.

Here we have a choice, and the time to exercise it. We slept through the uglification of America and did not suffer the mutilation that has occurred in so many other cities. Or not as much of it.

Uncontrolled Growth

There's a suburb of Washington named Silver Spring, Md., and it is perfectly hideous—rampant, unplanned, uncontrolled, postwar growth. It's horrible. There's a Chevrolet dealer's building on one of its main corners, called Loving Chevrolet. They have a commercial on the radio with a little jingle that goes: "The prettiest thing in Silver Spring is Loving Chevrolet." The sad part is, it's true.

In most controversies about public policies, usually about how to spend the money, it is usually a question of doing this or that, one policy or another policy. In this kind of situation, no such choice is necessary. We can do both. We can preserve and protect our beautiful historic buildings and we can build new ones elsewhere in town—and without any conflict between the two.

You do not have to give up one to have the other. In fact, they complement each other. If people come to town to visit, they will also want a new hotel or motel to stay in, new stores to shop in. So there's something in it for everybody. And I can tell you from my own personal experience, it pays off in every way. I hope that here in Wilmington we continue to go ahead with it. We'll be crazy if we don't.

Silver Spring Of Yesterday Is Recalled By John Hunter

M:36-7

A 'Dull Place' 25 Years Ago

(John H. Hunter, a vice-president and director of the Suburban Trust Company, is one local resident who has watched Silver Spring grow from what he called "the most lonesome spot" between Glenmont and the city of Washington to become the place of swarming activity it is today. He came to Silver Spring in 1913, and with his brother, Thomas, operated Hunter Brothers, a farmer's supply store, until 1945. The business continues as the present Maloney's, Inc., in the same location on Georgia Avenue next to the B. & O. Railroad yards. The following article by Mr. Hunter gives a picture of Silver Spring as it was approximately 25 years ago.)

By John Hunter

At the approach of the twenty-fifth anniversary of The Maryland News, I have been thinking of the present amount of business in Silver Spring today as compared with the activity here 25 years ago.

At that time, if I remember correctly, Silver Spring still had its streetcars. A special place was left under the first B & O underpass for the cars to run through, but I don't think they ever used it, because after the underpass was completed the streetcars were displaced by buses.

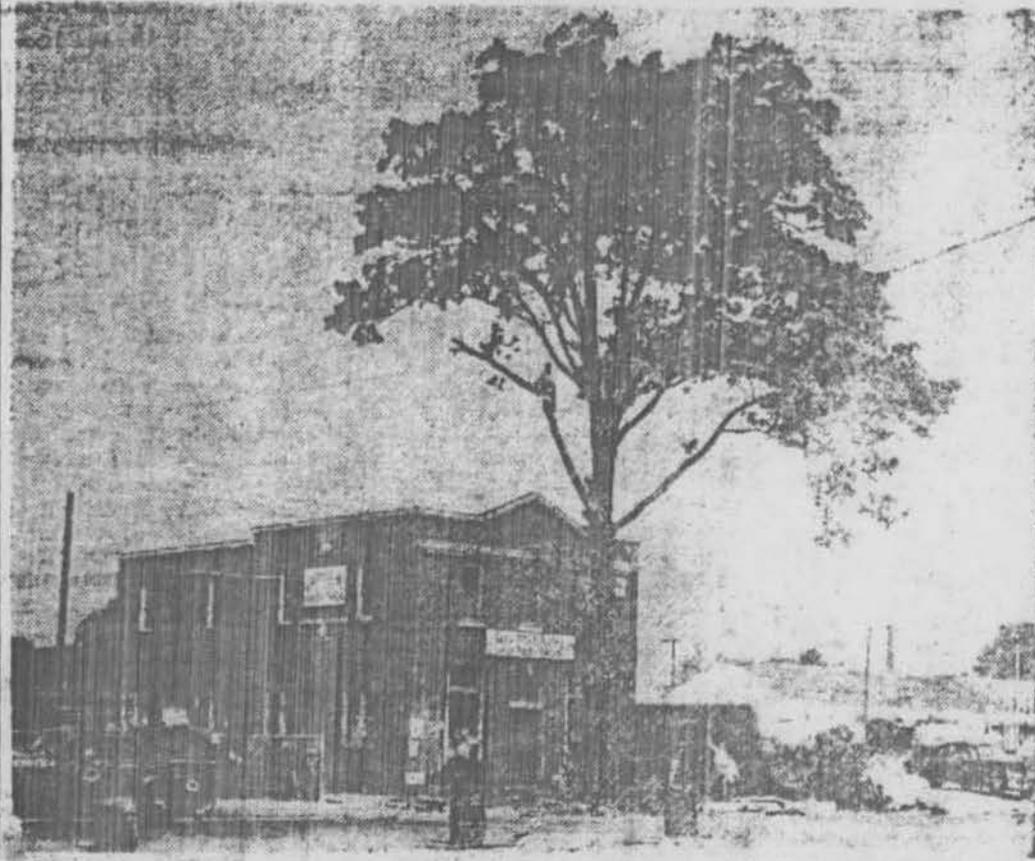
It wasn't very long before numerous complaints about the

Thompson, and quite a way back was her residence, which now houses the Holy Name Academy.

