

# CHEVY CHASE SURVEY DISTRICT (PHASE II)

## INTRODUCTION

At the direction of the Montgomery County Council, historic preservation planning staff has undertaken, since 1995, a study of the historic and architectural significance of the Chevy Chase area. The first phase of the study was Chevy Chase Village; this phase of the study was completed in the fall of 1996. Subsequently, a portion of Chevy Chase Village was recommended for designation as a Montgomery County historic district. The issue of this local historic district designation is now before the Montgomery County Council and will be voted on in the next six months.

Since July, 1996, the second phase of the Chevy Chase study has been underway. The second phase includes the area north of Bradley Lane and south of East-West Highway - including the Town of Chevy Chase, Section 3, Section 5, Martin's Additions, and the Hamlet. The information prepared as part of the second phase of the study includes a comprehensive historic context for the greater Chevy Chase area, a Maryland Historical Trust Inventory form for the Phase II area, a database of individual properties in the Phase II area, and a compilation of historic photos and maps relating to the area.

Based upon findings from the vast collection of information analyzed during the Phase II study, historic preservation planning staff offers some preliminary findings. These findings are **not** the final staff recommendations that will be presented to the Historic Preservation Commission, the Planning Board, etc. in that they do not contain the very detailed analysis which is required of formal staff recommendations (for example, in proposed historic districts, the properties have not yet been categorized as Outstanding, Contributing, and/or Non-Contributing.) However, these findings do represent staff's general conclusions and direction at this time.

It is hoped that distribution of the Phase II study and staff's preliminary findings will enable the communities in the Phase II study area to undertake a further discussion of their historic and architectural significance - including how that significance can be recognized and preserved.

## OVERVIEW OF PHASE II STUDY

The development of Chevy Chase by Francis G. Newlands' Chevy Chase Land Company is unique because of its comprehensive and long-range plan for a significant area of land. The area that the Chevy Chase Land Company (CCLC) originally intended for its Chevy Chase, Maryland, development extended from Western Avenue, at the District line, to Jones Bridge Road - and was divided into five separate sections. This initial plan was not fully realized; however, CCLC did manage to acquire 1,713.2 acres, including land in the District of Columbia, between 1886 and 1890.

The plan for Chevy Chase is particularly significant among turn-of-the-century suburban

developments in this area for its grand scale and for its planning principles, including the layout of streets and parks, landscaping, scale and siting of houses, and nurturing of community life through exclusion of commercial enterprises and establishment of civic amenities and public buildings.

Section 2 (a portion of the current Chevy Chase Village area, strategically located at the District of Columbia boundary) was chosen by CCLC as the model subdivision setting the tone for subsequent sections. Marketing efforts in newspaper advertisements and promotional maps initially focused on the sale of Section 2 lots.

The CCLC's vision for Chevy Chase, however, was not limited to Section 2. Significant portions of the Town of Chevy Chase, Section 5, and the Hamlet were planned and developed by CCLC, as was all of Section 3. In addition, other individual entrepreneurs built on the CCLC's success, and subdivisions, such as Martin's Additions, the Williams Lane area, and Otterbourne, added to the area now known as Chevy Chase.

### *SUMMARY OF PRELIMINARY STAFF FINDINGS*

#### **Background**

In analyzing over 1,800 structures as part of the Phase II study, staff has found a great wealth of early 20th century architecture with a number of earlier buildings interspersed. While the Chevy Chase area is representative of the types of architectural styles which were being constructed in southern Montgomery County in 1920-1940, it is important to note that overlaid on this architectural mosaic - and adding historical importance - is the significance of the CCLC's vision for the community. This ideal of this vision was embodied in Section 2, but was clearly carried out in other sections, and it is what make Chevy Chase unique and especially important.

As in the Phase I portion of the Chevy Chase study, staff's analysis has attempted to identify the areas in the Phase II study which are **most representative** of the CCLC's vision for a planned community. In performing this analysis, staff has focused not only on which areas were in part or in full developed by CCLC, but also on which areas include the elements which are particularly characteristic of the CCLC ideal - including landscaping, planned civic amenities and public buildings, street patterns, etc.

In addition, staff feels it is important to recognize individual sites which represent either particularly fine architecture, important historic trends, and/or individual entrepreneurs who created important subdivisions before or outside of the work of CCLC.

#### **Summary of Findings**

Given these goals, staff feels that the following resources have particular significance:

**Town of Chevy Chase (Section 4):** A historic district of 426 buildings, which includes the area in the Town originally platted in 1909, with a 1910 addition.

Plus, three individual resources which pre-date the CCLC development or represent the 1893 Norwood Heights subdivision.

**Section 3:** Four individual resources significant architecturally for representing early CCLC development in Section 3.

**Section 5:** Four clusters of resources (including eleven individual properties) significant historically or architecturally for representing development before and outside of the CCLC effort - No Gain, Williams Lane, Otterbourne, and Brookville Road.

**Martin's Additions:** No historic district or individual sites recommended.

**The Hamlet:** No historic district or individual sites recommended.

**Individual Site Outside Municipal Boundaries:** One individual resource which represents an early farmstead that pre-dates the early 20th development of the area.

### **Discussion of Findings by Area:**

#### **Town of Chevy Chase, Section 4**

Developed soon after Section 2 (Chevy Chase Village), Section 4 shares many of the planned Olmstedian features that drew original residents to Chevy Chase, including a park-like setting, wide tree-lined streets, and public amenities. Meadow Lane is a broad, curving, heavily landscaped avenue. Other streets feature sylvan street names, including Aspen, Maple, Ridgewood, Thornapple, and Underwood. A generous amount of land is dedicated for public use: wide streets, a small park at Rosemary Circle and a triangular park at Stanford and Rosemary Streets. Civic amenities to promote social life include the Chevy Chase School on Bradley Lane, and the Chevy Chase Hotel (now the 4-H Center).

Significant landscape elements foster a park-like setting. The design of roadways and lots follow the natural rolling topography. Meadow Lane, planned as a curving parkway, followed Coquelin Run, a stream later redirected underground. Many of the streets have significant tree canopy. The CCLC advertised the advantages of land in Section 4, occupying the highest land in Chevy Chase, and featuring "large and fine springs." Rosemary Circle was an integral design element of the overall plan. The circle was the site of a picturesque watertower surrounded by a small park.

This recommended district includes notable civic buildings and sites connected with the Chevy Chase Land Company and the early years of the Town of Chevy Chase. The 1898 school standing at 3905 Bradley Lane (now a residence) was built by the CCLC on land it donated, and the company paid for the teacher's salary. The CCLC also provided land for the later elementary

school on Rosemary Street. One of the earliest buildings built by the Land Company was located in Section 4. The Spring Hotel, designed by Lindley Johnson, was constructed in 1893. Though the hotel was unsuccessful financially, the facility served to promote social life when citizens established a popular bowling club using the site's bowling alleys.

Noteworthy architect designed houses in the potential historic district include: Devereux House, 3911 Bradley Lane, designed by Clarke Waggaman in 1910; Glassie House, 4201 Bradley Lane, by George Oakley Totten, Jr, 1910; and E. Burton Corning's 3918 Virgilia Street House (1937). The area includes significant representatives of automobile-oriented residential subdivisions: Chevy Chase Park, developed by Shannon & Luchs (1926-1941) including model houses designed by prominent regional architect Arthur Heaton; and Mikkelson's Subdivision (1931-1936), based on curvilinear streets with houses by Ralph Berry, local designer and former building inspector.

Other notable buildings within the potential boundaries include the Queen Anne style Nichols House, 7002 Connecticut Avenue; spacious Colonial Revival style Eiker House, 1908; Neo-Classical style Imrie House, 4209 Bradley Lane, by 1913; Bowie House, 3905 Blackthorn Street, 1913; and the Italian Renaissance style Lozupone Houses on Connecticut Avenue (1925).

In summary, this portion of Section 4 represents the continuation of Newlands vision for an upscale suburban community begun in the streetcar era yet largely built during the automobile age. The potential historic district boundaries follow the 1910 boundaries established by the Chevy Chase Land Company (see map).

Staff has also identified some individual buildings in Section 4 that are located outside the boundaries of the recommended historic district. These structures include buildings that pre-date the Chevy Chase Land Company development or represent the 1893 Norwood Heights subdivision:

4312 Leland Street, Viola Offutt House (late 19th c),  
4500 Leland Street, William & Bettie Offutt House (c1888)  
6709 East Avenue, Norwood Cottage (c1909)

### **Section 3**

While Section 3 was developed by the Chevy Chase Land Company, the area does not follow the design philosophy established in Section 2 and carried out in Section 4. Much less land is dedicated to public use: streets are narrower, there are no parkways or parks. While originally platted in 1905, the Chevy Chase Land Company replatted this section in 1907, doubling the density of lots, most likely for financial reasons. Because interior streets were unpaved for many years, they were largely undeveloped until the late 1920s.

The following Bradley Lane residences, recommended for individual designation, are significant for their architectural design and for their historic relationship with facing Chevy Chase Village houses across Bradley Lane:

3815 Bradley Lane, Taylor-Britton House (Boxwood), c1906  
3807 Bradley Lane, Walter Gherardi House  
3803 Bradley Lane, Durant House  
3717 Bradley Lane, Rogers House

## Section 5

Section 5 was created from a mosaic of Williams family land holdings, the small independent subdivision of Otterbourne, and a small parcel of CCLC land. It is not recommended for designation as a historic district; however, a number of resources have been identified for individual designation.

No Gain Estate - These 18th century buildings represent the No Gain estate, a plantation that once incorporated the area of Martin's Additions, Section 3, Section 5 and part of the Town of Chevy Chase:

7121 Brookville Road, No Gain Farmhouse (1780s)  
3510 Thornapple Street, Log Cabin

Williams Family houses - significant for representing the farming community that existed in the area in the mid-19th century. Richard Williams purchased his 212-acre farm, formerly part of the No Gain estate, in 1830. Williams family heirs sold some of their land to the Chevy Chase Land Company, yet opted to retain 33 acres along Williams Lane and Brookville Road:

3707 Williams Lane, Richard Williams Farmhouse (1840)  
3806 Williams Lane, Ariana Williams House (c1870)  
3807 Williams Lane, Bettie Williams House (1868)

Otterbourne - In 1894, John Frank Ellis purchased 14.5 acres of Williams' No Gain tract for a subdivision he named Otterbourne. Two outstanding individual resources have been identified representing this early community:

3609 Thornapple Street, Cummings House  
3713 Underwood Street, Clark House

Brookville Road houses - large, turn-of-the-century estates on spacious lots facing Brookville Road, testifying to the important role this early road continued to play in this period:

7401 Brookville Road, McCabe House  
7315 Brookville Road, Frank Simpson House (c1905)  
7310 Brookville Road, Beall House  
7201 Brookville Road, Campbell-Bradley House

## **Martin's Additions**

Martin's Additions is not recommended for historic designation. Though representing an early subdivision closely influenced by the Chevy Chase Land Company development, Martin's Additions, established by an independent developer, is an area which lacks the comprehensive plan of CCLC developments. The community as it exists today was platted in four sections between 1904 and 1906. More than half the lots were still undeveloped in 1931.

## **The Hamlet**

An automobile-influenced development, the Hamlet was a one block subdivision launched during the depths of the Depression by Newland heirs. These early-American inspired houses are arranged around a central cul-de-sac. The Hamlet was a departure from CCLC's previous development, intended for upscale residents who would lease rather than purchase their homes. While an unusual experiment, this project did not have a significant influence on other development in the area.

## **Individual Site Outside Municipal Boundaries**

The Cummings family established a 100-acre farm in this area in 1848. The farm was operated by Alice Cummings well into the 20th century, including at that time some 30 acres. The Gothic Revival I-house was built in the 1860s:

3309 Cummings Lane, Cummings Farmhouse (1860s).

**CHEVY CHASE, MARYLAND SURVEY DISTRICT**

**SURVEY REPORT: PHASE TWO**

**GWEN WRIGHT**

Historic Preservation Coordinator

**WILLIAM B. BUSHONG**

Historic Preservation Planner

**CLARE LISE CAVICCHI**

Historic Preservation Planner



7102 Maple Avenue, Arthur Henton, architect 1930.  
Prints and Photographs Division, Library of Congress.

**JUNE 1997**

**MONTGOMERY COUNTY**

**HISTORIC PRESERVATION COMMISSION**

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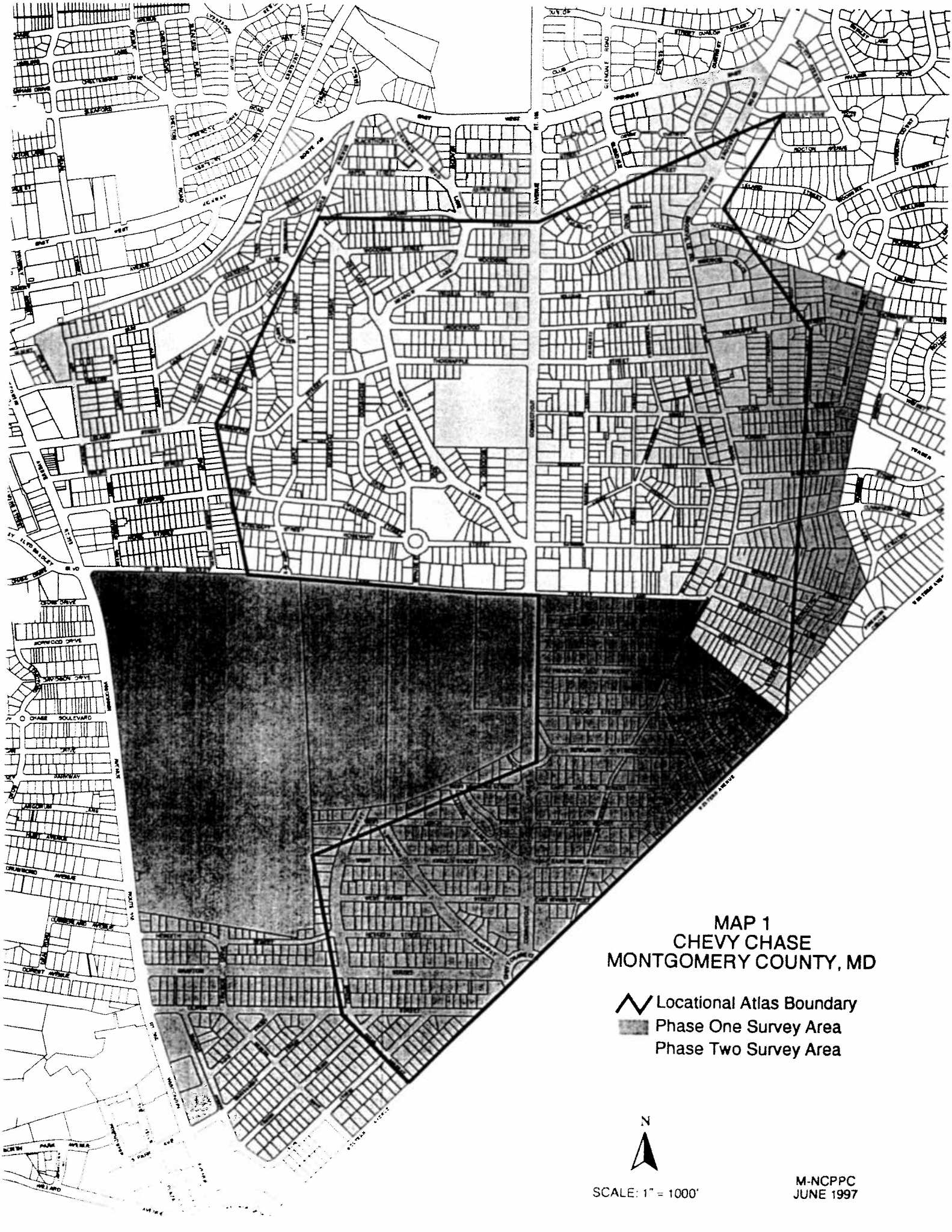
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ATTACHMENTS

- A. Maryland Historical Trust Property Form for the Chevy Chase Survey District (Phase II)
B. Photographs
C. Maps





**MAP 1  
CHEVY CHASE  
MONTGOMERY COUNTY, MD**

-  Locational Atlas Boundary
-  Phase One Survey Area
-  Phase Two Survey Area

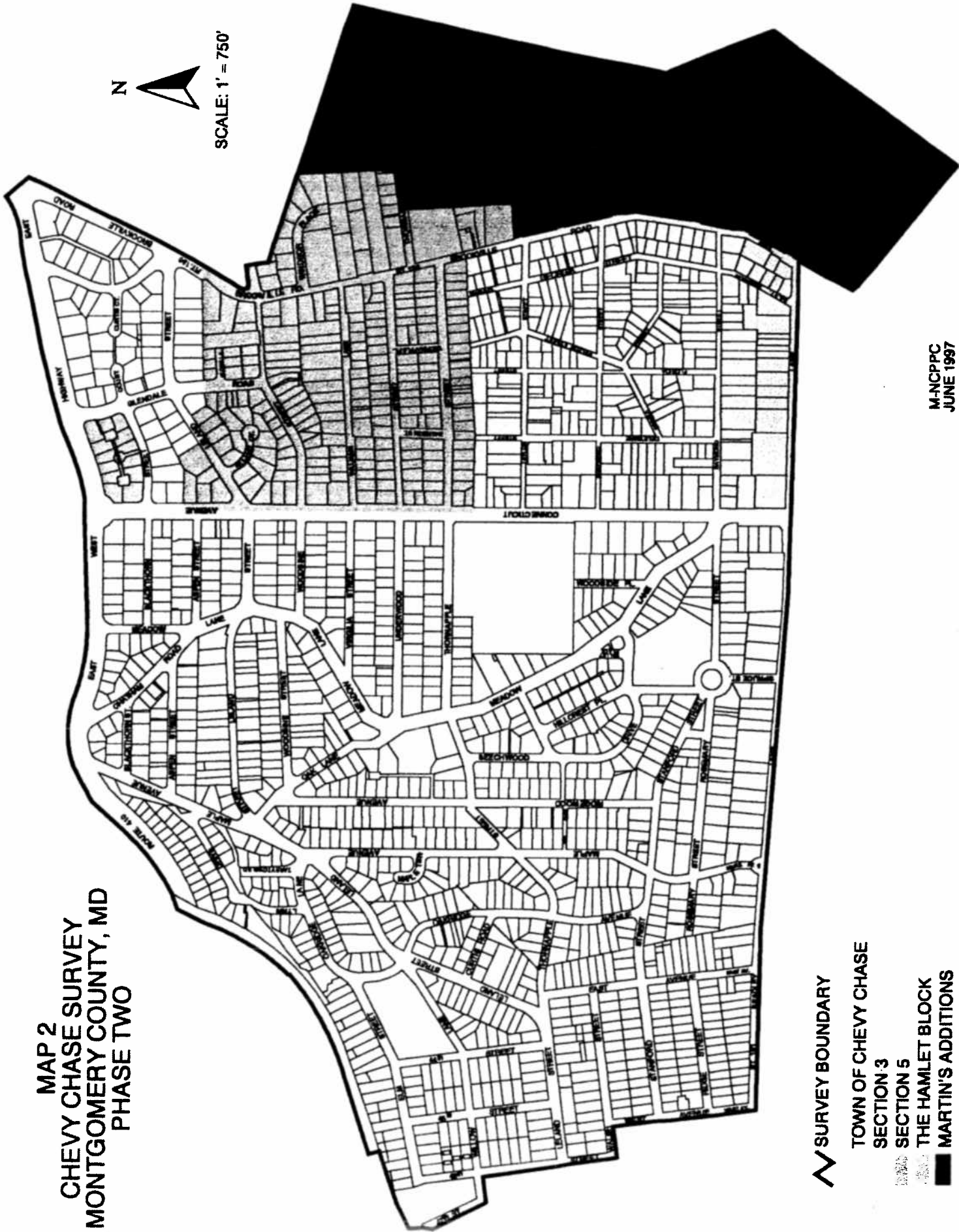


SCALE: 1" = 1000'

M-NCPPC  
JUNE 1997

**MAP 2  
CHEVY CHASE SURVEY  
MONTGOMERY COUNTY, MD  
PHASE TWO**

**N**  
**SCALE: 1" = 750'**

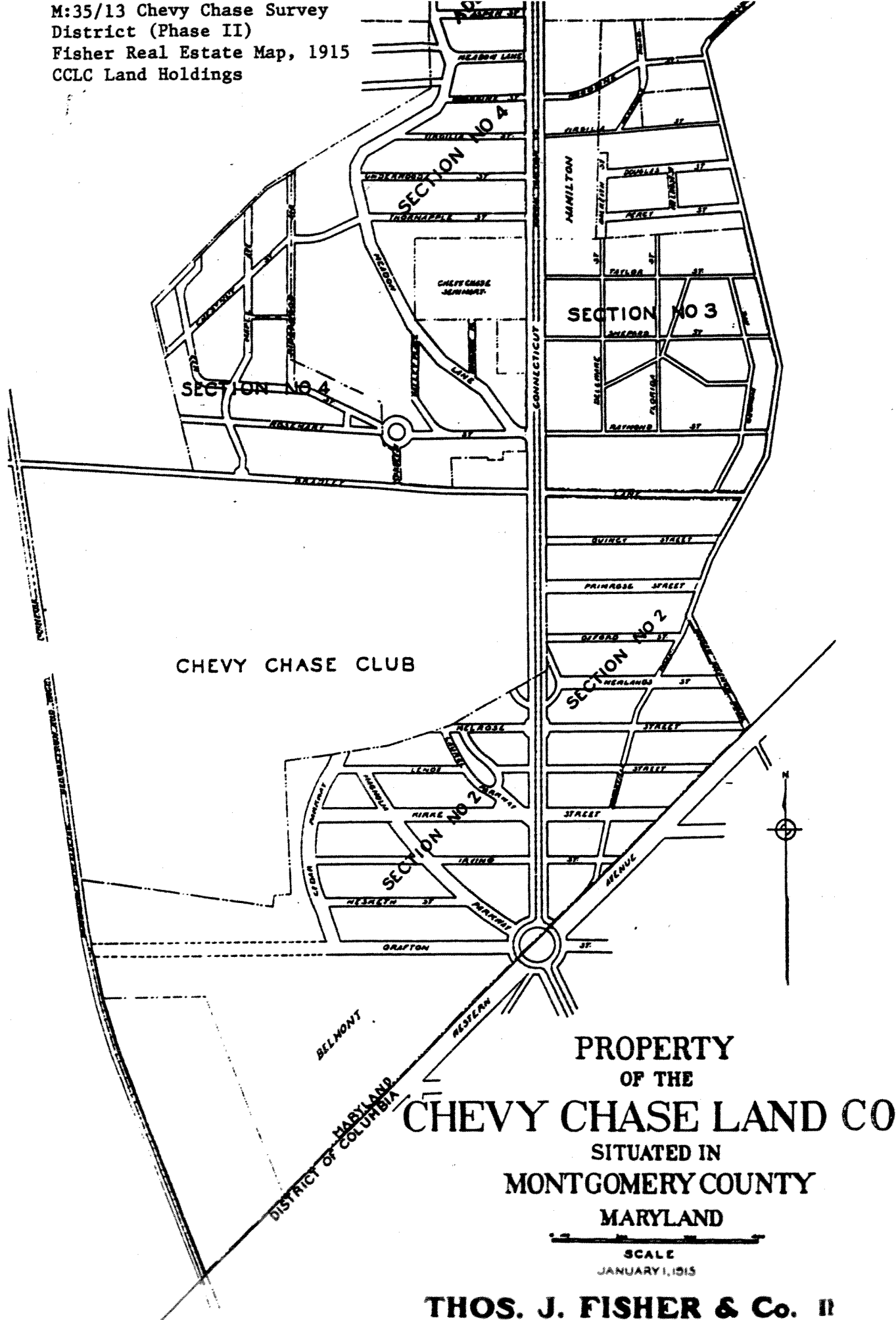


**SURVEY BOUNDARY**

- TOWN OF CHEVY CHASE**
- SECTION 3**
- SECTION 5**
- THE HAMLET BLOCK**
- MARTIN'S ADDITIONS**

**M-NCPPC  
JUNE 1997**

M:35/13 Chevy Chase Survey  
District (Phase II)  
Fisher Real Estate Map, 1915  
CCLC Land Holdings



