

NOMINATION FOR LANDMARK DESIGNATION

GEORGE OSCAR WHITE HOUSE

603 Twenty-third Street
Rock Island, Illinois

LEGAL DESCRIPTION

Lot Number One (1) Block Number Two (2) in that part of the City of Rock Island known as and called Bailey and Boyle's Second Addition to said City; situated in Rock Island County, Illinois.

NOMINATION CRITERIA

Associated with an important person or event in national, state or local history.

Representative of the distinguishing characteristics of an architectural and/or landscape type inherently valuable for the study of a period, style, craftsmanship, method of construction or use of indigenous materials and which retains a high degree of integrity.

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HISTORY OF PROPERTY

A warranty deed for Lots 1 and 9 in Block 2 of Bailey and Boyle's Second Addition was given to Richard C. Durrett, et al, and William H. Durrett for \$700.00 on 14 May 1855 by William Bailey, et al. Neither Richard Durrett nor William Durrett were listed in the Rock Island City Directories from 1858/1859 through 1885. R. C. Durrett on 5 August 1868 sold Lot 1 only to Dwight and Sarah Safford for \$400.00. The 1867 directory lists Dwight Safford as a guard on the island bridge and residing on Spencer Street at the northeast corner of Keokuk (Seventh Avenue and Twenty-fifth Street). In 1868 the residence was given as Moline Avenue and Arsenal (Fifth Avenue and Twenty-fourth Street). The 1871 directory was the last one to include the Saffords.

The property was mortgaged three times by Dwight and Sarah Safford. John S. Gorton, a bank clerk and bookkeeper was the first for \$500.00 on 31 March 1869. Two years later, 2 September 1871, it was to John Huss for \$300.00. John Huss & Brother was established in 1867 as "practical cabinet makers and dealers in all kinds of furniture and upholstery, frames and mouldings." William Henderson, a barkeeper, was the third on 19 April 1872 for \$1,269.95. His residence was listed as the second house north of Spencer Street on the east side of Washington Street (Seventh Avenue and Eighteenth Street). The odd amount of dollars and cents would indicate a builder's lien. Lot 1 purchased for \$400.00 in 1868 must have had a dwelling on it in order to increase the mortgage value in 1872.

The city directory of 1878/1881 lists Edgar Hilton as a millwright in charge of the machinery at the Rock Island Arsenal and employed for the past 17 years by the federal government. His residence is given as 603 Twenty-third Street.

On 9 August 1882, the Saffords, listed as Chicago residents on legal records, gave a \$1,000.00 mortgage to Mary Myser. A "dwelling house" is listed in the mortgage deed. In the 1885 directory Mary Myser's husband, John, is listed as a mason and residing at 1912 Fifth Avenue. There were no prior listings for the Mysers.

The property remained in the Safford's name until 26 June 1890. A warranty deed was given to James Carl for \$2,525.00. Mr. Carl's occupation was listed as a railroad fireman in the 1867 city directory. By the 1888/1891 issue he was listed as an engineer with the Chicago, Rock Island and Pacific Railroad and as residing at 2224 Fourth Avenue. James Carl mortgaged the property on 8 September 1892 for \$2,000.00 to Joseph Tate.

Cornelia B. and C. H. Lininger purchased Lot 1 for \$4,000.00 from James Carl on 31 May 1902. On the same date it was mortgaged to Mr. Carl for \$2,000.00. Conrad Lininger worked for the Rock Island Buggy Company as a traveling salesman and with his wife, Cornelia, lived at 513 Twenty-third Street according to the 1892/1893 directory. From 1897 through 1902, Mr. and Mrs. Lininger lived at 603 Twenty-third Street. On 1 May 1903 Lot 1 again changed hands. It was sold

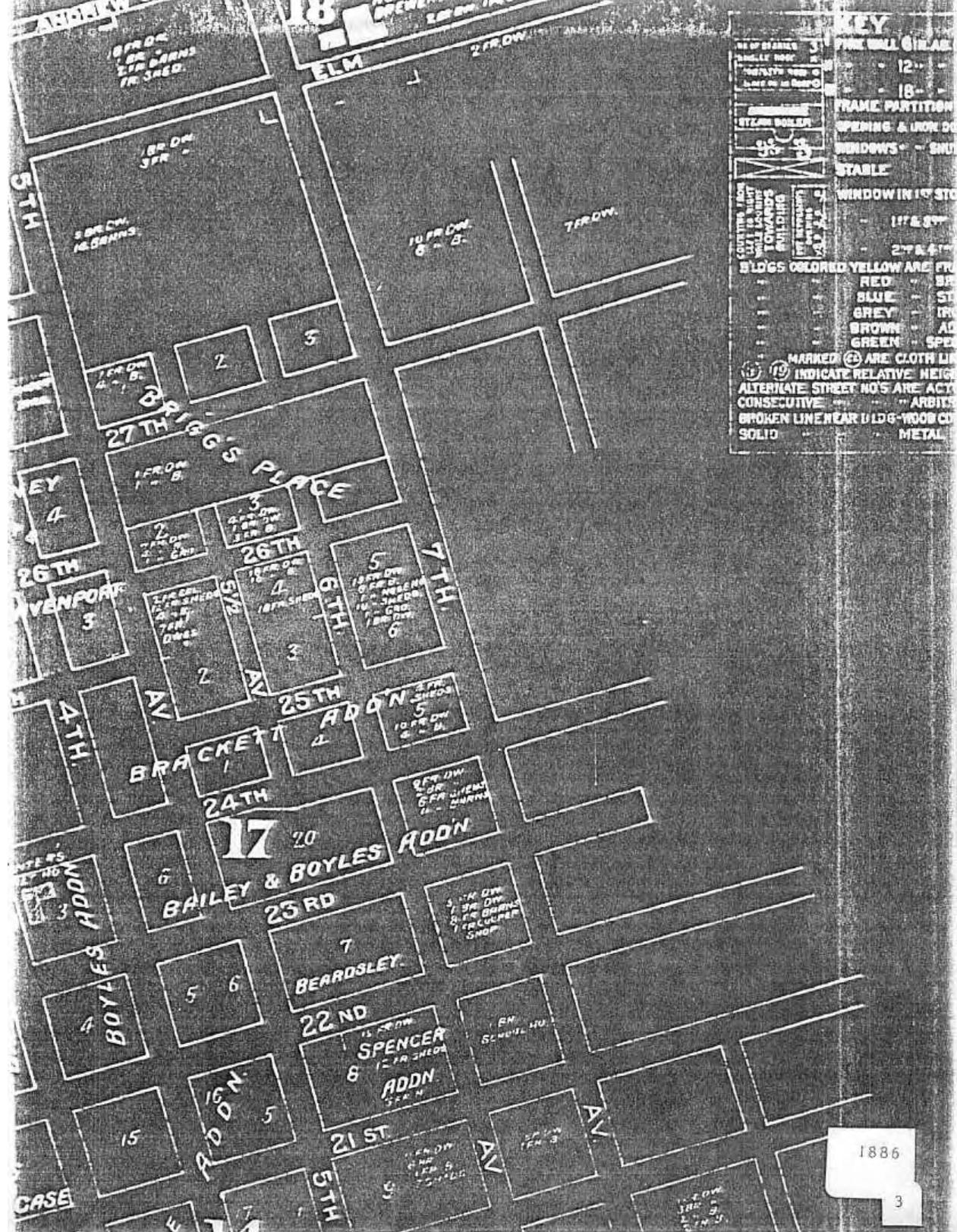
to Mary H. and George O. White for \$4,000.00. The house remained in the White family until 28 July 1945 when George White's son, Benjamin F. and his second wife, Alberta, sold it to Helen Boyce.

From 1872 through 1945, only two of the owners of this property, Conrad H. Lininger and George White, ever lived in the house. The previous owners were landlords. City directories list 603 and 603½ as having a number of tenants throughout the years. The address of 603½ first appears in the city directory issue of 1897/1898.

Assuming the cost of the structure was the 1872 mortgage amount of \$1,269.95, it becomes even more likely the residence was intentionally built for rental property. Palliser's New Cottage Homes and Details has designs of two storey brick and frame houses with costs of \$700.00 to \$900.00 and \$1,200.00 to \$1,400.00. The National Builder's Album of Beautiful Homes shows a home of similar size built in frame for \$1,278.8 . Another example built of stone and frame, 23 feet by 42 feet, is shown to cost \$1,831.00.

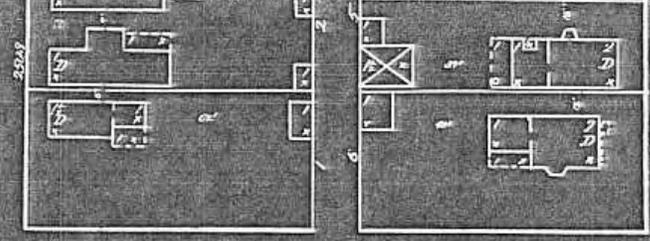
An arsenal millright is listed as living at 603 Twenty-third Street in the directory of 1878/1881. The property was mortgaged in 1872 for \$1,269.95. It is reasonable to assume the construction date of the house at 603 Twenty-third Street was between 1872 and 1878. All available evidence points to 1872 as the date of construction and built by Dwight and Sarah Safford, The builder's and architect's names have not been found.

A quit claim deed was given to Robert C. Yapp, Jr. and Patricia Berg Yapp by the Rock Island Economic Growth Corporation on 6 December 1994. The Yapps are currently restoring the property.

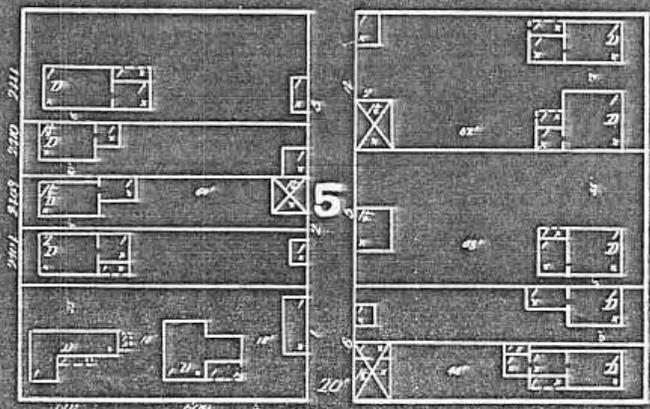


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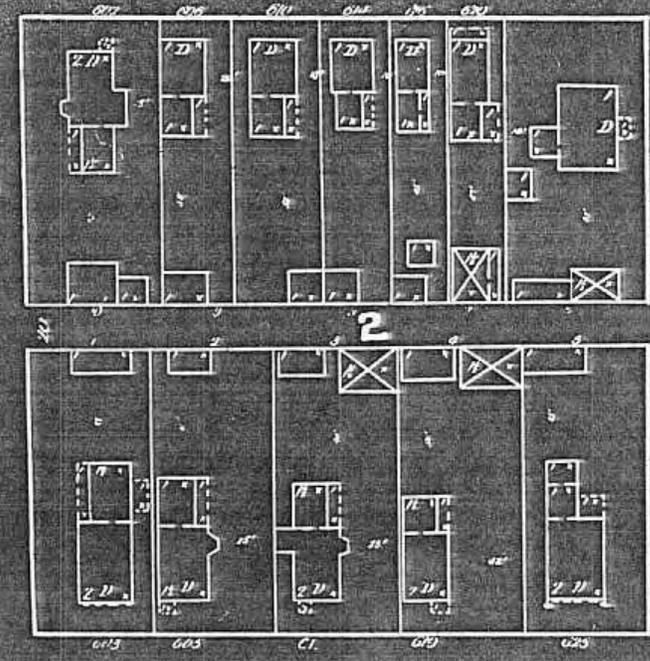
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AV. 5



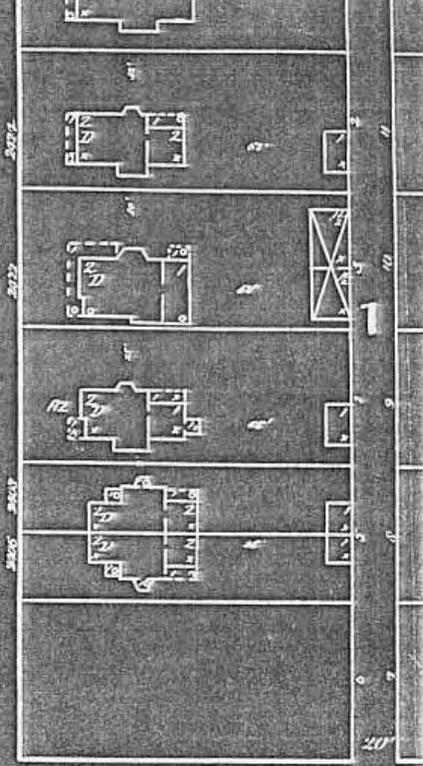
25TH ST.



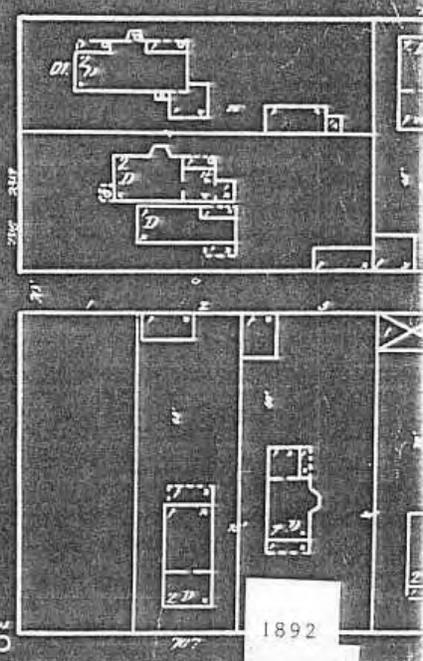
6TH STREET



7TH AV.

