

Bullard Cottage – York Harbor, Maine

June 2015

Summary

The Bullard Cottage was originally a horse stable and part of the Thomas Nelson Page estate – ‘Rock Ledge’. In 1923 the land and stable building was carved out from the original Page estate and sold to Roger H. Bullard, a noteworthy architect from New York and Long Island. He renovated the structure to a summer cottage for his personal use in York Harbor and summered here for 9 years between 1923 and 1932. Although Bullard was an architect for the rich and famous and designed huge estates, his personal cottage was modest and casual. Architects at this time were not well paid for their work and lived modestly compared to their clients.

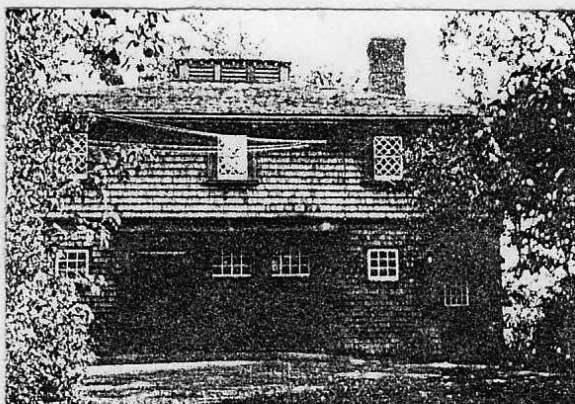
Details

Assuming that Rock Ledge cottage was built about 1892, the following reference was in a Biddeford newspaper dated March 27, 1896, 4 years after the main cottage was constructed: “Allen G. Moulton is building a large stable for Thomas Nelson Page, and improving his cottage. He is also working on Mrs. Aldis cottage. Plans for the stables are provided by Mr. F. Wakefield of Boston.” (Note: Brian Lathrop’s wife was Helen Aldis Lathrop, and they referred to the cottage as Aldis Cottage)

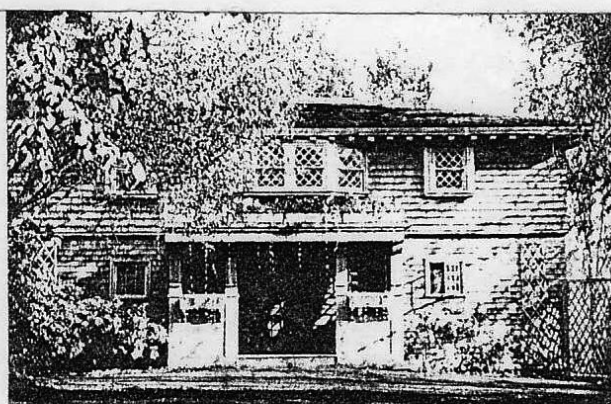
Frank Manton Wakefield graduated from the MIT School of Architecture and worked under the famous architectural firm of McKim, Meade & White in New York. He left to start his own firm in Boston and was successful in designing private house in Bar Harbor, Boston, and Schenectady, NY. Both the Lathrop and Page families use the architectural firm of McKim, Meade & White to design their houses in Chicago and Washington, DC. Most likely the Lathrops and Pages met Frank Wakefield as part of that firm, and engaged him later when he was an independent architect.

After their mother Florence Page died and their stepfather (Thomas Nelson Page) passed away, the daughters began to disassemble and sell the Rock Ledge compound. They carved off a portion of the land and building that was the old stables (access by Pinefield Road – a private road to Rock Ledge) and sold it in 1923 to Roger H. Bullard (B. 1884 – D. 1935) a well-known architect. Bullard bought the stables and converted it to a personal residence. He was an architect of Long Island summer houses, mansions, and country homes for the New York financial elite. His career as an architect was cut short by his premature death from pneumonia in 1935. He owned the property from 1922 to 1932. It is said that Roger was in financial difficulties because of the great depression of 1929 and sold the property to the Chalfant’s (who owned Rock Ledge in 1929). In the 1930 York Harbor Cottage booklet, this cottage is listed as the “Bullard Cottage”.