A little further up the road on the east side of Georgia Avenue was a home at that time occupied by a Mr. Young, who ran a tavern on the southeast corner of what is now Colesville Road and Georgia Avenue. On the northeast corner (Hahn Shoe Store) was the Woodside Methodist Church, a frame building. As Silver Spring grew, it was moved up Georgia Avenue in the middle of the old Pike Road to its present location.

Next to the church was Mr. Richard James' home, which occupied quite a few acres of ground above the District Line. On the east side was Mr. and Mrs. Jannin's home, now Jesup Blair Park. It was given to the county by Mrs. Jannin.

Then there was Boyle's Florist place, about where the



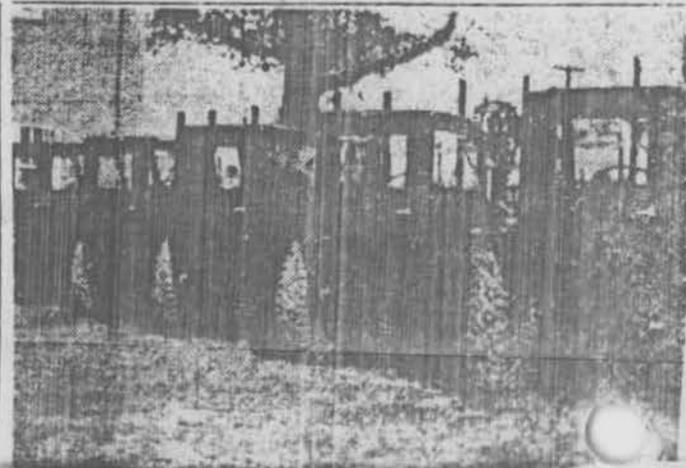
END OF AN ERA—A 175-year-old pin oak tree, a landmark which fronted the old Hunter Bros. Hardware store, was cut down in June 1948 to make way for the modern Maloney's, Inc. store front.



next building establishment below that was the Silver Spring Building and Supply. By it was the Silver Spring Garage, operated by Allen Newman and David Mears, later run by Reuben Selar.

Standing on the present site of Maloney's next to the B & O was the new Hunter Brothers store in a building constructed in 1925. Prior to that time the business had been operating in an old frame building that had no conveniences, with a well of good water at the corner of the building.

Miss Shaw, mistress
The next of was where



numerous complaints about the narrow underpass eventually brought the wonderful one we now have.

I remember that the Silver Spring National Bank was where The Maryland News is at present. Wilkins and Jordan Flour and Grist Mill was located on the east side of Georgia Avenue at Shigo Avenue, and their office and other warehouses were on the west side of Georgia Avenue, where the B & O yards are now.

Few Stores on Georgia

There were a few stores on each side of Georgia Avenue. Dr. Fry, the veterinarian, had his office and house there, and P. R. Gannon had moved into his new place on the east side of the avenue. He had previously occupied one portion of Hunter Brothers' old frame storehouse.

Dr. Edwin Dudley ran a drug store in Gannon's then new building. Mr. and Mrs. Woodson were Ford dealers next door, south of the present fire department.

The fire department at that time consisted of only a couple pieces of apparatus, and I think one vehicle was on solid tires. Today's modern department is a sharp contrast.

On the northeast corner of Silver Spring and Georgia Avenues was a grocery store occupied by W. A. Kingsbury, which later became the Sanitary Grocery Co. store.

Hugh F. O'Donnell then lived in a stucco house which today is occupied by Forsyth's drug store.

If my memory serves me right, the next building up the road was a house which was occupied as a Masonic Temple for the Masons. It stood about where the Grand Leader is located today.

The next residences were those of William Thompson and his brother, Thomas Hunter, on the west side of Georgia Avenue between the present location and Bonifant. There was also Peonies Drug Store and a grocery store.



—Don Fugitt Photo
JOHN H. HUNTER

Institute Cleaning and Dyeing building is located today.

Blacksmith Shop

Coming down Georgia Avenue toward the District Line on the west side above Colesville Pike was Judge Sawyer's place and Mr. Fiddler's Blacksmith Shop near Colesville Road.

