



CHEVY CHASE HISTORICAL SOCIETY

Newsletter

Winter 2002

Annual Spring Gala Champagne Supper Planned For Late April

The Chevy Chase Historical Society (CCHS) is pleased to announce that Chevy Chase Village residents Catherine Cotter and John Finneran will host this year's annual Spring Gala Champagne Supper on April 21, from 4:00 to 7:00 p.m. Their gracious home at 16 Magnolia Parkway was constructed around 1911 by Dr. Charles and Mary Clark, who resided there until 1965.

It is built in the Craftsman style, and influenced by the architecture of Frank Lloyd Wright, with stucco walls and long overhanging eaves. During the Clark years the main entrance was on West Irving Street and the kitchen entrance was on Magnolia Parkway. There was a beautiful grove of pink dogwood trees at the Magnolia-West Irving corner of the property, that other neighborhood residents may remember. The house has changed hands four times since the Clarks' ownership; it was purchased by Mr. Finneran and Ms. Cotter in 1998. They have restored the house as closely as possible to its original appearance.

Attendance at the gala is by invitation only. The invitations will be mailed shortly, and prompt response by mail is recommended in order to ensure a reservation



photo by George Kinter

16 Magnolia Parkway

at this ever popular event. Questions regarding attendance may be directed to Helen Secrest, at (301) 652-4878.

Ms. Cotter and Laura Smith are the co-chairs of the gala. The outstanding neighborhood restaurant, La Ferme, will once again cater the supper. Music will be provided for the enjoyment of the guests.

We thank Mr. Finneran and Ms. Cotter for opening their home for this special CCHS occasion.

GALA IS FUND RAISING CAMPAIGN KICK-OFF

The gala will mark the kick-off of CCHS' capital campaign (see article on page two). Guests can view the plans for the society's headquarters and archives, currently under construction at the Chevy Chase Community Library. Board members will be available to explain how the headquarters will house the society's collections in accordance with archival standards. The new facility reflects the society's continuing efforts to make the fascinating history of Chevy Chase more accessible to scholars, historians, friends, and neighbors alike. Guests and the entire community will be presented with the opportunity to help the society "Cherish Our History, Champion Our Future."

MAJOR GIFTS FROM CHEVY CHASE LAND COMPANY AND CHEVY CHASE BANK SHOW STRONG SUPPORT FOR SOCIETY'S CAPITAL

CCHS is beginning its capital campaign to raise funding for establishment of the society's first headquarters, and for other projects that have high priority. The Chevy Chase Land Company and Chevy Chase Bank have initiated leadership giving by making substantial contributions to the campaign.

CCHS President Angela Lancaster has announced that Carol Coffin, President of the society from 1993 to 1996, and Fran Schorr, President from 1997 to 2001, will co-chair the campaign. Of the Land Company's and Chevy Chase Bank's leadership gifts, Mrs. Schorr acknowledges that, "CCHS most gratefully appreciates the generosity of these two pillars of the Chevy Chase business community in recognizing the value of our projects through their financial support. Each of these businesses has long and deep ties with our community, and their support of the effort to make our local history more accessible is most praiseworthy."

"The goal for the campaign has been set at \$350,000, which we expect to raise by the end of 2002," says Mrs. Coffin. She adds that, "It's a very exciting time in our history, as we move from an all-volunteer organization into a more professional and visible role in the community."

Plans for the donated funds are extensive. Construction already has begun on CCHS headquarters space at the Chevy Chase Community Library. The society's collections of historical material, presently housed at several locations, will be consolidated in the custom designed, staffed, and more publicly accessible headquarters. Renovation of the library space is scheduled for completion this spring.

In addition to the cost of construction of the new headquarters and relocation of its collections, CCHS plans to commit \$75,000 to other high priority projects. For instance, CCHS presently has 78 oral histories of notable Chevy Chase residents on file. Mrs. Coffin says that, "We estimate that another 30 need to be completed over the next five years." The society will use campaign funds to transcribe, edit, review, and finalize at least six oral histories a year.

Another five year goal is to protect the more than 200 maps in CCHS' collection, many of which are antique and rare. At least three maps are near disintegration; their restoration must begin immediately. Map restoration is one of the more expensive projects the society undertakes, since specialists in restoration are required to complete the delicate and complicated job. "Time is our enemy," Mrs. Coffin points out. "The longer we wait to restore some of the maps, the greater the risk of losing them forever."

CCHS has completed deed research on the histories of approximately 50 houses in Chevy Chase. As Mrs. Schorr notes, "We estimate that there are another 450 houses that need to be researched." During the next five years, CCHS will undertake to complete historical research on those houses.

In addition to the oral histories, maps, and house histories, CCHS' collections include the historic papers of Section 3 of Chevy Chase and the Village of Martin's Additions; more than 100 books and pamphlets; two standing files of documents; more than 2,000 photographs; more than 20 exhibits; and 11 videotapes of historic interest. An important goal of the campaign is creation of a CCHS website that will carry indexes of the material in the collections, to make the latter more accessible. It is estimated that the computerization will cost approximately \$50,000.