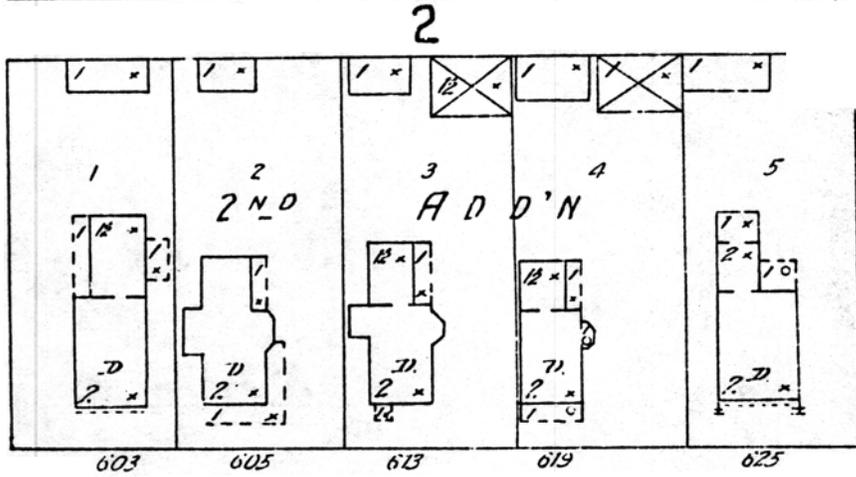
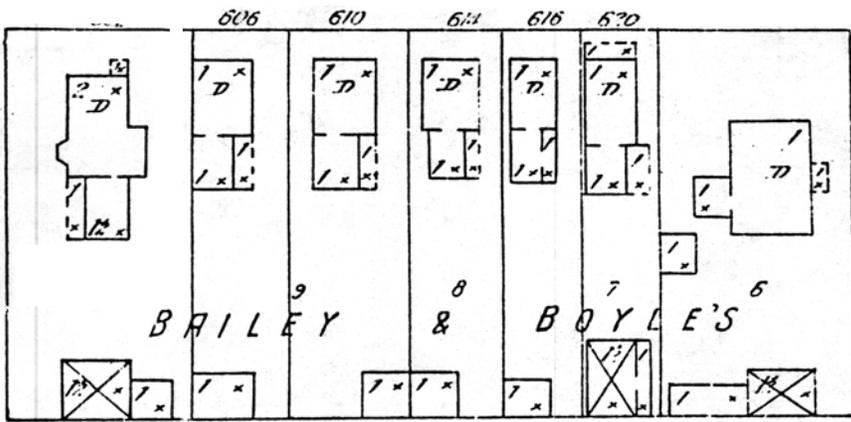


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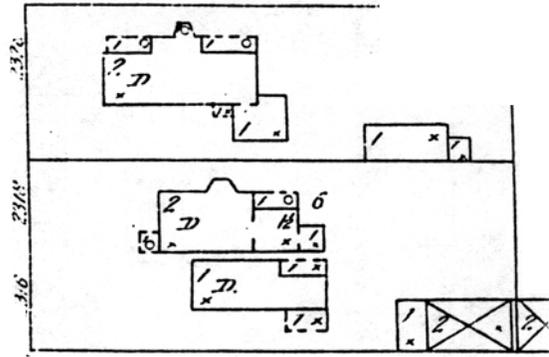


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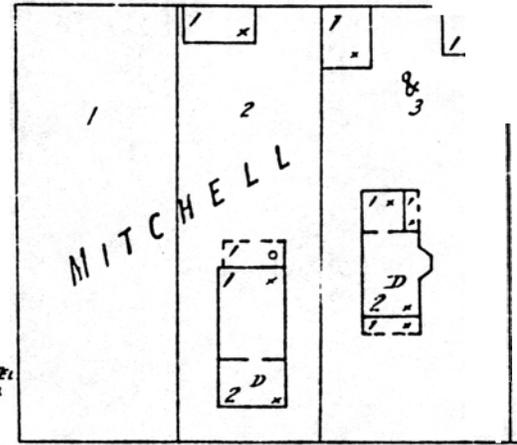
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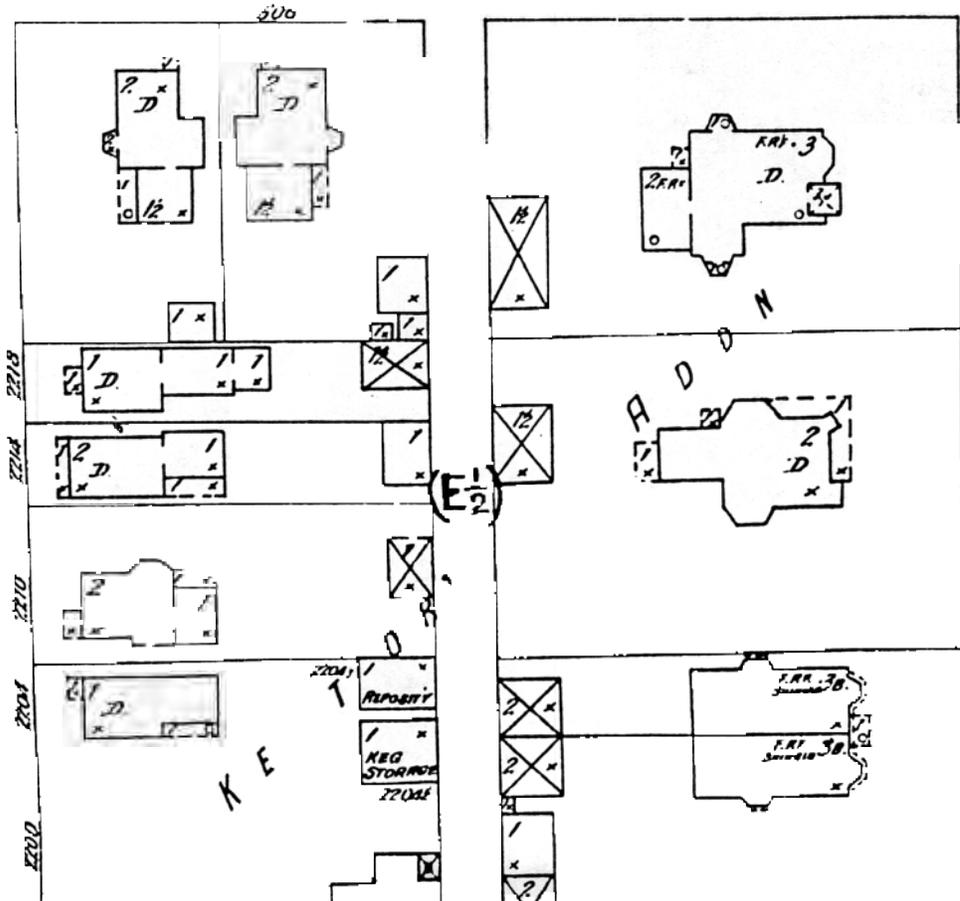


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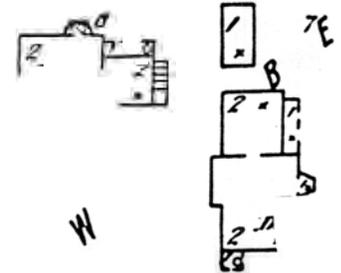
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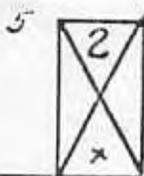
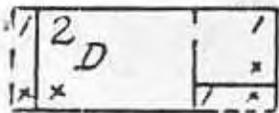


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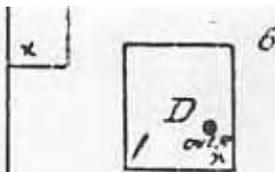
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2ND 18'

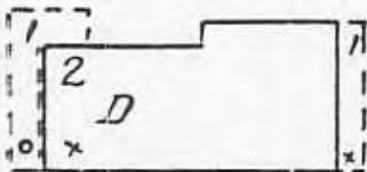


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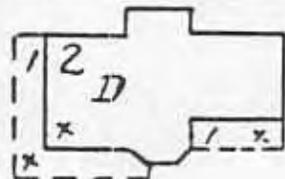
E 6TH AV.

20' BAILEY AND BOYLES

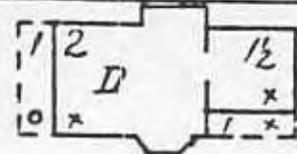
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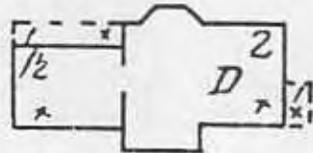
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20'

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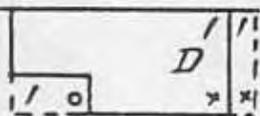
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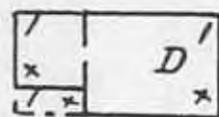
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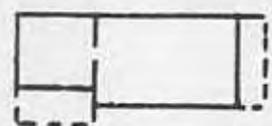
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614



1906

6

GEORGE OSCAR WHITE

At age 77, the retired pioneer carriage, buggy and automobile builder, George Oscar White, died at his home on 26 April 1926.

Mr. White was born, raised and educated in Sand Hill, Brampton in the province of Ontario, Canada. At the age of 17 he came to the United States and settled in the east. On 6 September 1873, he and Mary H. McDowell were married in Greenville, Pennsylvania. Mrs. White died on 23 December 1921. Mr. White was a member of many fraternal organizations including a 32nd degree Mason, the Oriental Consistory of Chicago, Trio Lodge, No. 57, Knights Templar and Kaaba Temple, Davenport. He was also a member of Trinity Episcopal Church of Rock Island.

George O. White was survived by two sons, Benjamin F. White and Tully D. White, both of whom were active in George White's businesses. Also surviving were a brother, John H. White of Evanston, Illinois and a sister, Margaret Trimble of Westminster, British Columbia, Canada. The funeral services were held at his home, 603 Twenty-third Street, and he was buried at Chippiannock Cemetery. Knox Mortuary was in charge of arrangements.

Mr. White's first factory was established in Greenville, Pennsylvania for the manufacture of carriage bodies. Also made at this factory was the first phaeton backboard carriage which he had patented. A phaeton is described in Webster's dictionary as "any of various light four-wheeled horse drawn vehicles" and also as "a touring car." A sketch shows the front wheels as having a smaller diameter than the rear wheels. There are two seats, one in the front for the driver and one in the rear for passengers. There is no roof.

In 1886 George White and his family moved west so that George could take charge of the J. H. Wilson Moline Buggy Company. They were "wholesale manufacturers of buggies, spring and park wagons, phaetons and surreys, etc." A surrey is defined as "a four-wheel, two-seated horse drawn pleasure carriage." It has a roof on top and the back wheels are higher than the front wheels.

The Moline Road Cart Company became the Moline Buggy Company when it was incorporated in 1884 with William Ross as president. The next year, John H. Wilson became president of the company located at Third Avenue and Sixth Street in Moline. The company continued to manufacture the same line of carriages and buggies which had a good reputation. Their products were of in-house design.

George White and others organized the Rock Island Buggy Company in December 1891 with a capital stock of \$25,000.00. The Review Dispatch reported the company's annual stockholders meeting as occurring a day or two before 25 November 1892. The board of directors consisted of Phil Mitchell, Frank Mixter, John Crubaugh, I. S. White, A. C. Dart, A. M. Blakesley and George O. White, all reelected from the previous

A license could be given to a manufacturer outside of the 200 mile limit, if Mr. White wished. However, if that manufacturer would not interfere with the Rock Island Buggy Company, in the judgement of the board, then he "aimed to have all the royalty". If it would interfere, then the buggy company would have twenty percent of the royalties and the balance would be Mr. White's. The outside licenses not to be made at a lower royalty.

The proposition goes on to state there would be three arbitrators to decide any disagreements concerning royalties. The price of finished poles could not be lower than \$3.50 and \$2.50 for poles in white less the usual cash discount.

Mr. H. D. Blakemore, an attorney, wrote a letter dated 4 November 1892 to Frank Mixter concerning a "draft of contract in duplicate involving in formal statement the memoranda furnished by Mr. White" which regarded the preceding pole patent and royalty proposition.

The Dispatch of 26 May 1896 had a small article stating "George White, former superintendent of the Rock Island Buggy Company, has leased the two storey building at 1620 First Avenue, and will manufacture road wagons of his own design for the wholesale trade" The "road wagons" were carriages, buggies and light spring wagons.

In 1899, three years after G. O. White left as superintendent and secretary of the Rock Island Buggy Company, John Crubaugh became president and the company had moved to a large new plant, filling it entirely. This company whose specialty was pleasure vehicles had products which were shipped to every state in the union, went out of business in 1909.

In the city directory of 1897/1898, George White is listed as a carriage manufacturer at 1620 First Avenue, the building is non-extant, and as residing at 513 Twenty-third Street. In 1903 he purchased 603 Twenty-third Street and moved there with his family

Two years later, 1899, White's company moved to 1902-1924 First Avenue. From there, in 1903, he relocated to 2420-2430 Fourth Avenue. Land had been purchased and a factory constructed with a manufacturing capacity of some 3000 vehicles a year. There were approximately 50 employees. This structure is extant.

The Rock Island Argus of 5 May 1902 reported that the George White Buggy Company said it was their intention not to move from Rock Island but to build a new building and remain in the city. In May 1903, Benjamin F. White of the George White Buggy Company launched a "luxurious craft" twenty-four feet in length.

In 1909, the George White Buggy Company, by then "one of the largest in the Middle West", entered into the automobile industry. The product introduced in the early spring was a highwheeler. The front wheels were 36 inches in diameter with 38 inch wheels in the rear.

FIREMAN KILLED WHILE DRIVING BOOZE

Dohrn, Moline, taken
Honors of Liquor; Re-
from Department.