BULLARD, ROGER HARRINGTON A.I.A. - An architect, died March 2, 1935, in Plandome, Long Island, New York. He was born in New York City, May 7, 1884, and was graduated from the Columbia University School of Architecture in 1907. He was architect for the Auxiliar Obras Publicas of the Cuban government, 1908 and 1909. He designed many residences in suburban New York; the Maidstone Club of East Hampton; Plainfield, New Jersey Country Club; Oakland Golf Club; Bayside, Milwaukee Country Club. He received an honorable mention from the American Institute of Architects, 1931, for an apartment house in Manhattan, and a gold medal from "Better Homes in America" in 1933. He was a member of the executive committee of the New York Chapter of the American Institute of Architects and Architectural League of New York, and was also a member of the Beaux Arts Institute of Design and New York Society of Architects. WWAA I - 1936-37.



THE stable at York Harbor, before it was altered by Mr. Bullard to make a summer home.



THE house made from the stable—a most successful reconstruction job, the detail well worth studying.

STABLE INTO HOUSE

ALTERATIONS of any kind usually cost more than you expect. As soon as you open up old walls you are apt to find pipes and supports which you never suspected. Partitions almost always lead to innumerable difficulties. Yet nearly everybody dreams of taking an old house and rebuilding it according to his ideas. Even more fascinating is the problem of making over a stable. It is one that challenges the most patient ingenuity and building skill.

A stable offers many possibilities. Usually you can partition a stable according to your fancy, provided, of course, that you start with sound timbers and a substantial roof and outer walls. The stable shown on these pages had these elementary requirements. It was large, square, and solidly built, on an estate on the shore of Maine, so that the lot on which it stood had seventy-five feet of ocean frontage. No wonder that the architect who bought it snapped it up as soon as he found it was in the market.

The building was forty-four feet square. The shingled exterior had weathered to a soft gray green. It had a hipped roof and a square louvred vent at the peak. The carriage entrance was in the middle of the north side, and there was an exterior stair entrance on the extreme right, leading to the second floor. The upstairs windows were diamond-

paned and were protected by a projecting roof. As you can see from the photograph above, it was not beautiful but its possibilities stirred the architect.

The ground floor was the usual old-fashioned horse stable of thirty years ago. On the right of the entrance was the harness room and in the rear commodious carriage space. Close to the harness room was a big stove often used to keep the dampness from the fine old carriages. A sliding door at the rear opened on a manure pit.

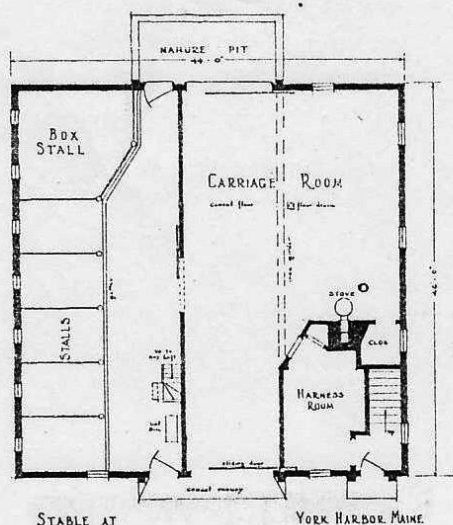
Along the east side of the stable were five standing stalls and a box-stall. Over these was the usual hay-loft and feed bins, but over the carriage room were finished rooms for the coachman.