CHEVY CHASE CLUB

PROPERTY  
OF THE  
**CHEVY CHASE LAND CO**  
SITUATED IN  
MONTGOMERY COUNTY  
MARYLAND

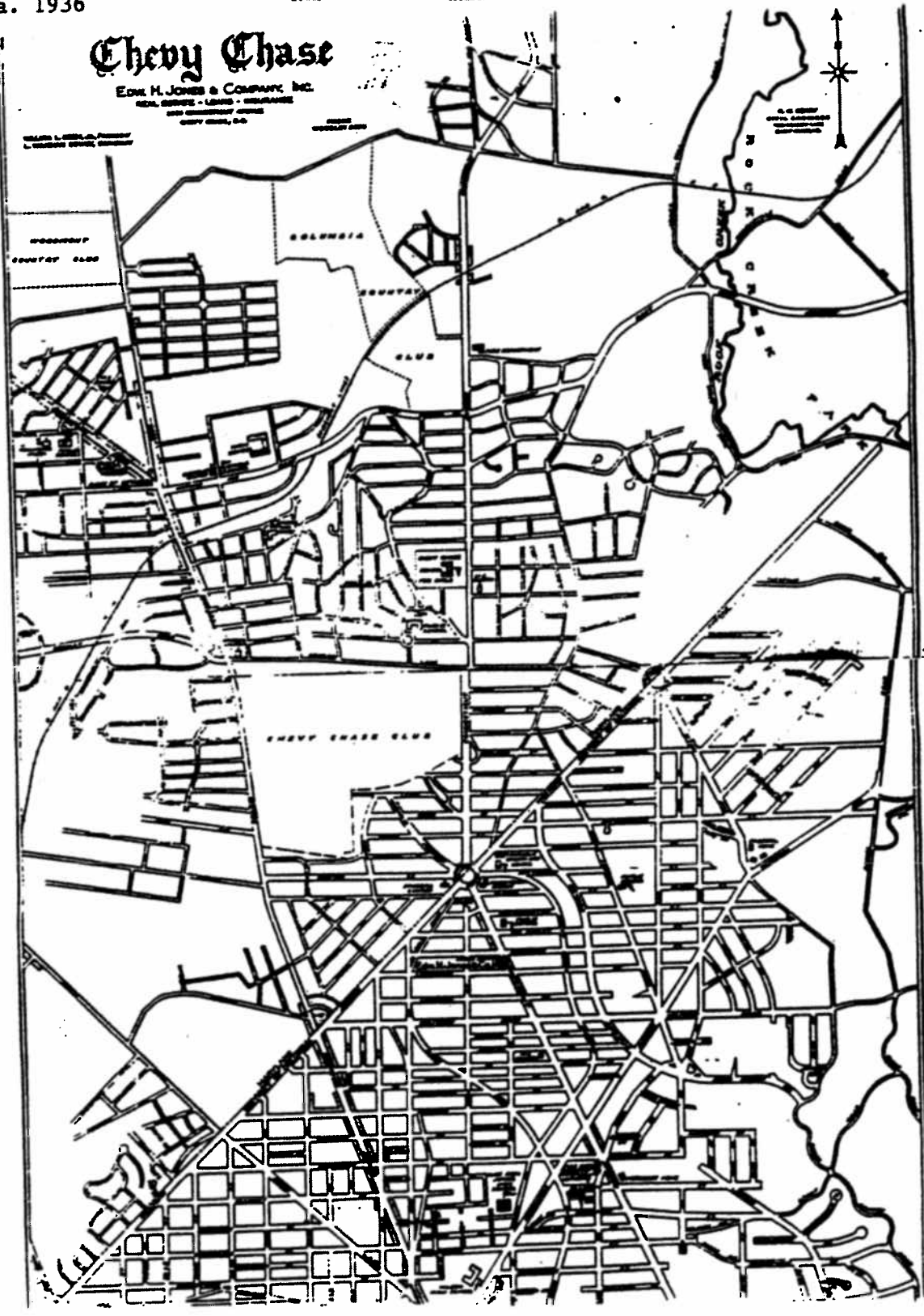
SCALE  
JANUARY 1, 1915

**THOS. J. FISHER & Co. II**

M:35/13 Chevy Chase Survey  
District (Phase II)  
Edward Jones Real Estate  
Map, ca. 1936

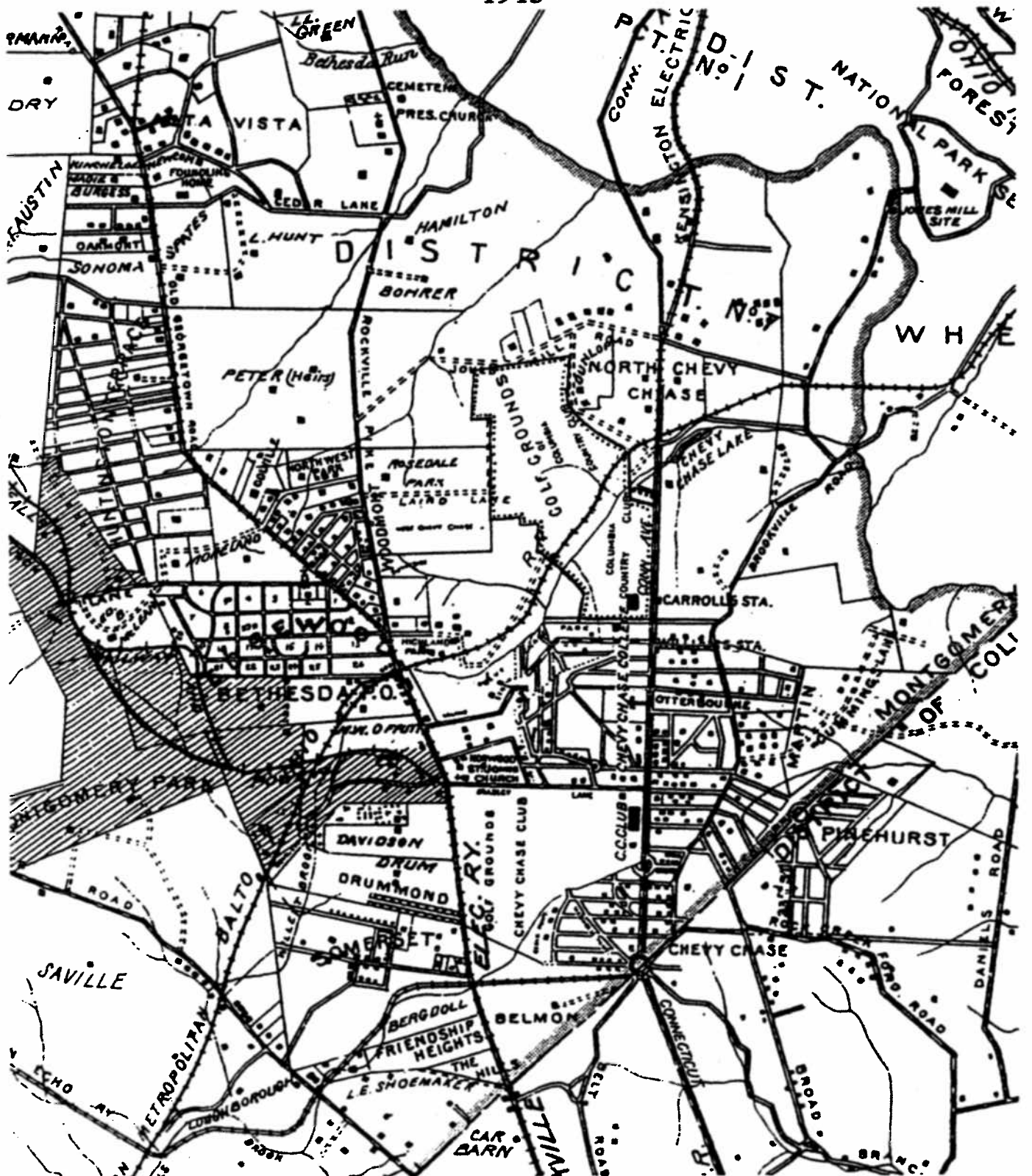
# Chevy Chase

EDW. H. JONES & COMPANY, INC.  
REAL ESTATE - LOANS - INSURANCE  
1000 CHEVY CHASE ROAD  
CHEVY CHASE, D.C.



Map G  
 M:35/13 Chevy Chase Survey  
 District (Phase II)  
 Aldwell Map, 1915

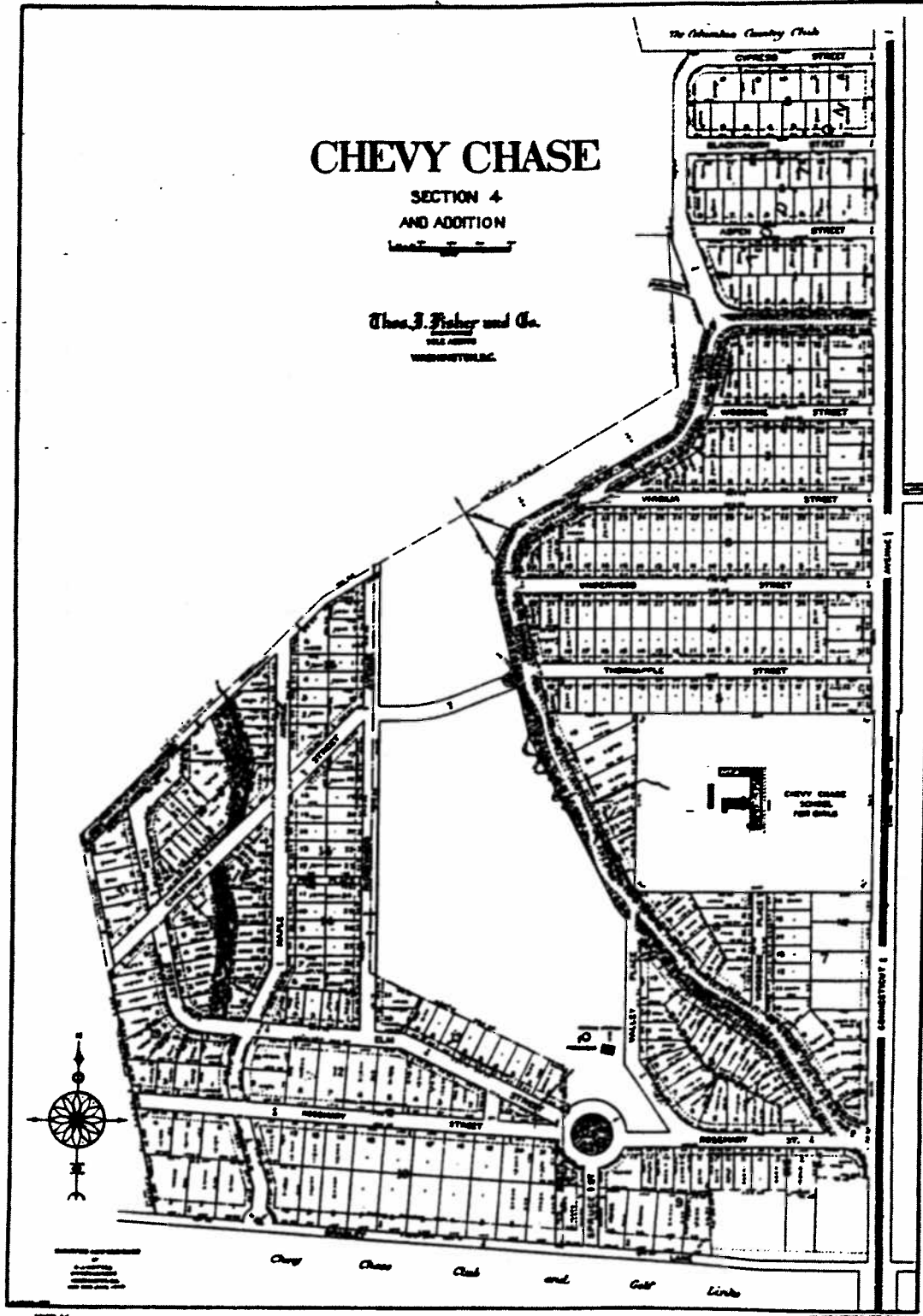
**DETAIL FROM**  
**BETHESDA DISTRICT**  
 MONTGOMERY COUNTY, MARYLAND  
 Compiled by S.D. Caldwell  
 1915



■ Indicates houses and buildings existing in 1915.

MAP COURTESY, MAUREEN ENGLISH

Map I  
M:35/13 Chevy Chase Survey  
District (Phase II)  
Section 4 Plat, 1909

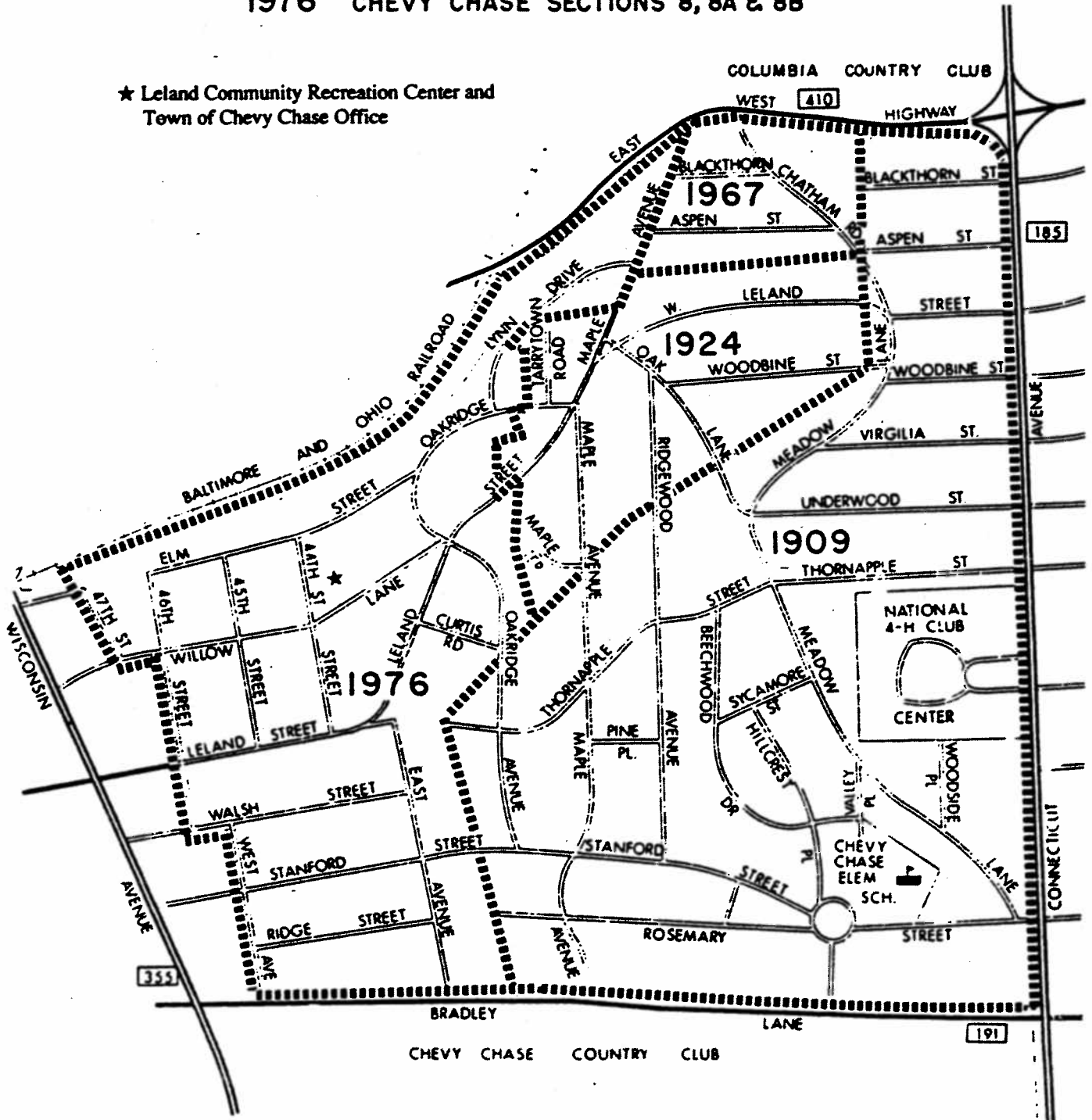


1909 Map  
1:50,000 Scale

# GROWTH OF THE TOWN OF CHEVY CHASE

- 1909 CHEVY CHASE SECTION 4
- 1924 CHEVY CHASE PARK
- 1967 CHEVY CHASE SECTION 4B
- 1976 CHEVY CHASE SECTIONS 8, 8A & 8B

★ Leland Community Recreation Center and  
Town of Chevy Chase Office



## **1. INTRODUCTION**

The purpose of this survey project is to identify and evaluate potential historic resources in Chevy Chase, Maryland. It is being funded by a Certified Local Government grant from the United States Department of the Interior passed through the Maryland Historical Trust (MHT). The primary staff person on this project is Dr. William Bushong (Contract Principal Investigator), with assistance from Gwen Wright (Project Manager), Clare Lise Cavicchi (M-NCPPC staff), Lyn Lawrence (M-NCPPC intern), Katherine Schuler, Leslie Anderson, and Thomas Moriarity (volunteers), and Dr. David Fogle, Director of the Historic Preservation Program at the University of Maryland, for survey assistance from his undergraduate architecture students Donald Keldsen, Stacy Garvey, Thomas Terranova. Dr. Bushong was noted in the CLG application for funding as the anticipated contract principal investigator and was selected because of his previous work on Phase I of the survey project, his experience with the historic preservation process in Montgomery County, and his excellent credentials. Because of these factors, MHT staff gave permission for Dr. Bushong to be selected as a "sole-source" contractor for this project.

## **PRODUCTS OF THE SURVEY**

The final report furnished to the Maryland Historical Trust includes the following documents:

1. Typed copies of all Maryland Historic Properties forms, including all negatives, photographs, and slides.
2. Publication-ready copies of the capsule summary for the survey district.
3. Five (5) copies of the revised and expanded historic context developed for this survey.
4. Two xerox copies (8 1/2" x 11") of tax maps, showing surveyed resources and pertinent historic maps, to accompany the survey form.
5. A typed survey district index which will identify all resources surveyed under this Contract. The list, typed on plain bond paper, includes: building name, specific address or location, and town.
6. The research design and survey methodology.



7. Five (5) copies of the final survey report which includes the following:
  - (a) Brief discussion of methodology utilized for the survey;
  - (b) Discussion of area of coverage for survey;
  - (c) Results of survey;
  - (d) Proposed boundaries for a Chevy Chase National Register District;
  - (e) Recommendations for additional work; and
  - (f) Disposition of all survey documentation.

## 2. OBJECTIVES

The identification and evaluation of structures in the Chevy Chase, Maryland Survey District is the main objective of this two-phase project. Phase I concentrated on the research and preparation of an overall historic context for the Chevy Chase Survey District (2,696 buildings) identified on the Locational Atlas and Index of Historic Sites in Montgomery County and an intensive survey of Chevy Chase Village (500 buildings) associated with the historical themes of community development and planning and architecture. The second phase enhanced the context of the overall survey area, adding further information concerning Chevy Chase's social and architectural history, and completed an intensive survey of approximately 750 buildings, selected after consultation with the MHT staff, from the Chevy Chase incorporated areas of the Town of Chevy Chase, Section 3 of the Village of Chevy Chase, Section 5 of the Village of Chevy Chase, and the Village of Martin's Additions.

The goal of the intensive survey was to document a sufficient number of distinctive and highly representative properties within the boundaries of a Chevy Chase Survey District (Phase II) to initiate their evaluation for the National Register of Historic Places. Another objective of this survey project was the development of comparative historic contexts that may have applicability to other suburban developments in the county and region. Chevy Chase, Maryland has been widely recognized as the region's most influential suburban development before World War II. This survey's study of its physical and cultural characteristics will be a significant contribution to future identification and evaluation efforts related to historic suburbs built during the first half of the twentieth century both in Montgomery County and the surrounding national capital region.

## 3. IDENTIFICATION OF THE SURVEY AREA (PHASE II)

The Chevy Chase Survey District (Phase II) researched and documented is located in southern Montgomery County, roughly bounded by East-West Highway on the north, Bradley Lane on the south, Wisconsin Avenue on the west, and Brookville Road and Brennon Lane on the east. This area includes the incorporated areas of Section 3 (273 buildings), the Town (1,023 buildings), Section 5 (230 buildings), and Martin's Addition (295 buildings) [see attached map]. The Phase II survey area can be characterized as a mature suburban community comprised of predominantly single-family residential properties with one clearly defined neighborhood retail area at Brookville Road and Taylor Street. This survey area has a rolling and hilly topography

with some areas that have moderate to steep slopes. The houses, sited with generous street setbacks and enhanced with the planting of vegetation, are set within heavily wooded streetscapes of largely naturalistic design.

The survey in Phase II continued to focus on the buildings and landscape influenced by the planning philosophy of the Chevy Chase Land Company and shaped by the social and historic forces that formed the identity of Chevy Chase, Maryland. The kinds of information discovered, which influenced the overall boundary delineation, included the identification of works by notable local developers, architects, and builders, as well as important examples of architectural styles and periods or methods of construction, especially local and regional types. Buildings, particularly institutions that provide evidence of the economic and cultural history of the community (churches, schools, and commercial blocks), were carefully examined.

#### **4. METHODOLOGY**

##### **Survey**

Every structure (1,946) within the Chevy Chase survey area (Phase II) was examined in the field and photographed. Base information, including building address, architectural style, height, width, roof form, wall materials, and window configuration, was recorded on each property at this level of survey. Volunteers, trained and supervised by the principal investigator, assisted in this phase of the work. Completed survey forms and photographs were reviewed at regular intervals during the survey process and periodic meetings were held with M-NCPPC staff to discuss and evaluate progress. After completion of this phase of the work, approximately 750 buildings were recommended to the MHT staff for documentation at the intensive level with a survey district boundary. Each of the selected properties at the intensive level was inspected in the field on foot by the principal investigator or qualified M-NCPPC staff and fieldwork was correlated to information derived from background and archival research. The survey data produced by the intensive survey includes the same basic categories of information collected at the reconnaissance level with revisions, notes, and new information. This additional information incorporates the known architect/builder, construction date, original owner, preservation planning status as contributing or non-contributing, and observations on significant decorative features, landscape elements, and outbuildings.

##### **Historical Research**

Historical information related to greater Chevy Chase's role and significance in the region was further analyzed and synthesized. In Phase I, it was determined that community planning and architecture as areas of significance would be the focus of documentation efforts. A social history component, developed along with additional architectural history for the Phase II area, has been added to the overall historic context of Chevy Chase, Maryland.

Specific research to be applied to the houses surveyed at the intensive level in Chevy Chase (Phase II) will include but not be limited to the following:

- \* identification, when possible, of the residents of each house built as well as developers, builders, and architects from 1892 to 1950, through the use of periodicals, newspapers, directories, and historic maps
- \* research of the circumstances, values, lifestyles and way people used their houses and thought about their surroundings
- \* documentation of the date of residences erected before 1950

The following list of sources describes materials used to develop the historic context, concentrating on social history.

### **Publications**

An extensive array of published material concerning the history of Chevy Chase, Maryland was consulted to develop the historic context (see following Survey District bibliography).

### **Maps**

Montgomery County maps and atlases such as Martenet and Bond (1865), Hopkins (1879), Deets and Maddox (1917), and Klinge (1927-1953) that locate property lines and roads were useful records of the overall development of the Town, Sections 3 and 5, and Martin's Additions. Washington, D.C. and suburban Maryland editions of the Sanborn Insurance Maps, including Chevy Chase for 1916 and for 1927-1959, were invaluable aids for researching these neighborhoods as they show building "footprints" as well as indicate the number of stories and building materials for each house. An extensive map collection, located at the Chevy Chase Historical Society, Montgomery County Courthouse, and Montgomery County Historical Society, including real estate and subdivision plats, sewer and grading plans, and street and topographical studies, was also consulted.

### **Architectural Drawings and Specifications**

The principal sources for drawings included the papers of known Chevy Chase architects whose papers and drawings have been preserved at the Library of Congress and the American Institute of Architects Library and Archives. Additional identified and unidentified drawings are in the Chevy Chase Historical Society collection. Published drawings and plans in periodicals and catalogues also proved to be useful sources.

### **Photographs, Postcards, and Illustrations**

The Chevy Chase Historical Society has an extensive array of illustrations including prints, postcards, and paintings that contribute to the visual record of the survey area. There are also local and national collections like the Montgomery County Historical Society and Library of Congress Prints and Photographs Division as well as specialized company collections, like the Washington Sanitary Suburban Commission, which have images that were useful in

documenting personal, site, and architectural information related to Chevy Chase Survey District (Phase II).

### **Newspapers**

The Evening Star, the only major metropolitan newspaper with a comprehensive index from 1890-1950, provided articles concerning the design, construction, and development of the survey area. In Phase II, researchers conducted searches in the real estate advertisement sections of the Evening Star and Washington Post as well as other local newspapers such as the Maryland News and the Montgomery County Sentinel. These newspapers contained specialized stories of local interest concerning incidents or events important to the history of Chevy Chase.

### **Government Documents**

Town, county, state, and federal public records were used more intensively in Phase II to obtain information about property ownership and the social composition of Chevy Chase over time. Records like the Chevy Chase tax assessments for 1897-1941 at the Maryland Hall of Records, the 1900, 1910, and 1920 federal census population records on microfilm at the National Archives, and Sanborn Insurance Maps (1927-1959) at the Library of Congress were cross-referenced and analyzed to create a profile of the community's physical character and social composition during the formative years of its development. The records of Chevy Chase's local governments, including correspondence, account ledgers, minutes, and building permits, provided invaluable social and architectural information concerning the development of these self-governed suburbs.

### **Oral Research**

Informal conversations with the owners of houses and neighbors about what they know about the buildings and the neighborhood's development in general led to significant discoveries. The Chevy Chase Historical Society also has a large collection of transcripts of interviews conducted with older residents of the neighborhood and long term residents or Chevy Chase Land Company employees that provided important information.

## 5. HISTORIC OVERVIEW OF THE PROJECT AREA

### Part I: Chevy Chase in the Context of the Suburban Development of Montgomery County, Maryland (1870-1945)

Montgomery County, Maryland is a renowned suburban region of metropolitan Washington, D.C. with numerous distinct subdivisions clustered around Bethesda-Chevy Chase, Silver Spring, and Takoma Park. This "down county" suburban landscape, concentrated inside the Beltway (I-495) and bordered by the District of Columbia, has been shaped by successive waves of development occasioned by booms in the growth of the federal government and the transportation innovations of the commuter railroad, the electric streetcar, and the automobile. During the last quarter of the nineteenth century, the federal government dramatically enlarged its role in American life as the nation evolved into a great industrial power. In response to the rapid postwar expansion of the economy and the introduction of inventions that transformed industry and agriculture, Congress established new Washington-based agencies in the 1880s related to labor, commerce, agriculture and science. Civil-service reform, enacted in 1883, made government jobs more secure, and the local real estate market boomed as federal employment grew from 7,800 in 1880 to 23,000 by 1890.<sup>1</sup>

The population of Montgomery County expanded steadily after 1890 from 27,185 to 32,089 by 1910. During World War I the government workforce exploded from 39,000 to 94,000 and, after the war, thousands of families poured into the county looking for houses to escape crowded urban quarters.<sup>2</sup> Suburban growth before 1920 had been clustered near the District line, and it had not been large enough to impact the agricultural patterns of County life. Population surged from 34,921 in 1920 to 49,026 by 1930. The 1920 census recorded 7,464 houses in the County. By 1930 the census indicated that an additional 3,506 houses had been built.<sup>3</sup> The suburbs had gained on rural Montgomery County and soon demanded new forms of local government and services. New governmental bodies, such as the Washington Suburban Sanitary Commission (1918) and Maryland-National Capital Park and Planning Commission (1927) were formed to manage growth through standardized water and sewer systems and zoning. By 1940 the Bethesda District, which includes Chevy Chase, contained one-third of the county's residents. At this time the overall county population increased to 83,912.<sup>4</sup>

The decade after World War II was another major watershed in regional growth, as Washington, now a world capital and completely filled out, spilled out over its boundaries. By 1974 Montgomery County had a population of 579,700. Today the federal government has agency offices throughout the metropolitan area and continues to have a profound impact on a local economy supporting more than 3 million people spread across jurisdictions in suburban Maryland and Virginia and the District of Columbia.