The next residence, where the present post office stands, was the palatial Major Gist Blair home, with about 20 rooms. It was later occupied by Capt. Frank L. Hewitt.

The Suburban National Bank, now Suburban Trust Co., had been located on the southwest corner for two years, and the

Miss Shaw Postmistress
The post office was where Colie's Barber Shop is now, with Miss Bertha Shaw as postmistress.

Over the hill back of the American Instrument Co. was the home of Senator Blair Lee, which had been in the Lee family for many years. Senator Lee was the father of Col. E. Brooke Lee and Blair Lee II. Across the B & O Railroad tracks was the large mansion of Mr. Montgomery Blair.

B & O trains going west did not stop at that time in Silver Spring—only the locals, and there were not many houses in Silver Spring at that time. In fact, Shigo was the larger community.

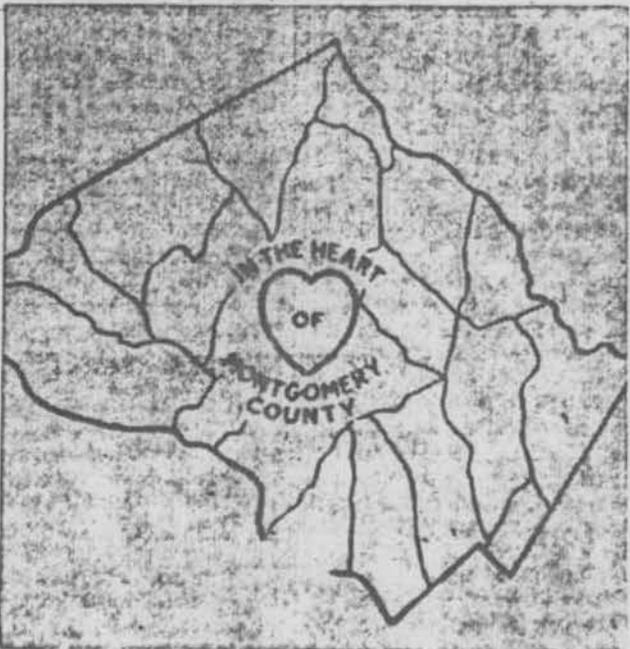
In the past 25 years I have seen many changes in this wonderful new city. My brothers and I were raised on a farm near Glenmont, and while car-

EARLY TRACTORS are lined up for sale at the old Hunter Bros. Hardware Store; a Silver Spring landmark.

rying our farm goods and produce to Washington markets, Silver Spring was about as lonesome a place as we had to

pass through until we reached Schutzen Park, which was then located above the present ball park on Georgia Avenue.

Compliments of
**THE
FIRST NATIONAL BANK
OF GAITHERSBURG
MARYLAND**



ORGANIZED 1891

Safety and Service for Sixty Years

Welcome to Our Modern Banking House Designed for Your Convenience

**Miller-Hughes Offers Proof
That America's Safest Car**



THE '52 HENRY J

Test Drive a New Kaiser or Henry J Today.
Highest Trade for your old car. 3% Finance.
150 Used Cars to choose from. \$10.00 Down.

See These Easy Monthly Payments

'47 Ford 4 dr. R & H	39.00	'40 Chevrolet Conv.	11.00
'46 Chev. 2 dr. R & H	39.50	'41 Pontiac	19.00
'47 Fraser R & H, OD	39.50	'38 Chevrolet	8.00
'46 Mercury R & H	39.50	'41 Buick	11.00
'50 Austin 4 dr., Dixie	46.00	'40 Studebaker	12.00
'47 Kaiser R & H	38.00	'38 Buick	11.00
'48 Fraser R & H	46.00	'41 Olds	19.00
'47 Studebaker R & H, OD	49.00	'39 Buick	12.00
'49 Ford Custom	53.00	'41 Chrysler	16.00
'47 Packard R & H	46.00	'41 Studebaker	19.00
'48 Kaiser, clean	44.00	'38 Plymouth	9.00
'51 Henry "J"	49.00	'42 Pontiac	19.00
'41 Mercury	19.00	'40 Olds	12.00
'41 Buick	19.00	'39 Pontiac	12.00
'41 Studebaker, Champ.	19.00	'37 Ford	9.00

Miller-Hughes Motor Co.