The official kick-off of the campaign is scheduled to coincide with CCHS' annual Spring Gala Champagne Supper on April 21. The co-chairs now are busy soliciting funds from other major givers. There are nine communities in the area known as Chevy Chase, and, says Mrs. Coffin, "We plan to ask them all to contribute their share." CCHS also will solicit donations from businesses and from the general public during 2002.

CCHS HEADQUARTERS UNDER CONSTRUCTION AT CHEVY CHASE COMMUNITY LIBRARY

The long anticipated headquarters for CCHS soon will be a reality. On February 4, 2002, renovation of the lower level room began at the Chevy Chase Community Library, a branch of the Montgomery County Public Library, located at 8005 Connecticut Avenue. There, the CCHS collections of historical material will be archived properly and available for public study and information gathering. Ralph Smith of Architectural Design/Construction Services estimates that the construction will be completed early this spring.

Establishment of its headquarters heralds an exciting new era for CCHS. Years of energetic volunteering, careful stewardship, and community outreach have prepared the society for this step.

Plans are underway to move the society's extensive collections from their several locations to the new space. The collections include over 100 books and pamphlets; two standing files of documents; research on 50 individual houses; more than 200 maps, many of them antique and rare; 78 oral histories; more than 2,000 photographs; more than 20 exhibits; and 11 videotapes of historic interest. In addition, CCHS is the repository for the historic papers of both Section 3 of Chevy Chase and the Village of Martin's Additions.

The society believes that its collections represent the most comprehensive record in the country of the founding and development of Chevy Chase. Support from local governments, businesses, and individual donors, through CCHS' upcoming capital campaign, will be essential to the maintenance and accessibility of the society's resources.

Since CCHS is an all-volunteer organization, it must hire professionals to restore historic documents in its collection, including maps. The society's extensive oral histories do not include those of many important residents of the area; therefore, it requires professional assistance not only to conduct and record the interviews but also to transcribe the tapes. One of CCHS' priorities is bringing

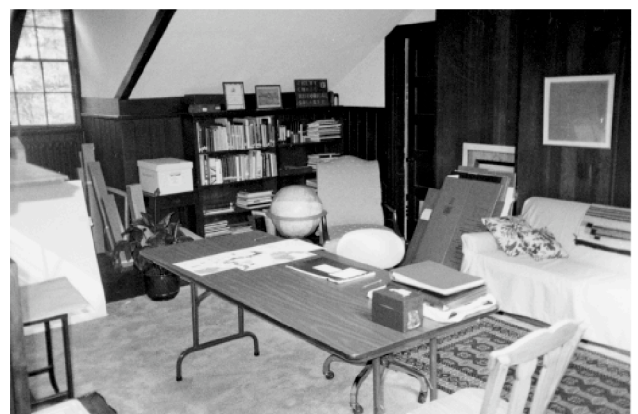


Capital campaign co-chairs Carol Coffin and Fran Schorr at CCHS headquarters site.

its collections into the computer age. Although it has begun the computer cataloging of its photographs, much work remains to complete the overall computerization process. Web page creation, for instance, will facilitate access to the rich and exciting history of Chevy Chase, aiding students and scholars who cannot travel to this area. Part time professional staffing will provide more consistent access to the collections, and assist CCHS in completing its projects.

As its headquarters project becomes more well known, CCHS is experiencing an enthusiastic response. We look forward to sharing further news about our new space and our other important projects. Count on hearing more from us!

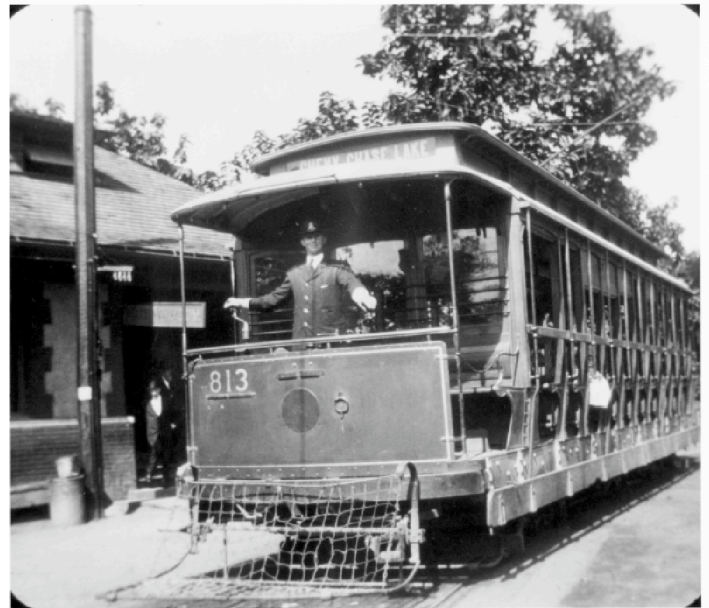
CCHS thanks Kathie Meizner, Agency Head, Chevy Chase Community Library, and the Montgomery County Public Library system for sharing our vision and for making the society headquarters project possible.