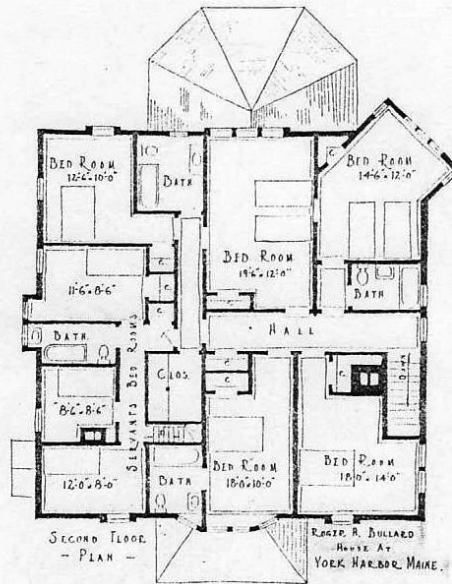
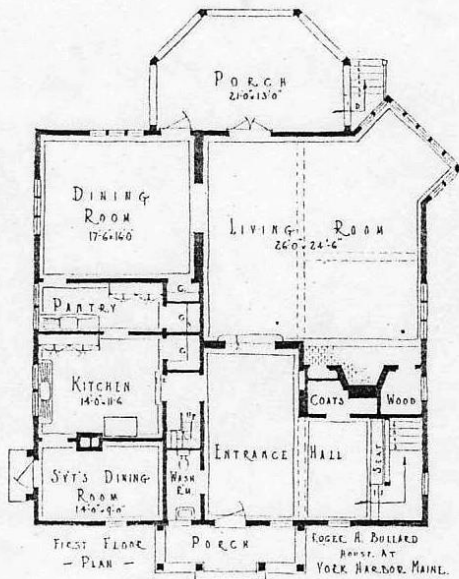
The big sliding barn door was cut in half and made into two panels on each side of an entrance porch. Out of heavy battens and reinforced with strap hinges and studded with iron nails a new front door was made. The carriage entrance was made into a delightfully large entrance-hall by removing the harness room partition. The finished floor was raised two inches above the original concrete floor, the walled-off stairs were opened and turned so that they began from the hall instead of from outside the building. A stair screen with balusters replaced the solid wall which originally enclosed the stairs, and a box seat was built below. At one end of what once was the harness room a coat closet was walled in, and across the entrance hall a lavatory was conveniently located.

Because of the raised floor of the entrance hall two broad steps descended to the living room, 26 by 21½, where once the carriages were kept. A deep bay, eleven feet wide was added to the room, whose windows faced the ocean. Where the stove once stood there was a flue, so here was an ideal place for a fireplace, while beside it was storage space which could be used for wood.

The big south sliding door was also made into panelling for the front porch. Two glass doors took its place with a simple stained lintel above. These opened on a large living porch which was almost surrounded by pines through whose branches the ocean could be seen. The box stall was turned into a dining room which was reached from the living room through a wide arched opening. The dining room also had a glass door opening on the porch. The other stalls were rebuilt into pantry, kitchen, and servants' dining room. The narrow stairs to the hayloft were retained as backstairs to the maid's room above.

The walls were plastered, finished with a troweled surface. In odd places small plaster figures in relief were worked in—dolphins, starfish, thistles and imaginary animals. The original structural steel girders of the old carriage room were concealed by heavy stained wood timbers



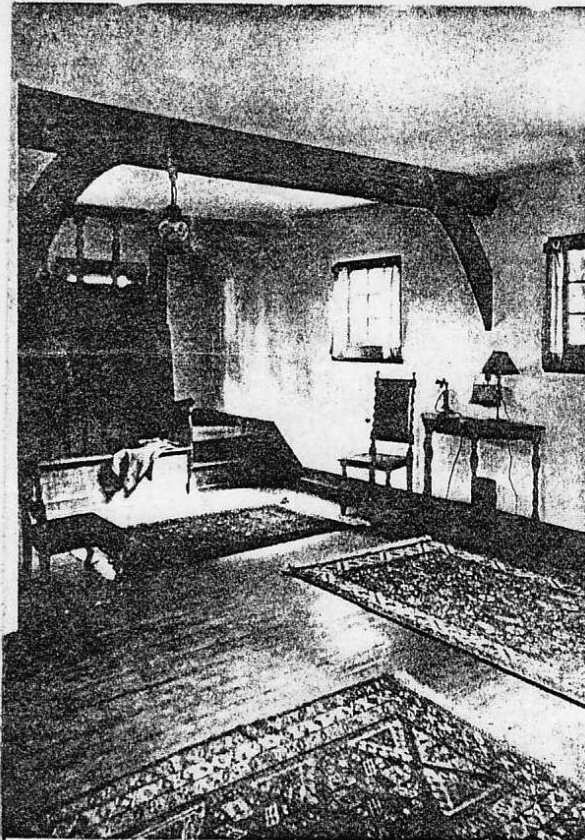


supported by sturdy brackets. The casement windows were similarly stained, as was the fireplace, contrasting with the natural white walls.