Dohrn, 1815 1/2 Third
ne, a member of the
department until his
his morning, was ar-
ght on charges of un-
sporting and possess-
ing liquor. He was
study when Rock Is-
deputy sheriffs and
officers found 30 gal-
lons in an automobile
of.
arrested after Deputy
Fowler and F. R.
Detective Ray Zahn
pleasant Negley of the
department lay in
hours for him. Dohrn
was driving a coupe,
was filed in Rock
court this morning
He was scheduled
2,000 bond for his re-
lease released on bond
Moline before Police
rank A. Gustafson, to
city court today.
ch of Silvis was also
study in connection
operations, but was
Dohrn stopped his
machine owned by Ba-
rinity authorities ar-
believing Dohrn in-
fer the liquor from
one owned by Babich.
his car at Twenty-
and River drive. Mo-
officers rushed from
see and took him into
at the court house
by newspaper men,
to talk about his
other than to an-
e had resigned from
department. He re-
where he had secured
ch was found in his
declined to reveal
ated to deliver it.

he in Chipplannock
as removed to the
Knox mortuary this

of Mrs. Moeller.
decks for Mrs. Louis
years of age, a resi-
dant for 21 years,
riday at her home,
15th street, Rock Is-
land at 2 o'clock this

George O. White, 77 Years Old, Pioneer Rock Island Carriage Builder, Is Taken

George Oscar White, retired, pio-
neer carriage and buggy builder in
Rock Island and Moline, and active
vice president of the Victor Stor-
age Battery company and manager
of the Replace Light Manufacturing
company of Rock Island, died
at 9 o'clock last night at his home,
603 Twenty-third street, Rock Is-
land. He was 77 years of age. His
death resulted from infirmities of
age and complications, and termi-
nated an illness of three weeks'
duration.

Mr. White became ill while in
Florida, where he had lived during
the winter months in recent years.
When his condition became serious
his son, Ben F. White of Rock Is-
land, went to his bedside and re-
turned with him to Rock Island
last Sunday night. Monday he
seemed to be recovering, but last
evening life began to ebb and he
quietly passed away.

Made First Phaeton.

Mr. White was a carriage body
builder by trade and made and pat-
ented the first phaeton hackboard
carriage. He first established a
factory for their manufacture in
Greenville, Pa., and successfully
conducted it until he came west
with his family to take charge of
the Wilson Moline Buggy company
in 1886.

In 1892 he and others organized
the Rock Island Buggy company,
the operations of which he super-
vised until 1896, when he left this
business organization to establish
his own company, which in 1901
was incorporated as the George
White Buggy company. This busi-
ness was operated long and suc-
cessfully in Rock Island in a plant
at Twenty-fifth street and Fourth
avenue, being one of the last to
give way to the encroachments of
the automobile. He retired from
the manufacture of buggies and
carriages in 1915. He was the pat-
entee of many useful appliances
for vehicles.

Born in Ontario.

Born in Sand Hill, Brampton, the
province of Ontario, Canada, he
was reared and educated there.
When he was 17 years of age he
moved to the United States and
settled in the east. He was united
in marriage with Miss Mary H. Mc-
Dowell in Greenville, Pa., Sept. 6,
1873. She preceded him in death,
Dec. 23, 1921. Fraternally he was
a 32nd degree Mason, and a mem-



GEORGE O. WHITE

ber of the Oriental consistory, Chi-
cago. He held membership also in
Trio lodge, No. 57, A. F. & A. M.,
Rock Island chapter, No. 15, R. A.
M., Rock Island commandery, No.
18, Knights Templar, and Kaaba
temple, Davenport. He attended
Trinity Episcopal church, Rock Is-
land.

Surviving are two sons, Tully D.
White and Ben F. White, both of
Rock Island. One sister, Mrs. Mar-
garet Trimble of Westminster, Brit-
ish Columbia, Canada, and one
brother, John H. White of Evan-
ston, Ill., also survive.

Funeral services will be held
Thursday morning at 10 o'clock at
the home, 603 Twenty-third street,
Rock Island. Rev. H. A. Lepper,
rector of the Trinity Episcopal
church, will conduct the services.
Interment will be in Chipplannock
cemetery.

The body will remain at the Knox
mortuary until Thursday morning,
when it will be removed to the
home.

LOWDEN MOVES BEING WATCHED

Cooldge himself but who feel the
middle west should claim the nomi-
nation two years hence look with
considerable favor on Lowden,
while frowning upon the insurgen-
cy of Borah.

FOUNDERS' DAY QUIETLY NOTED AT AUGUSTANA

Sixty-sixth Anniversary Finds Col-
lege on Verge of Era of
Development.

Augustana college and theologi-
cal seminary is today celebrating
Founders' day, this being the 66th
anniversary of the establishment of
the college in Chicago, April 27,
1860. No special observance of the
occasion is being made.

It was on April 27, 1860, that final
decision was made in Chicago by
the Swedish Lutheran church lead-
ers to establish their own institu-
tion of higher learning. Prior to
that time the church had been
sending its youths to other Luth-
eran colleges, principally Capital
university at Columbus, Ohio. Rev.
Lars Paul Esbjorn, a leader in the
synod educational work, had also
done much in the way of promoting
the educational ideal among his
people in his work at Illinois state
university.

Meeting in the basement of one
of the small Lutheran churches in
Chicago, the leaders decided to
open their own college. For sev-
eral years classes convened in the
basement of the church. The school
was then moved to Paxton, Ill.,
where it thrived for some years be-
fore being removed to Rock Island
in 1875. Last fall the college cele-
brated the 50th anniversary of its
location in Rock Island, with a
mammoth celebration, and now, as
it enters upon its 67th year, it views
ahead the greatest era of develop-
ment in its history with a financial
campaign for \$2,000,000 for endow-
ment and new buildings to be
staged next fall.

FAIL TO OFFER JOHN W. CASTO NEW CONTRACT

East Moline School Board to Seek
Successor to Superintendent
Next Fall.

(Special Moline Service.)
The united township high school
of East Moline will have a new
superintendent next fall. At a spe-
cial meeting of the board of edu-
cation last night it was unani-
mously voted not to tender a new
contract to John W. Casto, former

WILL
POLICE
CO

Allen
Cont

Mamh
last night
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partmen
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which
to be g
was off
Phillips,
committee
of 12 to
tholome
of a new
the group
not need
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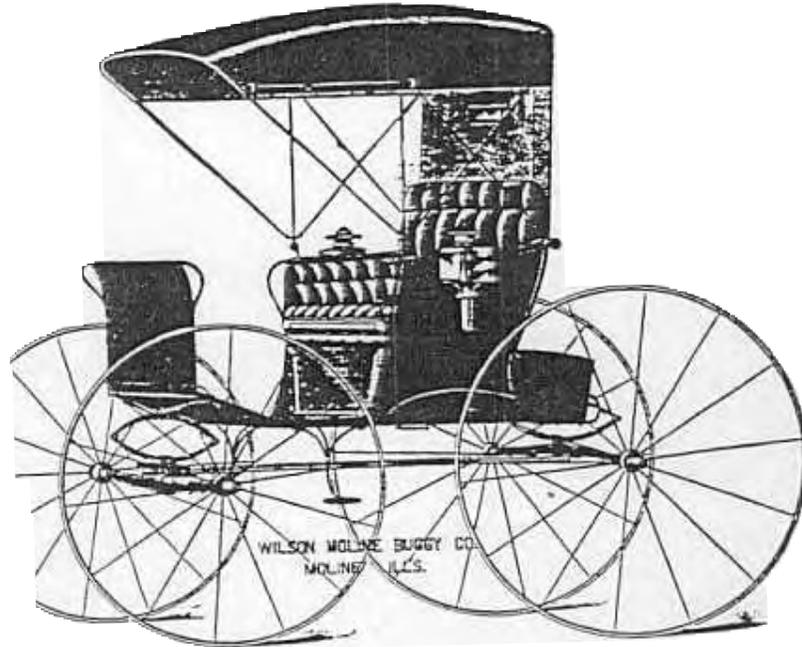
Sever
nor limi
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night's
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draft of
which t
mission
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the state

The c
applicat
install a
avenue.
Nic Bred
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EAT
B AI

J. H. WILSON, President. HENRY C. FIRST, Secretary.

Wilson Moline Buggy Co.



WHOLESALE AND RETAIL MANUFACTURERS
OF HIGH-GRADE

Buggies, Carriages, Surries
Phætons, Stanhopes
Light Driving Wagons, Etc.



Rubber Tires Put on Old or New Work

607 THIRD AVENUE

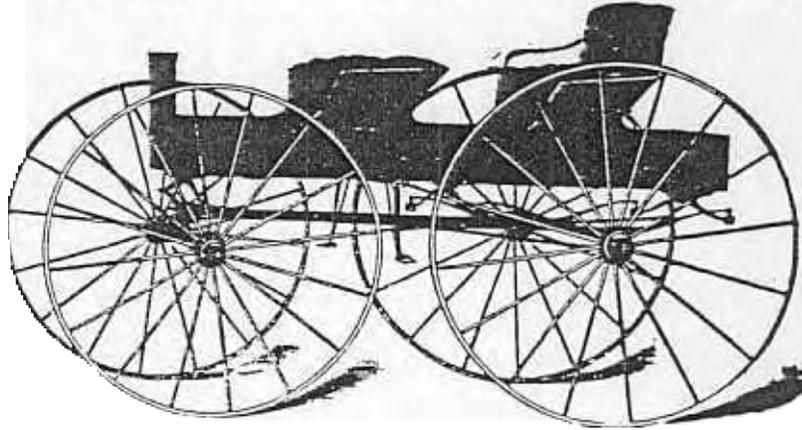
Us for Descriptive Catalogue
or Call and See Us

MOLINE, ILL.

TELEPHONE

PHAETON
ca. 1885

MOLINE BUGGY COMPANY

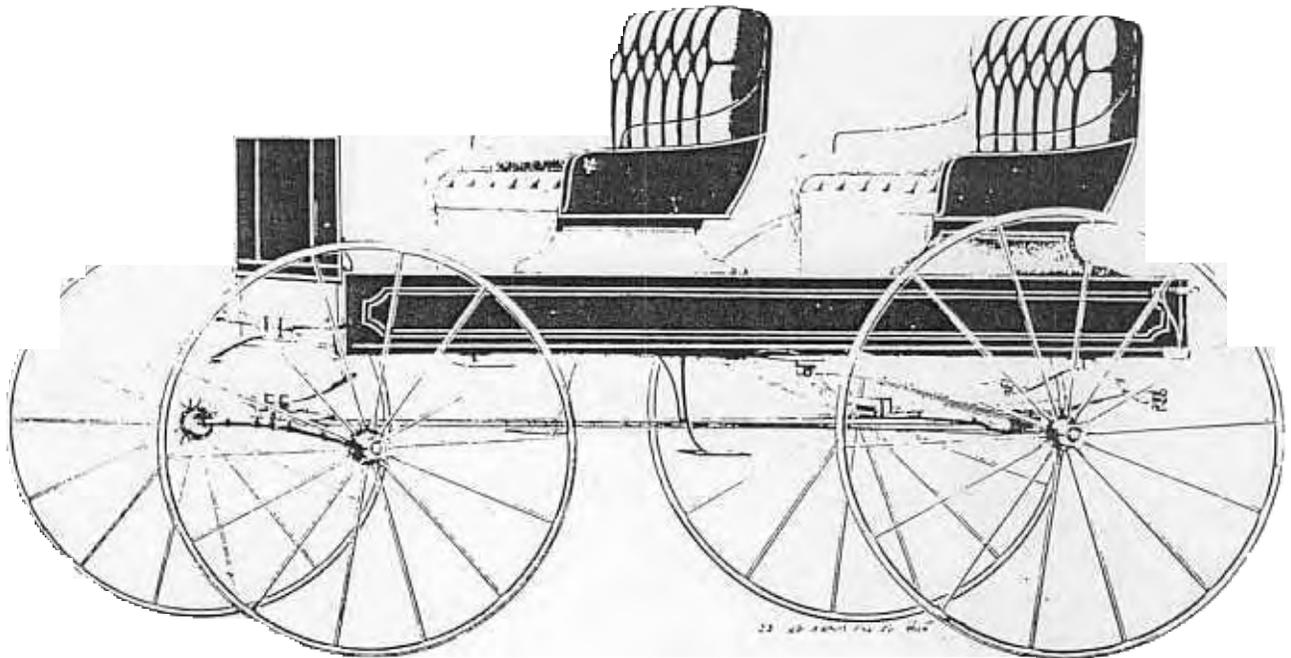


Manufacturers of
SPRING WAGONS, BUGGIES AND ROAD CARTS,
MOLINE, ILLINOIS.