## The Suburbs of Washington, D.C.

The city of Washington throughout most of the nineteenth century defined its boundaries in what today would be the central portion of the nation's capital bounded by the Potomac River, Rock Creek on the west, the arc of Florida Avenue on the north, and the Anacostia River on the east. This area correlated to the boundaries created by Pierre Charles L'Enfant in his 1791 plan for Washington City. Surrounding the city was Washington County, an area six times larger than the central city area, that throughout the antebellum period remained rural countryside dotted with farms and the estates of the gentry. The first suburb of Washington City was Uniontown, laid out in 1852 at the eastern end of the Navy Yard Bridge in Anacostia.<sup>5</sup>

The Civil War had a marked impact on Washington's urban growth as the Union army occupied the city, and ranks of federal employees, necessitated by the mobilization and maintenance of this force, swelled to about 7,000. Although military action in the District was limited to skirmishes related to General Jubal A. Early's raid on Washington in 1864, Union military encampments and the heavy traffic of men and material related to the war effected all sections of the city. The defense of Washington from Confederate attack alone required the construction of a ring of 48 fortifications connected by improved or newly constructed roads and the clearing of a half-mile-wide swath cut through woodlands from the Eastern Branch to the Potomac River along the outskirts of the city. Physically, the city deteriorated into a shambles as the local government lacked adequate tax revenues to meet the demands of the military and an ever-increasing civilian population that included entrepreneurs, journalists, new war workers and, by the war's end, as many as 40,000 newly freed slaves. The city's population in 1860 was a little more than 75,000 and by 1870 it had jumped to 131,700. To escape the filth, disease, heat, and congestion of the downtown, a growing middle-class population looked northward to the hillside outskirts of Washington City.<sup>6</sup>

In 1865, S.P. Brown, a government clerk from Maine, subdivided rolling farmland along Fourteenth Street for the development of a suburban village called Mount Pleasant. This subdivision, convenient to a horsedrawn streetcar line, laid out in 1862 with a terminus at Fourteenth and Boundary Street (today Florida Avenue), was the first created after the Civil War. Settlers, mostly government clerks bound together by their New England heritage, built detached frame houses around a village green on cross streets west of Fourteenth Street and established their own community institutions.<sup>7</sup>

Mount Pleasant represented a significant departure from tradition as residential Washington throughout most of the nineteenth century was largely a city of brick rowhouses. Capitol Hill, Georgetown, Foggy Bottom, and Southwest were the major neighborhoods of the old downtown. With the city's modernization, executed between 1871 and 1874 under the direction of Alexander "Boss" Shepherd and a board of public works, Washington established a new urbane image that boasted miles of newly graded and paved streets, a network of sewers and gas mains, expansive plantings of street trees, and more than 3,000 new street lights. This infrastructure and the completion of the city's water supply, piped downriver in 1862 from Great Falls through conduits to the Georgetown reservoir, greatly improved living conditions and would attract investment activity into northwest Washington. Prominent among the investors was Senator William Stewart, later a business partner of Francis G. Newlands in the Chevy Chase Land Company, who commissioned German architect Adolph Cluss to design a mansion on

Dupont Circle. "Stewart's Castle," completed in 1873, acted like a magnet, attracting other sumptuous houses that accommodated the growing diplomatic corps and wealthy and politically-powerful residents.<sup>8</sup>

In the 1880s a Philadelphia syndicate subdivided and began development of the old Kalorama estate along Massachusetts and Connecticut Avenues. Between 1890 and 1920 Kalorama and the adjoining Sheridan Circle area developed into an elite residential enclave. It was also during this period that Sixteenth Street had pretensions of becoming the "Avenue of the Presidents" and, along with Massachusetts Avenue, developed into Washington's Beaux Arts boulevards, lined with the high-styled mansions of wealthy seasonal residents.<sup>9</sup> The middle class resident of Washington in the last quarter of the nineteenth century, primarily the ordinary civil servant, usually purchased solid brick Queen Anne and Romanesque-style rowhouses erected in neighborhoods such as Capitol Hill, Logan Circle, and Dupont Circle. However, rapid urban growth, the constant threat of waterborne diseases (a serious public health concern in the American city of the late nineteenth century), and a genuine yearning for the farms and fields of their youth, increasingly led civil servants to look beyond the old city boundary for suburban housing. Entrepreneurs in the 1870s and 1880s began to open new sections near the lines of horsecar routes on Seventh and Fourteenth Streets, such as LeDroit Park and Columbia Heights. Public transportation innovations had a major impact on the city's spatial organization as neighborhoods developed first along horsecar and, later in the late 1880s, the electric streetcar lines. Another key development was the completion of the Metropolitan Branch of the Baltimore and Ohio Railroad in 1873, which branched off the railroad's main east-west line at Point of Rocks, Maryland and ran through Rockville into the District. By the end of the nineteenth century, Washington's suburban population had settled into established communities on streetcar and rail lines, such as Tenleytown, Cleveland Park, Brookland, Brightwood, and Takoma Park, that appeared like nodes on the spokes of a wheel. Later, within these wedges, the District's automobile suburbs like Burleith, Wesley Heights, and Spring Valley would be built in the 1920s and 1930s.<sup>10</sup>

### Montgomery County's Railroad and Streetcar Suburbs

On May 25, 1873 the first train steamed across Montgomery County on its approximately 42-mile journey from Point of Rocks to Washington, D.C. The B&O's Metropolitan Branch had an immediate impact on the agricultural economy and the county's suburban development. The railroad transformed upper Montgomery County from pine forest into productive farmland, opened new markets for existing agricultural endeavors, and, with the ready application of lime shipped from Frederick, rejuvenated cleared fields exhausted by tobacco cultivation before the Civil War. Commercial vegetable and fruit farming, meat production, and dairying flourished along the B&O route in the 1880s. Shipping centers at Gaithersburg, Barnesville, Boyds, and Germantown formed village hubs for moving dairy products, beef, fruit, and vegetables to market. The railroad also spurred the development of resorts and subdivisions in the 1870s and 1880s, such as the Methodist campground at Washington Grove, a hotel and summer cottages at Forest Glen, and a rural retreat at Capitol View along with commuter residences at Takoma Park, Woodside, Linden, Kensington, and Garrett Park.<sup>11</sup>

The B&O provided the corridor for new suburban growth, and the Civil Service Act of 1883 created a stable middle-class market of homebuyers seeking affordable suburban houses. Initially, developers in Montgomery County, such as Benjamin F. Gilbert at Takoma Park (1883) and Benjamin F. Leighton at Woodside (1889), targeted their subdivisions at young or lower-level federal employees. They emphasized the low cost of land and initially provided few amenities for settlers. However, entrepreneurs like Brainard H. Warner at Kensington (1887) and Henry Copp at Garrett Park (1887) planned to build affluent, full-fledged railroad commuter suburbs. They promised new residents macadamized streets, electricity, water, gas, and sewer lines as well as the social prestige equal to upper-income commuter suburbs like Tuxedo Park in New York, Hyde Park in Chicago, and Bryn Mawr in Philadelphia.<sup>12</sup>

By the late 1880s the railroad had stimulated a land boom in the county within a national climate of real estate speculation between 1887 and 1892. All over the nation investment syndicates and improvement companies platted residential subdivisions and industrial cities around almost every railroad junction and river bend. The introduction of a practical electric street railway in Richmond in 1888 by Frank Sprague further accelerated national investment in suburban real estate with a new form of public transportation that was much faster and cheaper to build than steam railroads.<sup>13</sup> Real estate prices climbed steadily in the Washington metropolitan region until the Panic of 1893 burst the bubble. During this real estate boom in 1888, four streetcar railway companies were chartered by Congress in Washington, D.C. Three of the new companies, the Brightwood, Rock Creek, and Georgetown and Tennallytown Railways, ran to the District's boundary with Montgomery County. The Brightwood Railway had a route along the Seventh Street Road (Georgia Avenue) and contributed to the growth of Takoma Park. The Rock Creek Railway would be rechartered for Francis Newlands in 1890 and built out along Connecticut Avenue into Montgomery County to service his Chevy Chase Land Company development. The Georgetown and Tennallytown Railway and its Montgomery County extension, called the Tennallytown and Rockville Railway, ran out along Wisconsin Avenue to Bethesda Park, a popular but short-lived amusement park with a ferris wheel, bandstand, and dancing pavilion. A hurricane destroyed the park in 1896 and it was never rebuilt. However, by then, new developments off Wisconsin Avenue in the Bethesda-Chevy Chase area, like Somerset, Friendship Heights, and Drummond, indicated the trolley line would be a sound investment. New owners purchased the company and eventually extended the line out to Rockville by 1900.<sup>14</sup>

Newlands' Rock Creek Railway primarily opened Connecticut Avenue for the benefit of his investment properties in Montgomery County and the District. However, the railway also made branch trolley lines possible between Chevy Chase Lake and Kensington and Chevy Chase Circle and Glen Echo. The Chevy Chase Lake and Kensington Railway began operation in 1895, and soon thereafter, Redford and William Walker subdivided a 64-acre tract along that line just beyond the Chevy Chase Lake called Kenilworth (now North Chevy Chase). The Glen Echo Railway ran from Glen Echo to the Rock Creek Railway at Chevy Chase Circle and was built to promote a planned exclusive resort created by Edmund and Edwin Baltzley of Philadelphia. Damaged by a fire in 1890, the Baltzleys changed their plans for the property and opened a Chautauqua assembly accessed by a second trolley line called the Washington and Great Falls Electric Railway (later Washington Railway and Electric Company) that ran along Conduit Road to the Glen Echo Chautauqua and then on to Cabin John. The Baltzley brothers, beset by bad



luck, the 1893 financial panic, and rumors of malaria at Glen Echo, eventually went bankrupt. The Washington Railway and Electric Company in 1911 purchased the National Chautauqua of Glen Echo and developed the facility into a famous amusement park that flourished into the 1950s.<sup>15</sup>

The spread of electrified traction and the growth of streetcar suburbs into Montgomery County was typical of trends in many American cities between 1888 and 1918. By 1893, just five years after Sprague's successful Richmond experiment, more than 250 streetcar companies had been incorporated in the United States. In 1903, 98 percent of these lines were electrified. The electric streetcar represented progress and technical achievement and any forward-looking small town or large city could not afford to be without them. Streetcar entrepreneurs commonly extended the lines out into open country and kept the fares cheap, depending on high passenger volume and weekend excursions, to turn a profit.<sup>16</sup> In Montgomery County, the street car companies initially encouraged week-end pleasure-riding by establishing attractions and amusement parks, such as Chevy Chase Lake and Chevy Chase Springs Hotel, Bethesda Park, or resort hotels at Glen Echo and Forest Glen at or near the end of their lines.<sup>17</sup>

Tracks radiating out from the city like spokes in a wheel tied residential areas to the central business district and the retailing hub of the city. Government clerks, lawyers, bankers, scientists, military officers, and other white-collar professionals that made up the populations of communities like Chevy Chase, Kensington, Forest Glen, and Garrett Park were essentially city people living in the countryside. It was Washington, not Rockville, that was the focal point of their lives and their place of employment, entertainment, and shopping. Suburban families formed separate church congregations and organized civic associations, but still read the Washington papers and shopped at downtown stores that delivered their goods and groceries via the B&O or the streetcars. They also supported local schools, but many families sent their children on the streetcar into the District to take advantage of better public and private schools.<sup>18</sup> In the period between 1890 and 1920, the electric streetcar opened a suburban ring of pleasant neighborhoods of large detached houses, grassy yards, and tree-lined streets in Montgomery County where none had existed before.

### The Automobile Suburbs of the Interwar Era

The 1920s was a remarkable decade in American life that witnessed significant advances in science and technology, the rise of the city as the locus of the national experience, an outburst of creativity in art, literature, and music, and the flowering of consumerism spurred by advertising and new forms of credit. It was a decade of swift social change and material bounty that increased leisure time and spawned mass amusements including professional sports, movies, and fads. Of all the technological wonders, including electric toasters and vacuum cleaners, radios, and talking movies, the mass-produced automobile would most impact American society. College students at the end of the 1920s named Henry Ford as third--behind Jesus Christ and Napoleon Bonaparte--in a poll asking them to rank the greatest people of all time. Ford's Model T had brought ownership of the automobile within the reach of all middle-class Americans. By 1925 Ford was manufacturing 9,000 cars per day or one every ten seconds and priced them at \$290 or about three-months pay for the average worker. In that same period the automotive mode of transportation was adopted by the average Washington commuter.<sup>19</sup>

Before 1920 construction in communities from Bethesda to Silver Spring reflected relatively steady growth. Developers, who had only to file a plat with the County surveyor to begin selling lots or building houses, had created a significant array of fashionable suburban communities including Chevy Chase, Somerset, Kensington, North Woodside, Woodside Park, Garrett Park, and Capitol View Park. Older suburbs along the B&O Metropolitan line shared in the phenomenal suburban development of Montgomery County in its first automobile age, but Chevy Chase, Bethesda, and Silver Spring experienced the most explosive growth.

Interspersed between these fashionable subdivisions and the upcounty agricultural belt, wealthy Washingtonians built large private estates with considerable acreage, including such Bethesda area landmarks as the 1925 Wilkens Estate (Master Plan Site #30/1) and 1927 Woodend (Master Plan Site #35/12). These mammoth Georgian Revival houses, designed by architects such as John Russell Pope, were symbols of wealth and synonymous with suburban luxury. Country clubs also contributed to an upscale town and country tone in Montgomery County's suburbs. The Chevy Chase Club (1895) and the Columbia Country Club (1909), both on Connecticut Avenue in and adjacent to the Chevy Chase community, started the trend. By 1922 the Woodmont Country Club had moved from Washington to Bethesda and the construction of the now famous clubhouses and golf courses at Burning Tree and Congressional Country Clubs soon followed in the 1920s. By 1932 the county was the location of twelve country clubs with golf, tennis, and equestrian facilities comprising approximately three quarters of all country clubs in the metropolitan region.<sup>20</sup>

Real estate developers in the 1920s naturally played up the appeal of recreational opportunities, scenic beauty, and the sophistication of "country club homes." Builders planned numerous country club subdivisions, including Bradley Hills (touted in 1924 as "Washington's Country Club District"), Manor Club, west of Georgia Avenue near Norbeck, developed in the mid-1920s under the direction of E. Brooke Lee and Howard Duckett, and the Kennedy Chamberlin Development Company's 1927 Kenwood suburb. Aimed at an affluent market, developers also upgraded Bethesda areas platted before the war that had not been developed, such as Edgemoor, which was resubdivided to create more attractive building lots, redesigned with winding roadways, and enhanced with landscaping.<sup>21</sup>

Another significant subdivision in the Bethesda area was Battery Park, developed by Maddux, Marshall, Mallory, and Moss in 1923 as a "colony for officers of the Army, Navy, Marine Corps and members of the diplomatic service."<sup>22</sup> With these new country club subdivisions, the Bethesda district, which included Chevy Chase, emerged in the 1920s as by far the most affluent section of the suburban county.

In the decade of the 1920s, about 80 subdivision plats were filed in Montgomery County. Seventeen of these plats were additions to or resubdivisions of land in the Chevy Chase survey area and was indicative of the significant role this community played in the county's real estate boom. The Chevy Chase Land Company sold large sections of property for residential construction both in the District of Columbia and Maryland in this period and began developing a commercial center at Connecticut and Western Avenues on the south side of the District line in 1928.<sup>23</sup> Houses in Chevy Chase sold at well-above-average prices. Bungalows offered in 1927 sold for \$8,150 and "a detached stucco dwelling, a short distance from the Chevy Chase and Columbia Country Clubs" cost \$10,750.<sup>24</sup>

Outside of the Chevy Chase-Bethesda area, the most active subdivision development

occurred in Silver Spring. Key figures in the development of Silver Spring real estate were E. Brooke Lee and Charles W. Hopkins. Lee is a near-legendary figure in Montgomery County who had a tremendous influence on the county government in the 1920s and 1930s as the leader of the Democratic party and a close associate of Governor Albert Ritchie. Lee, a World War I hero, real estate magnate, and county political boss, owned a great deal of land in the Silver Spring area and developed a series of family farms and estates into new suburbs. His North Washington Real Estate Company developed Blair-Takoma, Sligo Park Hills, South Woodside Park, Highland View, North Hills, Country Club Park, Indian Spring Park, and Indian Spring Terrace in the 1920s. Houses in Lee's subdivisions were attractive Craftsman Bungalow, Colonial Revival, and Period Revival-style houses that were usually less expensive than those in the Bethesda-Chevy Chase area. A typical advertisement offered new 5-room bungalows in the Blair-Takoma and Silver Spring subdivisions for \$6,000 in 1927. A major amenity of Lee's subdivisions in the Silver Spring area were the Argyle and Indian Spring country clubs and the close proximity of new parks and parkways laid out by the Maryland-National Capital Park and Planning Commission bordering Rock and Sligo Creeks.<sup>25</sup>

A second noteworthy developer of Silver Spring subdivisions was Charles W. Hopkins of Newport News, Virginia. As president of the Blair Development Company and Woodside Development Corporation, he directed the subdivision of the Blair neighborhood in 1922 and Woodside Park in 1923. Woodside Park was a substantial development on the 182 acres of Washington Evening Star editor Crosby S. Noyes' former estate. Restrictions provided that only single-family detached houses would be erected, barred commercial or business uses in the neighborhood, and required a minimum setback of 40 feet and a house construction cost of at least \$6,000. Many of the houses in the subdivision were completed in 1925 and 1926.<sup>26</sup>

Suburban development in Montgomery County boomed until the stock market crash of 1929 curtailed expansion and speculation. The Depression hit the rural sections of the county the hardest as many farms fell into bankruptcy. Residents of the suburbs also felt the impact of the market's collapse, but to some extent were insulated by federal employment. The New Deal program's creation of the Home Owners Loan Corporation (HOLC) in 1933 and Federal Housing Administration (FHA) in 1934 first bolstered and then boosted the real estate market. During the 1920s the typical mortgage was five to ten years, and the loan was usually not paid off in full when the final settlement was due. In periods when money was easy, renewal was no problem. When money was tight, it might be impossible to secure renewal and foreclosure would ensue. Mortgages, financed or refinanced under the HOLC program, were fully amortized and payment extended to periods of twenty years. The FHA was a New Deal program that stimulated the housing industry without government spending and broadened opportunities for home ownership by backing mortgage loans at six percent interest with fully amortized monthly payments over twenty-five or thirty years. The immediate impact of the mortgage program was the lowering of average monthly house payments and reduction of the national rate of mortgage foreclosure.<sup>27</sup>

As it became cheaper to buy than rent, builders were put back to work and housing starts and sales began to accelerate rapidly after 1936. Silver Spring, Takoma Park, and Chevy Chase received a substantial share of FHA financial commitments in the metropolitan region between 1935 and 1939, including highly visible experimental multi-family housing projects like Falkland Garden Apartments at East-West Highway. Another major factor in the surge of suburban

growth in Montgomery County between 1935 and 1941, despite the depressed national economy, was the enormous numbers of new federal employees moving to Washington in need of housing. Coupled with the ease of financing a FHA mortgage, the county's suburbs boomed again and by 1940 the federal government had emerged by far as the single largest employer.<sup>28</sup>

The population of Montgomery County doubled in the 1930s and the county's growth rate of 71 percent far outstripped the region's 44 percent average rate of growth. Population growth was largely concentrated in the Bethesda district, which increased from 12,018 to 26,114, and Wheaton, which expanded from 13,377 to 28,877. Newcomers were attracted to the quality of Montgomery County schools and services, its parks and recreational facilities, and its planned, protected suburban communities. House construction continued at a fast pace throughout established subdivisions from Bethesda to Silver Spring. Many other subdivisions, platted in the late 1920s and early 1930s, such as Woodmoor and Burnt Mills Village near Four Corners and Glenbrook Village and Wyngate in Bethesda, flourished, with largely square, brick Colonial Revival-style houses that sold from \$6,000 to \$7,000. Domestic architecture in this period usually was brick and built in an austere Georgian or Federal Revival style. It is likely that the suburbs of Washington contain more Depression-era houses than any other part of the country, as housing starts in Montgomery County between 1935 and 1939 totaled 7,254 new dwelling units. This total, although it included multi-family apartments, equaled the number of houses that had been built in the entire County up until 1920. Contributing to the growth of housing was the construction of several hundred multi-family apartment units, a building type first introduced in the County in 1935.<sup>29</sup>

By the late 1920s, the automobile and the spreading of Washington, D.C. had created in Montgomery County a new suburban culture that, within two decades, would dominate the region. By 1940 the profile of suburbanites in Montgomery County as well-educated, native-born whites earning above-average incomes applied to 87 percent of the population. Suburbanization of the county had significantly altered the local economy from a traditional agrarian base in 1920 to a heavy dependence on work in the federal government or the real estate, insurance, and banking industries. These suburban families were still urban oriented. Fathers traveled into the city to go to work as their maids traveled out, and the downtown still provided the best shopping and entertainment.<sup>30</sup>

## Part II: The Origins and Development of Chevy Chase, Maryland

### Introduction

Chevy Chase is a distinctive neighborhood in Montgomery County because of its close ties to the historical development of the nation's capital and its romantic associations with the saga of the Newlands and Sharon families. Founded on vast wealth obtained from the Nevada Comstock Lode, Chevy Chase was a real estate development of such large scale in design and execution that it influenced the pattern of suburban growth in northwest Washington and southern Montgomery County well into the twentieth century. It is little wonder then that real estate developments on both sides of the District of Columbia boundary in a large area of upper northwest Washington and southern Montgomery County have a Chevy Chase address, comprising in all some sixteen different residential sections and creating no small measure of confusion for the newcomer. However, the subject of this historic context includes only the Maryland municipalities of Chevy Chase Village, Chevy Chase Village Section 3, Chevy Chase Village Section 5, the Town of Chevy Chase, and Village of Martin's Additions.<sup>31</sup>

The origin of Chevy Chase, Maryland is intimately tied to the remarkable career of Francis Griffith Newlands and the founding of a family-run business known as the Chevy Chase Land Company. During his tenure as a Representative and Senator from Nevada between 1893 and 1917, Newlands emerged as a major figure in the planning history of Washington, D.C. He made a profound contribution to the modern development of the civic core of the national capital as an early champion of professional oversight of federal patronage of public architecture and the fine arts and was a staunch defender of the now-famous comprehensive 1901-1902 McMillan Plan. In 1897 Newlands had sponsored legislation to establish a government Bureau of Fine Arts with the aim of bringing the selection of designs of all of the federal government's public buildings, landscapes, statuary, and other allied arts under professional control. This bill and subsequent efforts by Newlands to establish a federal fine arts bureau became significant legislative precedents for the enactment of a law in 1910 establishing the United States Commission of Fine Arts. After Senator James McMillan's death in 1903, Newlands would defend and champion the McMillan plan which shaped the Washington Mall so familiar to tourists today. Newlands' sponsorship of the 1904 Mall Parkway hearings that saved the designer's intent for width of the Mall and of a successful campaign from 1909 to 1911 to establish the future placement of the Lincoln Memorial at its Potomac River site displayed Newlands' leadership in the fight to implement the City Beautiful movement in Washington.<sup>32</sup>

Prior to his public service in Congress, Newlands also influenced the future direction of residential development in the metropolitan region when he founded the Chevy Chase Land Company in 1890 with the purpose of developing more than 1,700 acres in northwest Washington and southern Montgomery County. Newlands' influence in the execution of a City Beautiful plan for the civic core of Washington, D.C. and an Olmstedian subdivision plan for the neighborhood of Chevy Chase, Maryland and its surrounding suburbs was based on his passion for order, belief in the restorative powers of natural beauty, and the highest regard for the value of expert planning by specialists. Drawing on the emerging professions of landscape architecture and urban planning, Newlands created a new kind of community carefully developed

for the single purpose of domestic life. Chevy Chase, linked by streetcar to the workplace of central Washington, created the best aspects of country and city life.<sup>33</sup>

### Where the Money Came From

Francis G. Newlands was born August 28, 1848 at Natchez, Mississippi, the son of Dr. James Birney Newlands of Edinburgh and Jessie Barland of Perth both of whom had emigrated from Scotland to the United States in 1842. Just three years after his birth, Newlands' father died from the effects of alcoholism. The family had just settled in Quincy, Illinois. Subsequently, Jessie Newlands would marry the town's former mayor, a prominent banker named Eben Moore. After financial reverses caused by the Panic of 1857, Moore moved the family to Chicago and then Washington, D.C. where he had obtained a government job in 1863. Young Francis Newlands was privately tutored, attended Yale University and the Columbian Law College (now George Washington University in Washington, D.C.), and was admitted to the bar in 1869 at age 21. He moved to San Francisco in 1870, possibly on the promise of work from Yale connections, and soon specialized his practice, representing western interests before committees of Congress and litigants in cases before the Supreme Court.<sup>34</sup>

Newlands quickly earned a reputation as one of the leading practitioners in the state. Soon after his arrival in San Francisco, he made what was considered the princely income of \$10,000 a year. His rise in San Francisco's legal profession and the fluid and flamboyant social life of this California gold rush town probably led to his introduction, courtship, and 1874 marriage to Clara Adelaide Sharon, the daughter of the fabulously wealthy William Sharon (R-NV) called the "King of the Comstock."<sup>35</sup>

Newlands's union with the Sharon family would eventually provide him with the financial resources to match his later ambitious development plan for the Chevy Chase Land Company. In 1874, William Sharon (1821-1885) was one of the richest men in California. He had come to San Francisco in 1850 just after the gold rush and established himself in the mining supply and real estate business. Sharon, who lost or was cheated out of his first fortune, left San Francisco in 1864 to represent the notorious railroad magnate and robber baron William Ralston and the Bank of California in the re-organization of the Comstock Lode mining operation in Virginia City, Nevada. He subsequently made millions for Ralston and himself after monopolizing mining support services and founding the Virginia and Truckee Railroad to connect the mining operations to San Francisco.<sup>36</sup>

From 1875 to 1881, Sharon served as a senator from Nevada, visiting Washington during his term in office on only three occasions. However, he bought extensive property in the Dupont Circle area as one of a group of western investors (including Senator William M. Stewart (R-NV)) locally called the "California Syndicate." Sharon's business affairs related to this property brought Newlands to Washington during a period when real estate became a dominant force in the local economy. Before 1880, Washington brokers never dealt exclusively in real estate but also handled claims, insurance, and stocks. In the booming real estate market of the 1880s, there were more than one hundred realtors listed in Washington specializing solely in land transactions.<sup>37</sup> Edward Hillyer, who started his career as a clerk and assistant to Newlands at the Chevy Chase Land Company and who later became the firm's third president, recalled that Newlands' interest in the Chevy Chase real estate investment was a natural

progression from his management of Sharon's Dupont Circle investments.<sup>38</sup>

During the last years of his life, William Sharon had an affair with a beautiful and hot-tempered twenty-seven-year-old woman named Sarah Althea Hill. He attempted to end the liaison, but Hill, by then his constant companion and dubbed the "Rose of Sharon" by the San Francisco press, produced a signed marriage contract and filed suit to obtain a divorce and claim her property rights as his wife. Litigation lasted for six years, continuing some three years after Sharon's death in 1885. The California State Court ruled in Hill's favor in 1884, granting her a divorce, \$2,500 a month in alimony, and half of their common property. Sharon immediately appealed the decision to the Federal court.<sup>39</sup>

Newlands, as trustee of the Sharon estate, began litigating the case soon after his father-in-law's death and eventually would win the case. Sharon had established a trust dividing his estate equally among his son Fred, his daughter Flora (Florence Louise), and his son-in-law Francis Newlands and his three children. Mrs. Newlands (Clara Adelaide Sharon) had died in 1882 after giving birth to a fourth child, a boy named Sharon Newlands, who also died leaving Newlands a widower with three daughters, Edith, Janet, and Frances.