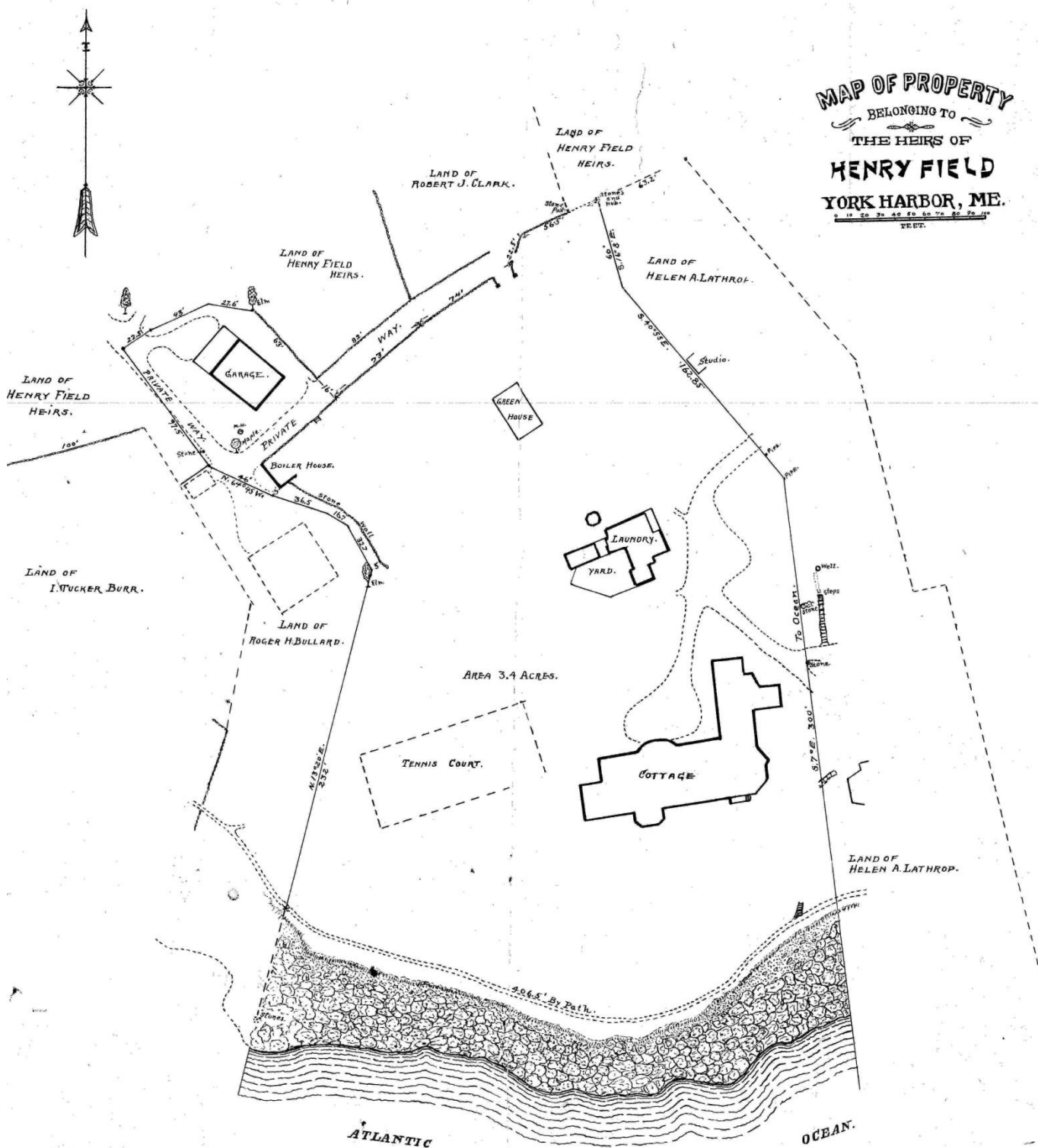
The second floor was cut up into five master's rooms in the main part of the house. The bay extended to the second floor giving the bedroom above a magnificent ocean view, making the room large enough to allow a bathroom to be cut out of it. Out of part of the oat bin another bathroom was fashioned and the other half became a generous

trunk and hanging closet.

The hayloft over the stalls was partitioned into three maids' rooms and a bath. The only new partitions needed on the second floor were the ones needed for the maid's room and the two new bathrooms. The exterior shingle stain was not changed, but the exterior trim was painted a Cobalt blue with a few mouldings picked out in yellowish buff. An arched trellis was added to the north front, screening off the entrance court.



In the property map below from 1925, The Bullard Cottage property can be seen to the left-hand side.