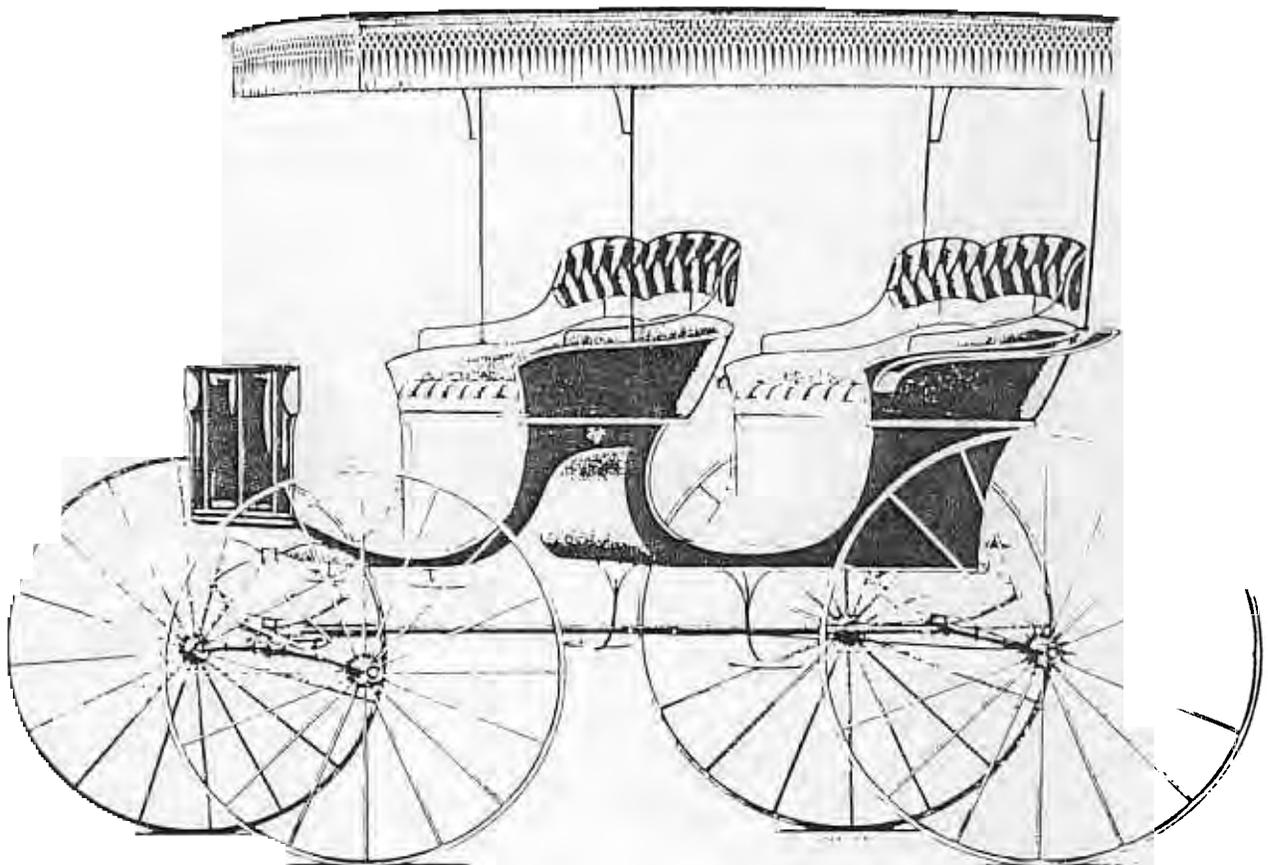
W. A. ROSS, President.

J. E. BLAKEMORE, Secy & Treas.

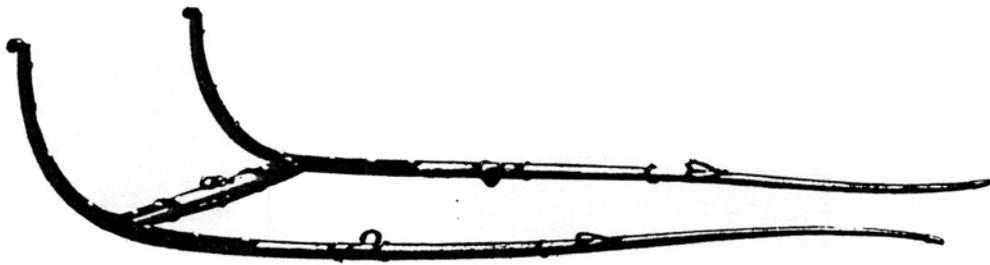
SPRING WAGON
ca. 1884



SPRING WAGON
ca. 1916



SURREY
ca. 1916



POLE

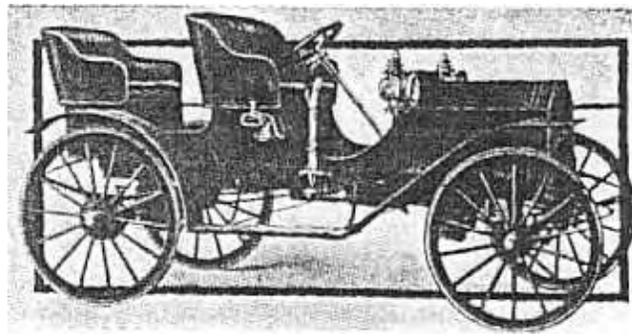


ROCK ISLAND BUGGY CO.

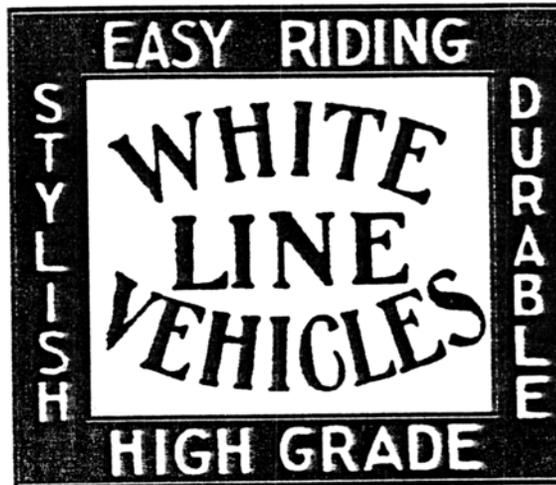
FRANK MIXER, President
JOHN CRUBAUGH, Vice President

PHIL MITCHELL, Treasurer
GEORGE WHITE, Secretary

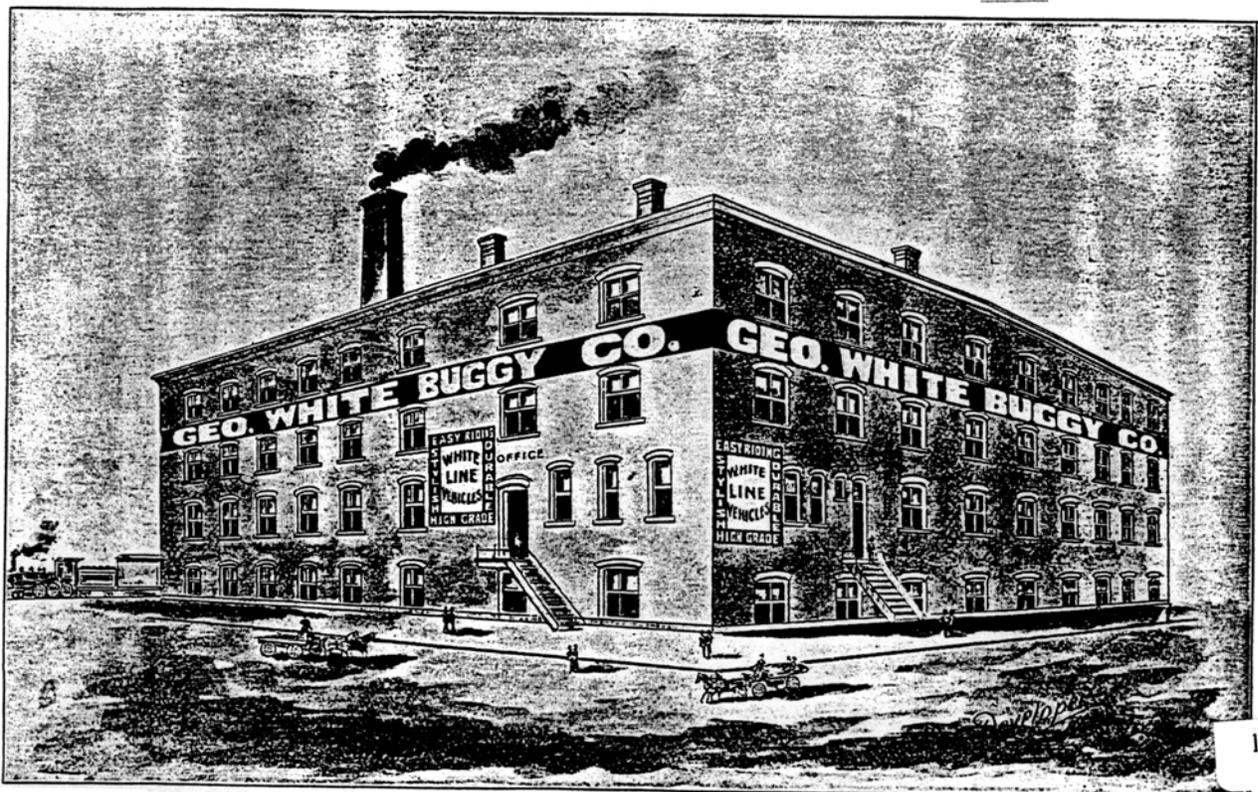
MANUFACTURERS OF
Buggies, Light Carriages & Spring Wagons
ROCK ISLAND, ILL.

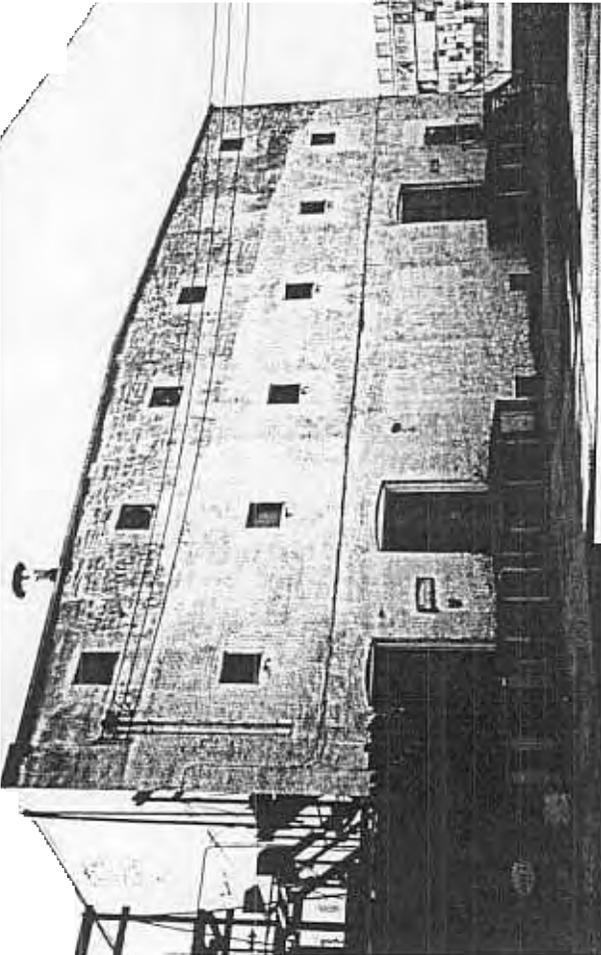
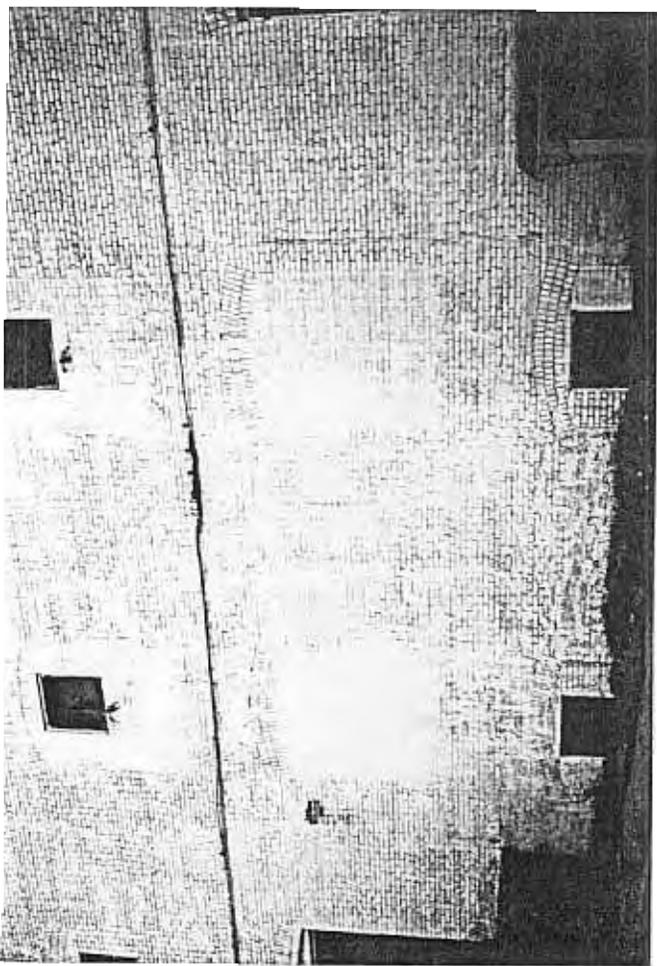
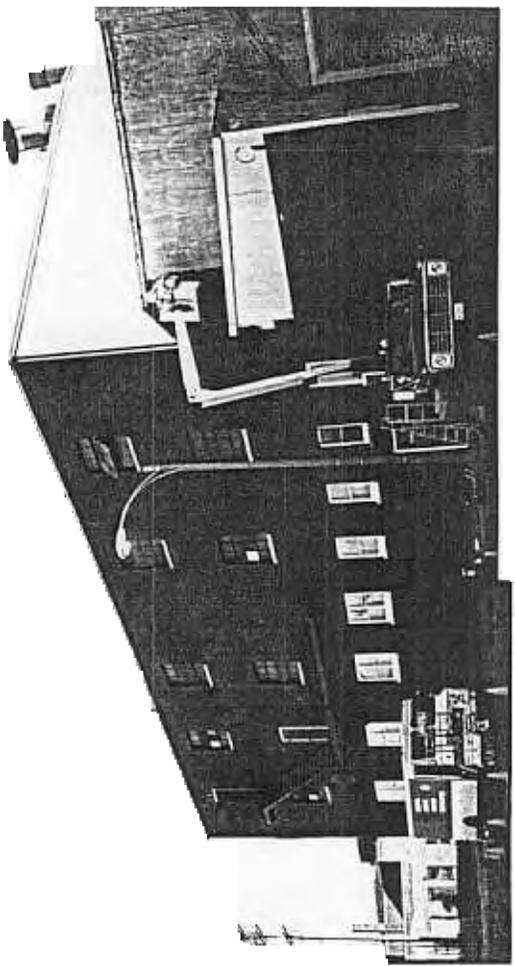