Kaiser - Henry J

Phone Rockville

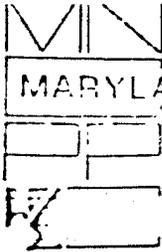
AUG 21, 1952

THE RECORD of Mont Co

M:36-7

M:36-7





M:36-7

FOR ADDITIONAL INFORMATION

See correspondence dated November 20, 1989

ACTION TAKEN

M:36-7

Mr. John Menke, Director
Department of Environmental Protection
Executive Office Building
101 Monroe Street
Rockville, MD 20850

Dear Mr. Menke:

On November 16, 1989, the Montgomery County Planning Board held a public hearing, as required under Section 24A-10 of the County's Historic Preservation Ordinance--Moratorium on Alteration and Demolition, in order to make a finding on the significance of three buildings: the newer portion of the Hecht's Building (8500 Fenton Street), the McCrory's Building (8649 Colesville Road) and the Eig Building (8641 Colesville Road). These structures are identified as being within the proposed Silver Spring Historic District, Site #36/7 on the Locational Atlas and Index of Historic Sites in Montgomery County, Maryland.

These three specific buildings were found not to warrant designation on the Master Plan for Historic Preservation. At the conclusion of the hearing, the Planning Board closed the record and voted unanimously to remove these three buildings from the Locational Atlas in order to allow the issuance of demolition permits on the structures. This action does not affect the Locational Atlas status of other buildings within the proposed Silver Spring Historic District.

Please adjust your records to reflect the Planning Board's action. If you have any questions concerning this issue, please do not hesitate to contact Gwen Marcus at 495-4570.

Sincerely,

Gus Bauman
Chairman

cc: Jared Cooper, Historic Preservation Commission
Sally Oden, DEP
Mike Dwyer, Park Historian

Facing the Future

By David Brinkley

to be there, and when you leave you have the feeling you have been somewhere.

I doubt any of us has ever had the feeling in a town that is primarily a collection of gas stations, Holiday Inns, McDonalds, a few ordinary and uninteresting residential areas, and a lot of highway signs telling you which way out of town.

Our town has a great deal more than that, and could have still more. It's an old town. By American standards, very old. Its setting on the river, the ocean and the bays and sounds, is exceptional.

Atmosphere and Beauty

When I travel around and people ask where I came from and I tell them Wilmington, North Carolina, they often say, "Oh, yes, that's up the coast, north of Charleston." To which I answer, "No Charleston is down the coast, south of Wilmington." But, nevertheless, Charleston is a good deal more famous than we are because it has done a great deal to preserve its atmosphere and beauty. The Battery in Charleston is quite beautiful, and the uglier our big cities become, the more attractive an area like that becomes, and the more attractive to visitors. (From a strictly economic standpoint, the great virtue of tourists is that you don't have to build schools for them. They come to town, spend their money, and leave. They do not require the huge investment in public services as if they came and stayed.)

I'm on the Board of Trustees at Colonial Williamsburg, which is really only a big restoration project, and our annual stream of visitors is in the millions, and rising all the time. We often have more crowds than we can handle.

It may be a startling fact, but true, that Wilmington has a greater number of interesting houses than



House where British General Cornwallis stayed in Wilmington when he visited in 1781. It is now a museum and headquarters of the state Society of Colonial Dames.

burg is walk around the streets and look at the houses, and where possible, go into them. Wilmington doesn't have a Governor's Palace nor a House of Burgesses, and Patrick Henry did not make his speeches here, but we do nevertheless have a great deal of interesting architecture, more than any but a few American cities.

Profiting from the Past

Charleston has profited enormously—and not just in money—by preserving theirs. Until recently, we have done very little. Now it is started. There is a tremendous amount to be done, and I hope it will be done, because we have an asset that most towns in America would be delighted to have. We have many old houses, some restored, some waiting to be. We have the basic materials that other cities don't. You can't preserve a historic house if it is not there.

The simple fact is that the big cities of America are becoming more and more uncomfortable, unpleasant, even dangerous, and ugly. Just plain ugly. Beauty is an increasingly scarce commodity. As it becomes scarcer, it becomes more and more sought after, more and more in demand, and at a higher and higher price. A town like Wilmington that possesses this kind of beauty—actual and potential—is in a remarkably good position to take advantage of it, develop it and enjoy it. And profit from it, though I don't want to put all the stress on the economic benefits, important as they are.

Even beyond the money, there is the sheer pleasure of living and working and raising children and dogs in a town that is pretty, a town that feels as if it means something, that has some atmosphere, rather than one more collection of pizza parlors and neon lights.

Here we have a choice, and the time to exercise it. We slept through the uglification of America and did not suffer the mutilation that has occurred in so many other cities. Or not as much of it.

Uncontrolled Growth

There's a suburb of Washington named Silver Spring, Md., and it is perfectly hideous—rampant, unplanned, uncontrolled, postwar growth. It's horrible. There's a Chevrolet dealer's building on one of its main corners, called Loving Chevrolet. They have a commercial on the radio with a little jingle that goes: "The prettiest thing in Silver Spring is Loving Chevrolet." The sad part is, it's true.