Former CCHS archive office in Joan Marsh's attic

SPRING PREVIEW: LIFE ALONG THE TROLLEY LINE IN EARLY CHEVY CHASE

In the Spring 2002 issue of the CCHs Newsletter, look for an account of the land, the services, the influence of the English gentry, and the lake along the streetcar line in the early days of Chevy Chase. This interesting and colorful relation of an integral piece of local history will be excerpted from the society's oral history of life-long Chevy Chase resident Judge Edward S. Northrup, and illustrated with photographs from the society's archives.





The following account of the land, the services, the influence of English gentry, and the lake along the streetcar line in the early days of Chevy Chase is excerpted from the oral history, "An Interview with Judge Edward S. Northrup," taken in 1985 for the CCHS Oral History Project by Mary Anne Tuohey and Marjorie Zapruder. Born in Chevy Chase, Edward Skottowe Northrup attended the E.V. Brown Elementary School; graduated from Virginia's Woodberry Forest School in 1930; and received his law degree from The George Washington University in 1937. He served with distinction in the United States Navy in World War II, after which he returned to the practice of law. In 1954 and 1958 he was elected to the Maryland Senate, and in 1961 he was appointed to the United States District Court for the District of Maryland. He was the first Democrat to be appointed to the federal bench in Maryland since the Civil War, became Chief Judge of the court in 1970, and became a Senior Judge in 1981. In 1985, he was appointed by Chief Justice Burger to serve as a Judge of the United States Foreign Intelligence Court of Review.

"My father bought [15 West Lenox Street in] . . . 1910, 1908, when they moved up from South Carolina, from Charleston. . . . I was born [in the house] in 1911. I'm an old son of a bitch! . . . [T]he doctor that delivered me, the only doctor, came from Kensington. [Dr. Lewis.] There wasn't any doctor there at that time any closer.

Possibly in D.C. There wasn't anything in D.C., hardly, until you got way down, oh, I don't know how far down. There wasn't anything except farms, let's put it that way. And my doctor . . . came in a horse and buggy, in a big thunderstorm or something, my mother always said.

"And what happened was that they brought the streetcars. That's one development, as you know . . . that [Senator Francis S.] Newlands, anywhere [the Chevy Chase Land Company] developed land they put streetcars in. Because obviously streetcars were really the only means of getting around. When you think back, there weren't many motor cars. . . . And so, they would send out the groceries. The groceries would come out by the streetcar. And people shopped downtown. They would get on the streetcar and go downtown. And they would leave off the groceries, let's say, on the corner of Lenox Street, for you and for people who lived there. . . .

"I think [my mother did our grocery shopping] at a place called Fisher's, downtown. She would call up. . . . [She did her other shopping at] Woodward and Lothrop's and Garfinckel's and Parker Bridget, which was an old store, a Washington store, which was a good store in those days. [She went on the streetcar]; [s]he wouldn't go any other way. . . .

"[O]f course, later on, they had a bus that was a very swanky bus that cost twenty-five cents, that ran from the Circle . . . and had very comfortable chairs in it, and it had a smoking end of it, and all that kind of business. The streetcar cost about ten cents.

"At the Circle there was a turnaround, I mean, trolley tracks around there. But the trolley tracks also continued on out to the Lake. And at the Lake they had a dance hall. They had great orchestras out there. . . . [P]eople would row and that kind of thing. It was a great place, really. In those days, a lot of people would skate out there in the winter, and big bands would play there I've forgotten when they abandoned it. I don't think it was drained out until the thirties. . . .

"The [Chevy Chase] Land Company left here, and

came back in the Depression. . . . The Land Company is a fabulous company of people. The Newlands and the Farris and all those people. They bought land around big capitals like Paris, London, Berlin, and also they owned practically all of Reno. They own[ed] the Palace Hotel out in San Francisco, which was just sold. I remember seeing a check for it. It was ten million, I think. . . . Anyhow, they owned all this land. And one of the women married Lord Hesketh. Lord Hesketh came over here. I met him one time, and his wife. He was a young guy. He smoked a big cigar. And Hesketh Street's named after him. Newlands Street is named after Senator Newlands, of course. Lenox Street is named for the Earl of Lenox, or whatever it was, and Kirke, the same thing. All English families. Of course, they owned all the land from the Shoreham all the way out beyond the Lake. And they still own land beyond the Lake . . . [b]ut from the lake, they built a trolley, and the trolley was taken over by what ultimately became the Capital Transit, which ultimately was bought by the Washington Metropolitan what's-its-name."