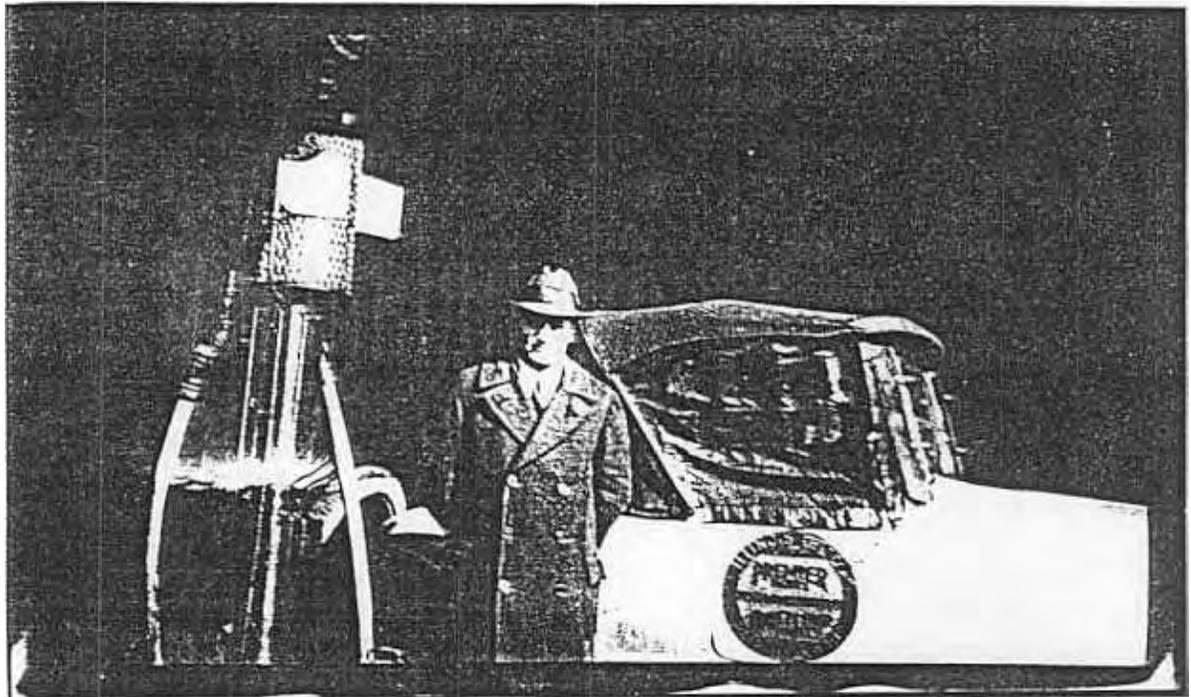
THE WHITE LINE
1909



2420 - 2430 Fourth Avenue







road

STATEMENT OF SIGNIFICANCE

GEORGE OSCAR WHITE

George Oscar White was seventeen years of age when he arrived in Greenville, Pennsylvania from Canada. During the next seven years he had married and built his first factory for manufacturing carriage bodies. He designed and had patented the first phaeton backboard carriage. This type of carriage was among those made at his factory.

The J. H. Wilson Moline Buggy Company enticed Mr. White from Greenville and his own factory to Moline in order to take charge of the Moline Buggy Company. Obviously, his reputation had preceded his arrival.

Five years later, 1891, George White, Frank Mixter, Phil Mitchell and John Crubaugh organized the Rock Island Buggy Company. Once again, his distinction as a renowned inventor and manufacturer of horse drawn vehicles was essential for the newly established company. One of his inventions, the pole, was already being manufactured.

After four years with the Rock Island Buggy Company, Mr. White began his own business as a carriage manufacturer. In 1896, he built a factory on land he owned at Twenty-fifth Street and Fourth Avenue. Some 50 employees worked in the plant capable of producing 3000 vehicles yearly.

In early spring of 1909, George O. White introduced an automobile of his design with many progressive features for the time available in either 2 seat or 4 seat models.

At the age of 70, he began yet another new business of manufacturing curtain lights/side curtains for automobiles. In 1920, still manufacturing the side curtains, he became vice president of the Victor Storage Battery Company and was overseer for their operation.

His obituary stated "This business (George White Buggy Company) was operated long and successfully in Rock Island" and "being one of the last to give way to the encroachments of the automobile".

ARCHITECTURE

EXTERIOR

The George Oscar White house was built in the Italianate style of architecture popular between 1840 and 1885. A low-pitched roof with wide overhanging eaves and underneath large brackets either plain or decorative are an important identifying feature. There are more characteristics such as: two or three storeys; tall, narrow windows often arched or curved with decorative crowns; and a square tower or cupola. Decorative areas of Italianate houses are cornices, windows, doorways and porches.

This architectural style which began in England, was a response to nearly two hundred years of the formal classical style. On both the east and west coasts but particularly in the Midwest, the Italianate form was dominant between 1850 and 1880. The monetary panic in 1873 and succeeding depression led to its decline in popularity and the rise of the Queen Anne style.

The subject property is brick which has been painted, with a simple low-pitched hipped roof that originally had cedar shingles. The plan is a rectangular two storey with typical three-ranked fenestration on the facade. Originally, the rear portion of the house was a storey and a half. The 1898 Sanborn Map shows no porch on the facade, a small porch on the southeast side of the structure and a second porch on the northeast elevation.

This house is an unusual example of the Italianate architectural style. Beginning at the roof line, the eaves are not overly wide nor are there any brackets. It is doubtful that there were any originally because there is no apparent evidence of their existence. The cornice line is made by four courses of brick which extend about two inches beyond the wall. Window fenestration is atypical as well. They are not tall and narrow and are simply decorated with limestone lintels and sills.

It is quite probable that because the house was intended to be rental property when it was built, the typical Italianate decorative features were deleted from the design. Large brackets, extra wide eaves, curved top windows, crowns and a full second storey would all definitely have added to the construction cost.

Sometime after the Sanborn Map of 1898 and before the Sanborn Map of 1906, extensive changes were made to the exterior which effected the interior as well. Listed in the 1903 year end issue of the Argus, George O. White, 603 Twenty-third Street, had been given a building permit. The storey and a half rear portion was increased to two storeys and a flat top dormer added to the north and south elevations. The southeast porch was removed. The northeast porch was removed and the wall extended outward approximately eight to ten feet. A single storey Colonial Revival wrap-around porch was built onto the facade. Tuscan columns are used with matching pilasters at the porch southwest end and the northwest end of the porch. The simple cornice is decorated with dentils on the lower edge. Originally, the porch

had four columns across the front, however, in reconstructing it a fifth column was added for much needed support. The west facing front entrance originally used a pair of doors which were changed, sometime in the past, to a single door with sidelights.

The north side received an exterior chimney which is newer than the remodeling of 1898 - 1906 to accommodate central heat. Going east, a simple Palladian window was put in with the brick courses of the wall interrupted by a brick arch repeating the arch of the central sash. It is in this area going to the northeast corner where the original porch had been. It appears that at least the Italianate columns were reused for the porch built around the corner on the east side. The window sills and lintels used on the north side extension are wood rather than the limestone used when the house was built.

The brick work on the east elevation shows clearly that two lower placed windows, when it was only a storey and a half, have been bricked in. The brick itself is darker and some of the courses are off by as much as a half brick. There is a center window placed lower from the cornice line than the other window, both of which have been added. The lower window is located in the back stairwell.

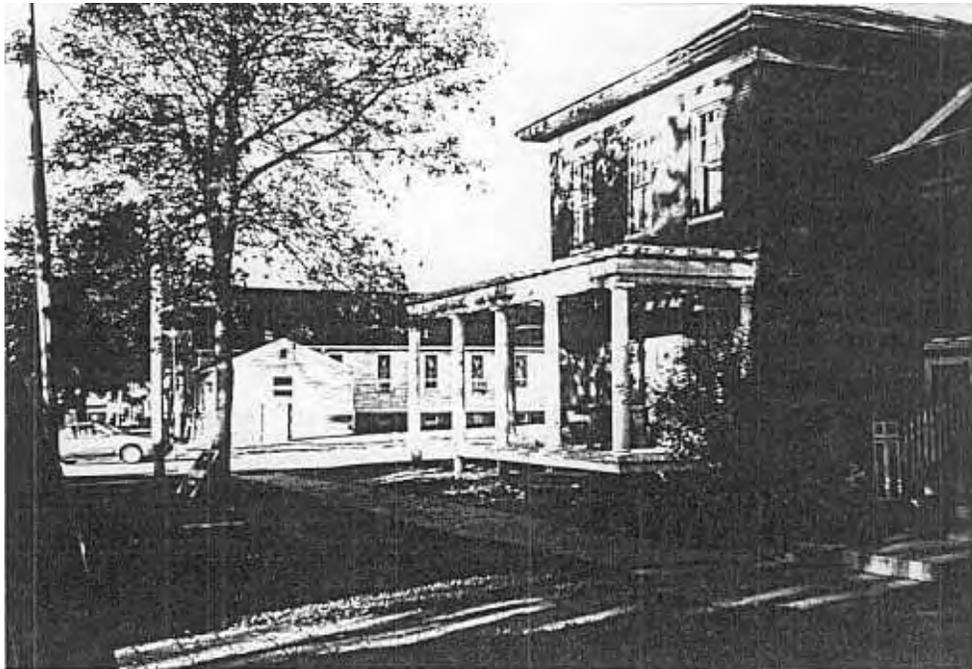
On the first floor there are four openings, the north and side corners are windows and the two in the middle are doors. The northerly door has a stone sill which is now flush to the ground. The door jamb is older and shows signs of square cut nails which have been cut off. The southeast corner window is original.

At the former location of the southeast porch, there has been a large amount of brickwork done. It begins approximately thirty-one feet east from the southwest corner of the building. The line is marked by a downspout in a photograph of the south side. It denotes the rear portion of the house which had been a storey and a half. The two second storey windows have wood lintels and sills. Also, note in the south side photograph, the first and second storey windows to the west of the spout where limestone was used. It is very possible the newer brickwork to the east of the southwest original window, at the corner of the house, is where the entrance door on the southeast porch was located. Repeating the cornice line, the foundation is also delineated by four courses of brick extending from the wall.

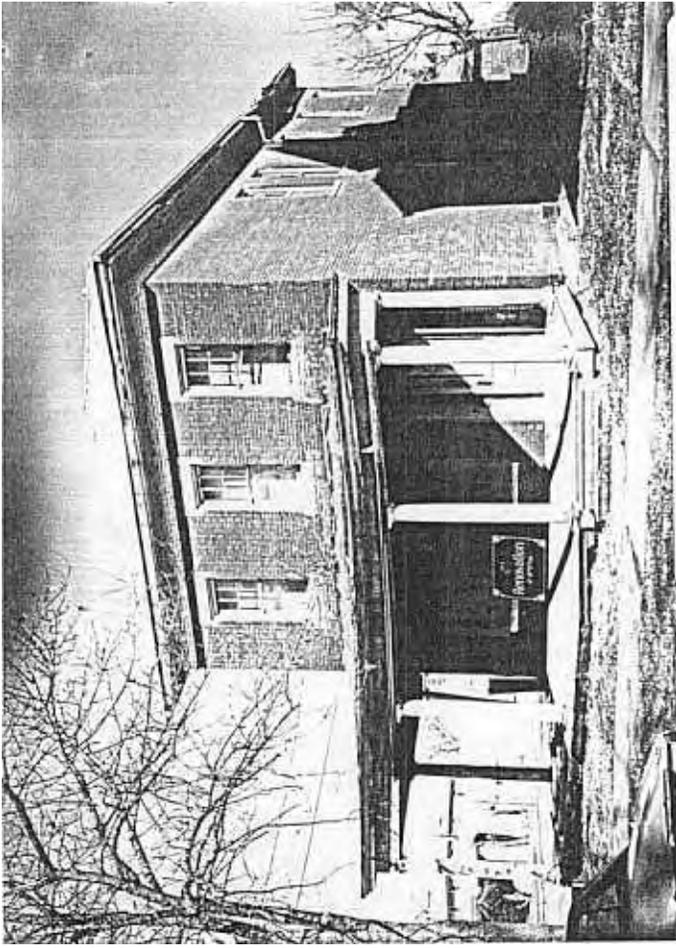
This structure now has a veritable conglomeration of windows. There are six lights over six, there are six lights over one, there are one light over one and then there are none over none. The simple Palladian window on the north side has been noted previously. It is quite probable the six over one sashes are original. They are used on the facade and the north elevation of the unaltered portion of the house. When the Colonial Revival style (1880 - 1955) features were incorporated with the Italianate style of this house in 1903, the one over one windows were used on the addition. Glass was expensive when the house was built, especially large single panes. It was built for rental property and the multiple smaller panes would have been less expensive. The original windows of the house have lintels and sills of limestone.