In most controversies about public policies, usually about how to spend the money, it is usually a question of doing this or that, one policy or another policy. In this kind of situation, no such choice is necessary. We can do both. We can preserve and protect our beautiful historic buildings and we can build new ones elsewhere in town—and without any conflict between the two.

You do not have to give up one to have the other. In fact, they complement each other. If people come to town to visit, they will also want a new hotel or motel to stay in, new stores to shop in. So there's something in it for everybody. And I can tell you from my own personal experience, it pays off in every way. I hope that here in Wilmington we continue to go ahead with it. We'll be crazy if we don't.

M. 36-7

map from Bobbi Hahn
15 May 87

Atlas boundaries

M: 36-7

Montgomery Arms 36-7-2
8700-8722 Colesville

Fenton Building
8701-8719 Colesville

36-7-3 J.C. Penney's 1950

Hahn Shoes 1944

Bus Station
817 Ellsworth

Hocht Co. 1917
Citizens Savings
Bank & Well paper Store
8588-89 Fenton
Silver Theater 1938

Silver Spring
Historic District

36-7-1
Silver Spring Shopping
Center, 1938

36/14 New Armory 1927
925 Wayne Ave.

36/13 Taste Diner 1946
8516 Georgia Ave.

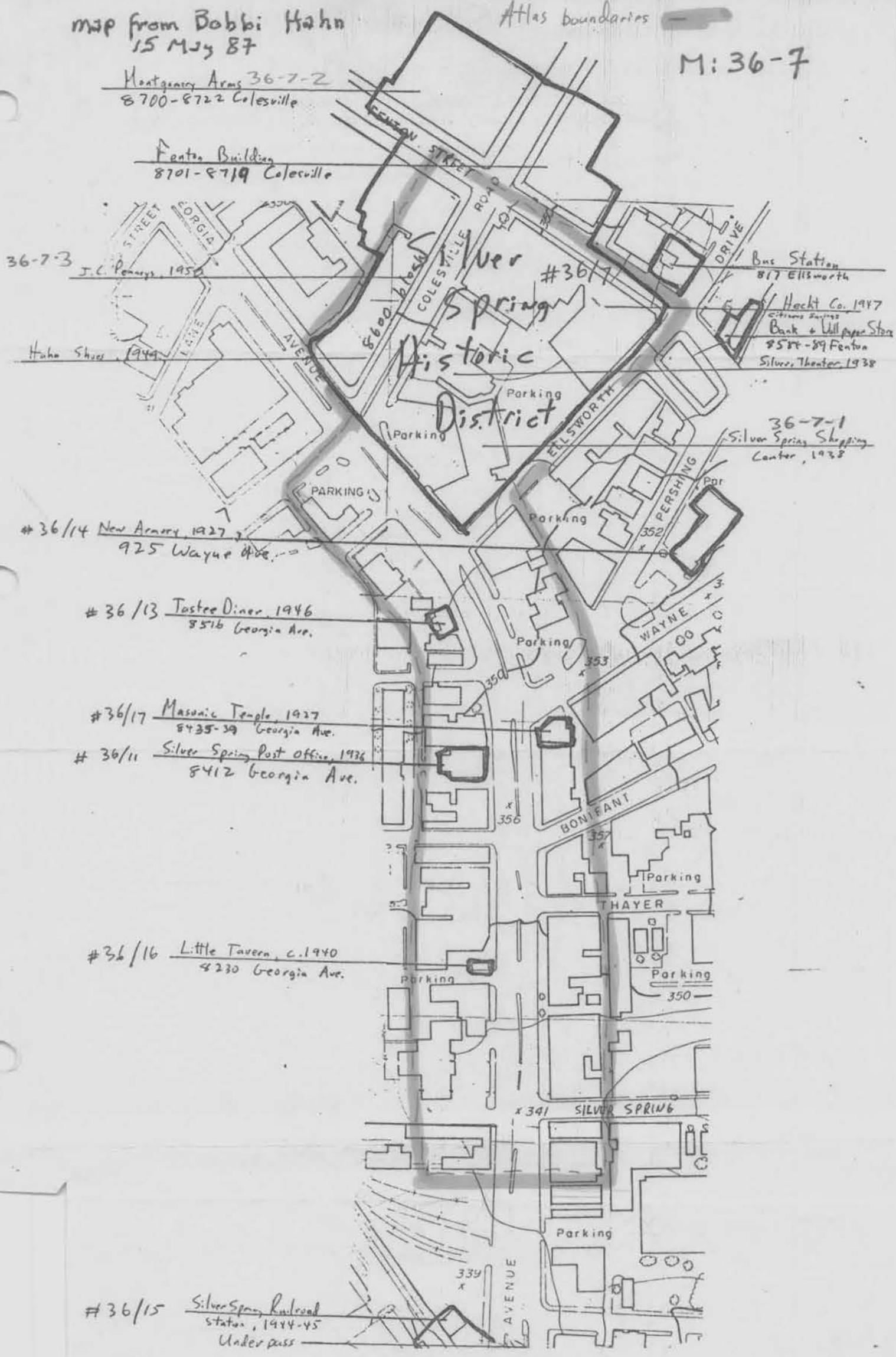
36/17 Masonic Temple 1927
8435-39 Georgia Ave.

