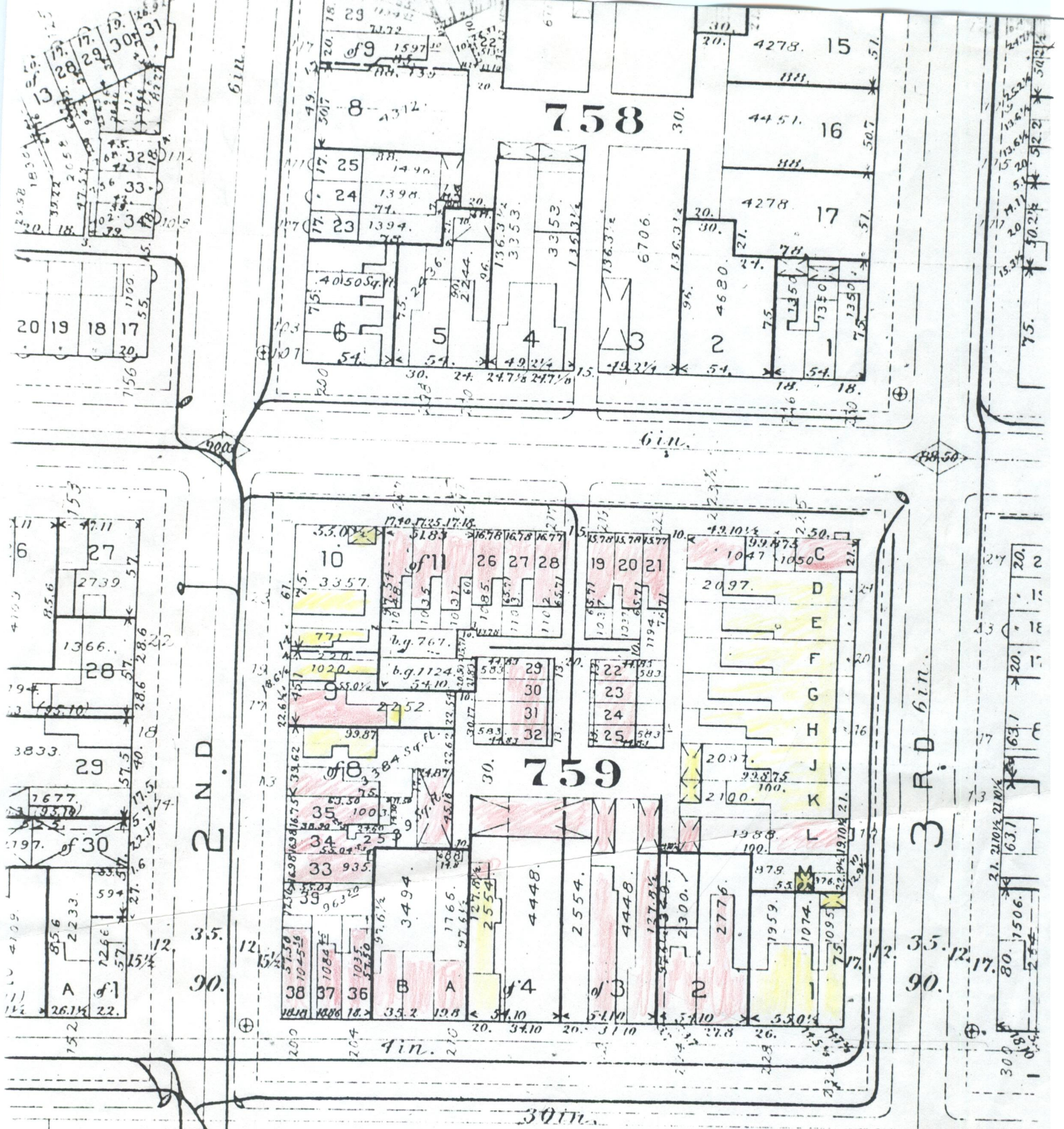


Mr. Warder took sick in Cairo and died there shortly after arriving. It required two months before his body could be delivered back home. The property on A St. remained in the Warder family estate for another twenty-nine years. Mrs. Warder returned to Washington and never remarried. She kept performing what she considered her duties in society and the charitable field, saw her two remaining daughters marry and move away. A very wealthy widow, Mrs. Warder lived to be eighty-seven. The last glimpse of her we get in the research before her death in 1928 is an elderly women living comfortably in a nice home on 16th St. with two servants, a fifty year old Swedish maid and a forty year old Scottish women employed as a waitress.