After a failed attempt to gain the nomination for a United States Senate seat from California in 1887, Newlands left the state and took a long vacation in England, visiting his sister-in-law Flora, who had married Sir George Fermor-Hesketh of Easton-Neston after her father provided a \$5 million dowry. While on several visits to Europe, Newlands courted and married his second wife Edith McAllister, the daughter of prominent San Francisco attorney Hall McAllister. Fond memories of this interlude in Newlands' life would be reflected in the naming of a street for the Heskeths in the first Chevy Chase development.<sup>40</sup>

On his return to the United States in 1888, Newlands established his residence in Reno, Nevada where he opened his law practice and became active in politics and the development of irrigation plans to promote agriculture in the state. The move also effectively put much of the Sharon estate outside of the jurisdiction of the California courts, which had already ruled once in Sarah Althea Hill's favor, and furthered argument for a hearing of the protracted Hill v. Sharon case in Federal court. The case finally ended in 1888 with a Supreme Court decision that ruled the marriage contract was invalid.<sup>41</sup>

### Straw Men and the Founding of the Chevy Chase Land Company

The most popular story of the origins of the Chevy Chase neighborhood begins with the eccentric Major George A. Armes, a retired Army officer who "invented" Chevy Chase. Armes acted as the principal purchasing agent for Senator William A. Stewart and Newlands, buying more than twenty farms between the District boundary at Florida Avenue and Jones Bridge Road in Montgomery County in the early months of 1890. As the tale goes, Armes had invited Stewart and Newlands to his house in 1886 or 1887 to discuss real estate investment opportunities and then took them on the rooftop of his house, known as Fairfield, sited on a Grant Road hilltop in northwest Washington. The house was then near the terminus of Connecticut Avenue in Washington, D.C. in the vicinity of what today is the National Zoological Park. With impressive vistas of the region as his backdrop, Armes described the availability of cheap farmland in the area and in a dramatic gesture pointed to the north, exclaiming "Here gentlemen, is where you should develop the finest suburb in America." He

also reputedly suggested that they construct a railroad out to this new suburb on the District line to spur development and to ensure that the enterprise would be a lucrative investment.<sup>42</sup>

Although this story of how Newlands came to be inspired to develop Chevy Chase, first recorded by Major Armes granddaughter, Edith Claude Jarvis, is colorful and dramatic, its accuracy is questionable. According to historian William Offutt, Armes did not move his family into Fairfield until September 1890. Newlands had begun his massive investment in the Washington real estate market in the early months of that year. Armes probably played no role in the development of Chevy Chase after the spring of 1890 when he leaked news of the scale of the land syndicate's purchases to the press.<sup>43</sup>

Newlands' purchasing strategy had been to use straw men as agents to buy farms beginning at Calvert Street in the District out for a distance of 5.8 miles to Jones Bridge Road in Montgomery County. By the spring of 1890, it was common knowledge that a major real estate syndicate was in operation, as 1,572.74 acres had been purchased from thirty-one different owners. The secretive operation was forced to go public when Armes informed the press that the California or Sharon syndicate was behind the transactions. Soon thereafter, the Chevy Chase Land Company, with capital stock of one million dollars was organized and incorporated on June 5, 1890.<sup>44</sup>

The company's name had been derived from one of the first and largest tracts purchased, encompassing 304 acres in the vicinity of what became Chevy Chase Circle in Maryland and the District of Columbia. The property had once been part of an original patent of 560 acres granted to Colonel Joseph Belt in 1725 recorded as "Cheivy Chace," presumably after a popular English ballad recounting a famous 1388 border clash between English and Scot noblemen.<sup>45</sup>

Newlands usually relied on expert advice and before he began his Chevy Chase real estate venture, he had conferred with Charles Carroll Glover, a major financial leader in the community. Glover, a partner in Riggs and Company (now Riggs National Bank) and the leader of a citizens' lobby formed to establish Rock Creek Park in Washington, clearly knew the location of choice real estate. It was with Glover's advice that Newlands employed Edward J. Stellwagen of Thomas J. Fisher and Company to manage his business affairs regarding these real estate transactions. Stellwagen (1855-1932) was a native of the District of Columbia and a graduate of Columbia Law School. He had worked as a draftsman for the U.S. Navy and practiced law before joining Thomas J. Fisher and Company, one of the city's leading real estate concerns. The land purchases prior to the incorporation of the Chevy Chase Land Company were carried out and directed from the Fisher real estate offices at 1324 F Street, N.W. Stellwagen also managed the incorporation of the Rock Creek Railway Company and administered its construction.<sup>46</sup>

On January 28, 1890, the Senate passed a bill that would eventually establish Rock Creek Park. Newlands and Stewart must have realized the economic implications of this legislation later enacted into law on September 27, 1890. It was widely known that new urban parks in New York City, Boston, and Chicago had significantly raised adjoining land values. In fact, it was the issue of millionaire senators speculating in the real estate market in northwest Washington in the spring of 1890 that had held up the passage of the Rock Creek Park bill in the House for months. This led to the inclusion of language in the final approved legislation that provided for a tax assessment on adjoining owners who benefitted from the park's creation. The tax was never levied and the important result of the park's establishment from an investor's



standpoint was that it took an area of nearly 2,000 acres out of the market, greatly enhancing land values in the northwest sector of the city.<sup>47</sup>

### Building the Transportation Infrastructure

Stellwagen recalled that Newlands originally had planned to extend Connecticut Avenue out to join Rockville Pike, creating a major artery from Rockville, the "capital of Montgomery County," into the nation's capital. However, the company's surveyors flagged the proposed thoroughfare and land speculators soon "slipped in ahead" and bought property involved in their plans. Acquisition of the Dodge property, now part of the Chevy Chase Club's golf course, proved particularly nettlesome and caused reconsideration of the plans for the road's layout. Landowners who appeared to be holding out for excessive profit were bypassed by a shift in the course of the road and trolley. This accounts for Connecticut Avenue's change in direction north of Chevy Chase Circle.<sup>48</sup>

Realizing the vital importance of transportation to his development and the many engineering problems of building a street railway, Newlands first employed William Kelsey Schoepf, a promising young civil engineer who was at that time the Assistant Engineer of the District of Columbia, to make a report on the difficult Rock Creek Valley crossings. He soon thereafter hired Schoepf to direct construction of the Rock Creek Railway to be built at a total length of 7.5 miles and at a cost of \$1,250,000.<sup>49</sup>

In 1889, Congress had prohibited overhead electric wires within the city boundary (Florida Avenue), so Schoepf installed the Rock Creek Railway with underground conduit power cars beginning at 7th and U Streets, running west to 18th, and north on 18th to the loop on Calvert Street at Rock Creek, a distance of 1.8 miles. A trestle bridge over Rock Creek, completed in 1891, continued the tracks with overhead wires across the bridge out on Connecticut Avenue for 5.8 miles to a point 2 miles beyond the District boundary where the engineer built an electric power station. The project included damming a branch of Rock Creek to form Chevy Chase Lake which supplied water for the powerhouse boilers. The power station was built with sufficient capacity to supply electricity for the 7.5 mile trolley line, as well as for street lights and residential lines.<sup>50</sup>

The Chevy Chase Land Company entered into an agreement in 1891 with the Metropolitan Southern Railroad Company, in connection with the Metropolitan Branch of the Baltimore & Ohio Railroad, to install a spur from the Metropolitan Branch at Silver Spring running west through the Chevy Chase Land Company holdings at the Lake, with a station at the intersection of Connecticut Avenue. This branch furnished convenient transportation of streetcar rails, equipment for the power station, gravel for roads, and building materials. Most significantly, it also furnished a siding for direct delivery of coal to the Chevy Chase Land Company's new power station.<sup>51</sup>

## Formation of a Comprehensive Development Plan

In 1891, Newlands assembled his team of expert engineers and designers to execute plans for Chevy Chase. The group included his chief engineer, W. Kelsey Schoepf; Providence, Rhode Island sewer and water specialist Samuel M. Gray; Philadelphia architect Lindley Johnson; and New York landscape architect Nathan F. Barrett. Gray, a nationally-renowned sanitation engineer, was employed to design a complete plan for sewer and water services for the entire 1,100 acres of Chevy Chase Land Company property lying north of the District of Columbia. A native Philadelphian, Lindley Johnson was educated and trained for his architectural career at the University of Pennsylvania, three years in the Atelier Moyeax at the Ecole des Beaux Arts in Paris, and one year in the office of Frank Furness. He was a respected national specialist recognized as an outstanding designer of residences, country clubs, and resort hotels.<sup>52</sup>

Nathan Barrett, born on Staten Island, New York in 1845, was a wounded Civil War veteran, who took up the study of landscape architecture. He began his career in 1866, working as an apprentice in his brother's nursery propagating plants, and taught himself design from books and study tours of the landscape projects of Andrew J. Downing and Olmsted and Vaux. In 1879-80 he collaborated with architect Solon S. Beman on the design of Pullman, Illinois, a famous company-built town (now a part of Chicago). By 1891, Barrett had built a national practice and was well regarded for his town plans and unconventional landscape designs for estates in exclusive communities like Newport, Rhode Island; Tuxedo, New York; and Seabright, New Jersey.<sup>53</sup>

With his group of experts, Newlands developed the design of Chevy Chase, Maryland as well as an overall development strategy for improvement of the company's land in the northwest section of Washington. The company's development principles, as recalled by Edward Hillyer, Newlands' assistant and later president of the CCLC between 1932 and 1948, were 1) accessibility, 2) efficient transportation, and 3) attractive subdivision. By accessibility Newlands essentially was referring to well-built roads. Efficient transportation was synonymous with fast and reliable streetcar service. Newlands' idea of an attractive subdivision had several key components: a well-designed street layout and landscape design, an ample supply of pure water, a sewer system, proper zoning, architectural control (established through a fixed minimum cost for houses), and buildings of community interest including schools, churches, and clubs. Underlying his plan was a ban on commercial property in Chevy Chase, Maryland. Furthermore, no alleys were to be built in the original section of the Village.<sup>54</sup>

The company's commitment to "attractive subdivision" concerning street layout, landscape architecture, and residential design would be boldly displayed on an 1892 promotional map titled, "Chevy Chase Adjacent to Washington, D.C. Section 2," published by the company's sole real estate agent Thomas J. Fisher and Company. Illustrating the margins of the subdivision's largely rectilinear street plan were vignettes of six cottages and sketches of formal gardens and naturalistic parkways. The map listed Johnson as architect and Barrett as landscape architect. Only two of the six buildings rendered on the map in Colonial Revival, Arts and Crafts, and English Tudor styles are extant. These buildings, intended for company officers, are a Prairie/Arts and Crafts house built at 5804 Connecticut Avenue and an English Tudor residence at 5900 Connecticut Avenue.

On November 22, 1892, the Plat of Section 2, with its focal point being Chevy Chase Circle, was recorded with 95.5 acres for lots and 59 acres for streets and parks. Barrett's intended design for the major landscape elements for the north-south road network conveyed on this map were striking. It combined a formal Baroque axis from Chevy Chase Circle up Connecticut Avenue with a series of curved and heavily tree-lined parkways given the sylvan names of Linden, Laurel, Magnolia, Cypress, and Cedar. Formal neoclassical gardens were planned at the circle and at an intersection further north at Connecticut Avenue and Newlands Street. All the community's east-west cross streets, originally named after states or cities, such as Kansas, Houston, Omaha, and Lexington, were planned with a significant street tree canopy.

Barrett's street layout and planting scheme was only partially executed. In 1909, Section 2 was subdivided and 64.643 acres were leased and later sold to the Chevy Chase Club. This eliminated from the community's plan a large area in the northwest sector of the 1892 plat. The remaining proposed plan and alignments are largely intact although many east-west street names were changed from American states or cities to British-sounding designations, such as Irving, Kirke, Lenox, Primrose, Melrose, and Oxford streets. Barrett would work for more than a year in Chevy Chase directing the planting of trees, hedges, and banks of boxwood. Greenhouses were built to raise the plant materials, and surplus plants were sold at the Center Market in Washington, D.C. Barrett's street tree list included elm, pin oak, sycamore, maple, tulip, poplar, white and black oak, locust, dogwood, and judas trees. He also supervised elaborate plantings of Japanese boxwood in common areas, one of which is still extant between Grafton Street and Magnolia Parkway.<sup>55</sup>

In 1892, General A.J. Warner was given charge of the direction of the construction of streets, gutters, drains, water mains, and sewers with an "Engineer Corps" consisting of surveyor Edwin C. Reynolds and three assistants. The CCLC retained the services of Samuel M. Gray for the remainder of that year as Warner began to grade the streets according to Barrett's plan. Gray's design for the sewer and water supply system was completed and construction began construction in early 1893. The water supply, drawn from a series of artesian wells in the area, was pumped into a 300,000-gallon standpipe on Rosemary Circle just north of Bradley Lane in what today is the Town of Chevy Chase. This water storage tower, 130 feet in height and twenty feet in diameter, with a conical roof and an exterior spiral staircase, became a community landmark that was a favorite climbing spot for thrill-seeking youngsters for nearly forty years. The water system was superseded in the 1930s by modern service mains built and operated by the Washington Suburban Sanitary Commission. The tower was dismantled in 1934.<sup>56</sup>

Newlands "proper zoning" defined commercial and residential areas in the broader Chevy Chase development. From the start he had plans for a shopping district to be located south of the circle on Connecticut Avenue in Chevy Chase, D.C. In 1916, the Chevy Chase Land Company thought the area populated enough to attempt to build a chain grocery store in this area, but the project was abandoned after the company lost a suit challenging the construction on the grounds that a plat had not been filed to reserve the lot for this purpose. Eventually, Connecticut Avenue in this area would be commercially zoned by the District government after enactment of the first zoning law in 1920.<sup>57</sup>

Another interesting component of Newlands' zoning ideas was the establishment of a living area on the periphery of the neighborhood for domestics. Most Chevy Chase homeowners

commonly provided housing for their servants or the domestics commuted daily to the neighborhood by streetcar. However, in 1900, the company encouraged the development of a servant housing area known as Belmont, on the north side of Western Avenue (Section 1-A). Twenty lots were deeded to "colored persons" and the company established a small down payment and monthly mortgage. However, the purchasers defaulted and the venture failed miserably. Eventually the land was reacquired in Equity Court and resold to developers in the 1920s.<sup>58</sup>

The most significant element of the CCLC's plans for subdivision that would define the architectural character of Chevy Chase, Maryland was a series of building restrictions developed by Washington architect Leon Dessez. Apparently, Dessez was hired by the CCLC in 1892 to act as supervising architect for the construction of the company homes designed by Johnson. Impressed with his services, the CCLC selected Dessez as a member of the Board of Directors on December 23, 1893 and, for the remainder of his life, he acted as the company's architect.

Dessez (1858-1918) was a native Washingtonian who began his architectural career as an apprentice in the office of Hornblower and Poindexter. During the early 1880s, he worked for the Army Corps of Engineers producing working drawings for the construction of the Washington Monument. He then worked as an engineering and architectural draftsman at the Navy Yard. In 1886 he opened an independent architectural office in Washington in 1886 and soon gained a reputation for his knowledge of construction materials and building safety. His best known commission today is the 1891-1893 Vice-President's House (originally the Superintendent's House, United States Naval Observatory). In addition to his work for the CCLC, he also helped the District commissioners revise Washington's building code in 1908.<sup>59</sup>

Dessez developed restrictions banning row houses, apartments, stores, and business buildings that have been maintained in Chevy Chase, Maryland to the present day. By 1892 it was determined that any house built on the Connecticut Avenue thoroughfare must cost at least \$5,000. Houses fronting other streets of the subdivision could not cost less than \$3,000. Newlands himself occupied 9 Chevy Chase Circle in Maryland built at a cost of \$32,000 in the Tudor Revival style. This house was later purchased and enlarged by William S. Corby. The Newlands-Corby Mansion (1894) is believed to have been designed by Lindley Johnson with revisions by Leon Dessez and was later remodeled by Arthur Heaton. It is already designated on the Montgomery County Master Plan for Historic Preservation (#35/13-1).

Newlands lived with his family in Chevy Chase periodically until he established a residence in 1901 at "Woodley," the historic Philip Barton Key estate in the District of Columbia. From 1893 until his death in 1917, it was part of Newlands routine to stop on the way to the Capitol at the Fisher offices to receive a report from Stellwagen on the progress of the development. He issued instructions and took a daily report with him in his pocket listing the CCLC's bank balance, the amount of notes received and due on development contracts. Beginning in 1909, Newlands conferred with Edward Hillyer on Sunday mornings at his 2228 Massachusetts Avenue residence to map out the week's work. Stellwagen took charge whenever Newlands was out of town.<sup>60</sup>

## The Development of the Streetcar Suburb, 1892-1917

The first section of Chevy Chase opened for development was Section 2, now known as Chevy Chase Village. The Panic of 1893 blunted sales of lots in the development and also caused the company to reorganize its assets, leading to the consolidation of the Rock Creek Railway and the CCLC. Previously these two corporations were separate with mutually dependent business interests and many of the same officers. Early in 1895, negotiations were started to merge the Rock Creek Railway Company with the Georgetown Railroad Company, which held the right-of-way over Pennsylvania Avenue to the east and west in the District and from the Navy Yard through Georgetown and on Seventh and Fourteenth Streets. In the resulting merger, the Rock Creek Railway Company purchased Georgetown Railroad Company and the name was changed to Capital Traction Company. The impact of the merger was that it provided Chevy Chase residents with transportation from Chevy Chase Circle to the business section of D.C., and allowed a passenger with one transfer to go east on to the Capitol and on the Navy Yard, or west to Georgetown, all for the fare of five cents. Village residents were in a "one-fare zone," a fact that real estate advertisements noted as an inducement to potential buyers.<sup>61</sup>

By 1897, approximately 27 houses had been built and occupied. The first houses were concentrated in the area immediately surrounding the Chevy Chase Circle. The most notable of these buildings were the company-built residences including Newlands' house, which at this time was rented as a summer retreat to President McKinley's Secretary of the Treasury Lyman P. Gage. Henry Earle, one of the incorporators of the Chevy Chase Club, was employed by the CCLC in 1893 to stimulate interest in the sale of lots, particularly to club members. Paid a commission on the sale of lots and dwellings, he later formed Earle Brothers, Builders. According to Hillyer, 16 houses were built and occupied in 1894 and an additional 8 houses were completed in 1895 after the CCLC advanced to Earle building loans of \$26,474.71 to stimulate house construction.<sup>62</sup>

Although the 1898 Spanish American War stalled sales, the Chevy Chase Land Company's fortunes improved markedly at the turn of the new century. In 1900, Stellwagen and associates organized the Union Trust and Storage Company in the District of Columbia (in 1905 the company abbreviated its title to Union Trust Company) and purchased controlling interest in the Thomas J. Fisher Realty Company. This consolidation brought under one roof the owners of the land (CCLC), the real estate brokers (Fisher and Company), and a company with the financial resources to buy lots and to loan money to homeowners for mortgages (Union Trust Company).<sup>63</sup>

With brisk lot sales by 1905, it became necessary to open Chevy Chase Village Section 3 (bounded by Connecticut Avenue, Taylor Street, Brookville Road, and Bradley Lane). Parcels to the east and north of this area that were not owned by the CCLC, such as Otterbourne, Sonneman's Addition, and Martin's Additions, had already been subdivided between 1894 and 1904. Soon thereafter, Section 4 (the core of the Town of Chevy Chase) was platted for development in 1909. These subdivisions, with the inclusion of Section 5 and Chevy Chase Park subdivided in the 1920s, largely comprise the land area of this survey project.<sup>64</sup>

By 1918, Chevy Chase was showing the promise of becoming a thriving community. The company's principle of accessibility was evidenced in the street plan of Chevy Chase,

centered on the north-south running Connecticut Avenue. This arterial thoroughfare was paved with bricks and lined with the streetcar tracks down its center. Connecticut Avenue was roughly paralleled by four curved roads (Cedar Street, Magnolia Lane, Laurel Parkway, and Brookville Road) and intersected by sixteen perpendicular streets (Hesketh, Irving, Lenox, Melrose, Newlands, Oxford, Primrose, Quincy, Rosemary, Shepherd, Taylor, Thornapple, Underwood, Virgilia, Woodbine, and Bradley) that were all graded and graveled.

House construction was oriented toward the streetcar line that provided transportation as well as a free delivery service for Chevy Chase residents to obtain groceries and dry goods purchased in Washington, D.C. The only nearby commercial areas were a small grocery store on Brookville Road at the eastern edge of Chevy Chase, a coal and wood supplier adjacent to the power plant just north of the neighborhood, and a real estate sales office at Connecticut Avenue and Meadow Lane (Town of Chevy Chase). The community had two churches within its bounds (All Saints' Episcopal and Chevy Chase United Methodist), a public elementary school, a private girls' school, two country clubs (Chevy Chase and Columbia Country Clubs located on Connecticut Avenue and the corner of East-West Highway and Connecticut Avenue (the later club, opened in 1911, is outside the survey area), a post office, a fire department, and a recreational facility at Chevy Chase Lake.<sup>65</sup>

1911-1915  
with a list of  
churches

Approximately 175 houses had been constructed by 1915, and within the year, lots in Section 2 were largely sold out. The domestic architecture of the period before World War I in Chevy Chase was varied in style and ranged in scale from large mansions to modest bungalows. However, Section 2 (Chevy Chase Village), especially on the streets within a short walk to the circle, had a significant concentration of large-scale Shingle, Colonial Revival, and Tudor-style houses built on large lots (7,500 square feet was a minimum).<sup>66</sup> Many of the houses, owned by prosperous businessmen or professionals, were conservative and largely symmetrical shingled or stuccoed Four Squares or side-gabled buildings with ample columned porches. With the trimmed tree-bordered streets, the neighborhood conveyed the ideal image of family privacy and refuge from the city.

World War I stalled real estate sales for several years. After the United States' entry into the conflict in 1917, there were practically no land sales in Chevy Chase. The period from 1915 to 1920 was especially difficult for the company. Congress had changed the tax laws of the District of Columbia in 1914 so that lands were assessed at full value and not at two-thirds their value as had been the practice. Additionally, with the outbreak of World War I, Deacon and Manchester and Salford Bank, Ltd. of Manchester, England, gave notice to Chevy Chase Land Company bondholders that it would require payments on November 1, 1915 as provided for by the Deed of Trust. The security for the bond was the company's unimproved real estate, so it would be difficult to replace the loan. The Union Trust Company of the District of Columbia, established in 1899 to manage this bond, negotiated a new loan of \$250,000 with the Fidelity Trust of Philadelphia for 5 years in 1915. The CCLC's activities in this period were controlled by the urgency of staying solvent, paying taxes, and making the interest payments on its bonds and debts.<sup>67</sup>

During the lean times of World War I, Thomas J. Fisher and Company, the exclusive realtor for Chevy Chase Land Company sales, released a handsome booklet Chevy Chase for Homes (1916). This promotional brochure captured a solid middle class tone in the intended home owner profile for Chevy Chase when it was noted that the neighborhood was designed "to

meet the requirements of discriminating people--but that does not necessarily mean, in our opinion, people of great wealth."<sup>68</sup>

Newlands' sudden death on December 24, 1917 marked the end of an era in the history of the Chevy Chase Land Company. Edward J. Stellwagen became the new company president and Newlands' widow, Mrs. Edith McAllister Newlands, was elected vice-president, representing the family's interests on the board of directors. Newlands enjoyed a long and productive career in Congress, greatly contributing to the improvement of the nation's capital. However, he would best be remembered in American history as the sponsor of the Newlands Reclamation Act of 1902 that created an irrigation-dam-building program in sixteen western states and established the Bureau of Reclamation to use the proceeds of the sale of public lands for future projects. A fountain was seen as the most appropriate memorial for the man known as the "father of irrigation." Washington architect and Newlands family friend Edward W. Donn, Jr. was chosen to be the designer. The 1932 sandstone fountain throws a two-inch jet of water 30 feet into the air which splashes into a 60 feet diameter pool. Maryland Garden Clubs donated and supervised the plantings around the monument that today forms the southern gateway to the neighborhood.<sup>69</sup> The CCLC restored the fountain and park in 1992 as part of their centennial celebration.