36/11 Silver Spring Post Office 1936
8412 Georgia Ave.

36/16 Little Tavern, c. 1940
8230 Georgia Ave.

36/15 Silver Spring Railroad
Station, 1944-45
Under pass

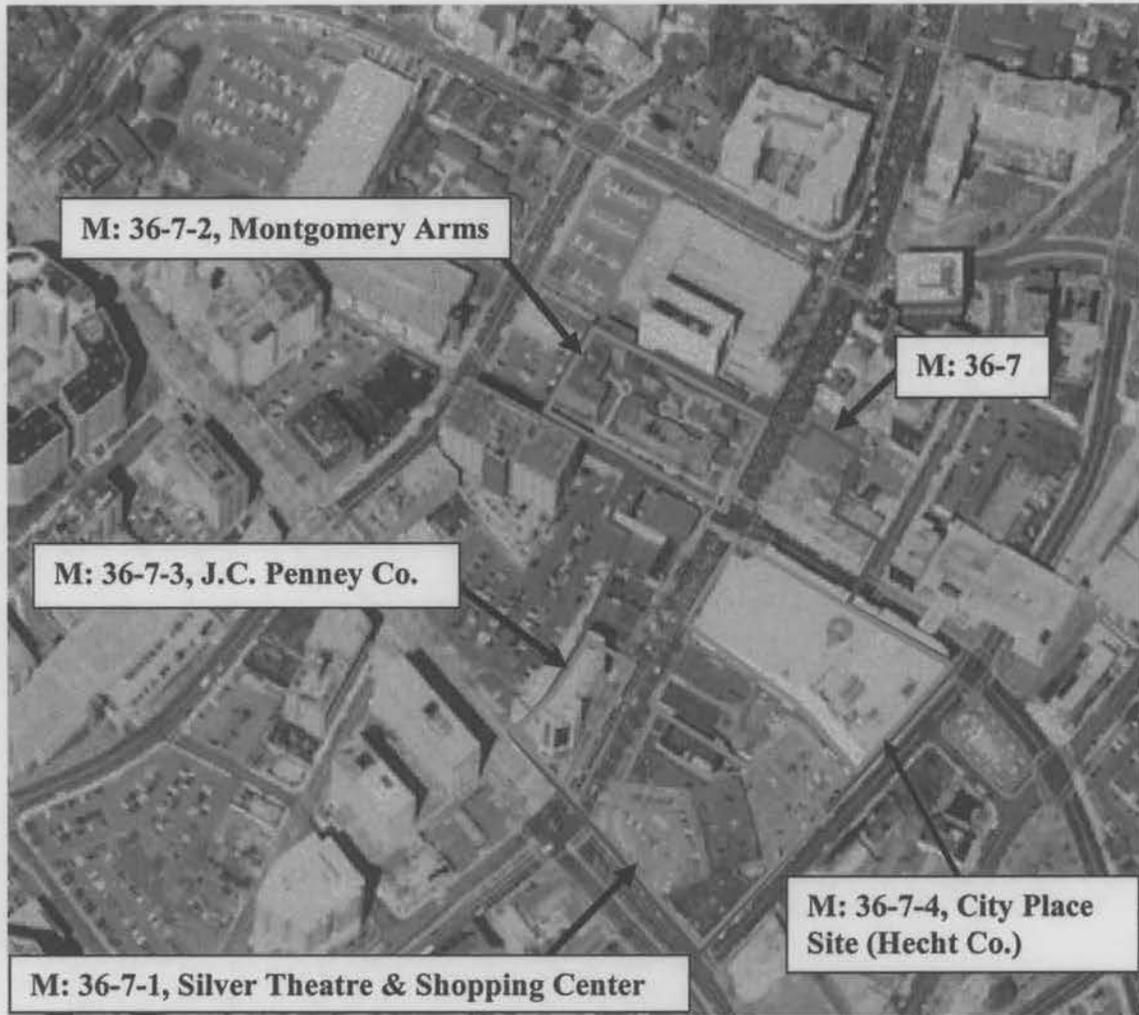
Sites recommended by the Montgomery County Historic Preservation Commission for placement on the Master Plan for Historic Sites at its September 6, 1984 meeting.



