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HISTORIC STRUCTURE REPORT
GLEN ECHO PARK
HISTORICAL DATA SECTION
GEORGE WASHINGTON MEMORIAL PARKWAY
MARYLAND-VIRGINIA

by
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PREFACE

This historic structure report (historical data) has been prepared to satisfy in part the research needs that were stated in the task directive "Remove/Rehabilitate Unsafe Utilities/Structures At Glen Echo." The directive under Package 183 was prepared by Susan L. Shufelt in July 1984. Data from this report will provide an information base with which to plan the preservation, stabilization, interpretation, and management of structures in Glen Echo Park. This report emphasizes the following features outlined in the task directive:

The history of the park will be researched as it pertains to the construction life of the eight buildings [Chautauqua Tower, Carrousel, Cuddle-Up Pavilion, Bumper Car Pavilion, Spanish Ballroom, Amusement Park Maintenance Shop (Yellow Barn), Crystal Pool Remnants, and Administration/Arcade Building], the utility systems, and setting changes as they affected the buildings. All sources will be researched including the Richard Cook Collection, Library of Congress, Montgomery County Building Permits Office, and architectural drawings storage area. The product of this research will be a narrative and will include copies of all material found that relates to the Chautauqua Era, Amusement Era, and Public Use Era.

A number of persons have assisted in the preparation of this report. My thanks go to Manus J. Fish, Jr., Director, National Capital Region, and members of his staff Paul Goeldner, chief, Historic Resources Services, and Gary Scott, historian, for discussing the nature of the research required for the project and providing suggestions that were helpful in scoping the parameters of the study. My thanks also go to John F. Byrne, superintendent, George Washington Memorial Parkway (GWMP), under whose administrative jurisdiction Glen Echo is managed by the National Park Service, and William M. Brabham, historian (GWMP), for their help in gaining a better understanding of the history needs of the project. Special thanks are due to Audrey F. Calhoun, Site Manager, Glen Echo Park, for conducting me on a guided tour of the park, making available park files for reference purposes, and arranging for my research in the Richard A. Cook Collection. Other personnel at the park, Sandy Weber, Carol Barton, and Diane Leatherman, also aided

in the research phase of the study. Finally, my thanks go to Anthony S. Donald, supervisory historic architect, and Susan L. Shufelt, architect, Northeast Team (Falls Church, Virginia), Denver Service Center (DSC), for the direction and orientation they provided me during the preparation of the study. Ronald W. Johnson, chief, History Research Section, Northeast Team, DSC, my immediate supervisor, provided administrative oversight for my participation in the project.

I also wish to thank Richard A. Cook of Gaithersburg, Maryland, for making available his extensive collection of photographs, drawings, manuscripts, and business records dealing with the history of Glen Echo. During the course of my research the entire collection was microfilmed and is on file at Glen Echo Park. The Cook Collection is the largest documentary source of materials relating to Glen Echo history.

Harlan D. Unrau
June, 1985

STATEMENT OF HISTORICAL SIGNIFICANCE

Glen Echo Park is significant as the site of a short-lived Chautauqua assembly during the early 1890s. It is also a surviving regional example of an early to mid-20th century amusement park ("trolley park") of architectural and historical significance. After a 12-year interlude as a fledgling amusement center from 1899 to 1911, it became a major recreational facility for Washington, D.C., area residents from 1911 until its closing in 1968.

For most of this period (1911-1955), Glen Echo Park was owned by the Washington Railway and Electric and Capital Transit companies, which ran trolley service to the site. The amusement park enjoyed its greatest growth and patronage from 1910 to 1950, and then declined in the 1950s as its facilities aged and popular tastes were increasingly attracted by the advent of widely publicized regional theme parks.

In 1970 the federal government acquired the defunct amusement park in a land exchange with Rekab, Inc., the last private owner of the facility (1955-1970), to protect the Potomac Palisades from encroaching adverse development. The National Park Service was given administrative responsibility for the park in 1971 and since that time has sponsored a range of recreational and educational activities, as well as structural rehabilitation and adaptive space utilization at the site. These uses present a modern-day evolution of the original Chautauqua ideal that first led to extensive development of the site.

The Glen Echo Park Historic District was entered in the National Register of Historic Places in 1984. It includes eight structures of frame, masonry, stone, and stucco construction. The district consists of nine elements, including two previously-listed properties (Chautauqua Tower and Carrousel) and seven structures that are primarily related to park operations and hence do not contribute to the principal historical and architectural significance of the park. The nine contributing elements and their dates of construction are:

Chautauqua Tower -- 1891-92
Carrousel -- 1921
Bumper Car Pavilion -- 1923
Crystal Pool Remnants -- 1931
Spanish Ballroom -- 1933
Administration Building/Arcade -- 1940
Cuddle Up Pavilion -- 1947
Amusement Park Maintenance Shop (yellow barn) -- 1914
Picnic Grove -- 1920s-1930s

These structures are arranged in an irregular plan facing toward the central park area. Although most of the small amusement structures and rides have been removed, the district represents an amusement park with elements dating from the Chautauqua-era and the amusement park era of the 1920s to the 1940s.