As for the property at 219 A St., it remained rental. The tenants were commonly employed as clerks and often with the Federal Government. There is ample evidence to suggest that the home was not always rented, that it sat unoccupied for long periods sometimes. If we compare the Sanborn Fire Insurance map for the year 1888 with the Hopkins Real Estate plat for 1893, we see that the neighborhood changed very little. Carpenter's shops, sheds and a candy factory along with a small bakery still predominate within the alley at the center of the square. In fact, the only significant change in this five year period was the construction of rows 213 through 223 and the alley dwellings. As for Terrace Court and the



Hopkins Real Estate plat
year 1893

eight dwellings there, we find the occupants from the late 1890s through the 1920s to be mostly black. Women's occupations tended to be laundresses or domestics. For the men such jobs as day laborers, drivers, railroad porters and coachmen predominated. Total population in the alley typically ranged from forty-five to fifty individuals. From public health reports we learn that the general living conditions, while not ideal, were at least better comparatively. Mortality rates and reported illnesses were usually reported at rates half the norm. In most years there were no significant differences in the rate between white and black residents in Square 759; people seemed to die or become sick with serious conditions at about the same rate, regardless of race. And it should also be mentioned that in James Borchert's classic study, Alley life in Washington, the quality of construction of the alley dwellings in Terrace Court was better than most others studied.

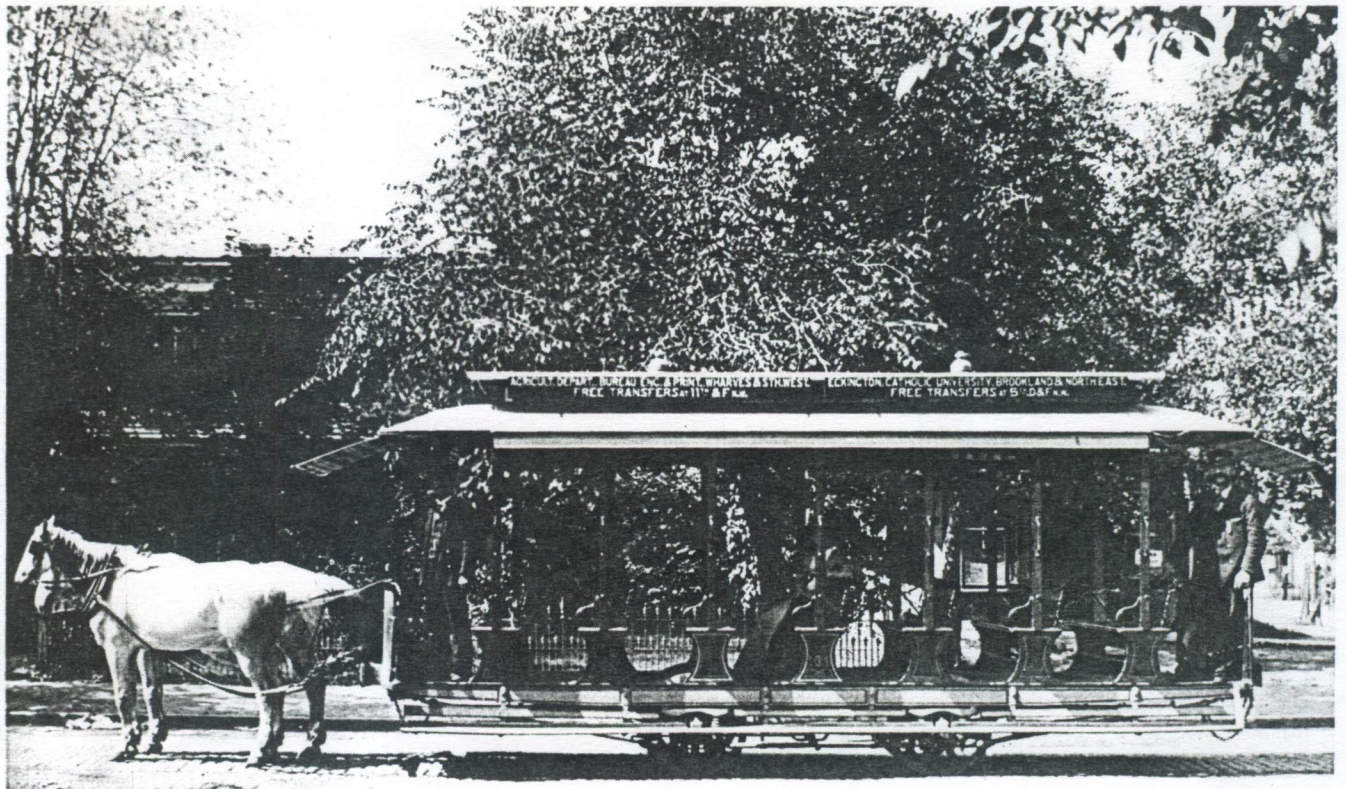
The overall character of the neighborhood from the 1880s until just before the First World War can easily be imagined. The automobile did not appear until about 1902 and then only gradually for at least a decade yet to come. People here of modest means, that is, working class people living along side white-collared salaried clerks, got about by street car or by foot. Horse drawn wagons and buggies were still quite ordinary on the street. In fact the trolly cars and the fire engines were horse drawn well into