#### A Building Boom and the Great Depression, 1918-1945

A postwar economic recovery would take several years as the nation's industries made the transition from war production to a peacetime economy. By 1920, the government began to redeem its bonds and notes held by the public, which along with a reduction of federal public debt from more than \$25 million in 1919 to \$16 million in 1930, created the greatest boom the American economy had experienced to that date.<sup>70</sup> Throughout the 1920s, Americans took their investment returns in government war bonds and began to buy new homes, automobiles, and luxury items, or invested in real estate and stocks. Spurred on by advertising and new forms of credit, the majority of the population enjoyed an unparalleled standard of living.

The CCLC would benefit from this unprecedented wave of prosperity as well as the explosive growth of the federal government both during and immediately after World War I. The war had swelled the size of the federal government's work force from 39,000 to 94,000.<sup>71</sup> In 1918 many of these workers remained in Washington and were ideal potential customers for the Chevy Chase Land Company in the 1920s.<sup>72</sup> Lot sales were so good that by 1922 the CCLC could not keep up with demand. Several new sections in Maryland and the District of Columbia would be opened. Lots in Section 5, Section 1, and Section 1-A in Maryland would be opened for sale between 1923 and 1927. In March 1922, the CCLC paid its first dividend since the founding of the company in 1890 and from 1918 to 1931, the company's sales of unimproved land totalled more than \$7 million (between 1922 and 1931 CCLC distributed more than \$2 million to its stockholders). The peak year for these sales was 1925.<sup>73</sup>

It was during this boom that CCLC president Stellwagen contracted "sleeping sickness" from which he never fully recovered. He died in 1932 to be succeeded by Edward Hillyer. Liaison officer between Newlands and Stellwagen in the 1890s, Hillyer was Stellwagen's chief assistant during the last decade of his life. He served as president until 1948, maintaining the company's continuity of leadership and the personal connection to Newlands and his vision for

Chevy Chase into the modern era.

The dramatic impact that the real estate boom of the 1920s had on Chevy Chase, Maryland is well represented by the development of what was then known as Section Four that today is the Town of Chevy Chase. Section Four was platted in 1909. In 1915 there were approximately 36 buildings scattered on the landscape of this section of the development. By 1941 more than 1,000 houses had been built, comprising 85 per cent of the Town's present building stock.<sup>74</sup> Throughout the 1920s, the Fisher Company would aggressively advertise Chevy Chase as the "twin suburbs" referring to the CCLC's parallel development in Chevy Chase, D.C., which also opened in 1909. By 1926, Fisher advertisements noted that "you can build a house according to your own plans" with a small amount of cash and pay for the house "monthly like rent."<sup>75</sup> The large majority of these houses were built before 1933 as the Great Depression deepened and stalled construction.

The federal government burgeoned again during the New Deal era, advancing the civil service rolls to more than one million workers by 1941. The New Deal's FHA and HOLC programs stimulated the regional real estate market, which began a recovery in the Washington area in 1934. In that year the CCLC launched a new upscale development known as the The Hamlet on East Leland (now Blackthorn) Street. By 1936 the recovery was in full swing, as housing starts in the region were the best in five years.<sup>76</sup> All sections of Chevy Chase experienced the booming growth, economic hard times, and recovery experienced by the Town between 1920 and 1941. Section 3, Section 5, Martin's Additions, and infill in the Village added more than 1,000 houses in eclectic Georgian, Tudor, Dutch Colonial, Neoclassical, and Mediterranean styles.

#### Residential and Social Characteristics of Chevy Chase, Maryland, 1890-1945

In the last quarter of the nineteenth century, the land area that became Chevy Chase, Maryland was agricultural property dotted by farmsteads. In 1879 nearby Bethesda Post Office, then just a crossroads hamlet on the Frederick and Georgetown Turnpike with a school, church, grange hall, post office, family doctor, and a population of 25, was a service village for the Laird, Watkins, Williams, Dodge, Anderson, Bradley, Sonneman, and Counselman families who operated farms in the Chevy Chase area. By 1890, the CCLC acquired most of these holdings totalling more than 1,000 acres. However, there were several notable parcels that were not sold. These parcels included 14½ acres of the Williams land bought by John Frank Ellis and platted as Otterbourne in 1894, the 14-acre Sonneman property east of Brookville Road, which was subdivided by the family in 1904, and more than 180 acres of land owned by the Anderson heirs also east of Brookville Road. Approximately 95 acres of the Anderson's land would subsequently be sold to Harry Martin and developed into Martin's Additions.<sup>77</sup>

The Williams tract had once been a part of Zachariah McCubbin's approximately 300-acre No Gain Estate. This eighteenth-century plantation once incorporated the area of Martin's Additions, Section 3, Section 5, and a part of the Town of Chevy Chase. The No Gain farmhouse, built in the 1780s and remodeled in the 1920s, still stands at 3518 Thornapple Street. There is also a log cabin at 3810 Thornapple Street that according to oral tradition dates to 1760. It is also known from an 1861 deed conveying land from overseer Greenburg Watkins to Samuel B. Anderson, owner of No Gain in the nineteenth century, that he interred slaves at a cemetery



site on a parcel located east of Brookville Road near what today is Woolsey Street.

In the mid-nineteenth century, No Gain was divided and sold in two roughly equal parcels to the east and west of Brookville Road. Anderson acquired the farmhouse and eastern half of the No Gain property and also 33 acres of the original McCubbin land west of Brookville Road.<sup>78</sup> In 1890 agents acting on behalf of the CCLC purchased most of the No Gain acreage west of Brookville Road, then owned by the Williams heirs, with the exception of a 32-acre parcel that had been purchased by John M.C. Williams in 1884. The Williams family subdivided that piece, retaining several houses built on Williams Lane, including the 1840 Richard Williams house at 3707 and two houses built in the 1860s for his daughters at 3806 and 3807 Williams Lane. The family retained the right-of-way for Williams Lane to Brookville Road and sold off a 14-acre parcel to J. Frank Ellis who platted Otterbourne. The No Gain land east of Brookville Road, owned by the Anderson heirs, would be subdivided and sold in three large lots in the early 20th century. Harry Martin acquired Lots 1 and 2 between 1904 and 1908, which totaled about 95 acres, and developed them as Martin's Additions. A few lots in Lot 2 fronting Brookville Road had been sold before Martin made his purchase, including the McCubbin farmhouse and log cabin then situated on four acres. Minnehaha Brooke bought the property in 1904 and opened Mrs. Brooke's Tea Room in the farmhouse. In the 1920s Dr. Frank Schulze purchased the vernacular Tidewater house and made a Dutch Colonial Revival-style renovation to the building.<sup>79</sup>

Lot 3, which is outside of the Chevy Chase survey area, remained undeveloped until after World War I, when it was purchased by Captain Clarence C. Calhoun of Kentucky. With his wife Daisy Breaux Calhoun, he built Rossdhu Castle in 1927, a replica of his family's ancestral 12th-century castle Clan Colquhoun on Loch Lomond in Scotland. The Calhouns lost the property during the Depression, and after conversion into a nightclub and 30-unit apartment, the mansion was razed in 1957 to make way for the Braemar development named for the Scottish town near the site of the clan's original castle. All that remains of the Calhoun castle built on East Woodbine Street is a gatehouse with a pond out front that simulated a moated entrance.<sup>80</sup>

The Sonnemans were a prominent family residing on Brookville Road in Chevy Chase both before and after the 1890 land transfer to the CCLC. Ottmar Sonneman, the patriarch of this family, was a German architectural engineer who had assisted Captain Montgomery Meigs with structural plans for the Capitol Dome in the 1850s, designed bridges for the B&O, and later in his career worked on the Library of Congress under General Thomas L. Casey. Ottmar Sonneman also had been a major vintner in Montgomery County in the last quarter of the nineteenth century. In 1880 he produced 750 gallons of wine and sold 10,000 pounds of grapes from his five-acre vineyard in Chevy Chase.<sup>81</sup> His son Theodore operated the family's general store on Brookville Road (razed) and subdivided most of what had been the family's 14-acre farmstead after Ottmar Sonneman's death in 1904. Frank and Alexander Sonneman went into the building trades. Frank became a successful contractor and is known to have built houses in Chevy Chase Village for architect Waddy Wood at 2, 4, and 8 Oxford Street. Alexander H. Sonneman practiced architecture in Washington, D.C. and Maryland during the 1920s and 1930s and is known to have designed several houses in Chevy Chase, including his uncle Theodore Sonneman, Jr.'s house at 6307 Broad Branch and at least two Georgian Revival-style houses in the Village at 101 and 129 Grafton Street.<sup>82</sup>

The first evidence of a grand plan to change the Chevy Chase area from farmland to suburb began to emerge on the landscape in 1893. The first residents of the new subdivision of Chevy Chase occupied four "cottages" completed by the CCLC as residences for officers and stockholders in 1893 and 1894. Architect Leon Dessez and his family moved into The Lodge (5804 Connecticut) that Stellwagen declined to occupy and then Congressman Newlands and his family purchased a Jacobethan house on the Circle (9 Chevy Chase Circle) and used it as a seasonal residence. CCLC secretary Howard Nyman moved into the large Prairie-style house (razed) at Connecticut and Irving Streets and "Cottage G" (5900 Connecticut) became the residence of the Claudes. Herbert Claude, a young engineer employed by the land company to work on the construction of the Rock Creek Railway, persuaded his parents to move to Chevy Chase in 1893. The Claude family played an important role in building the community of Chevy Chase as Herbert Claude became the superintendent of the Maryland extension of the streetcar line and the proprietor of the amusement park at Chevy Chase Lake. His sister Jessie Claude became the postmaster for the new community and served in the position until the 1930s. Until the Village library and post office was built about 1896, the first floor of the Claude house provided space for the land company and mail room. The CCLC also built a cottage at 3 East Lenox Street that was purchased by engineer Morris Hacker. Soon thereafter another company house was erected at 3 East Irving that became Leon Dessez's residence after 1894.<sup>83</sup>

By the mid-1890s, the pioneering residents of Chevy Chase, who were not affiliated with the CCLC, included the Mackrille, Richards, Compton, Couzens, and Fisher families on West Kirke Street; the Birney and McCubbin families on East Kirke; the Brown family on W. Irving Street; the Lemly family on Laurel Parkway; the Chandlee and Porter families on East Lenox Street; the Lewis and Robertson families on West Melrose Street; and the Portman and Verrill families on East Melrose Street.<sup>84</sup> By 1900, greater Chevy Chase had a population of army officers, government clerks, attorneys, real estate brokers, scientists, plumbers, carpenters, painters, and proprietors of boarding houses living in residences stretched along the streetcar line from Chevy Chase Circle to the carbarns at Chevy Chase Lake. Closer to the circle were the residences of white collar professionals, such as attorney Thomas Robertson, Bureau of Labor commissioner Charles Verrill, and female physician Adeline Portman. Blue-collar railroad and streetcar workers lived farther north in the brick boarding houses on Watkins Street called "Chinch Row" across Connecticut Avenue from the Lake.<sup>85</sup>

By 1903 the community of Chevy Chase had begun to take shape and gained notice in the Washington Times as "Premier Among Washington Suburbs." The article described the Chevy Chase Club as the main feature of a "beautiful village of palatial homes" which Washington society "has taken unto itself." The reporter noted that between 200 and 300 resided in the community, but "this cannot be said to be its real population for society folk in great number spend much of their time in the pleasant confines of Chevy Chase."<sup>86</sup> Although a glowing report of the outstanding golf facility and hunting activities of the first country club for Washington's elite was the article's centerpiece, there was some description of the neighborhood. The major points of interest cited in 1903 were the Chevy Chase clubhouse (then in the old Bradley farmhouse), the Newlands residence facing Chevy Chase Circle, the library and post office, an elementary school just below the Circle in the District of Columbia, the All Saints Episcopal Church, the water standpipe on Rosemary Circle (likened to Italy's Tower of Pisa), the Chevy Chase School for Girls (formerly the Chevy Chase Springs Hotel), and the

amusement park at Chevy Chase Lake. The residential character of Chevy Chase was described as "tasteful and pleasing" and ranged in cost from \$6,000 to \$40,000. The reporter also thought the municipal amenities of sewerage, electric lighting, and street-paving matched those of Washington. The newspaper illustrated only the Charles D. Davis house at 3 West Irving Street to represent the average quality of the residential architecture. The reporter downplayed the suburb's outlying location that was six miles from the Treasury Department, near the core of the city's financial district, noting that the technology of the city telephone system, the regular delivery wagons of urban merchants, and efficient and punctual streetcar service more than compensated for any possible inconvenience.<sup>87</sup>

The Chevy Chase Club immediately provided the suburb with a presence that set it apart from other railroad and streetcar suburbs in the county. While developing his plans for Chevy Chase, Newlands, an avid equestrian who had a passion for fox hunting, invited the Dumblane Hunt Club to use a 100-acre Goldsborough tract the CCLC had acquired in 1890. Known as "Belmont", the farm was located along what is now Western Avenue between Chevy Chase Circle and Wisconsin Avenue. The company also subsidized hunting activities with a \$1,000 advance to the club and would act as the intermediary in negotiations for securing the lease of the 1747 Bradley farmhouse and approximately 9 acres just off Connecticut Avenue in 1894 as the headquarters for the newly incorporated Chevy Chase Club. Originally the land had been part of Colonel Joseph Belt's "Cheivy Chace" land grant on which he had erected the farmhouse. Later Abraham Bradley, appointed Assistant Post Master General in 1779, acquired the property in 1815. It was inherited by his son, who lived in the house until his death in 1884. The club purchased the property from subsequent owners John C. Bullitt and Tiny Speed Rodgers in 1897.<sup>88</sup>

The charter list of Chevy Chase club members included prominent lawyers, doctors, bankers, real estate brokers, and architects. Many of these men had existing affiliations with Washington's elite social organizations, especially the Metropolitan Club, whose members were interested in establishing "a country club with a hunting element" as the Dumblane Hunt was struggling at the time and close to disbanding.<sup>89</sup> However, within a decade other recreational pursuits surpassed foxhunting as sporting interests. Golf, tennis, and other equestrian sports (steeplechase racing and shows) became the most popular sports with members by the early 20th century. In 1897 the group purchased the Bradley tract to create a permanent home for Washington's first country club. By 1907 the club had 650 "resident" members, many of whom were members of Washington's social and political elite.

In 1911 the organization built a new Georgian Revival clubhouse to the design of Jules Henri di Sibour, a club member and an Ecole-trained architect who had practiced in New York before settling in Washington. A Neoclassical portico was added to the building three years later and the club commissioned Waddy Wood to expand the club complex and build Colonial Revival-style lateral wing additions in 1926. In addition to a new stone south wing, Wood designed a new frame "Bradley House," which incorporated a chimney stack and a heavy timber joist from the revered farmhouse that had served as the club's original headquarters at the site. The building has undergone subsequent modifications and enlargements throughout the 20th century.<sup>90</sup> However, the main H-plan fieldstone block and south wings from the 1911 and 1926 building campaigns retain their distinctive exterior design and have strong historical associations with the growth of the Chevy Chase Club and the prestige of Chevy Chase Village

as they evolved together between 1911 and 1930.

The grounds of the club grew quickly, expanding with purchases of more than 64 acres from the CCLC in 1903 and just over 117 acres of the Ysidora B.M. Dodge tract in 1908 from Joseph H. Bradley, Trustee. Today the club occupies 190 acres. The club's first golf course was laid out by Village Engineer Morris Hacker primarily on CCLC land on the east side of Connecticut Avenue with starting and finishing holes crossing Connecticut Avenue and the streetcar tracks. Soon the course expanded to nine holes and a second nine was laid out on CCLC land and the Dodge tract leased in 1898. After purchasing these leased parcels, the club commissioned legendary architect Donald J. Ross to lay out a new course in 1910. This landscape was not placed within the Village survey district boundaries because it has been expanded and substantially reconstructed to designs by Colt, MacKenzie, & Alison, Robert Trent Jones, and other golf course architects since the 1920s and the course no longer retains sufficient integrity from any specific period as a historic designed landscape.<sup>91</sup>

In the early twentieth century, the golf course, already considered one of the best in the region, regularly drew members of Congress, diplomats, well-heeled professionals, and representatives of the "smart families of New York." Most were members or on the "out-of-town" lists. Dignitaries, such as Presidents Theodore Roosevelt and William Howard Taft, author and club president Thomas Nelson Page, Admiral George Dewey, Secretary of War Elihu Root, and Attorney General William Knox were members or frequent guests at the club. Roosevelt's passion was cross-country riding while Taft was an avid golfer. The Chevy Chase hunt was a highlight every season as residents and spectators alike watched the brightly-garbed riders in their "pink coats" gather at the Circle to ride to the hounds across the fields in the area.<sup>92</sup> A measure of the growth of Chevy Chase was indicated by the complaints of Villagers that caused the club to move the baying hounds out to Chevy Chase Lake in 1906. After the huntmaster Clarence Moore and his hounds went down with the Titanic in 1912, the popularity of hunting waned and by the 1920s was replaced by golf and tennis as the membership's main athletic outlet. Few of the early residents of Chevy Chase were members of the club, but it was an important early institutional presence that helped shape the community's identity.<sup>93</sup>

In keeping with Newlands' concern that the new subdivision have buildings of "community interest," a series of early efforts were made to plant educational, civic, religious and recreational institutions in this area. The CCLC built a wooden sales office at the Circle between Grafton Street and Magnolia Parkway that became a small temporary school for Chevy Chase children until an elementary school opened in 1898 on land donated by the CCLC in the District of Columbia. In that same year a two-room school was built by the company for the school board on a Bradley Lane site in what today is the Town of Chevy Chase. The structure was used as a school until 1903, but the District of Columbia elementary school proved to be much more popular because of the reputation of its principal, Ella Given. Attendance at the Bradley Lane school dropped off quickly and eventually the school was closed and sold. Today the building at 3905 Bradley Lane is a private residence.<sup>94</sup>

Given, the niece of CCLC officer Edward Stellwagen, holds a special place in the evolution of Chevy Chase's educational institutions. She began her career in Chevy Chase as a schoolteacher at the one-room school and then became the principal of the District's new Chevy Chase elementary (now E.V. Brown) school when it opened in 1898. Given recalled that from

the outset she intended that her school become the community center. She organized frequent lawn parties featuring ice cream socials to raise funds for extras like a piano for the school. The flower parade for the children of the kindergarten and lower grades, wherein bicycles, tricycles, wagons, and ponies were adorned with flowers and paraded around the school grounds, was another popular event organized by Given that became a Chevy Chase, D.C. spring tradition.<sup>95</sup>

In 1912 Congress enacted a measure to reduce overcrowding in the D.C. Schools and banned tuition-paying non-resident students from attending District schools if their parents did not own property or pay taxes levied by the District government.<sup>96</sup> Citizens quickly rented a house at 6812 Delaware Street in Chevy Chase and converted it for use as a school. Temporary buildings housed public schools until "Valley View," a two-story brick building, was built between Meadow Lane and Rosemary Street in 1917 for elementary and high school students. A new twelve-room Collegiate Gothic-style elementary school costing \$94,000 opened on Rosemary Street at the present site in 1930. The school board authorized a \$100,000 nine-room addition in 1936. The structure has been modified several times since that time. Many high school students attended private schools or lived with D.C. relatives to attend the District's public schools until the completion of Bethesda-Chevy Chase High School in 1929.<sup>97</sup>

The Village Hall, 5906 Connecticut Avenue, was built by the company in 1896. The building accommodated the post office, a library established by Senator Newlands' daughters, and fire apparatus. Today this early civic building, later enlarged with a compatible north-end addition, houses Village administrative offices. In addition to providing space for the postal offices, the structure also housed the community's public library and fire-fighting apparatus. In 1903 the library held more than 1,000 books under the care of Captain J. H. Pickell.<sup>98</sup> Early residents, led by Newlands' daughters, formed the Chevy Chase Library Association in about 1896 to raise funds for the purchase of books. Once a month the group met in the homes of its members to discuss business and to socialize. This association would later merge with the Chevy Chase Citizens Association. In the early twentieth century a select group of women formed the Ladies Reading Club. The influence of this group, which included many of the wives of land company officers and the most wealthy residents of Chevy Chase, is evident in the men's reciprocal formation of the Honorary Economical Epicureans. The men's dinner club met one evening a week at a member's house to prepare meals and discuss Village affairs.<sup>99</sup>

The library and post office was a community center for the early residents of Chevy Chase where card parties and receptions could be held. The structure also had a small stage used for recitals, minstrel shows, and political speeches. Lawn parties on the grounds adjoining the building were also popular. The building soon developed into a town hall after the formal establishment of the Village municipal government after 1914. Parked under the post office was a hand-drawn fire truck, hose cart, and hook and ladder operated by the citizens of the community. In 1893 the CCLC hired a nightwatchman for the Village. Often these men slept at the post office after it was built in 1896 and were on call to deal with barking dogs and other disturbances. Reinhold Springirth, who came to Chevy Chase in the 1890s and worked on the streetcar line as a motorman and conductor for twenty years, is probably best remembered as one of the Village's earliest constables, serving between 1914 and 1939.<sup>100</sup>

The CCLC also built a two-story frame Colonial Revival-style inn just north of Bradley Lane off Connecticut Avenue (within the Town of Chevy Chase) in 1893 that opened as the Chevy Chase Springs Hotel but soon was known as the Chevy Chase Inn. This hostelry was

designed by Lindley Johnson and built by District contractor Joseph B. Williamson for \$24,875. The establishment was a popular summer venue that featured spacious grounds, musical entertainment every evening, comfortable rooms, excellent food, and outdoor bowling. The venture struggled because of the poor business during the offseason and in 1903 became the Chevy Chase College for Young Ladies (later known as the Chevy Chase Junior College).<sup>101</sup>

The college commissioned Washington architect Arthur Heaton in the 1930s to renovate the building in the Georgian style and completely encased the original hotel with brick. The college subsequently added modern Georgian Revival-style Warren Hall and Turner Hall before the college closed in 1950. The 4-H Foundation purchased the property in 1951 and after leasing it to the Department of the Army during the Korean War, extensively renovated the campus for use as their headquarters. In 1976 the main building, except for the rear wings, was demolished to make way for a large, traditionally-designed center office building named J. C. Penney Hall.<sup>102</sup>

One of the most successful of the CCLC's attempts to establish a community institution to enhance their real estate venture was a popular summer amusement park called Chevy Chase Lake built almost two miles north of the District boundary just off Connecticut Avenue around the water impoundment created for the power plant. The company leased a 20-acre tract surrounding the lake to Herbert Claude in 1897 for five years for use as an amusement park. Claude continued to lease the property until World War I, when he developed one of the most popular summer resorts in the Washington area. Claude had been a young civil engineer hired to work on the construction of the Rock Creek Railway. He later became an early Village resident, CCLC officer, and superintendent of the Maryland section of the streetcar line until his death in 1933. The Lake featured an illuminated bandstand, shaped liked a clamshell and painted light blue, and a dance pavilion that overlooked the lake. Games, such as bowling and a shooting gallery, and boat and horse rides were also popular. However, the major attraction was the Marine Band that performed semi-classical music at the bandstand and then moved down to the pavilion to play dance music in the evening. Edith Claude Jarvis remembered that John Philip Sousa and his band performed at the Lake. Undoubtedly, famous Sousa compositions, such as the "Washington Post" march, which spurred the lively two-step as a dance fad in the 1890s, were played. Jarvis also noted that it was at the Lake's pavilion that Irene and Vernon Castle introduced the fashionable "cake walk" to the area shortly after 1900. For less than 25 cents, District residents could ride out to the lake on hot summer evenings, where a dance pavilion, refreshments, and rides and amusements were provided. The wooded banks and lake provided a popular park for picnics, horseback riding, and pleasure boating before the water was drained and the amusement park dismantled in 1937.<sup>103</sup>

The construction of All Saints Episcopal Church in 1901 was another important event in the social history of the community. The church's name announced its intention of serving the new suburb as an all-inclusive house of Christian worship. Religious services and a Sunday School had begun in 1897 in the one-room school on Chevy Chase Circle as a mission of St. John's in Bethesda. A year later, Newlands offered to donate the present church lot facing Chevy Chase Circle, and a campaign to obtain pledges for funds to build the structure was launched. After the church had been formally organized in 1900 as All Saints, Newlands conveyed the land. The chairman of the building committee was realtor John L. Weaver who commissioned his brother-in-law Arthur Heaton, with assistance from Waddy Wood, to design

the \$8,298.33 structure built by contractors Burgess and Richardson. The Reverend Thomas S. Childs, aged 78, became the first rector of Chevy Chase Parish (established in 1903) with an average attendance at Sunday services of 55. Soon the church became a binding force in Chevy Chase as baptisms, confirmations, weddings, and funerals conducted at All Saints became a part of the rhythm of community life.<sup>104</sup>

Other religious denominations followed this pattern of establishing a place of worship in the library/post office or a house in the community and then erecting a small chapel. The Baptists, Methodists, Presbyterians, and Catholics all had established churches either just below the Circle or in Chevy Chase, Maryland by World War I. The only other denominations to build churches in the survey area were the Baptists and Methodists. In 1906 the Baptists erected a Shingle style chapel about one-mile north of the Circle on Connecticut Avenue in Section 3. They sold this property to a Methodist congregation in 1912 and eventually established a new church south of Chevy Chase Circle. Today the Chevy Chase United Methodist Church's stone Gothic Revival style complex built between 1935 and 1961 (7001 Connecticut Avenue) stands on the site of that rustic chapel.<sup>105</sup>