Bullard Cottage (2012)



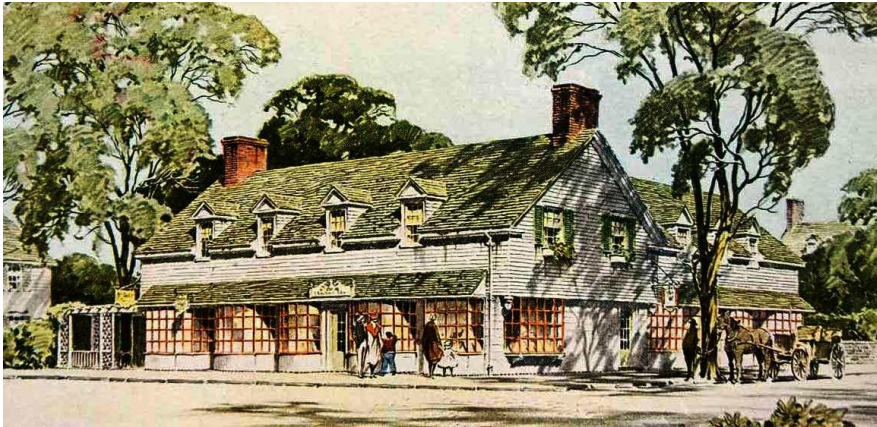
Architectural Details – Bullard Cottage





Other Design Work by Roger Bullard

Shops for Edward Hawks in York Harbor, ME – design not built.



Maidstone Club – East Hampton. The Club derives its name from the original name for East Hampton, which was Maidstone, named after Maidstone in England. It was founded as a 7-hole course in 1894 and expanded to eighteen holes in 1899. The Club was the summer retreat of New York City's most wealthy and socially connected families. Maidstone is considered to be the most elite, prestigious and difficult to get into of all the clubs in "The Hamptons". The clubhouse was design in the 1920's by Roger Bullard after the original structure burned down.



“Rynwood,” which also has served as a country retreat for a branch of the Vanderbilt family, sits amid squared lawns and formal English gardens on a heavily landscaped 127-acre estate in the exurb of Old Brookville, Long Island. Its vaulted ceilings, English oak paneling, long-sounding corridors, stained-glass medallions, Guastivino-tiled fireplaces and tapestries recall a charming yet opulent age of Long Island’s Gold Coast.

Harvard architect Roger Harrington Bullard built the manor house in 1927 on what local historians claim is the “oldest” road in America: Cedar Swamp Road. He was commissioned by Sir Samuel Agar Salvage, often called the “father of the rayon industry” in the United States, the chairman of the American Viscose Corporation.



The Hartshorne Mansion - A magnificent 11,000 sq ft Tudor style masterpiece gracing 4.46 acres on the banks of the Shrewsbury River with 870' of waterfront! Built in 1929 by Harold Hartshorne and renowned architect Roger Bullard, designed the home boasting 10 fireplaces.



The Harris Manor was built 1929 for Henry Upham Harris, a partner at J.P. Morgan. Architect Roger Bullard created the home which is made of stone taken from the excavation of New York City's subway system tunnels.



Salutation - This very grand house located on its own 60-or-so acre island is connected by causeway to woodsy suburbs north of the small Long Island city of Glen Cove, NY. The architect was Roger H. Bullard, and the client was Junius Spencer Morgan III, son of J.P.Morgan Jr, who in turn was the son of the great financier J.P.Morgan. In 1928, Morgan III built the house on an island adjacent to his father's sort-of island.

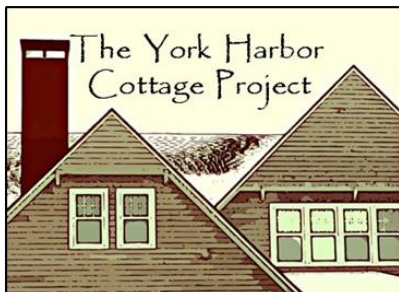




MODEL OF OAKLAND GOLF CLUB, BAYSIDE, LONG ISLAND, N. Y.
ROGER H. BULLARD, Architect, New York City



SKETCH OF HOUSE FOR MRS. HUGH D. AUCHINCLOSS, FAIRFIELD, CONNECTICUT
ROGER H. BULLARD, Architect, New York City



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