M: 36-7
Old Silver Spring Commercial Area
(Silver Spring Survey District)
Washington West Quadrangle



M: 36-7
Old Silver Spring Commercial District
(Silver Spring Survey District)
1993-95 Aerial Photo



M. 36-7

Silver Spring Of Yesterday Is Recalled By John Hunter

A 'Dull Place' 25 Years Ago

John H. Hunter, a vice-president and director of the Suburban Trust Company, is one local resident who has watched Silver Spring grow from what he called "the most lonesome spot" between Glenmont and the city of Washington to become the place of swarming activity it is today. He came to Silver Spring in 1913, and with his brother, Thomas, operated Hunter Brothers, a farmer's supply store, until 1945. The business continues as the present Maloney's, Inc., in the same location on Georgia Avenue next to the B. & O. Railroad yards. The following article by Mr. Hunter gives a picture of Silver Spring as it was approximately 25 years ago.)

By John Hunter

At the approach of the twenty-fifth anniversary of The Maryland News I have been thinking of the present amount of business in Silver Spring today as compared with the activity here 25 years ago.

At that time, if I remember correctly, Silver Spring still had its streetcars. A special place was left under the first B & O underpass for the cars to run through, but I don't think they ever used it, because after the underpass was completed the streetcars were discarded for buses.

It was very long before numerous complaints about the narrow underpass eventually brought the wonderful one we

Thompson, and quite a way back was her residence, which now houses the Holy Name Academy.

A little further up the road on the east side of Georgia Avenue was a home at that time occupied by a Mr. Young, who ran a tavern on the southeast corner of what is now Colesville Road and Georgia Avenue. On the northeast corner (Hahn Shoe Store) was the Woodside Methodist Church, a frame building. As Silver Spring grew, it was moved up Georgia Avenue in the middle of the old Pike Road to its present location.

Next to the church was Mr. Richard James' home, which occupied quite a few acres of ground above the District Line. On the east side was Mr. and Mrs. Jannin's home, now Jesup Blair Park. It was given to the county by Mrs. Jannin.

Then there was Boyle's Florist place, about where the

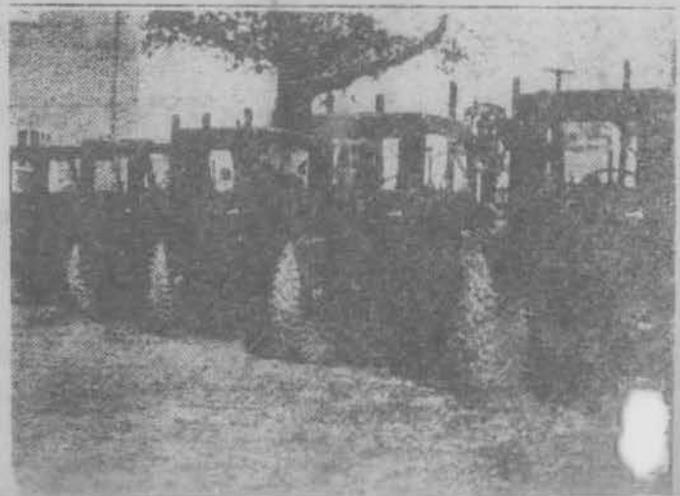


END OF AN ERA—A 175-year-old pin oak tree, a landmark which fronted the old Hunter Bros. Hardware store, was cut down in June 1948 to make way for the modern Maloney's, Inc. store front.

next building establishment below that was the Silver Spring Building and Supply. By it was the Silver Spring Garage, operated by Allen Newman and David Mears, later run by Reuben Selar.

Standing on the present site of Maloney's next to the B & O was the new Hunter Brothers store in a building constructed in 1925. Prior to that time the business had been operating in an old frame building that had no conveniences, with a well of good water at the corner of the building.

Miss Shaw, waitress. The post office was where Coffie's Barber is now.



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numerous complaints about the narrow underpass eventually brought the wonderful one we now have.

I remember that the Silver Spring National Bank was where The Maryland News is at present. Wilkins and Jordan Flour and Grist Mill was located on the east side of Georgia Avenue at Sligo Avenue, and their office and other warehouses were on the west side of Georgia Avenue, where the B & O yards are now.