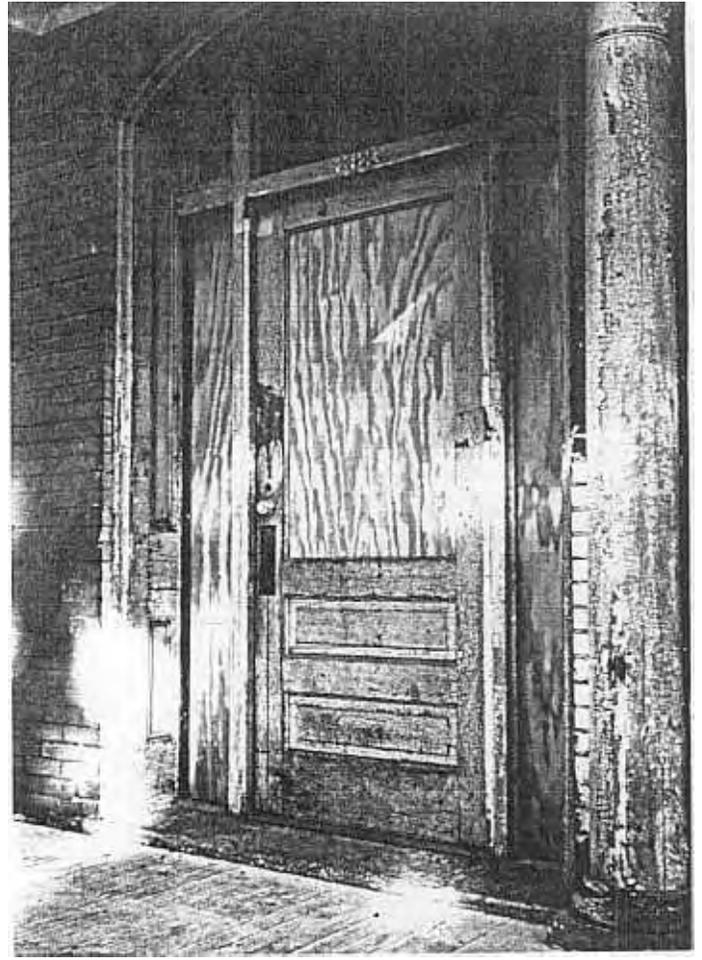
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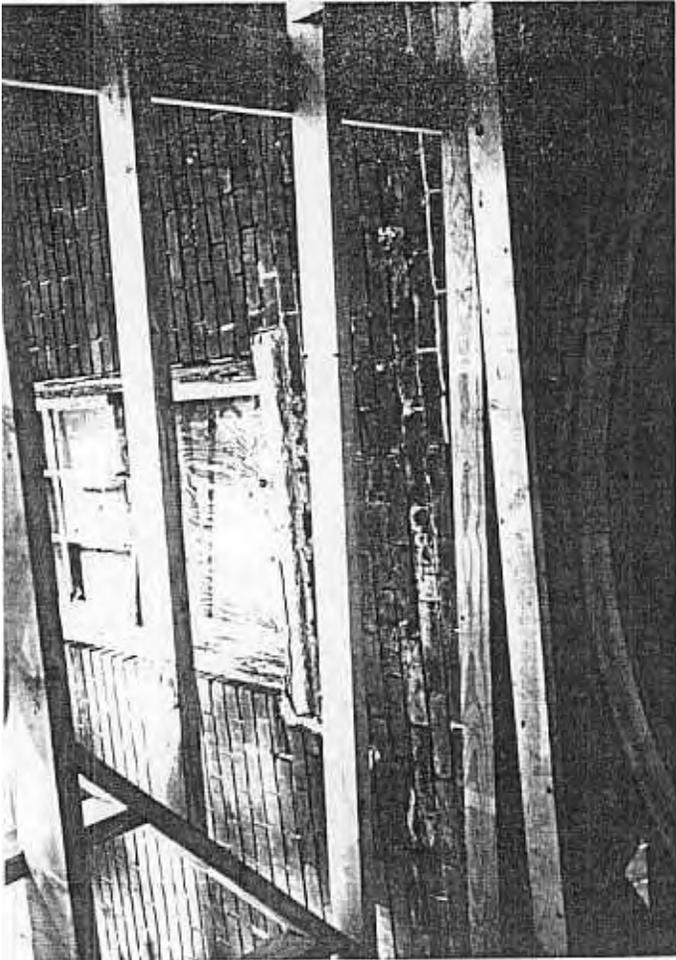
West ing