By 1910 the social characteristics of the population of greater Chevy Chase began to take shape. There were 166 houses scattered throughout the Village, Section 3, Section 5, Martin's Additions, and Section 4 (now the Town of Chevy Chase) with 755 residents. A large percentage of these residents had heads of household employed in professional, white-collar occupations, had high rates of home ownership, had large extended families, and frequently had servants living in the household. The household composition varied, but some combination of immediate and extended family members, servants, and boarders was common. Fifty-seven families had resident servants, usually a just a cook. Analysis of the birthplaces of residents indicates that the Chevy Chase population was non-local and cosmopolitan without strong family connections in the area. Occupations of the residents were what would be expected in a white-collar subdivision. The largest percentage were professionals employed as lawyers, government clerks, realtors, and military officers. Few African Americans resided in Chevy Chase who were not resident servants and there were only three black heads of household in the survey area.<sup>106</sup>

The character of the demographic composition of Chevy Chase changed little by the time of the 1920 census. Now the Chevy Chase survey area had approximately 364 houses with a total population of 1,772. Approximately one-third of these heads of household received their income from the federal government as examiners, chemists, scientists, physicists, bureau clerks, and military officers. Many of the community's scientists and physicists worked at the Bureau of Standards that was then just a short trolley ride into the District, located at what today is the Van Ness Center on Connecticut Avenue. Private-sector employers included legal, engineering, insurance, and real estate firms, retailers, banks, and the building trades. The pattern of employment for family wage earners other than the head of household was similar. Approximately one-third of working family members and boarders were employed by the federal government. In the private sector, the most common occupations were teacher, carpenter, stenographer, and clerk. However, the majority of those employed, in addition to the head of household, were listed as houseworkers, cooks, and maids, although the ratio of live-in servants had declined measurably by 1920. Only about 60 households in the survey area listed domestics as residents. Naturally, the Chevy Chase Club and Chevy Chase Girls School employed the

largest numbers of resident domestic help.<sup>107</sup>

Chevy Chase in the 1920s began to mature as an affluent middle-class subdivision made up of citizens prominent in Washington's legal, political, and business affairs. More than 80 residents living in greater Chevy Chase were featured in the early editions of Who's Who in Washington, published between 1922 and 1924. Many of these notables were lawyers, such as Jesse Adkins (10 Quincy Street), Walter Clephane (6000 Connecticut), Alexander Britton (1 East Bradley Lane), and William Dennis (3903 Underwood Street). Adkins was assistant U.S. District Attorney between 1912 and 1914 and a faculty member of the Georgetown University law school since 1906. Clephane was a highly respected corporate lawyer who authored Clephane on the Organization and Management of Business Corporations (1905). Britton was counsel to the American Security and Trust Company and the Norfolk and Washington Steamboat Company and a director of the Federal National Bank. Dennis practiced international law and worked for the State Department between 1906 and 1910 as assistant solicitor. He went on to represent various corporate and national interests in arbitration cases involving Venezuela, Mexico, Norway, Great Britain, and China. It appeared Chevy Chase became a residence of choice for the legal profession. Whole legal firms, such as partners Hoehling, Peelle, and Ogilby (formed in 1913), could be found to reside in Chevy Chase. Hoehling, who in 1921 became an associate justice of the D.C. Supreme Court, lived at 5 Newlands Street. Peelle bought the Claude house on Connecticut, and Ogilby commissioned Heaton to design his 1911 residence at 17 Primrose Street.<sup>108</sup>

There were many prominent people in all fields of endeavor who lived in Chevy Chase by the mid-1920s, including Village residents Ohio Republican John L. Cable (32 West Kirke Street), Georgia Democrat Carl Vinson (4 Primrose Street), geologist Whitman Cross (101 East Kirke Street), Westinghouse electrical engineer Hugh MacClellan Southgate (The Lodge), bakery magnate William S. Corby (9 Chevy Chase Circle), agricultural scientist William D. Hurd (11 Hesketh Street), physician William Tewksbury (101 East Lenox Street), Corcoran Gallery of Art Director C. Powell Minnigerode (8 Oxford Street) and author and teacher Stanwood Cobb (19 Grafton Street). Cobb ran the highly respected Chevy Chase Country Day School out of his massive Shingle style house on Grafton Street.<sup>109</sup>

Section 4, although in the midst of booming development in the mid-1920s, also evolved into a favored residential address for lawyers, doctors, journalists, realtors, and financial brokers. Earlier residents, such as physician John Ryan Devereaux and lawyer Henry H. Glassie, were accomplished and prominent Section 4 residents who lived at 3911 and 4201 Bradley Lane respectively by 1912. Soon they were joined by investment securities broker George B. Bloomer (4015 West Bradley Lane), journalist Colonel Winfield Jones (7304 Connecticut Avenue), contractor Frederick A. Meatyard (4106 Rosemary Street), and real estate developer Robert E. Lee Yellot (3905 Bradley Lane). These men were representative of the influx of affluent and well-educated professionals, many of whom were born in areas outside the region, who made their living in Washington and resided in Chevy Chase. Section 3 was represented in Who's Who by several notable residents in this period, including lawyer Britton, renowned botanical artist James Marion Shull (3617 Raymond Street), and Assistant Surgeon General of the U.S. Public Health Service Benjamin S. Warren (3801 Taylor Street).<sup>110</sup>

An established street in Chevy Chase Village in 1920, such as West Kirke, well represented the range of occupations, age, and household composition of residents living in this



section of the community. Judge William DeLacy, aged 57, resided at 4 West Kirke with his 46-year-old wife Katherine and children: 21-year-old daughters Anna, who worked as an abstractor at the Department of Justice, and her twin Emmy; son William, aged 20; and Mary, John, Clare, Francis, and Margaret, ranging in age from 6 to 12. Next door at 6 West Kirke was 40-year-old Samuel J. Henry, vice-president of a mortgage company, living with his wife Francis, aged 46, and children, aged 3 to 11, Samuel, Adelaide, Mary, Robert, and Ann. Also living with the family was a 40-year-old friend Rose Kerr and a 25-year old white maid named Jemma Fuller.<sup>111</sup>

Other families along West Kirke included the Van Dynes (12 West Kirke), Hills (16 West Kirke), Langleys (24 West Kirke), Slemans (26 West Kirke), and Lawrences (34 West Kirke). Mary Van Dyne lived with daughters Francis, aged 29; Marjorie, aged 20, who worked as a public school teacher; 25-year-old son Arthur; and 23-year-old daughter Katherine and her husband, 25-year-old Byron Brown, who worked as a scientist at the Bureau of Standards. Lester Hill and Paul Sleman were lawyers who each had a wife and two children. Charles Langley was a Washington contractor with a wife and two young children and had a live-in white nurse named Charlotte Heller. David Lawrence was a journalist who also had a wife and two children. All of these families were headed by men in their late thirties and early forties at the prime of their careers.<sup>112</sup>

Raymond Street residents in Martin's Additions in 1920 reflected similar white-collar household profiles. Usually these residences were headed by married men in their late thirties and early forties with a wife, two or three children, and an occasional resident domestic. Federal Trade examiners Earl Haines and Samuel Taylor, Dr. Arthur Simpson of the Public Health Service, U.S. Army chaplain Harold Kayser, chemist Richard Francot, and contractor Steven Reid all resided with their families on the 400 block (today 3500) of Raymond just east of Brookville Road. On Taylor, Delaware, and Shepherd Streets in Section 3 were heads of households that included a widow, watchman, musician, chemist, and examiner. Fifty-year-old widow Emma Doran and her extended family resided at 101 (3711) Taylor Street. The household included Helen Doran, a 30-year-old private secretary at the State Department; 27-year-old Nellie Doran McClure and her 28-year-old husband Clarence McClure, a pressman at the Bureau of Printing; and the Doran grandchildren all under the age of ten, Elinor, Thomas, and Edith. On Delaware Street were watchman Peter Canard, aged 58, and his 61-year-old wife Mary, and 35-year-old son John, who worked as a truck driver. Down the street were musician Herndon Morrell, aged 61, and his wife Lizzie. Around the corner was Frederick Brown, a 33-year old examiner with the state government, his wife Caroline, and toddler Frederick, Jr., who rented 107 (today 3707) Shepherd Street. They shared this house with 27-year-old Ralph Danielson, a chemist at the Bureau of Standards, and his wife Grace and mother-in-law Cary Campbell. Approximately twenty households, including a few in the Village enumerated in 1920, revealed families sharing houses in Chevy Chase. After the housing crunch, during and immediately following World War I, municipal regulations began to require houses to be single-family occupancy.<sup>113</sup>

In Section 4 (Town of Chevy Chase), clusters of development like those along Ridgewood Avenue reflected a similar composition of solidly middle-class residents. Professor Lewis Roper and his wife and three children lived at 6506 (now 7206) Ridgewood, auditor Chauncey Gass and his wife and daughter were at 6510 (now 7210) Ridgewood, lawyer Harry

W. Brimer and wife with two boarders lived at 6402 (now 7002) Ridgewood, and Engineer Edwin A. Schmidt and his wife Georgia and baby son Edwin M. lived at 6400 (now 7100) Ridgewood.<sup>114</sup>

In 1938 school children at Chevy Chase Elementary (Town) surveyed their neighborhood for a social studies project and recorded that nearly two-thirds of the people living in Chevy Chase worked in the District of Columbia. They also noted that many of their parents were government employees with an average family salary of \$6,000 a year. Housing prices in this period ranged from \$10,000 to \$50,000 and most families owned an automobile and employed maids.<sup>115</sup>

### *The Development of Local Governments*

As Chevy Chase emerged as a suburban presence in Montgomery County, residents banded together into citizens' associations to lobby for county services. In 1895 residents formed the Chevy Chase Association that met monthly in the "library hall" that today is the Village town hall. Other citizen groups organized as the Bethesda Citizens Association in 1904 and Chevy Chase Citizens Association of Section Three and Four in 1909. These growing citizen groups soon sought to obtain not only improved services, but the authority to codify many of the restrictions set forth in their deeds. In 1910, Chevy Chase residents obtained the ability to seek self-government from the Maryland State Legislature when it enacted the "Municipal Control Act." The law provided for the establishment of special taxing districts organized as Sections 2 (Village), 3, 4 (Town), and Martin's Additions. Section 5 would be added as a taxing district at a later date.<sup>116</sup>

One of the most influential aspects in the development of modern Chevy Chase would be the creation of these special taxing districts. Laid out between 1914 and 1924, these districts localized the cost of additional county services in the suburbs, including police and fire protection, street paving, and garbage collection. The county would create eleven special taxing areas to protect rural citizens from the burden of paying higher taxes for improvements that might be enjoyed by a single suburban neighborhood. The Village (Section 2), Section 3, Martin's Additions, Section 4 of the Town of Chevy Chase, and Section 5 all became special taxing districts by 1918 and formed citizen committees that have since evolved into the modern-day elected boards of these communities. Before World War I the Chevy Chase Land Company or developers, such as Harry Martin, emulating the company, planned and designed these suburbs through restrictions placed into deeds. Required setbacks, minimum costs for house construction, and prohibitions on rowhouses and commercial properties had created a clustering of substantial homes on sizeable building lots.<sup>117</sup> The homeowners of these new subdivisions clearly wished to maintain the existing property values as well as increase the tax base to pay for needed services.

All of the taxing districts in Chevy Chase operated in a similar manner with an elected citizens' committee that held an annual public meeting at which a report of activities was given to the residents of the neighborhood and the annual tax rate was set by a vote of the residents. The early meetings of these citizen committees was usually concerned with road improvements, trash pick-up, and health and safety issues. Each of the five Chevy Chase, Maryland taxing districts developed a constitution and by-laws and a set of regulations to govern their

communities. Each committee had oversight authority for streets and sidewalks, trash collection, and snow removal, as well as traffic, health, and building regulations. This board also appointed a health officer, usually a resident doctor from the community, and a building inspector to serve two-year terms. The health officer enforced public health ordinances and had the power to set and maintain a quarantine, if necessary.<sup>118</sup>

By the early 1920s all of the jurisdictions had detailed building regulations, designed to enhance residential real estate values, and barred any commercial or industrial uses and mandated single-family occupancy. These regulations required that all applications be accompanied with plans and specifications and that the building inspector "retain and file a copy of same." Unfortunately, most of the permit applications and permits and nearly all of the plans and specifications probably have been discarded or lost. Financial records are extant and show that each community collected a fee of \$5 for the permit and a \$50 deposit to cover an street damage. These financial records remain one of the most valuable clues for identifying the architects and builders of the houses of the Phase II survey area.<sup>119</sup>

The early minutes of the various governments reflect that the spirit of community building and social activities went hand in hand. The ladies of these neighborhoods were often the driving forces behind fundraising activities, such as lawn parties, food sales, and progressive suppers. Some events were purely social, such as the 1916 Fourth of July celebration held at the corner of Brookville Road and Cummings Lane, sponsored by the "community clubs" of Section 3, Section 5, and Martin's Additions. The monthly business meetings of the Section 5 citizens association were probably typical of these decision-making gatherings. Much of the deliberation concerned street lights, the grading, surfacing, and draining of streets, street car service and its costs, and occasional neighbor complaints, including James Harper's shock over the "bad language" of the boys playing ball on the lots adjoining his house (3614 Underwood Street). The meetings usually ended with entertainment, including solos by Mr. and Mrs. Norcross and Miss Etheridge; an illustrated talk on his travels in India by Eugene Stevens; or a literature reading by Mrs. Eugene Stevens followed by cake and ice cream. Community involvement was significant as labor for many tasks related to road filling and grading and sidewalk repair was routinely provided by residents. One such occasion was Thanksgiving morning in 1918, when the occupants of Thornapple Street banded together to grade and fill potholes with cinders obtained from the Chevy Chase Lake power plant.<sup>120</sup>

During the interwar years the local governments became more formal in their operations. This was evident by the late 1920s as all of the groups prepared and preserved typed minutes and reports. The records of Section 4 (Town of Chevy Chase) reflected the typical work of the local government as they managed the burgeoning growth of their communities. Road surfacing and improvements, new curb and gutter construction, planting trees and landscape improvements, building inspections, weekly Saturday clean-ups, and resolving neighbor conflicts were all important day-to-day activities monitored by the citizen's committee in the 1930s. Another indicator of the growing professionalism of local government was Section 4's employment of Ralph W. Berry, a professional civil engineer, as a superintendent to administer the section's overall physical supervision. The building inspector, an official since the beginnings of the community's local government, became a member of the superintendent's staff. Section 4 residents sent their complaints to the superintendent who received letters concerning youngsters pulling Halloween pranks and painting the stop signs orange, roaming dogs, and overgrown

shrubs and bushes. In 1932 Berry relayed in his report to the Citizen's Committee the complaint of Mrs. Alexander Powell who appealed for relief from rats. The superintendent stated:

It seems her particular neighborhood is infested with huge rats. The Poske house on the corner of Spruce Street (now Hillcrest Place) and Bradley Lane, now vacant, appears to be their citadel, but now that no food is forthcoming from that source, they have taken to foraging the neighbors.<sup>121</sup>

Presumably the rat troubles were quickly eradicated as there was no further mention of them in future reports. Another menace was announced in an "important notice" of 1939 asking "Does your dog annoy your neighbor?" The notice addressed the constant complaints received concerning dogs barking into the early hours of the morning, stating that "possession of dogs is one of the privileges of suburban life, but this privilege should not be allowed to interfere with your neighbor's enjoyment of peace in his home and quiet for his hours of rest which also should be a privilege of suburban life."<sup>122</sup>

As the area matured in the 1940s, the average homeowner in Chevy Chase looked more to local government to ensure community upkeep rather than the direction of the construction of roads, sewers, houses, or other improvements that enhanced property values. In Martin's Additions in 1945, Wallace Janssen, secretary and treasurer of the Martin's Additions citizens' committee, reported that for their local taxes, homeowners received lighted streets, twice weekly garbage collection from the back door, and weekly trash removal, street and sidewalk repairs, street cleaning, replacement of street signs, and mowing of park strips and vacant lots.<sup>123</sup>

Today the local municipalities of Chevy Chase continue to be governed by elected board who serve without compensation. These boards elect their own officers and have the authority to pass municipal ordinances and regulations. They administer the affairs of the municipality and provide many of the same services began by their predecessors in the early twentieth century.

## Neighborhood Sketches of the Phase II Survey Area

### *MARTIN'S ADDITIONS*

Martin's Additions, named for its developer Harry Martin who purchased land east of Brookville Road and platted four additions between 1904 and 1906, lies adjacent to the planned development of the Chevy Chase Land Company. It contains a circa-1760 log cabin and a 200-year-old house historically known as "No-Gain" built by the McCubbin family as well as the only commercial strip in Chevy Chase at Taylor Street and Brookville Road. The large majority of the building stock of this neighborhood are small-scale wooden houses built between 1904 and 1941, and it is one of the only areas of Chevy Chase that has a notable concentration of one-story houses (Taylor Street). Predominant architectural styles in Martin's Additions include Craftsman Bungalows and small-scale Period Revival houses in the Tudor and Georgian styles.

The community grew slowly in the first decade of the twentieth century. In 1921 a local census recorded that the community had a population of 235 including 142 adults over the age of 21. In a citizens' committee plan for a ten-year development program for the community in

1931, it was revealed that only 150 of the 350 lots subdivided in the community had houses built on them. Ralph Chase, the chairman of the citizens' committee, noted the community was "not even half fully developed" and recommended a long-range plan for the improvement of roads, sidewalks, trees and parks, vacant lots, drainage facilities, street lights, and refuse collection. The object of the program of development was to "develop every part of Martin's Additions in such a way that the community will enjoy every modern convenience and service."<sup>124</sup> The subtext of the proposed improvements was a larger tax base and reduction of taxes. Many of the proposals for paving roads, building sidewalks block by block, planting and pruning street trees, and constructing adequate street drains set forth by the citizens' committee did significantly enhance the physical character of the neighborhood and by 1941 more than 260 houses had been built in Martin's Additions.<sup>125</sup> Today there are more than 290.

The people who resided in Martin's Additions from the outset largely comprised professional families of federal employees. Early prominent residents included Dr. Arthur Stimson (Public Health Service), Curtis S. Feeser (General Accounting Office), John H. Dynes (Federal Trade Commission), R. Palmer Teal (U. S. Treasury Department), and George W. Stone (Supervising Architect's Office). Stone, a government architect, lived on Cummings Lane across the street from the family of A. E. Corning. Corning's son E. Burton Corning became a draftsman for Arthur Heaton, a prolific Chevy Chase house designer, and eventually the younger Corning went on to form his own successful firm. He designed a number of outstanding houses in Chevy Chase, including his own 1929 residence at 4102 Leland Street, in Section 4 of the Town of Chevy Chase. Just up the street from the Stones and Cornings lived wealthy William Orme, one of six brothers who were partners in the Emerson-Orme Buick Distributors in the District of Columbia. Many other residents on both sides of Brookville in Martin's Additions and Sections 3 and 5 on streets such as Turner, Taylor, Thornapple, Underwood, Woodbine, and Williams Lane were also largely federal employees working at agencies like the Bureau of Standards and the Department of Agriculture.<sup>126</sup> A well-remembered farm in Chevy Chase just outside the eastern boundary of Martin's Additions was the approximately 30-acre Cummings property maintained by Alice Cummings well into the twentieth century. The "Pleasant Grove" farmhouse, a frame vernacular center gable Gothic Revival I-house built sometime in the 1860s still stands at 3309 Cummings Lane.

### SECTION 3

The Chevy Chase Land Company first platted Section 3 in 1905 with expansive lots but almost immediately re-subdivided the land in 1907, doubling the planned density of the subdivision and requiring 30-foot street setbacks for all new houses. The *Sanborn Fire Insurance Map* (1916) shows small groups of houses in Section 3 clustered along Connecticut Avenue, Bradley Lane, Raymond, and Shepherd Streets, but overall this area was sparsely developed before World War I. Section 3 boomed in the 1920s and by the publication of the *Klinge Real Estate Atlas* (1931) the lots, especially south of Shepherd Street, had been nearly completely built out. This map also indicated that the houses were mostly frame construction.<sup>127</sup> Predominant architectural styles in Section 3 include Craftsman Bungalows and Period Revival houses in the Tudor and Georgian styles. However, the area also includes several blocks of substantial masonry and frame houses along Bradley Lane and Connecticut

Avenue in the Arts and Crafts and Tudor Revival styles that rival, in scale and design, the streetcar-era residences erected in Chevy Chase Village.

The earliest houses of Section 3 occupied corner lots in an attempt to attract development. Through the early decades of the twentieth century the community was really a paper plat subdivision that was in reality a sparsely developed open space used by the Chevy Chase Club as a cross country riding ground. During the 1920s the open fields of the platted subdivision were quickly transformed into a residential suburb by an army of enterprising builders and contractors. The most prominent of the builders was Horace Troth, who had worked as a carpenter for John Simpson, learning his craft as an apprentice erecting fashionable houses in Cleveland Park in the District. Troth married Simpson's daughter and later often built houses in collaboration with John Simpson's son, Frank, in Chevy Chase. Many of the houses erected in Section 3 are the work of craftsmen and builders who were related and had trained in the traditional manner of the artisan working within a family business before setting out on their own. The Troth and Simpson clan built many houses in Section 3 between 1922 and 1939 along with other family run contracting firms, such as Jacobsen Brothers and Brown Brothers who erected many houses on Georgia and Fulton Streets. Larger speculative construction firms like McLachlen and Gaver and the Warren Brothers also flourished in Section 3 in this period, erecting houses on Shepherd, Delaware, and Florida.<sup>128</sup>

Monroe and Robert Bates Warren ran one of the largest building firms working in Chevy Chase in the 1920s and 1930s. Initially, they built simple one and one-half story bungalows but they adopted repeating house prototypes designed by architects by the mid-1920s. This shift may have been a reaction to the protests of the residents of Shepherd Street who filed a petition in 1925 with the Section 3 citizens' committee decrying the character of the residences being built by the Warrens. The citizens' committee met with the builders and informed them of the adverse sentiment in the community and in Chevy Chase in general concerning the Warrens' Bungalow houses. It is not known if this experience influenced the Warrens, but they did seek out professional designers in this period to add Period Revival flair and enough variety in their house designs to avoid criticism.<sup>129</sup>

## SECTION 5

Section 5 was created from a mosaic of the Williams family land holdings centered on Williams Lane; a small subdivision, independent of the CCLC known as Otterbourne, platted in this area between Underwood and Thornapple Streets in 1894; and the CCLC land purchased in 1890 from J.M. Williams along Connecticut Avenue between what are now Leland and Woodbine Streets.

Richard Williams purchased 212 acres of the No Gain estate in 1830 and constructed a farmhouse in 1840 facing Brookville Road (*Locational Atlas* Site 35/13-3 at 3703 Williams Lane). Williams married about 1845 and, with his wife Julia, raised five children on this farm. After 1868 his daughters Bettie and Ariana were married and Williams built houses as wedding gifts for them near his own house. These buildings are extant and face each other at 3806 and 3807 Williams Lane. In 1890 J.M. Williams, an heir to Richard Williams, sold most of the farm to the CCLC but retained 33 acres along Williams Lane and Brookville Road. In 1894, John Frank Ellis purchased 14 1/2 acres of Williams' No Gain tract and filed a plat for a 69-lot

subdivision called "Otterbourne" and named its main streets Douglas (now Underwood) and Percy (now Taylor). This was a clear reference to the medieval Ballad of Chevy Chase, which had been the origin for the name of the CCLC's bold new real estate enterprise. It was on the plains of Otterbourne in Scotland that the armies of Lord James Douglas and Sir Henry Percy met in their fabled battle. By 1931 most of the No Gain tract in Section 5 had been developed as the J.M. Williams Subdivision with houses fronting Williams Lane and Underwood Street.<sup>130</sup>

Architectural styles in Section 5 reflect its evolutionary development from farmland to suburb and include folk Victorian farmhouses and cottages, Four Squares, Craftsman Bungalows, and Period Revival houses in the Tudor and Georgian styles. Many of the houses erected between 1892 and 1920 are frame construction and represent the work of craftsman builders. Houses fronting Woodbine, Glendale, and Leland Streets and those on Thornapple and Underwood Streets and Williams Lane in the block adjacent to Connecticut Avenue were built on CCLC's lots platted after 1923 and are usually brick and more uniform in their Period Revival designs.

### *TOWN OF CHEVY CHASE*

The largest of the four municipal areas is the Town of Chevy Chase, first platted as Section 4 in 1909 and extended through annexations to include an area today that is roughly bounded by 46th Street and West Avenue to the west, Bradley Lane to the south, Connecticut Avenue to the east; and East-West Highway to the north. This community developed into a solid middle-class automobile-commuter suburb characterized by long curvilinear curb-and-gutter streets lined with well-planted lots and Period Revival residences largely erected between 1922 and 1941. Before 1915 there were approximately 36 houses scattered on the landscape of what now comprises the Town of Chevy Chase. A few farmhouses, like the circa 1888 Offutt house at 4500 Leland Street, still stood, but the major landmarks were substantial houses on Bradley Lane and Blackthorn Street occupied by the Glassie, Imirie, Devereaux, and Bowie families as well as the Chevy Chase School for Girls on Connecticut Avenue. Many of the houses in the Town were built during the real estate boom of the 1920s and approximately eighty-five percent of the 1,023 houses in the neighborhood were completed by the outbreak of World War II. The predominant architectural styles in the Town are conservative Georgian and Federal Colonial and Tudor Revival residences interspersed with rustic bungalows or romantic Mediterranean-style houses.<sup>131</sup>

### Part III: The Architects and Builders of Chevy Chase, Maryland

#### *Architects and House Design in Chevy Chase Village*

The known architects of Chevy Chase Village largely represent a cross section of ambitious younger Washington, D.C. practitioners who established important firms in the region between 1890 and 1930. The work of Philadelphia architect Lindley Johnson on the model houses appears to be an aberration as many of the prominent houses erected in the Village survey district were designed or are attributable to architects with offices in the District of Columbia. The elder statesmen of the group was Leon Dessez who collaborated with Johnson on the design of the Village's model houses and the Newlands residence. Other well-known architects who had independent practices by 1890 who worked in Chevy Chase before 1900 were George S. Cooper, Clarence L. Harding, and Louis D. Meline. Architects Waddy B. Wood, Edward W. Donn, Jr., Arthur B. Heaton, Porter and Lockie, and Philip M. Jullien designed houses in Chevy Chase between 1900 and 1930. These architects represented a group of practitioners born after the Civil War who emerged as major establishment architects in the Washington metropolitan region during the early decades of the twentieth century.