notes: Sq. 759 in green color
Metropolitan Trolley, purple



Eastern Market- 1889



Metropolitan open horsecar on East Capitol Street near 9th Street. A number of these Trimble-built cars later served as electric trailers. Taken about 1890. The conductor, whose name was Dick, was a favorite with the kids. Handy Studios

* The last open car trolley was scrapped in 1937. But for the most part, passenger trolley cars were electrical, closed car decades prior to the above date. One electrical, open car did remain until the early 1930s and ran from 1st and East Capitol Street. This was mostly for promotional and advertising purposes, however.

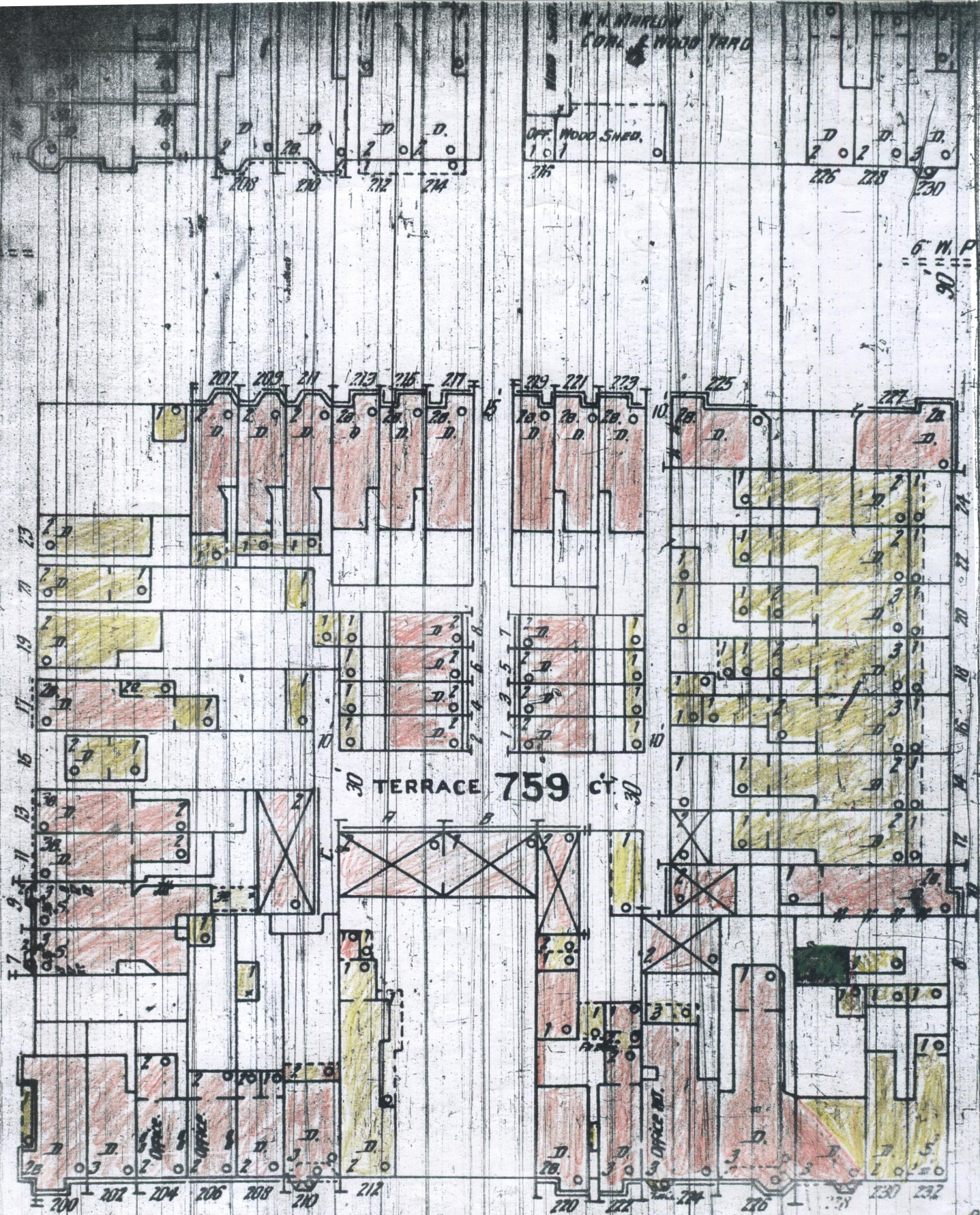
first decade of this century. With the presence of the automobile so infrequent, indeed an outright novelty, the neighborhood must have been considerably quieter. The very few people who owned automobiles then did so as a matter of status and 'sporting-about', not so much as transportation really. As for the common man, the automobile was to him a "loco-mobile", regarding it as some kind of dangerous toy the rich played with on public streets. As for the trolley cars, they were gradually being transformed over from horse drawn to cable or electrical. This too worried the average citizen sometimes, particularly as the streets seemed to be more and more busy with traffic. I can well imagine, for instance, an incident reported in the Evening Star regarding the collision of an electric trolley with a horse drawn wagon on the otherwise quiet evening of September 29, 1902. It seems that at 10:20 PM at the intersection of East Capitol Street and 2nd Street a trolley plowed full on and completely demolished the wagon of Lottie Miles, a colored woman from across the Anacostia River in Hillside. Although not a fatality, the accident put poor Lottie into Casualty Hospital and the neighborhood here into a nervous chatter for weeks to come.

Before presenting a chronology of the owners and residents of 219 A St., N.E., we might look over the property tax assessments for Square 759 for the years 1902-03 and the Sanborn Fire Insurance map for the year 1904.