Few Stores on Georgia
 There were a few stores on each side of Georgia Avenue. Dr. Fry, the veterinarian, had his office and house there, and P. R. Gannon had moved into his new place on the east side of the avenue. He had previously occupied one portion of Hunter Brothers' old frame storehouse.

Dr. Edwin Dudley ran a drug store in Gannon's then new building. Mr. and Mrs. Woodson were Ford dealers next door, south of the present fire department.

The fire department at that time consisted of only a couple pieces of apparatus, and I think one vehicle was on solid tires. Today's modern department is a sharp contrast.

On the northeast corner of Silver Spring and Georgia Avenues was a grocery store occupied by W. A. Kingsbury, which later became the Sanitary Grocery Co. store.

Hugh F. O'Donnell then lived in a stucco house which today is occupied by Forsyth's drug store.

If my memory serves me right, the next building up the road was a house which was occupied as a Masonic Temple for the Masons. It stood about where the Grand Leader is located today.

The next residences were those of William Thompson and his brother, Thomas Hunter, on Sligo Avenue between Third Avenue and Bonifant Street. Peoples Drug Store and Joy's Jewelry store were located today.

From Land Close Street to the present street was



—Don Fugist Photo
JOHN H. HUNTER

Institute Cleaning and Dyeing building is located today.

Blacksmith Shop

Coming down Georgia Avenue toward the District Line on the west side above Colesville Pike was Judge Sawyer's place and Mr. Fiddler's Blacksmith Shop near Colesville Road.

The next residence, where the present post office stands, was the palatial Major Gist Blair home, with about 20 rooms. It was later occupied by Capt. Frank L. Hewitt.

The Suburban National Bank, now Suburban Trust Co., had been located on the southwest corner for two years, and the

Miss Shaw Postmistress
 The post office was where Coile's Barber Shop is now, with Miss Bertha Shaw as postmistress.

Over the hill back of the American Instrument Co. was the home of Senator Blair Lee, which had been in the Lee family for many years. Senator Lee was the father of Col. E. Brooke Lee and Blair Lee II. Across the B & O Railroad tracks was the large mansion of Mr. Montgomery Blair.

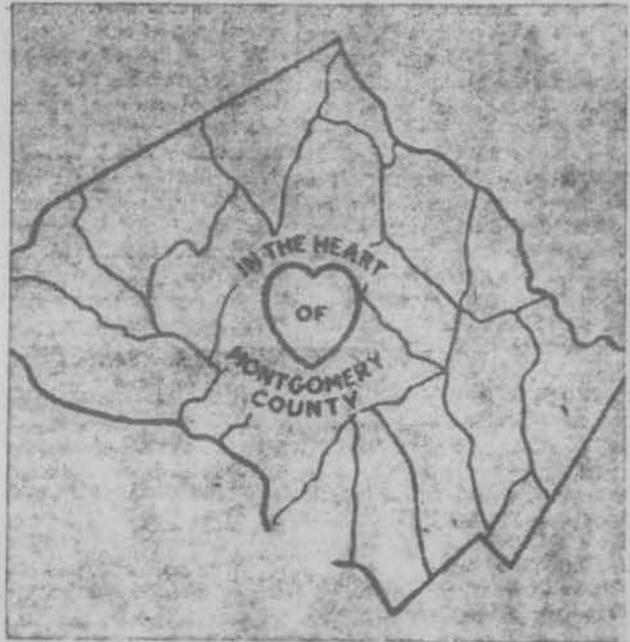
B & O trains going west did not stop at that time in Silver Spring—only the locals, and there were not many houses in Silver Spring at that time. In fact, Sligo was the larger community.

In the past 25 years I have seen many changes in this wonderful new city. My brothers and I were raised on a farm near Glenmont, and while car-

EARLY TRACTORS are lined up for sale at the old Hunter Bros. Hardware Store, a Silver Spring landmark.

rying our farm goods and produce to Washington markets, Silver Spring was about as lonesome a place as we had to pass through until we reached Schutzen Park, which was then located above the present ball park on Georgia Avenue.

Compliments of
THE FIRST NATIONAL BANK OF GAITHERSBURG MARYLAND



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'46 Chev. 2 dr. R & H	39.50	'41 Pontiac	10.00
'47 Frazer R & H, OD	39.50	'38 Chevrolet	8.00
'46 Mercury R & H	39.50	'41 Buick	11.00
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Miller-Hughes Motor Co.

Kaiser - Henry J

Route 240 Phone Rockville 331-4332
 Rockville, Md.



NAME SILVER SPRING, Md - OLD COMMERCIAL AREA ^{M:} #36-7

LOCATION GA. AVE + SIL. SPG. AVE

FACADE SW

PHOTO TAKEN 6/2/75 MDWVER