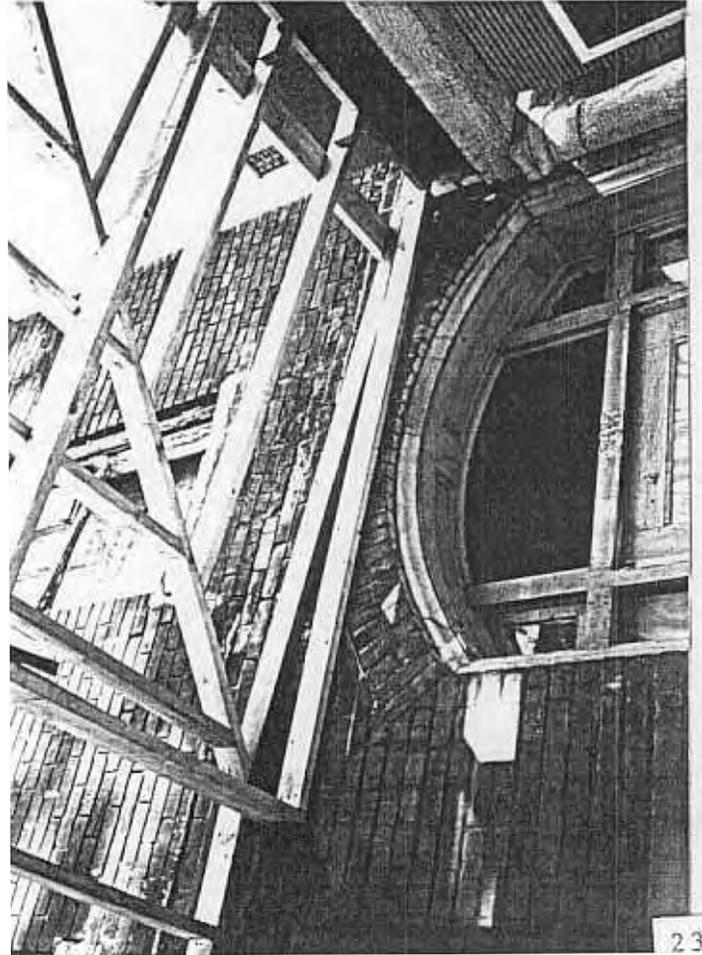
Front Porch Before
Reconstruction



Entrance Door



Limestone Sill



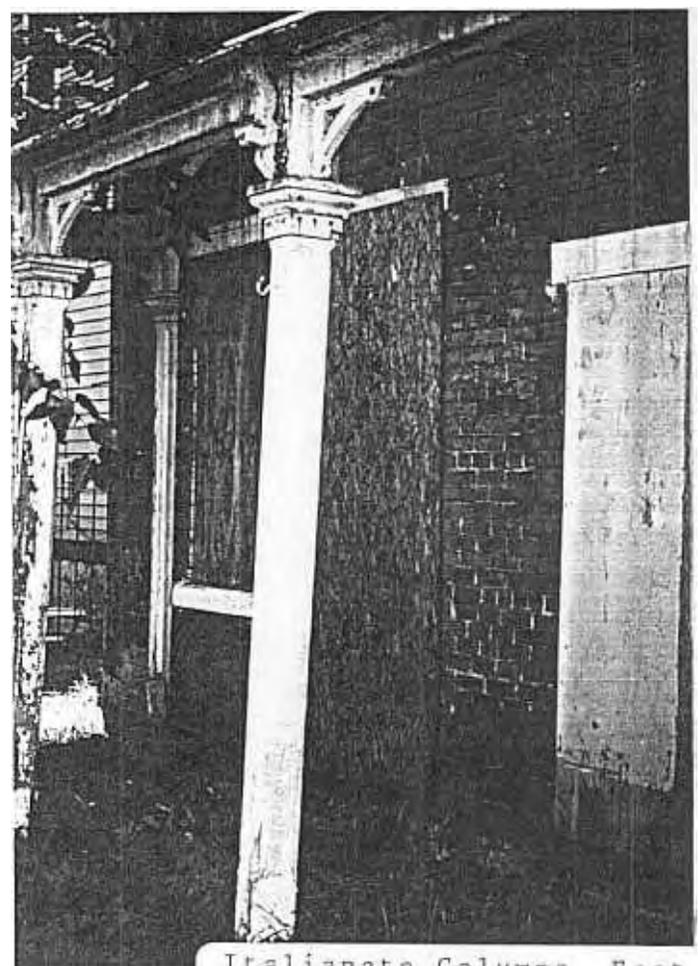
Lights over Entrance Door



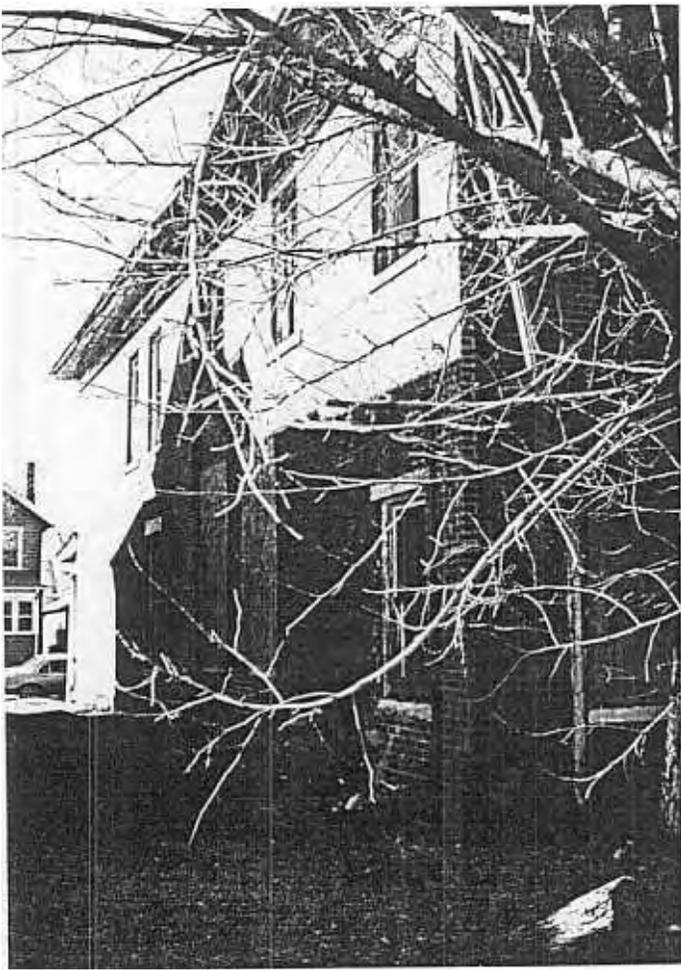
VALI ON



hwe
COrne



Italianate Column, porch



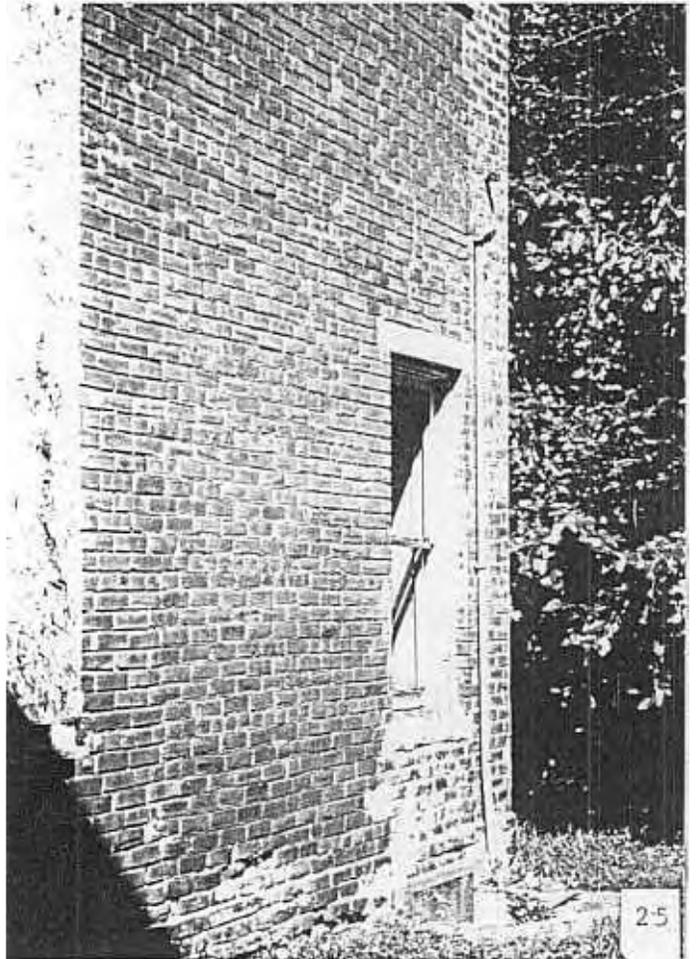
South Elevation



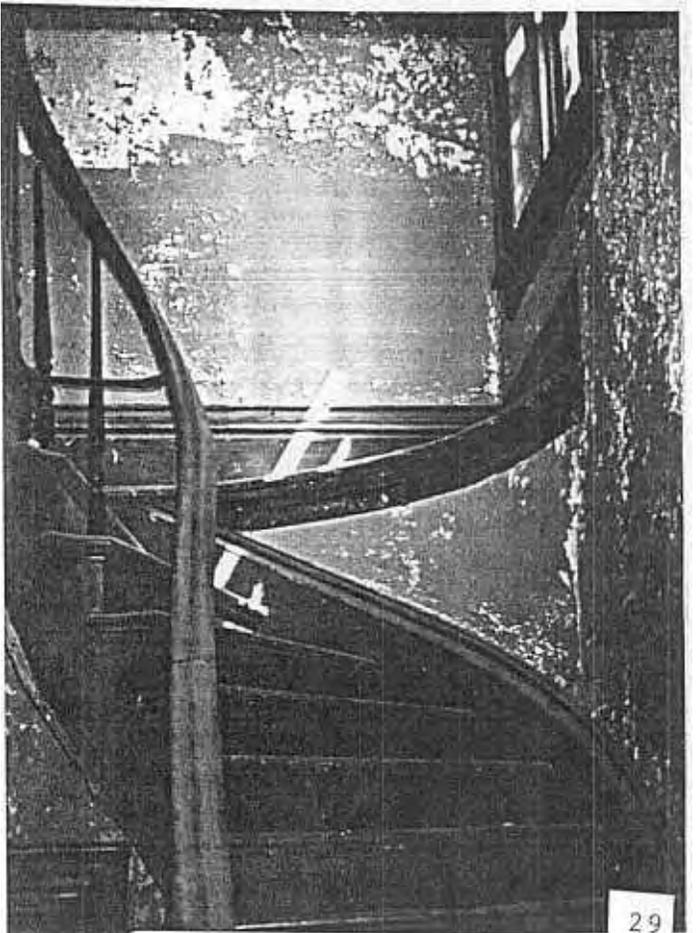
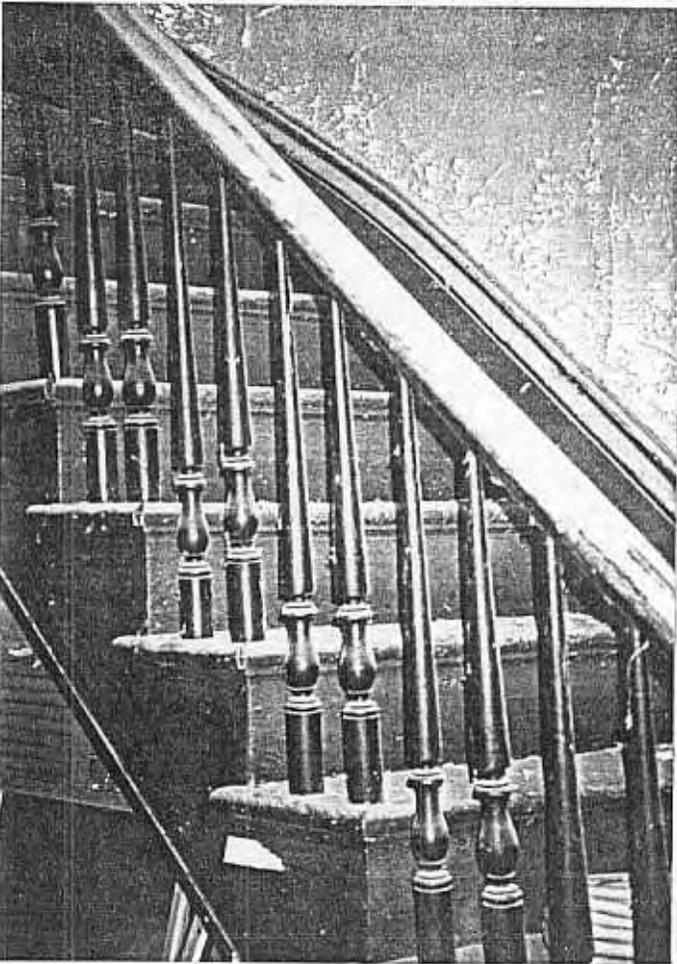
Southwest Corner

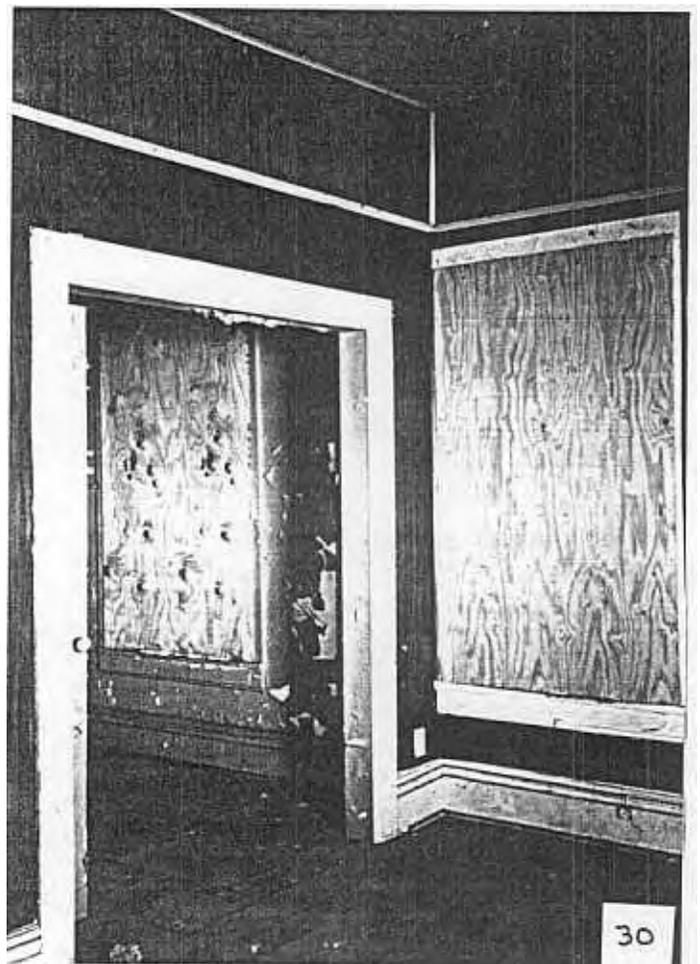
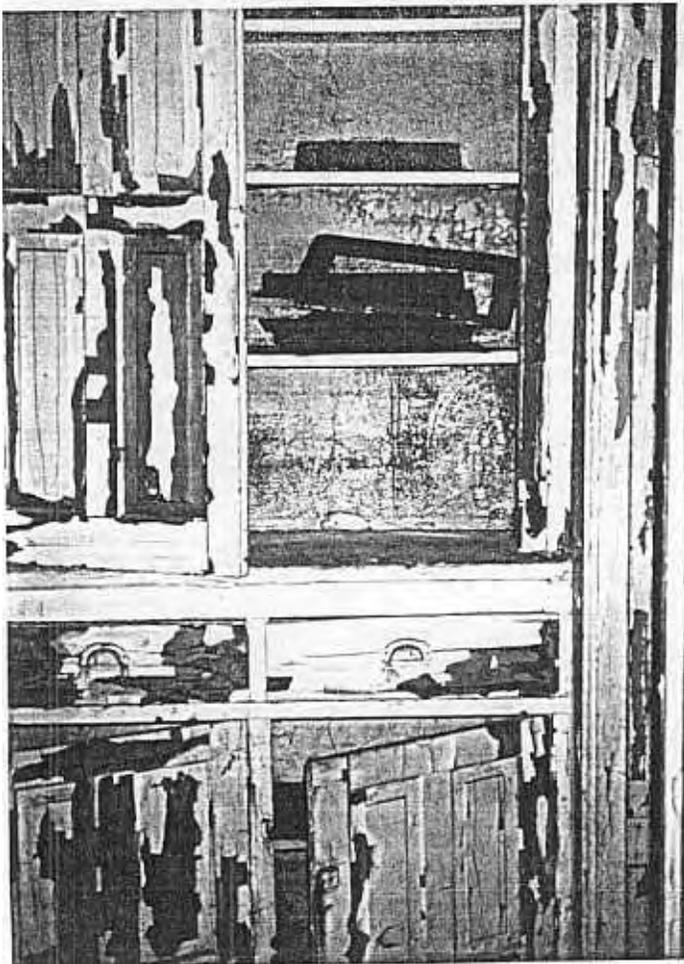
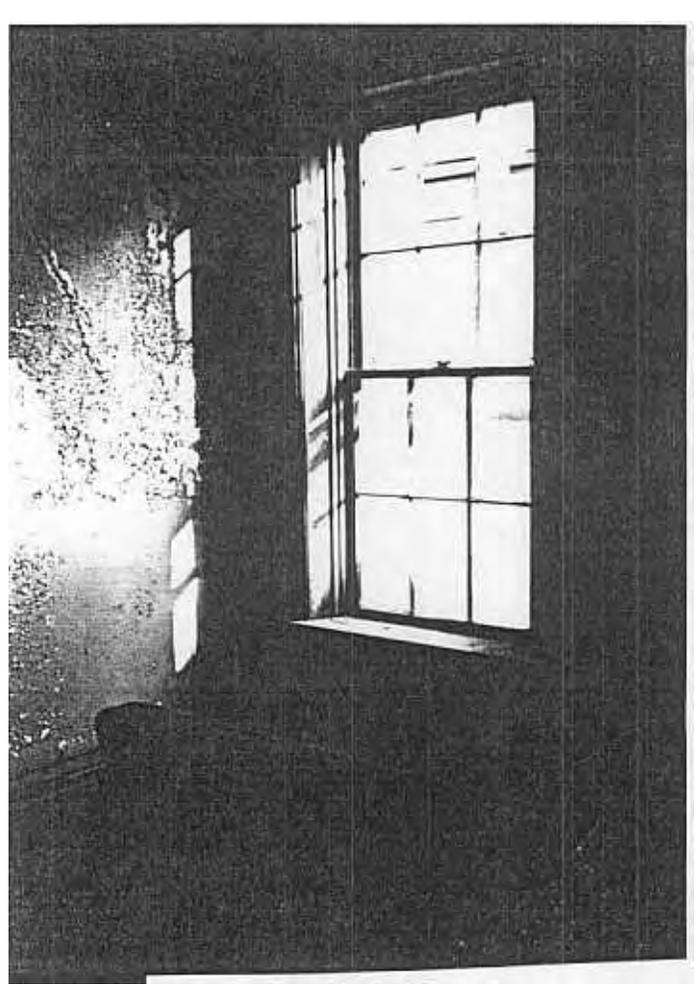


South Elevation, Down Spout
Marks East Corner of Original
House of Two Storeys



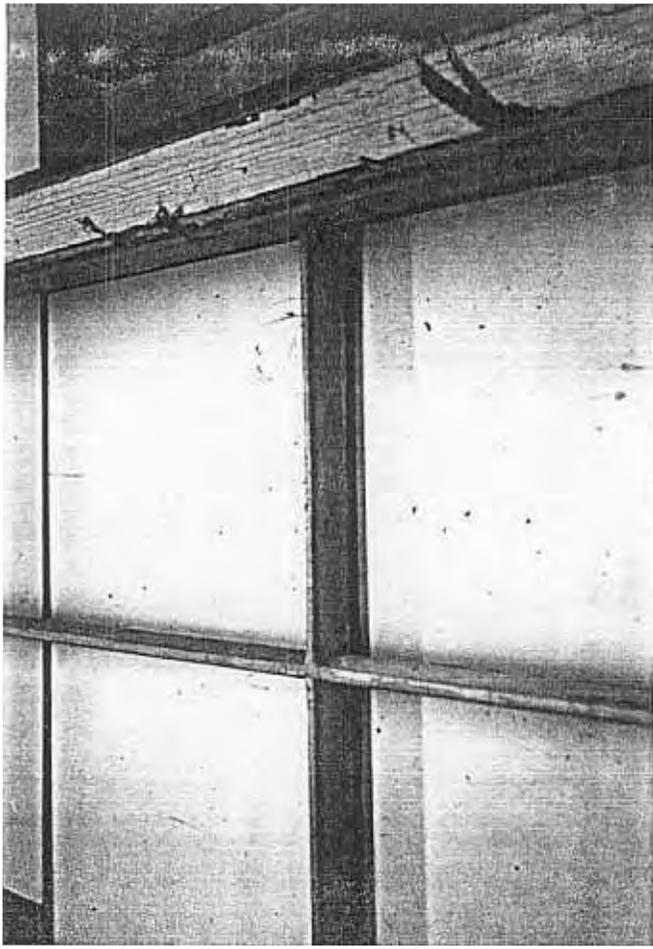
Southeast Corner



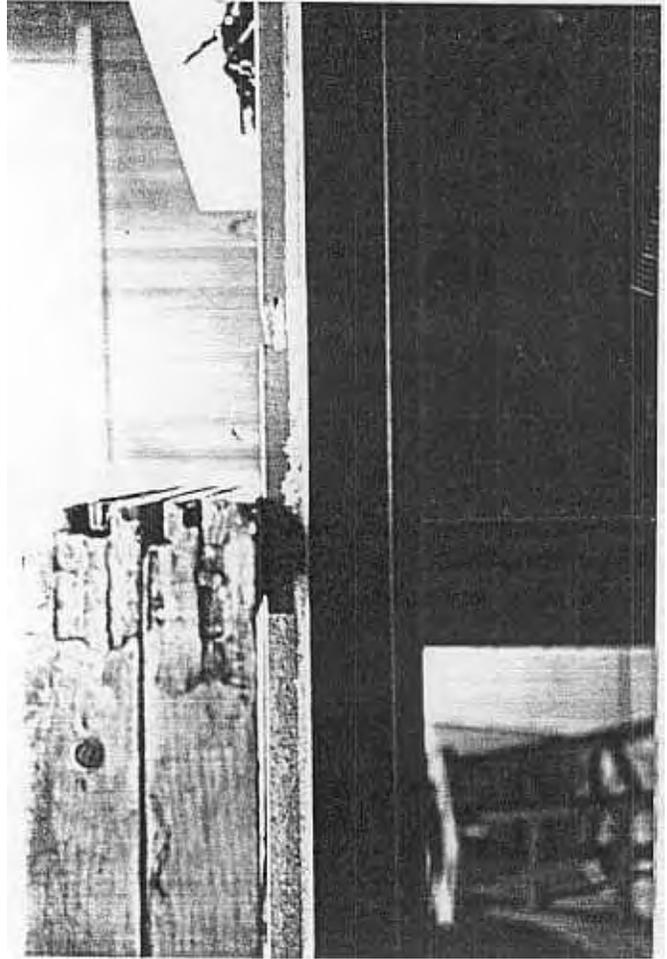




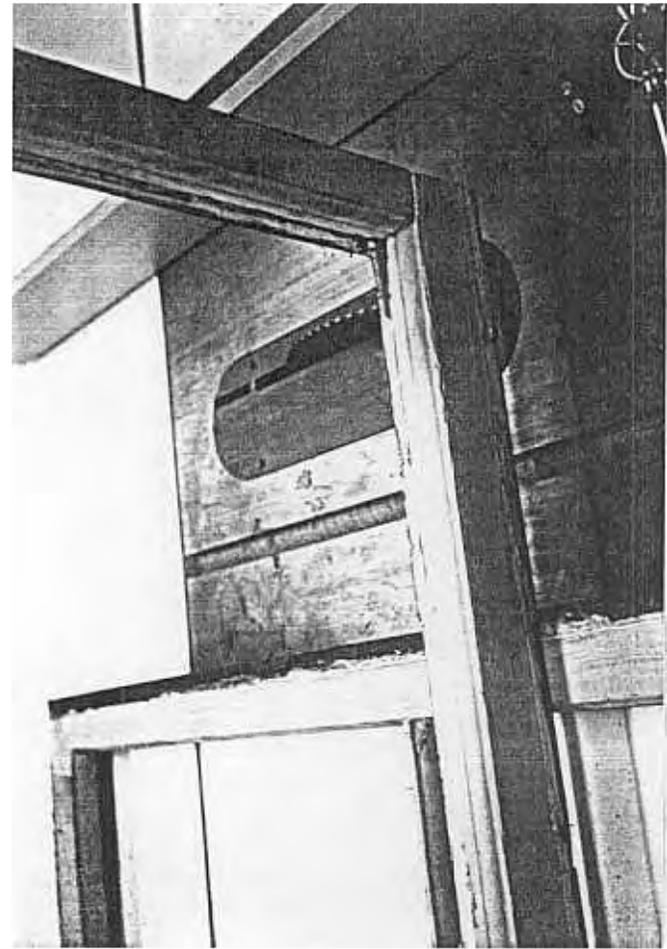
Square peg in upper sash of
front parlor - Italianate



Muntin profile of upper sash
in front parlor - Italianate



Comparison of upper and
lower sashes in front parlor
Colonial Revival



Bottom sash in front parlor
Colonial Revival

STATEMENT OF SIGNIFICANCE

ARCHITECTURE

The first arousal of interest in the Colonial style of architecture is credited to the Philadelphia Centennial of 1876. And, in part, by the demolition of the John Hancock House in 1863. New England as well as the rest of the country was shocked. Americans began to take an interest in their past and in the days before the American and Industrial Revolutions. Massachusetts built a replica of the Hancock House for the 1893 Columbian Exhibition in Chicago. The exhibit was extremely successful with the public and signalled architects and builders the market was ready to return to their roots. Many architects, especially Charles McKim of McKim, Mead & White, led the way towards popularizing the Colonial Revival style.