Dessez was an experienced and mature architect with a busy D.C. practice when he began his work in Chevy Chase in 1892. His house designs were especially influential to the early architectural character of the Village district including the Arts and Crafts Birney House (1893) at 9 East Kirke, the Porter House (1894) at 9 East Lenox, along with a Neoclassical cottage for Village engineer Morris Hacker (ca. 1894) at 3 East Lenox, and his own vernacular Colonial Revival residence at 3 East Irving. There are a series of houses built in this period that may be attributable to Dessez based on the similarity of their design with documented Dessez houses erected in the Village in the 1890s, including 16 East Melrose, 7 Newlands, and 16 Magnolia Parkway. Dessez continued to shape the architectural development of the Village not only as the CCLC's architect until 1918, but also the designer of 1905-1910 houses for patent office examiner George C. Wedderburn at 8 East Irving and probably the dramatic group of Arts and Crafts/Four Square houses at 5, 7, and 9 East Irving Street.

George S. Cooper (1864-1929) is known to have designed "John L. Weaver's first cottage at Chevy Chase" in 1895 at a cost of \$5,000. The Evening Star described the house, which is located at 16 East Melrose Street, as a building with a "thirty-two feet front, with a depth of forty feet" and "two stories in height, with an attic" featuring "all modern conveniences."<sup>132</sup> Cooper was a District native who attended the local schools and obtained his architectural training working as an apprentice and draftsman with the Washington firms of Gray and Page, Hornblower and Marshall, and A. B. Mullett. He opened an independent office in 1886 and soon specialized in apartment design and rowhouse blocks. Cooper's only known commission in Chevy Chase is the Weaver House, which was an early and sophisticated Colonial Revival building based on New England models.<sup>133</sup>

Little is known about Clarence L. Harding and Louis D. Meline except that they were active in their practice in the District of Columbia in the late nineteenth century. Harding later established a successful partnership in 1904 with Frank Upman (1872-1948) who came to Washington in 1897 to head up a local office for Chicago architect Henry Ives Cobb. Harding



and Upman became prominent apartment and commercial building designers in the District before World War I. It was discovered that Harding designed 6 East Lenox when the present owners found a signed architectural drawing in a wall cavity. There are several houses in the Village, including 11 East Irving and 9 West Melrose, which have strikingly similar Shingle style designs with sweeping verandas organized around a simple Four-Square form and plan. Meline designed the Lemly House at 4 Laurel Parkway and the Lewis House at 4 West Melrose both of which are rustic Arts and Crafts designs that retain much of the picturesque eclecticism of the Victorian house in their varied texture, asymmetrical massing, and profusive details.

By the early twentieth century, Chevy Chase residents began to commission the rising stars in the profession to obtain tasteful and comfortable residences in a variety of Academic styles. The most prominent of this group were Waddy B. Wood (1868-1944), Edward W. Donn, Jr. (1868-1953), and Arthur Heaton (1875-1951), who rank only behind Dessez in setting the standards of house design in Chevy Chase Village before 1930. Wood and Donn were both young upstarts in the architectural profession who were active members and officers of the Washington Architectural Club in the 1890s and the Washington Chapter of the American Institute of Architects between 1910 and 1920.<sup>134</sup> In step with the City Beautiful planning ideals of the nation's capital and its civic affairs, these architects brought designs to Chevy Chase Village that complemented an emerging Beaux Arts and Neoclassical-style federal core. Wood and Donn were also related as partners in the firm of Wood, Donn and Deming, which flourished between 1902 and 1912 and was responsible for numerous Beaux Arts public and commercial buildings in Washington, including the monumental 1906 Union Trust Building in downtown D.C. (now First American Bank, 15th and H Streets, N.W.). Union Trust had been formed by CCLC Vice President Edward Stellwagen and was the representative of the British bank that held the investment bonds for the CCLC investors.

Wood maintained an independent practice from 1892 to 1936 with the exception of a ten-year business relationship with Donn and Deming. Considered a brilliant designer with an eccentric personality, Wood may have been Washington's most prolific twentieth century architect before 1941. Independently or with Wood and Deming, the list of commissions was substantial and included numerous houses and mansions in D.C., Virginia, and Maryland and large corporate and government commissions in Washington, D.C. He is most noted in Washington today for his 1915 Georgian Revival Woodrow Wilson House, now operated as a house museum by the National Trust for Historic Preservation, and the massive stripped Neoclassical Department of Interior building completed in 1936.<sup>135</sup>

In Chevy Chase Village, Wood designed two important Mediterranean style houses at 8 Oxford Street and 15 East Melrose. Both houses were built before 1916 and revived the popularity of the high-style Mediterranean design that had been proposed by Lindley Johnson in his house models. Houses based on Italian Renaissance, Mission, and Spanish Eclectic designs were built in Chevy Chase before Wood designed 8 Oxford and 15 East Melrose. However, the CCLC promoted the style more vigorously after 1912, particularly in the booklet Chevy Chase for Homes (1916) that featured 8 Oxford Street as a prime example of the architecture that made the neighborhood a highly desirable place to live. Woods also designed the All Saints Episcopal Church on Chevy Chase Circle in 1901 as a Gothic Revival country parish and later directed 1926 Colonial Revival additions to the Chevy Chase Club.<sup>136</sup>

Edward W. Donn, Jr. was the son of an architectural draftsman who had worked for Thomas U. Walter at the U.S. Capitol and became the superintending architect of Walter's design for Saint Elizabeth's Hospital in the District. Cognizant of his father's professional achievement in government service, Donn attended architecture school at the Massachusetts Institute of Technology and returned to Washington to pursue a career as a government architect. After working as a draftsman for A. Burnley Bibb and forming a short-lived partnership in the District with Walter G. Peter, he passed the civil service exam and gained an appointment as a designer with the Office of the Supervising Architect of the Treasury in 1899. At that time this agency had responsibility for all the designs of federal courthouses, post offices, and custom houses throughout the nation. In 1902, he joined Wood and Deming, a civil engineer, in the firm of Wood, Donn and Deming and after 1912 continued working with Deming until about 1922. After this date Donn specialized in restoration architecture and worked on colonial era buildings in Virginia including Woodlawn, Kenmore, and Wakefield.<sup>137</sup>

Donn noted in his memoirs that the firm of Wood, Donn and Deming designed numerous houses in Chevy Chase but he failed to list them.<sup>138</sup> However, plans in the possession of the current owners of 18 West Lenox confirm that Donn was the house's designer. It is also known that Donn resided at 3810 Bradley.<sup>139</sup> The design of this house and two others at 3706 and 3708 Bradley Lane mirror the reserved vernacular Colonial Revival design of 18 West Lenox. Donn, a close friend of the Newlands family, designed a house for Mrs. Newlands at 2328 Massachusetts Avenue, N.W., and later designed the Newlands Memorial Fountain built at Chevy Chase Circle in 1932.<sup>140</sup>

No roster of architects in Chevy Chase would be complete without the name of Arthur B. Heaton. A native Washingtonian, Heaton attended public schools in the District and trained for his profession through apprentice drafting jobs with Smithmyer and Pelz and Hornblower and Marshall. Both firms were led by highly respected local architects who were active in professional and civic affairs and considered outstanding designers. Smithmyer and Pelz are best remembered today for their design of the Library of Congress (Thomas Jefferson Building) and Hornblower and Marshall for their numerous D.C. landmarks, including the Boardman and Fraser mansions in the Dupont Circle area, distinctive Beaux Arts buildings for the National Geographic Society on 16th Street and the Natural History Museum on the Mall. In 1900 Heaton opened his own office at 902 F Street, N.W. and won a few minor house commissions before advancing his career with a year's study at the Sorbonne and a tour of Europe to study the Cathedrals of France, Spain, and Italy. This expertise may have led to his appointment in 1908 as Supervisory Architect for the Washington Cathedral where he directed construction for 14 years.<sup>141</sup>

With practical experience learned from two of Washington's leading architecture firms and European educational training, Heaton emerged in the 1910s as one of the region's most successful practitioners. Among his clients were numerous corporations, especially banks, that were seeking a conservative and stylish image from his palette of Georgian and Renaissance Revival designs. Heaton also was a prominent designer of schools and housing developments. Burleith, an innovative complex of 500 houses in northern Georgetown, was one of his most important neighborhood designs in conjunction with Shannon and Luchs. As a noted automobile enthusiast, Heaton was also drawn to the architecture of the first automobile age. He would design an elaborately decorated Art Deco structure for the downtown Capital Garage (1926;

razed) and the prim Georgian Revival Park and Shop (1930) on Connecticut Avenue in the Cleveland Park area, pioneering the multistory garage and automobile shopping center concept in the area.<sup>142</sup>

Heaton began working in Chevy Chase Village in 1899 when he designed the second house built by prominent Washington realtor John L. Weaver. Weaver had married his sister Annie Heaton and became an early and influential client who helped establish the young architect's practice and reputation with numerous commissions for apartments and rowhouse groups in D.C. during the first decade of the twentieth century. In 1911, Heaton remodeled the Newlands House in the Tudor Revival style on Chevy Chase Circle for William S. Corby and later added the mansion's gateway, garage, and landscape plans for the house between 1915 and 1927. About the time of his first Corby commission, Heaton also designed Colonial Revival houses for Edward J. Walsh (2 East Newlands) and William J. McNally (4 East Newlands). In 1911 Heaton designed a Colonial Revival residence at 17 Primrose for Charles Ogilby that was featured in the American Architect and later in the early 1920s added a handsome Dutch Colonial house for J. E. Jameson at 13 Oxford and a Tudor Revival house for John C. Walker, Jr. at 11 West Lenox. Heaton also designed numerous 1920s additions to earlier houses including 18 West Lenox and 5914 Cedar Parkway.<sup>143</sup>

The high-style houses of Dessez, Woods, Donn, and Heaton, along with many other architect-designed Colonial Revival, Neoclassical, Mediterranean, and Tudor Revival houses, such as the Philip Jullien's George Lewis residence at 34 Quincy (1922) and Porter and Lockie's Mountford House (ca. 1925) at Connecticut, are indicative of the importance of domestic commissions to the diverse practices of noted Washington architects before the onset of the Great Depression.<sup>144</sup> Speculative Period houses, ranging from builder Harry Wardman's sprawling Dutch Colonial house at 1 East Kirke Street to Boss and Phelps' smaller-scale English Colonial Revival-style houses at 26 and 30 West Irving Street, were also common. These residences also reflected the influence of correct Academic styles. Boss and Phelps, major developers in Chevy Chase on both sides of the District line, noted in their advertisements that they would give prospective buyers automobile rides to inspect the houses and that "practically the rent money will more than carry every obligation involved."<sup>145</sup> Speculative building in Chevy Chase in the 1920s was most profitably pursued in what today are the Town of Chevy Chase, Sections 3 and 5, and Martin's Additions, where a greater selection of large or small tracts could still be purchased and developed.

It was not uncommon for real estate advertisements as late the early 1930s to play up a distinction between Section "Two" and other areas sold by CCLC. A sales advertisement for 16 West Lenox in 1931 noted that the house was architect-designed and built by a civil engineer and was "free from the many faults frequently found in homes constructed for speculative purposes."<sup>146</sup> It was clear that an architect-designed house was an essential ingredient toward what made Chevy Chase Village "old" and "exclusive."

### *Building the Town of Chevy Chase, Section 3 and 5, and Martin's Additions*

The Phase II survey area shares the themes of architecture, community planning, and social history evident in the Village of Chevy Chase. Associations with the Chevy Chase Land Company are strong in each of the jurisdictions in that they reflect the planning and architectural

philosophy developed by Francis G. Newlands and the Chevy Chase Land Company to encourage certain kinds of family and social life. Even Martin's Additions, which was not a CCLC development, chose to follow most of the CCLC's guidelines. This is evident in the pattern of tree-shaded streets, architectural diversity, and generous setbacks reflecting the privacy and union with nature representative of suburban residential design in the first half of the twentieth century. However, there are important differences in chronological development that create significant distinctions between Chevy Chase Village and its four sister jurisdictions. The Town, Sections 3 and 5, and Martin's Additions are products of the automobile age largely built after 1920.

Although there are clusters of houses in the Phase II survey area that pre-date or are contemporaneous to residences in the Village, these areas were too sparsely developed before World War I to establish the character of a classic street car suburb and were overcome in the building boom of the 1920s. The undeveloped land of the Town, Sections 3 and 5, and Martin's Additions became prime residential real estate. New houses sprouted up throughout this area and created an architectural character quite different from Chevy Chase Village, which by 1920 was termed "old Chevy Chase" in the real estate sections of the local newspapers.

The economic depression of the 1890s, the birth of the 1913 income tax, and the sobering effect of World War I changed architectural tastes and fashions. Even affluent families began to build smaller-scale and more reserved houses and managed without servants. The mobility provided by affordable automobiles freed people to move around and some observers argued the residence had lost its importance. Radio broadcasting and air travel reached the public in the 1920s and the automobile and electricity came into general use. The parlor and the porch and the formal lifestyle they supported were the first to go as the automobile restructured the household patterns and the look of American suburbs.<sup>147</sup>

The Phase II survey area, when contrasted with the Village, reflects this shift in American society. More than a thousand suburban houses were built in the 1920s in greater Chevy Chase that were usually traditional in intent, economical in construction, and modern in their appliances. Most of the houses were period revivals, but the most popular styles continued to be "English" Tudor or Georgian modes. However, speculative builders also erected many frame Craftsman bungalows. Often the materials for these houses were pre-cut and the construction was fast. Fortunately, building inspectors established from the outset as part of the local governments of these communities ensured that the construction was not flimsy and that there was diversity in house design. Each of these Craftsman and Mission bungalows, Spanish, Dutch Colonial, Georgian, and Tudor Revival-style houses has its own patch of lawn and together created the reassuring sense of a cohesive, stable community. The Phase II survey area generally reflects the boom and maturation of Chevy Chase as a major suburban community in Montgomery County with a period of significance that predominantly spans from 1922 to 1941.

Early operative builders, like Monroe and Robert Bates Warren, who had established their reputation in the District erecting luxury co-op apartments, supplied much of the building stock in the Phase II area. In their 57-acre Leland development (Town of Chevy Chase) alone, the Warrens built more than 200 houses in the 1920s. Initially, these houses were bungalows, but early in the 1920s a switch was made to architect-designed brick and frame "English and Colonial" six-room, two-story, three-bedroom designs. The \$2 million development was strategically placed adjacent to the Chevy Chase Land Company holdings between Wisconsin

and Connecticut Avenue just south of the then-proposed East-West highway that would link Bethesda and Silver Spring. This placed the development near two major arterials "approximately twenty minutes drive from the very center of Washington" and had the added advantage of allowing the firm to construct Bethesda's first shopping center, a row of Tudor-style stores on Wisconsin Avenue. The Warrens priced the houses from \$10,000 to \$12,000, including all modern amenities; and squarely aimed sales at the middle-class market.<sup>148</sup>

Research to date indicates that the large-scale operative builders were most active after 1922 in what today is the Town of Chevy Chase and employed architects to design the residences. Surviving municipal building permits from Section 4 issued between 1935 and 1959 in the Town of Chase reveal that Meadowbrook, Inc., Shannon and Luchs, George F. Mikkelson and Son, and Frank Simpson Building Corporation were prolific builders who routinely employed architects. Rising young practitioners, such as E. Burton Corning and Harry Edwards, who worked for Shannon and Luchs, Mikkelson, and the Warrens, figured prominently on these permits. Corning and Edwards both became major Washington architects working in the Art Deco and Moderne styles by the end of the 1930s. Edwards worked for the Warrens on the Leland development in the 1920s and continued his association with Monroe Warren, Sr. after he founded the Chevy Chase-based Meadowbrook, Inc. building concern in 1932. Former Section 4 building inspectors A.W. Smith and R.W. Berry also were frequently cited as architects by Mikkelson and Simpson.<sup>149</sup>

The most prolific construction concerns in Chevy Chase in the interwar period were the Shannon and Luchs Construction Company and Monroe and Robert Bates Warren. Together they built more than 400 houses, a substantial share of the building stock of the present Town of Chevy Chase, in their Leland, Meadowbrook, and Chevy Chase Park developments. Both Herbert T. Shannon and Monroe Warren were prominent members of the Home Builders Association of Washington, Inc., established in 1924. Shannon and his associate Waverly Taylor conceived of the plan to organize a group to represent the interests of "individuals, firms, or corporations engaged in the building of housing primarily as principals, as differentiated from those building primarily as the agents of others."<sup>150</sup> The term that these building concerns used to distinguish themselves from general contractors was "operative home builders." The association's membership roll was a who's who of Washington's large-scale speculative house builders and real estate developers, including Shannon and Luchs, M. and R. B. Warren, D. Dunigan, Inc., Thomas Jamesson, B. H. Gruver, Kennedy Brothers, J. B. Shapiro, Inc., Harry Small, Morris Cafritz Company, Walter A. Dunigan, Middaugh and Shannon, Douglas and Philips, Maddox, Marshall and Company, Harry Wardman Construction Company, and B. F. Saul and Company. It was estimated that these firms produced about 80% of the housing built for sale or rental in the Washington area at that time. The organization immediately flexed its cooperative muscle, ending the "pirating of building labor" caused in the past by competing firms offering workers higher wages. Soon after formation the new association refused to accede to house plasterers' demands for higher wages and they broke a strike within a month. They were also able to pressure building suppliers to hold down the prices of materials.<sup>151</sup>

Shannon and Luchs and the Warrens were the big builders in Chevy Chase and enjoyed most of their success west of Connecticut Avenue in what today is the Town of Chevy Chase. This was probably due to the availability of larger tracts of land for subdivision in what was called Leland, Meadowbrook, and Chevy Chase Park north and west of the original platted

bounds of Section 4, the area controlled by the Chevy Chase Land Company. Home building in Section 4 and much of the Chevy Chase territory east of Connecticut Avenue seems to have been dominated by traditional, family-run, contracting businesses. Two of the major family-run contracting firms were George F. Mikkelson and Son (James Mikkelson) and Frank Simpson Building Corporation, which was a corporate name adopted in the 1920s for the Simpson-Troth-Orem building and real estate combine that probably built several hundred houses in Chevy Chase between 1900 and 1940, especially north of Bradley Lane and east of Connecticut Avenue.

With the noted exception of the large-scale developers, Shannon and Luchs and the Warrens, the usual practice was to hire local Chevy Chase builders, such as the Mikkelsons, Frank Simpson, and Horace Troth, who thrived despite keen competition from a large number of builders and carpenters attracted to the area during the building boom of the 1920s. In the case of Simpson and Troth, they established their reputations on their Brookville Road shops, crews (many of whom were family members), and the ability to coordinate the work. They often brokered lumber and materials from Thomas W. Perry who opened a lumber yard and building supply company in 1912 located near the B&O rail line at Chevy Chase Lake. Any builder and his crew depended on the timely arrival and adequate quality of materials, so it is no surprise that Simpson and Troth normally dealt with a local supplier. It is also known from oral tradition that Perry was a source of plans for local builders and that the Simpson-Troth clan used the American Builder trade magazine as a source for the designs of their houses. Numerous frame "English" Colonial Revival, Craftsman, or Tudor Revival-style houses along Shepherd Street, Williams Lane, Florida Street, Raymond Street, and Brookville Road can be attributed to the Simpsons and Troths through the use of municipal account ledgers recording permit fees and building deposits.<sup>152</sup>

Other contractors who have been identified with Chevy Chase houses, especially in Sections 3 and 5, included David J. Courtney, Gilbert S. Seek, A. C. Warthen, McLachlen and Gaver, Griffin Brothers, Morrison Brothers, Jacobson Brothers, and Meatyard Construction Company.<sup>153</sup> Many of these builders resided in Chevy Chase or Kensington and together represented the contractor-entrepreneur bidding on and building houses. Many of these contractors practiced their craft much as builders in the nineteenth century had. They brokered materials, built for speculation, provided one client with a customized design, or erected an architect-designed house. Most of these contractors specialized in house construction using stock designs and pattern books that they personalized to suit the residential needs and desires of their clients. Usually the alterations were superficial, changing wall surfaces, closets, or paneling.

Real estate advertisements at the height of the building boom captured the character of typical contractor-built houses erected in parts of Martin's Additions and Section 5 in this period. At Brookville Road and Turner and Taylor Streets, "Chevy Chase Bungalows" were sold for \$9,950. Each of these houses included "five large rooms, hot-water heat, electricity, gas, oak floors, open fireplaces, built-in refrigerators, tiled baths, large dry cellars, unusually large, high-roofed attics, big lots."<sup>154</sup> On Thornapple Street in Section 5, a group of "Center Hall Colonial English-type Cottages went for sale at that time. These houses, priced at \$13,500 and built midway between Connecticut Avenue and Brookville Road, were all "Center Hall plan and English Cottage type--nestling under the shade of towering trees and surrounded by Homes of consistent character." These houses were described as "tastefully decorated and built to

endure" and included "large rooms; open fireplaces; hardwood floors; spacious porches; big wardrobe closets; laundry equipment; hot-water heating plant, separate heater for hot water."<sup>155</sup>

The decade after the end of World War I was the first to reflect the impact of the automobile on Chevy Chase's domestic architecture. A number of families had purchased cars and built freestanding "auto houses" by 1916, but it was not until after the war that buildings regularly included an attached garage as part of the house's overall design. By the late 1920s garages built into the basements of Period Revival and Tudor-style houses were a typical part of Chevy Chase house design. Offering more freedom and luxury than the older streetcar, the car would soon replace the trolley and bus as a means of discretionary travel. By the late 1920s the car was a basic mode of journey-to-work movement for many Chevy Chase residents commuting into Washington, D.C. In fact, developments by the Warren Brothers at Leland, a long walking distance from the streetcar line, had been predicated on the new residents being automobile owners and commuters. Their advertisements called for Washingtonians, by means of their automobiles, to follow "the road to happiness" out to Leland, and their booster publication for the community went to great lengths to describe the outstanding roads in the community and ease of automobile access to major highways from Leland.<sup>156</sup>

The most interesting and unique automobile-oriented development in Chevy Chase was the Hamlet a project launched during the depths of the Depression by the Newlands heirs. The family's publicly-stated motivation behind the project was the rekindling of the community planning ideals of Francis Newlands. However, the project may also have been a means of keeping the CCLC a going concern during hard times. Shortly after Janet Newlands Johnston married her third cousin, CCLC landscape architect William Sharon Farr, she conceived the idea of building new upscale housing in Chevy Chase that would be built on company land and leased to residents rather than sold outright. California architect Dan Kirkuff, who had designed 14 houses for the family in Reno, Nevada, designed the cluster of houses called "The Hamlet" on Blackthorn Street. The modern residential units embodied the line and details of early American vernacular farm houses and two large yellow brick gate houses announced the entry into a central automobile courtyard. Kirkuff explained to the press that early American architecture, particularly buildings in the vicinity of the College of William and Mary, had inspired his building design, while the gardens and layout had been influenced by the European villages he had admired while he served in the army during World War I. How much of this was for publicity is hard to gauge, but it was clear that the CCLC was looking for a departure from the traditional Period-revival architecture and house layout that had been the staple of merchant builders flourishing in the Town in this period.<sup>157</sup>

### *Conclusion*

As modern postwar suburban developments exploded on the landscape of Montgomery County in the 1950s, Chevy Chase came to epitomize the mature conservative neighborhood of expansive, tree-shaded houses. The neighborhood was not without its critics, and it is interesting that 89-year-old Frank Lloyd Wright received a standing ovation from members of the Bethesda-Chevy Chase Chamber of Commerce when in 1958 he spoke to them and called Chevy Chase "a blighted area."<sup>158</sup> The incident made great local news copy at a time when

debates over modern versus traditional architecture were followed with interest in Washington. Wright's main purpose for this visit to the area was a lecture concerning the proposed design for a new cultural center. It is obvious that the houses of Chevy Chase represent an important cultural expression of American wealth and power in the early twentieth century and reflect in their traditional design the optimism, family stability, and comfort considered central to the domestic architecture of the post-Victorian American suburb before 1940.



## ENDNOTES

1. For a discussion of patterns in the suburban growth of Montgomery County, see Ray Eldon Heibert and Richard K. MacMaster, A Grateful Remembrance: The Story of Montgomery County, Maryland. (Rockville, Maryland: Montgomery County and the Montgomery County Historical Society, 1976), 209-226 and 265-270; and for Washington's economic and population growth after 1880, see Constance Green, Washington: A History of the Capital. (Princeton, New Jersey: Yale University Press, 1962; reprint edition 1976), vol. II, 9-34; and see also Kathryn Schneider Smith, Washington At Home: An Illustrated History of Neighborhoods in the Nation's Capital. (Northridge, California: Windsor Publications, Inc., 1988), 9-14.
2. Heibert and MacMaster, A Grateful Remembrance, 265; and see also Andrea Rebeck, "Montgomery County in the Early Twentieth Century: A Study of Historical and Architectural Themes." Unpublished report for the Historic Preservation Commission and Maryland Historical Trust, December, 1987, 3.
3. Heibert and MacMaster, A Grateful Remembrance, 265.
4. *Ibid.*, 248, 282-288, and 302-304.
5. Howard Gillette, Jr., "Old Anacostia: Washington's First Historic Suburb," In Smith, Washington at Home, 97-105. See also Smith's introductory essay describing the context for the development of this suburb.
6. Smith, Washington at Home, 9-14.
7. *Ibid.*
8. Frederick Gutheim, Worthy of the Nation: The History of Planning for the National Capital. (Washington, DC: Smithsonian Institution Press, 1977), 102-3.
9. *Ibid.*, 103-104.
10. Smith, Washington at Home, 9-14.
11. Heibert and MacMaster, A Grateful Remembrance, 210-217.
12. *Ibid.*
13. Kenneth T. Jackson, Crabgrass Frontier: The Suburbanization of the United States. (New York and Oxford: Oxford University Press, 1985), 108-111.