Washington City

General Assessment 1902 1903

Square	Lot	Front Feet	Square Feet	Rate	Ground	Imp's	Name Assessed
759	Of 1	East 14.61	1,095	\$ 1.60	\$ 1,752	\$ 700	Mary Phelan,
	" 1	14.43	1,074	1.50	1,611	600	Joseph McQuokian,
	" 1	West 26.	1,959	1.50	2,939	1,000	Flora A. Brown,
	" 2	East 27.87	2,776	1.35	3,748	3,300	Thomas I. Chew,
	" 2	23.55	2,297	1.35	3,101	3,700	John C. Weedon,
	" 2	West 3.81	352	1.35	475		Martha V. Moore,
	" 3	East 13.83	1,766	1.30	2,296	1,900	"
	" 3	5.02 Next					
	" 3	East 13.83	565	1.30	501		Martha V. Larrick,
	Of 3	17.98 Next					
	" 3	East 16.85	2,297	1.30	2,986	2,100	Mary A. Lamb,
	Of 3	West 20.	2,554	1.30	3,320		George M. Oyster,
	" 4	East 34.83	4,448	1.30	5,782	2,100	"
	" 4	West 20.	2,554	1.30	3,320	1,200	Rose Marceron,
	" Sub A	19.67 E.C.St.	1,766	1.30	2,296	1,800	George M. Oyster,
	" " A	Background.	88	.70	62		George H. Hill,
	" " B		3,494	1.35	4,717	1,200	"
	" 36		1,036	1.55	1,606	800	Georgie V. Drum & Lillian P. Gott,
	Sub 37		1,084	1.55	1,680	3,500	John E. Walsh,
	" 38		1,045	1.60	1,672	3,000	William H. Michael,
	" 39		963	1.15	1,107		John H. Fulmer,
	" 33		935	1.15	1,075	2,200	William H. Michael,
	" 34		2,539	.80	2,031	2,500	"
	" 35		1,003	1.15	1,153	1,800	"
	Of 8	17.	1,275	1.05	1,339	1,800	Catherine Heins,
	" 8	North 1/2	2,261	.90	2,035	200	George M. Holmes,
	" 9	South 22.54	2,252	.90	2,027	900	"
	" 9	18.54	1,020	1.15	1,173	400	Rose E. Riley,
	" 9	North 4.	220	1.15	253		Henry Potbury,
	" 10	South 14.	771	1.15	887	300	"
	" 10	North 61.	3,357	1.40	4,700	500	James Barrett,
	" 11	West 17.40	1,044	1.15	1,201	1,100	Flavius J. Macmillian,
	" 11	17.25	1,035	1.15	1,190	1,100	Alfred H. Marlow,
	" 11	17.18	1,031	1.15	1,186	1,100	Mary A. O'Neil,
	" 11	Background.	777	.35	272		Henry Potbury,
	" 11	"	1,124	.35	393		Rose E. Riley,
	Sub 26		1,085	1.15	1,248	1,300	Benjamin H. Warder,
	" 27		1,103	1.15	1,268	1,300	"
	" 28		1,102	1.15	1,267	1,300	"
	" 29	On Alley.	583	.35	204	300	"
	" 30	"	583	.35	204	300	"
	" 31	"	583	.35	204	300	"
	" 32	"	583	.35	204	300	"
	" 19		1,037	1.15	1,193	1,200	"
	" 20		1,037	1.15	1,193	1,200	"
	" 21		1,194	1.05	1,254	1,200	"
	" 22	On Alley.	583	.35	204	300	"
	" 23	"	583	.35	204	300	"
	" 24	"	583	.35	204	300	"
	" 25	"	583	.35	204	300	"
	Of " C	West 49.87	1,047	1.35	1,413	1,800	Henry G. & Geo. C. Sholt,
	" " C	East 50.	1,050	1.40	1,470	2,000	May M. Steele,
	" " D		2,097	.80	1,678	800	Emma L. Yoder,
	" " E		2,097	.80	1,678	800	James E. McCabe,
	" " F		2,097	.80	1,678	900	John E. Ruebsam,
	" " G		2,097	.80	1,678	900	Mary J. Williams,
	" " H		2,097	.80	1,678	900	James M. Hawley, Tr.,
	" " I		2,097	.80	1,678	800	George S. Smith,
	" " K		2,100	.80	1,680	800	Henry Fetter,
	" " L		1,988	.80	1,590	2,600	Bentley P. Murray,
	Of " M	North 10.	878	1.15	1,010		Flora A. Brown,
	" " M	South 12.79	376	1.55	583		Joseph McQuokian,



Sanborn Fire Insurance map
year 1904