George White was an important, successful business man who would want to maintain a fashionable residence. The latest architectural style, Colonial Revival, could be incorporated with the existing Italianate style of his home. The structure already had multi-light upper sashes on the facade and second storey of the original house. Adding the Colonial Revival porch and the addition with a full second storey would help portray and keeping up with the latest popular architectural style in fashion.

2308 SIXTH AVENUE

The 1892 Sanborn Map shows a single storey outbuilding on the property of 603 Twenty-third Street parallel to the alley. The south elevation is in line with the main structure. The north side in line with the then existing northeast porch. Its foot print remains the same in 1898. However, on the 1906 map, the outline has changed with a one storey north facing addition which is slightly indented to the east from the original structure.

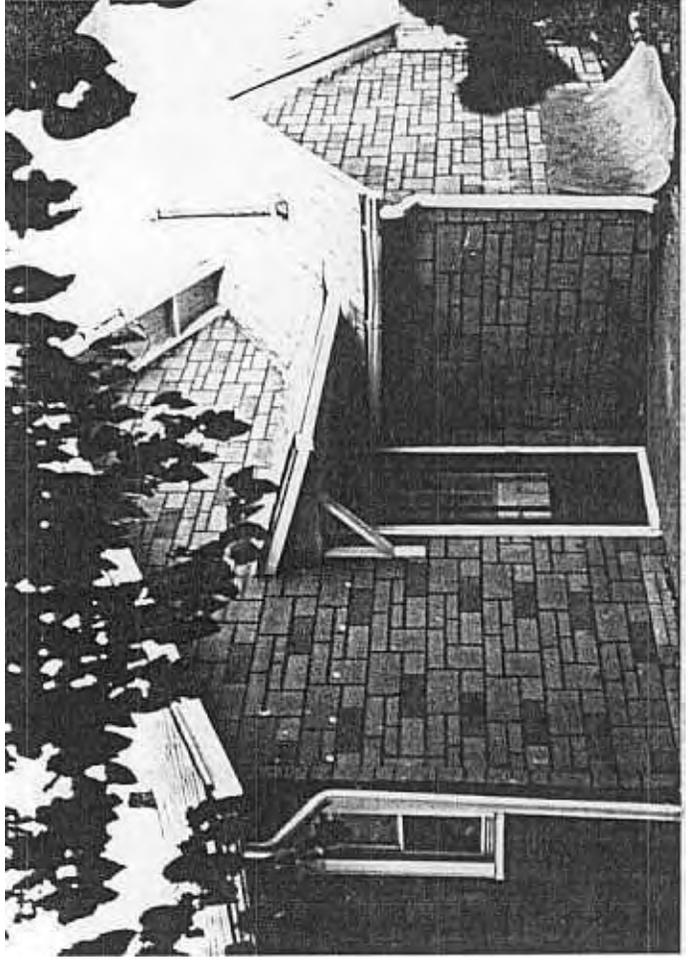
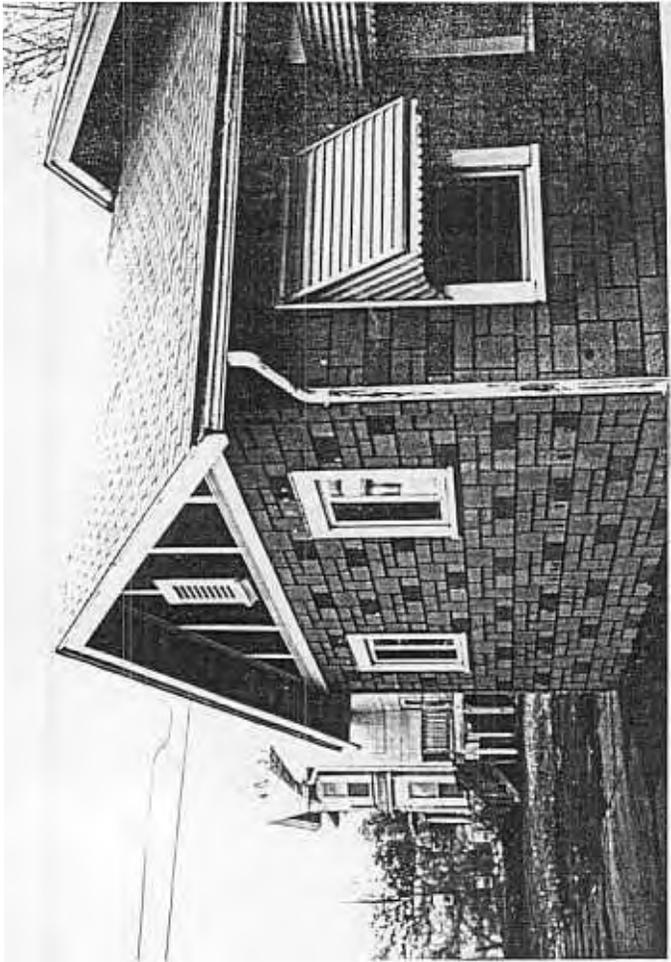
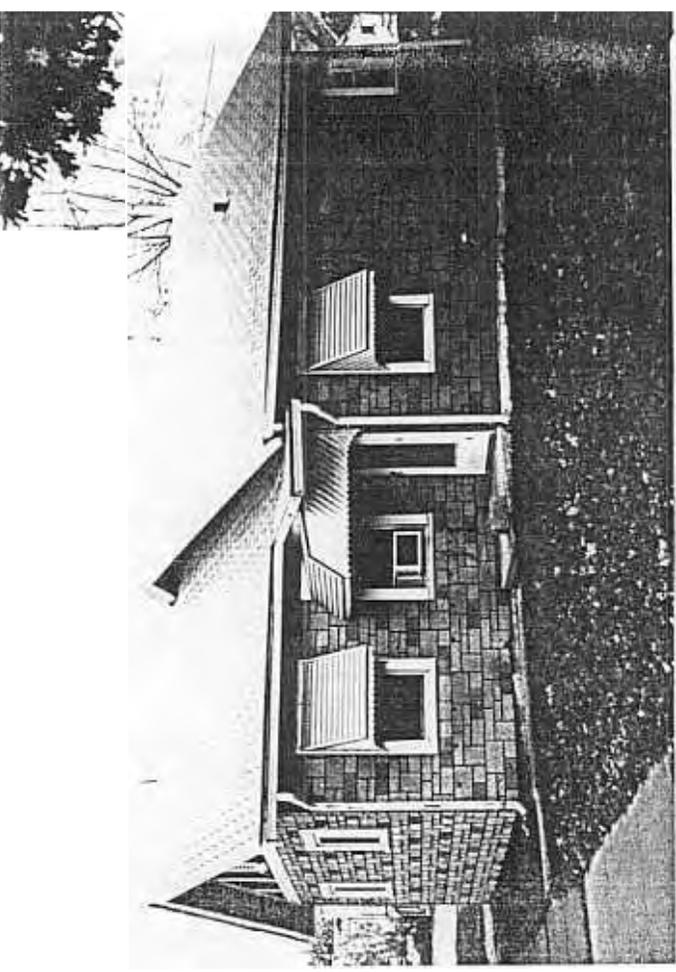
The exterior of the rear house is sided with cut stone patterned tar paper. The north roof line which is lower marks the addition put on between 1898 and 1906. There is a stucco gable divided by vertical wood pieces dividing the end gable into 6 portions. The south gable is sided like the rest of the building.

Inside the house there are six rooms. Three of these are readily identified as a bathroom, storage room and kitchen. The other three were probably a living room and bedrooms. The kitchen is large enough to have had a dining area. There are two entrance doors with one, northwest corner, leading directly into the kitchen. The other is on the south side leading into a hallway between the bathroom and storeroom.

An address for this particular building does not appear in the city directories until 1918 when it was numbered 2308 Sixth Avenue, the location of Replace Light Manufacturing Company. In the 1928 issue of the directory, Tully D. White, one of George White's sons, is listed as manager of electric supplies. Beginning in the 1929 issue 2308 Sixth Avenue is listed as "vacant" until 1947. That year's directory lists Arth Berger, a candy wholesaler, at the address and residing at 1500 Twelfth Street.

The 1949 Rock Island directory gives the information that the property is the residence of Benjamin F. White, also a son of Mr. George White, and his wife, Alberta. It also notes them as the owners. In 1951, Benjamin is still listed as living at 2308. Beginning in 1953, only Mrs. Alberta White, widow, is listed through 1958. A Mrs. Irene Edwards, Rock Island Lines office worker, widow of Fred, begins her residency there in 1959 and 1960. The latter year was the end of the research for this piece of property.

The former outbuilding, then becoming a manufacturing company was converted into a residence between 1948 and 1949.



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George White, 25 November 1892
The Annual Stockholders', 26 May 896

The Rock Island Argus

It Is A Busy Place, 7 April 1892

Past Year In Rock Island, 31 December 1903

George O. White, 77 Years Old, 27 April 1926

Twenty-five Years Ago, 5 May 1927

Turning Back the Argus Files, 4 May 1978

Velie Carriage Company, Manufacturers of the Wrought Iron Line

Moline, Illinois: ca. 1916

What's Cookin' in the Quad Cities! Mississippi Valley Region Antique
Automobile Club of America, 1989.

NOMINATION FOR LANDMARK DESIGNATION
GEORGE OSCAR WHITE HOUSE
ADDENDUM

o nial Revival Windows and Wrap-Around Porches

"As in the originals, most Colonial Revival windows are rectangular in shape with double-hung sashes. In the more accurate copies, each sash has six, eight, nine or twelve panes. Equally common are multi-pane upper sashes hung above lower sashes that have only a large single pane, a pattern never seen on colonial originals."

There is a Colonial Revival dated 1898 pictured with a wrap-around porch. And another house of the same style dated 1910 having a wrap-around porch. A Madison, Wisconsin house dated 1896 shows six lights over one light on the second storey windows.

McAlester, Virginia and Lee. A Field Guide to American Houses New York: Alfred A. Knopf, 1984.

Pictured are three older, probably early 1900's, Colonial Revival houses, however they are not dated. The first has a Queen Anne tower and the sashes are multi-lights in the upper with a single light in the lowers. Example two has single light sashes. The third has multiple lights in the upper sash and a single light in the lower sash.

Blumenson, J.-G. Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945. New York: W. W. Norton & Company, 1981.

The entrance photograph of the article on Early Colonial Revival shows a house which is older having sashes as six lights over one light. It also has a circular window tower.

"Double-hung, six over six window sash, or even nine over nine or twelve over twelve, gave just the right colonial flavor in the broader window openings of new day. Small panes were used only in the upper part of the window, while bottom sash was fitted out with a single large pane."

Among the keys to reading the old house is "Windows - 6/1 double hung sash with pointed arch upper panes, halfway between Victorian and Georgian (common at turn of century)".

Old House Journal, Early Colonial Revival, Massey, James C. and Maxwell, Shirley: March/April 1990

"One of the first examples of an "old colonial" house for the middle class was this takeoff on a New England saltbox from Palliser's 1887 "New Cottage Homes." The windows are nine lights over one.

The article lists the time period for Neo-Colonial as 1895 - 1910. It mentions that the general public is slow to accept radical changes in style as well as taste. The buying public in 1900 thought "old colonial" style ornamentation was all it needed to appear up to date.

Inland Architect, November 1893 is used as the source for reading the Neo-Colonial House (Colonialized Victorian). The double hung wood sash is six over one lights.

Wrap-around picture described as imparting a picturesque quality that goes back to the Victorian era. A carry over from Queen Anne (1880 - 1910).

Old House Journal The Neo-Colonial House, Labine, Clem: May 1984

Italianate Windows

From A Field Guide to American Houses which has been cited before, following the written text and illustrations for the Italianate style, there are photographs of Italianate homes. Ranging in date from 1857 to mid-19th century, there are residences with four over four lights, six over six and eight over eight.

There is no date on one photograph in Identifying American Architecture which shows six over six panes on an Italianate in New Haven, Connecticut.