14. Leroy O. King, 100 Years of Capital Traction. (Dallas, TX: Taylor Publishing Company, 1976), 100; and William G. Allman, "Land, Transportation, and Recreation Planning in the Electric Streetcar Era in Montgomery County, Maryland." (MA Thesis, George Washington University, 1982), 21-26.
15. William Offutt, Bethesda: A Social History of the Area Through World War II. (Bethesda, MD: The Innovation Game, 1995), 72-108.
16. Jackson, Crabgrass Frontier, 111-112.
17. Offut, Bethesda, 72-108.
18. Heibert and MacMaster, A Grateful Remembrance, 231-232.
19. Jackson, Crabgrass Frontier, 157-163; Frederick Gutheim, Worthy of the Nation: The History of Planning for the National Capital. (Washington: Smithsonian Institution Press, 1977), 139-140.
20. For a period description of Montgomery County and its place as the "country club suburb" of the nation's capital, see Montgomery County: Home Community of the Nation's Capital. (Washington, DC: Judd and Detweiler, 1932). Copy located in the "Montgomery County History" Vertical file, Montgomery County Public Library, Rockville, MD.
21. Heibert and MacMaster, A Grateful Remembrance, 265-270.
22. Evening Star (Washington), May 26, 1923.
23. For a list of all plats filed and an overview of suburban development in the county in the 1920s, see Rebeck, "Montgomery County in the Early Twentieth Century." Report on file, M-NCPPC, Silver Spring, Md.
24. Heibert and MacMaster, A Grateful Remembrance, 267-270.
25. Ibid.
26. Rebeck, "Montgomery County in the Twentieth Century," Report on file at M-NCPPC, Silver Spring, Md.
27. Jackson, Crabgrass Frontier, 195-218.
28. Jackson, Crabgrass Frontier, 212-213; and see also Heibert and MacMaster, A Grateful Remembrance, 301-303.
29. Heibert and MacMaster, A Grateful Remembrance, 302-303; and see also Offutt, Bethesda, 419.

30. Heibert and MacMaster, A Grateful Remembrance, 303.
31. For a description of Chevy Chase neighborhoods, see Susan Soderberg, "Will the Real Chevy Chase Please Stand Up," Unpublished typescript, on file at M-NCPPC, Silver Spring, MD.
32. For a discussion of Newlands' role as a political agent in the development of Washington's Mall and proposed legislation concerning the government's fine arts policies, see William B. Bushong, "Glenn Brown, the American Institute of Architects and the Development of the Civic Core of Washington, D.C." (Ph.d. dissertation, George Washington University, 1988).
33. "Country" has been defined by John R. Stilgoe as "a space dominated visually by trees and displaying vestiges of early nineteenth century agricultural beauty." This definition would apply to the design intent of Chevy Chase. See Stilgoe's Borderland: Origins of the American Suburb, 1820-1930 (New Haven and London: Yale University Press, 1988), 5.
34. The most complete study of Newlands' early life, education, and career as a lawyer can be found in William Lilley, "The Early Career of Francis G. Newlands, 1848-1897." (Ph.d. dissertation, Yale University, 1965), 1-20. See also the popular Newlands biographical monograph by Albert W. Atwood, Francis G. Newlands: A Builder of a Nation. (Washington: Newlands Co., 1969).
35. Lilley, "The Early Career of Francis Newlands," 22-54.
36. Ibid., 21-70.
37. Constance McLaughlin Green, Washington: A History of the Capital, 1800-1950. Vol. 2 (Princeton, N.J.: Princeton University Press, 1962), 14.
38. Edward Hillyer, "Manuscript History of the Chevy Chase Land Company," Unpublished Typescript, Copy on File at the Chevy Chase Historical Society, Chevy Chase, Maryland.
39. Atwood, Francis G. Newlands, 18-20. See also Offutt's Bethesda, 146-147.
40. Atwood, Francis G. Newlands, 22-24.
41. This infamous case ended violently in 1888 after a United States Supreme Court decision by Justice Stephen J. Field, sitting in the California Circuit, finally ruled that the marriage contract was invalid. When Field read the decision in court, Sarah Althea Hill jumped up and reportedly shouted "How much did Newlands pay you?" Judge Field ordered that she be removed from the court, precipitating a fight between the marshal, who had his front teeth knocked out, and her counsel and husband David Terry. Terry had a Bowie knife and Hill pulled a revolver from her purse, but the guards managed to overpower the couple. Both eventually served brief prison terms as a result of the incident. A burly man who had served as a

Confederate General during the Civil War and as a judge on the Supreme Court of California, Terry vowed he would kill Field. Eventually, Terry was shot to death by the judge's bodyguard, a notorious gunslinger named David Neagle, when Terry attacked Field after an encounter in a restaurant at a train station. Four years later Sarah Althea Hill was committed to a state institution for the insane and died there in 1937. Atwood, Francis G. Newlands, 14-25.

42. This legend is described and debunked in Offutt, Bethesda, 142-143.

43. A large number of scholarly studies and popular articles have been written about Chevy Chase, Maryland. The most accessible and reliable sources, which have influenced this essay, are Roderick S. French's "Chevy Chase Village in the Context of the National Suburban Movement, 1870-1890." Records of the Columbia Historical Society, 49 (1973-1974), 300-329; Judith Helm Robinson's "Chevy Chase: A Bold Idea, A Comprehensive Plan" in Kathryn S. Smith, ed., Washington at Home: An Illustrated History of the Neighborhoods of the Nation's Capital. (Northridge, CA: Windsor Publications, 1988), 190-201; and Offutt's Bethesda, 139-216.

44. Offutt, Bethesda, 147; Robinson, "Chevy Chase," 190-201.

45. "Cheivy" was a reference to the Cheviot range of hills that stretch some thirty five miles along the border between England and Scotland. A "chase" was an old English term for a privately-owned, unenclosed game preserve. Colonel Joseph Belt probably named his tract after the 15th-century "Ballad of Chevy Chase," but this has not been documented.

46. Stellwagen's importance to the execution of Newlands' comprehensive plan is discussed in Hillyer, "Manuscript History, CCLC." For Stellwagen's biographical sketch, see Who Was Who in America, Vol. 1, 1897-1942. (Chicago, Illinois: Marquis--Who's Who, 1966), 1177.

47. William Bushong and Piera M. Weiss, "Rock Creek Park: Emerald of the Capital City." Washington History, (Fall/Winter, 1990-1991).

48. "Memorandum for Judge Perkins" by Edward Stellwagen, President of the Chevy Chase Land Company, 1918-1932. Unpublished typescript on file at the Chevy Chase Historical Society, Chevy Chase, MD.

49. Schoepf resigned on August 1, 1892 after completion of the Rock Creek Railway and accepted a contract with William L. Elkins, P.A.B. Widener and Thomas Dolan, later known as the Widener-Elkins syndicate, to electrify the Philadelphia Street Railway systems. The syndicate extended their activities throughout Pennsylvania and Schoepf worked for them until 1927 organizing, constructing, and electrifying street railways in Philadelphia, Pittsburgh, and Cincinnati. He later became president of the Ohio Electric Railway Company which operated 617 miles of inter urban lines. Hillyer, "Manuscript History, CCLC."

50. Hillyer, "Manuscript History, CCLC"; Robinson, "Chevy Chase," 190-201; Offutt, Bethesda, 139-216.

51. Ibid.

52. Newlands' expert team was described in Edward Hillyer's account of the CCLC and Offutt's Bethesda, 154-155. For a biographical sketch of Johnson and a list of his known commissions, see Sandra Tatman and Roger W. Moss, Biographical Dictionary of Philadelphia Architects:1700-1930 (Philadelphia, PA: G.K. Hall & Co., 1985), 416-418.

53. Richard Schermerhorn, Jr. "Nathan Franklin Barrett, Landscape Architect." Landscape Architecture, Vol. 10 (April 1920), 109-113.

54. Edward Hillyer discusses Newlands's planning ideas at length in his memoir history of the CCLC. Hillyer, Manuscript History, CCLC."

55. Ibid.

56. Offutt, Bethesda, 155; and for the history of water and sewer service in the Chevy Chase area, see also History of the Washington Suburban Sanitary Commission: 75th Anniversary, 1918-1993. (Laurel, MD: WSSC, 1993), 4-24.

57. Hillyer, "Manuscript History, CCLC." See also "Chevy Chase Citizens Committee Files Objections to Zoning Plans," Evening Star, July 20, 1920; "New Regulations for City Zoning Put Into Effect," Evening Star, August 30, 1920.

58. Hillyer, "Manuscript History, CCLC."

59. Kevin J. Parker, "Leon Dessez, Washington Architect: 1858-1918." Unpublished typescript on file at M-NCPPC, Silver Spring, MD. Dessez's obituary by D.C. municipal architect Snowden Ashford is also a useful source, see "Leon Dessez," Journal of the American Institute of Architects, 12 (April 1919), 178.

60. Hillyer, "Manuscript History, CCLC."

61. Hillyer, "Manuscript History, CCLC." and Offutt, Bethesda, 73-76, 144-148. The quotation is taken from the Washington Evening Star, June 20, 1920.

62. Hillyer, "Manuscript History, CCLC." Hillyer cites the CCLC board minutes as his source for the number of houses constructed in these years.

63. Ibid.

64. Offutt, Bethesda, 156-157.

65. Mary Roselle George, "Developer Influence in the Suburbanization of Washington, D.C.: Francis Newlands and Chevy Chase." (MA Thesis, University of Maryland, 1989).

66. Ibid.

67. Hillyer, "Manuscript History, CCLC."

68. Thomas J. Fisher Real Estate Company, Chevy Chase for Homes (Washington, D.C.: T.J. Fisher, 1916). A copy of this booklet is on file at the Chevy Chase Historical Society, Chevy Chase, MD.

69. Town of Chevy Chase, 62.

70. Hillyer discusses the impact of the economy in this period on the history of the CCLC in depth. Hillyer, "Manuscript History, CCLC."

71. Andrea Rebeck, "Montgomery County in the Early Twentieth Century: A Study of Historical and Architectural Themes." Unpublished manuscript prepared for the Montgomery County Historic Preservation Commission and the Maryland Historical Trust, 1987. Copy on file at the M-NCPPC, Silver Spring, MD.

72. Analysis of the 1920 Population Census indicates that more than a third of the heads of household in Chevy Chase were military officers, physicists, chemists, bureau officials, and clerks employed by the federal government. Department of Commerce, Bureau of the Census, Fourteenth Census of the United States: 1920--Population, Manuscript Census, National Archives and Records Administration, Washington, D.C.

73. Hillyer, "Manuscript History, CCLC."

74. Town of Chevy Chase, 26.

75. Washington Evening Star, October 9, 1926 and Chevy Chase News, April 15, 1930.

76. Offutt, Bethesda, 208-209.

77. T.H.S. Boyd, The History of Montgomery County, Maryland. (Clarksburg, MD: privately printed, 1879; reprint edition Baltimore, MD: Regional Publishing Company, 1968), 120; see also Offutt, Bethesda, 173-174; and see also William M. LeoGrande and Jerome F. Collins, "The Maccubbin Family of Montgomery County," Maryland Genealogical Society Bulletin, Vol. 37, No. 1, (Winter 1996), 67-91; and William LeoGrande, "'No Gain': Portrait of a Yeoman Family Farm in Montgomery County, Maryland." Unpublished paper used with the permission of the author, copy on file with the Chevy Chase Historical Society, Chevy Chase, Maryland.

78. LeoGrande, "'No Gain': Portrait of a Yeoman Family Farm in Montgomery County, Maryland." The slave cemetery is mentioned in an 1861 deed recording this sale and reproduced in an 1873 Equity Court Case (Liber EBP 4, Folio 99-150). Professor LeoGrande has completed extensive research on "No Gain" and conveyed this information to the M-NCPPC staff in a memorandum dated December 11, 1986. A copy is on file with the Chevy Chase Historical Society.
79. LeoGrande, "'No Gain': Portrait of a Yeoman Family Farm in Montgomery County, Maryland." See also Offutt, Bethesda, 195-196.
80. LeoGrande, "'No Gain': Portrait of a Yeoman Family Farm in Montgomery County, Maryland; "Offutt, Bethesda, 197; and The Town of Chevy Chase, 67.
81. Offutt, Bethesda, 156; and Eleanor V. Cook, "Winemaking in Montgomery County." Unpublished paper in the Sonneman Vertical File, Chevy Chase Historical Society. Cook's sources were the 1870 and 1880 censuses.
82. Sonneman File, Chevy Chase Historical Society. See also historic photographs in the Chevy Chase Historical Society collection for 6307 Broad Branch Road and 101 and 129 Grafton Street; and for information concerning Sonneman's work on 2, 4, and 8 Oxford Street, see Waddy Woods Papers, ADE-Unit 1687-9 (misc. supp.), Prints and Photographs Division, Library of Congress.
83. Offutt, Bethesda, 149-150, 160, and 169-170; see also "A History of Chevy Chase Village," Interview with Edith Claude Jarvis by Paula Locker, July 16, 1971. Transcript of a Tape Recording; and Edith Claude Jarvis, "Slide Program on the History of Chevy Chase Village," May 18, 1981. Both typescripts are on file at the Chevy Chase Historical Society.
84. Thomas E. Robertson, "History of Chevy Chase." The Record (Bethesda), January 5 and 12, 1945.
85. Offutt, Bethesda, 160 and 168.
86. "Chevy Chase, Premier Among Washington Suburbs," Washington Times, May 31, 1903. A copy of the clipping is in the Cutter Collection, Suburban Districts, Washington, D.C. Vertical File, Washingtoniana Room, District of Columbia Public Library, Washington, D.C.
87. Ibid.
88. John M. Lynham, The Chevy Chase Club: A History, 1885-1957. (Washington, D.C: Judd and Detweiler, 1957), 6-17. This history has been updated and revised. See also Robert H. Thompson, ed., The Chevy Chase Club, 1892-1992. (Chevy Chase, MD: Chevy Chase Club, 1992), 16-27.
89. Thompson, ed., The Chevy Chase Club, 16-17.

90. Thompson, ed., History of Chevy Chase, 28-37; see also Annual Report of the President of the Chevy Chase Club for the Year Ending December 6th, 1910. Copy on file at the Washingtoniana Room, District of Columbia Public Library, Washington, D.C.
91. Thompson, ed., The Chevy Chase Club, 77-100.
92. "Chevy Chase, Premier Among Washington Suburbs," Washington Times, May 31, 1903. See also "A History of Chevy Chase Village," Interview with Edith Claude Jarvis by Paula Locker, July 16, 1971; and Jarvis, "Slide Program on the History of Chevy Chase Village," May 18, 1981.
93. Offutt, Bethesda, 166-167; see also Roderick French, "Chevy Chase Village in the Context of the National Suburban Movement, 1870-1900." Records of the Columbia Historical Society, Vol. 49 (1973-1974), 325.
94. Offutt, Bethesda, 161-162; see also Given's own recollections of her career, Ella Given, "A Backward Glance, 1898-1933" and her "History of Chevy Chase," Chevy Chase News, November and December, 1920. Copies of these memoirs and clippings are on file in the Residential Sections, A-C Vertical File, Washingtoniana Division, D. C. Public Library.
95. Given, "A Backward Glance, 1898-1933" and "History of Chevy Chase," Chevy Chase News, November and December, 1920. D. C. Public Library.
96. Compilation of Laws Affecting the Public Schools of the District of Columbia, 1804 to 1929. (Washington: Government Printing Office, 1929), 95-98.
97. Offutt, Bethesda, 162-166; Town of Chevy Chase, 35-45.
98. Washington Times, May 21, 1903.
99. "A History of Chevy Chase Village," Interview with Edith Claude Jarvis by Paula Locker, July 16, 1971; and Jarvis, "Slide Program on the History of Chevy Chase Village," May 18, 1981.
100. Ibid. See also Offutt, Bethesda, 160-161.
101. Offutt, Bethesda, 161.
102. The Town of Chevy Chase, 56.
103. From 1920 to 1931 Meyer Davis leased the park: summers of 1932-1934 to Edward R. Carr, and to a Mr. Field in 1935-1936. The park was dismantled in 1937. See Hillyer, "Manuscript History, CCLC"; Town of Chevy Chase, 64-65; and Offutt, Bethesda, 74-75.



104. Historical Sketches of the Parishes and Missions in the Diocese of Washington. (Washington, D.C: Washington Branch of the Women's Auxiliary to the Diocese, 1928), 121-122; Robert L. Lefevre, "A Summary History of Chevy Chase Parish, Diocese of Washington." Unpublished paper on file at M-NCPPC, Silver Spring, MD. Courtesy of William Tyng.
105. 75th Anniversary: Chevy Chase United Methodist Church. (Chevy Chase, MD: Chevy Chase United Methodist Church, 1987); and see also How Lovely Is Thy Dwelling Place: The Chevy Chase Methodist Church. (Chevy Chase, MD: Chevy Chase United Methodist Church, 1954).
106. Mary Roselle George, "Developer Influence in the Suburbanization of Washington, D.C.: Francis Newlands and Chevy Chase." (MA Thesis, University of Maryland, 1989), 247-260.
107. Department of Commerce, Bureau of the Census, Fourteenth Census of the United States: 1920--Population, Manuscript Census, National Archives and Records Administration, Washington, D.C.
108. Who's Who in the Nation's Capital. (Washington, D.C.: W.W. Publishing Company, 1923-24). Copies of the biographies of figures referenced here and many others have been copied and placed on file at Chevy Chase Historical Society.
109. Ibid. See also "Chevy Chase Country Day School," The Book of Washington, 355, 411-412. There is a photograph of the school (19 Grafton Street) in this publication.
110. Ibid.
111. Fourteenth Census of the United States: 1920--Population, Manuscript Census, NARA.
112. Ibid.
113. Ibid. For an example of community concern over residents fitting out houses for double occupancy, see the Minutes of Section 3, 1912-1926, July 3, 1919.
114. Fourteenth Census of the United States: 1920--Population, Manuscript Census, NARA.
115. Chevy Chase Survey, Chevy Chase Elementary School, 1939. Typescript copy in the Chevy Chase subject file at the Montgomery County Historical Society, Rockville, MD.
116. The Town of Chevy Chase, 15.

117. Heibert and MacMaster, A Grateful Remembrance, 253-255.

118. Offutt, Bethesda, 187-190.

119. As part of this project, the municipal records of Section 3, Section 5, the Town of Chevy Chase, and Martin's Additions were searched for materials related to building permits. The only substantial collection of permits that was found was located in the Town records that covered the years 1933 to 1959. The Town and Section 5 retain possession of their municipal records; these can be seen by researchers by appointment. Section 3 has deposited its early papers at the Chevy Chase Historical Society and Martin's Additions' community records are stored at the Montgomery County Historical Society. Similar building regulations can be found in the records of each municipality.

120. "Minute Book of the Chevy Chase Citizen's Association, Section 5," 1916-1923. In the possession of the Village of Section 5, Chevy Chase, Maryland.

121. "Report of the Superintendent, February 11 to March 10, 1932," Secretary's Minutes, Citizen's Committee Section 4, In the possession of the Town of Chevy Chase, Maryland.

122. "Important Notice," June 30, 1939. Secretary's Minutes, Citizen's Committee Section 4, In the possession of the Town of Chevy Chase, Maryland.

123. Wallace Janssen, "A Look Back At The Village of Martin's Additions." Unpublished typescript on file at the Chevy Chase Historical Society.

124. "Proposed Ten-Year Development Program for Martin's Additions to Chevy Chase, Md," presented by Ralph H. Chase." In the Records of Martin's Additions," Vertical File, 1931. Montgomery County Historical Society.

125. Frank H.M. Klinge, Atlas of Montgomery County, Maryland, Vol. 1. (Lansdale, PA: Frank H.M. Klinge, 1941), 5.

126. George Winchester Stone, Jr., "My Local Habitation and its Name: Reminiscences of the Quality of Life in Martin's Third Addition to Chevy Chase, 1909-1930." Unpublished typescript on file at the Chevy Chase Historical Society. Stone's memoir is one of the most useful and interesting of early Chevy Chase resident's recollections. A substantial portion of the manuscript has been published in Offutt, Bethesda, 177-183.

127. Frank H.M. Klinge, Atlas of Montgomery County, Maryland, Vol. 1. (Lansdale, PA: Frank H.M. Klinge, 1931), 3.

128. A remarkable account ledger entitled, "Buildings, Permits, and Deposits," Section 3, Records, is on file at the Chevy Chase Historical Society. This ledger identifies by lot and block number every parcel for which a building deposit and permit fee was received and who submitted the deposits and fees between 1922 and 1955. Used in conjunction with tax maps and

community directories, it is possible to identify contractors and builders who erected many of the houses in Section 3.

129. April 29, 1925. Section 3, Minutes, 1912-1926.

130. LeoGrande, "'No Gain': Portrait of a Yeoman Family Farm in Montgomery County, Maryland; and "Offutt, Bethesda, 156.

131. Town of Chevy Chase, 1-43. This monograph prepared under the auspices of the Town of Chevy Chase, provides an outstanding introduction to the history of this municipality and Chevy Chase in general.

132. Washington Evening Star, October 26, 1895.

133. For a biographical sketch of Cooper, see The Washington Post, A History of the City of Washington, Its Men and Institutions. (Washington, D.C.:Washington Post, 1903), 307-308.

134. For information concerning the organization of the architectural profession in Washington, D.C. in this period and biographical sketches of Wood and Donn, see William Bushong, A Centennial History of the Washington Chapter of the American Institute of Architects (with biographical sketches by Judith Helm Robinson and Julie Mueller). (Washington, D.C.: Washington Architectural Foundation, 1987).

135. See Emily Eig's sketch of Waddy Wood in David Look and Carol L. Perrault, The Interior Building: Its Architecture and Its Art. (Washington: Government Printing Office, 1986), 18-21; and also the numerous entries for Wood, Donn and Deming in Pamela Scott and Antoinette J. Lee, Buildings of the District of Columbia. (New York: Oxford University Press, 1993).

136. Wood's drawing for the All Saints Episcopal Church appeared in the Architect and Builder's Journal [Baltimore] (March 1901), 29. The architect's remodeling of the Chevy Chase Club is discussed in Lynham's Chevy Chase Club.

137. See the biographical sketch of Donn by Robinson and Mueller, in Bushong, Centennial History of the WCAIA, 118.

138. AIA Architects Papers, Donn, Edward W., Jr., RG 804, SR5, Box 23B, American Institute of Architects Library and Archives, Washington, D.C.

139. Property Atlas of Montgomery County, Maryland, Vol. 1, 1931.

140. Donn Papers, AIA Library and Archives.

141. See the biographical sketch of Heaton by Robinson and Mueller, in Bushong, Centennial History of the WCAIA, 130; and also Isabel T. Hill, "Arthur Berthrong Heaton: A Washington Establishment Architect." Unpublished paper, December 12, 1977. Copy on file at M-NCPPC.

142. Ibid. See also Richard Longstreth, "The Neighborhood Shopping Center in Washington, D.C., 1930-1941." Society of Architectural Historians Journal, 6 (March 1992): 11-15 and James M. Goode, Capital Losses: A Cultural History of Washington's Destroyed Buildings. (Washington, D.C.: Smithsonian Institution Press, 1979), 416-418.

143. A collection of Heaton's drawings with office records have been preserved at the Library of Congress Prints and Photographs Division and with this information known clients could be identified and correlated to known residents in Chevy Chase Village. The Ogilby House appeared in the American Architect, November 15, 1911.

144. A set of Jullien's blueprint drawings for the Lewis House are located at the Chevy Chase Historical Society and Porter and Lockie's attribution for the Mountford House is based on illustrations of their commissions attached to their reply to a 1948 AIA questionnaire concerning the firm's qualifications for federal public works. RG 803, Box 215, Folder 12, AIA Library and Archives.

145. Washington Evening Star, June 1, 1920 and October 21, 1920.

146. Washington Evening Star, May 21, 1930.

147. Jackson, Crabgrass Frontier, 174-177.

148. The Maryland News, June 7, 1929.

149. Building Permits, 1934-1959, Records of the Town of Chevy Chase. Used with permission of the Town and on file in their archives.

150. "History of the Home Builders Association of Metropolitan Washington," Home Builders Monthly (June 1954), 7, 9, and 11; and "History of the Home Builders Association of Metropolitan Washington," Home Builder (December 1958), 8-27. Quotation can be found in the latter article on page 8.

151. "History of the Home Builders Association of Metropolitan Washington," Home Builder (December 1958), 8-27.

152. "An Interview with David S. Orem," by Mary Anne Tuohey and Marjorie Zapruder, March 21, 1988. Chevy Chase Historical Society Oral History Project. Transcript on file at the Chevy Chase Historical Society; Interview with David S. Orem by William Bushong, January 24, 1997; Offutt, Bethesda, 195-196. Municipal records of the Town, Section 5, and Section 3 show numerous entries of the Troth-Simpson connections. See note 119 for the locations of these records.

153. "Building Permits, and Deposits." Section 3, Records; "Account Ledger Book," 1923-1930," Section 5, Records.

154. Evening Star (Washington), February 27, 1926.

155. Evening Star (Washington), April 10, 1926 and March 27, 1927.

156. Evening Star (Washington), March 6, 1926; and for the promotional piece, see the Maryland News, June 7, 1929.

157. Evening Star (Washington), May 26, 1934; Dan Kirkhuff, "A Model Block of Houses. . . Washington's Hamlet." Architectural Forum, vol. 63, (November 1935): 526-527.

158. Washington Daily News, October 3, 1958.