CHAPTER I
DEVELOPMENT OF SUBDIVISION AND SUMMER RESORT AT
GLEN ECHO BY THE BALTZLEY BROTHERS: 1888-1891

During the late 1880s the natural beauty of the high ground along the Potomac River upstream from Washington, D.C., began attracting real estate promoters and developers.¹ The first large real estate promotion in Montgomery County, Maryland, was the establishment of the Glen Echo subdivision and summer resort by brothers Edward and Edwin Baltzley, the former a resident of Washington and the latter a Philadelphia businessman and entrepreneur. Their dream was to "create for Washington and the nation a suburban place of residence equal to the historic cities of the Rhine, or the interesting towns which crown the beautiful hills of the Hudson." The twin brothers who founded Glen Echo were a study in opposites -- Edward, a dynamic and flamboyant socialite, and Edwin, who had a formal, business-like personality and was the inventor of an economically producible mechanical eggbeater in 1885. The brothers derived the money to enter the real estate development field from this invention.²

Edward Baltzley purchased some 516 acres for their real estate development venture from William and Sarah M. Reading on July 7, 1888. That same day Edward and Laura A. Baltzley pledged a mortgage to William Reading for \$18,000. As described in the deed, the property purchased by Baltzley was "part of a tract of land called 'The Resurvey

1. The best treatment of the local history of the Glen Echo area prior to the 1880s may be found in U.S. Department of the Interior, National Park Service, Glen Echo Park, George Washington Memorial Parkway, Archeological Overview, by Robin D. Ziek, April 1982, pp. 4-12.

2. Washington Post, May 21, 1891; Carol Barton, "History of Glen Echo," 1978 (typescript mss. in Glen Echo Park files); Roger S. Cohen, Jr., "The Glen Echo-Cabin John Area," The Montgomery County Story, 7 (August 1964): 4; and Portrait and Biographical Record of the 6th Congressional District, Maryland (New York, 1898), pp. 565-66.

on Magruder and Beall Honesty,' part of 'Fletchall's Garden,' and a part of 'Magruder and Beall's Honesty,' designated as Lots No. 1, 2, 3, 4, 5, 6, and 7 in the division of the farm of the said William Reading and containing in the aggregate 516 acres, 1 rood and 26 Perches of Land more or less." This property, which the Baltzleys named Glen Echo on the Potomac, generally extended from Cabin John Creek eastward to the present Walhonding Road area overlooking Sycamore Island.³

Early in 1890 Edwin Baltzley wrote an extensive illustrative brochure entitled Glen-Echo-on-the-Potomac: The Washington Rhine to both promote business for the cafe resort he and his brother Edward had built on their property and land sales for the realty company they operated out of the Sun Building in Washington, D.C. In the brochure which was printed in 1891, Baltzley acclaimed the scenic beauty and "romantic" character of the property as well as the advantages of its accessibility to the nation's capital. He noted that the Glen Echo subdivision combined "the beauties of mountain and river scenery, the charm of a mild climate, and the blessing of perfect health." He described the setting of Glen-Echo-on-the-Potomac in overly romanticized terms as being

situated four and one-half miles from Washington, on the Conduit Road, high up on the foothills of the Blue Ridge Mountains, which here come down to form majestic bluffs overlooking the river.

3. Deed, William and Sarah H. Reading to Edward Baltzley, July 7, 1888, and Mortgage, Edward and Laura A. Baltzley to William Reading, July 7, 1888, Montgomery County Deed Books, JA 11, Folios 70-82, and JA 10, Folios 210-13. Montgomery County land records are on file at the Montgomery County Judicial Center in Rockville, Maryland. An abstract of title appended to the deed of conveyance indicates that there were 47 separate transactions involving this property between 1794 and 1888. Among the prominent persons and institutions who owned all or portions of the property during that period were Alexander Hamilton, first Secretary of the Treasury, and the Bank of the United States which acquired interest in the property in 1823 because the previous owner owed \$8,120 to the bank. William Reading first purchased property in the area in 1852. The Reading house and nearby "slave quarters" are still located on Wellesley Circle in Glen Echo.

The Conduit Road is the protecting, macadam roof over the Washington Aqueduct, through which the city receives its water supply from the Great Falls, a distance of sixteen miles. It follows the banks of the river and is a grand boulevard throughout its entire length. Owned by the Government, for the protection of the Conduit, it is always kept in scrupulous repair. Two and one-half miles of it passes through Glen-Echo, cut out of the mountain sides, and at a point where the tall hills, the river and the road come together in happy conjunction to make one of the most picturesque and inspiring drives in the country.

The Glen-Echo Railroad reaches the city by the way of Tenallytown

And high on the highlands, where munificent Nature has made one of her supreme efforts to be grand and lovely, Glen-Echo, the future Bingen and Bride of the Potomac, reclines on glen and promontory, overlooking the sun-kissed river, which, for the first time since washing the feet of the cities on the way, sweeps into view and comes smiling close up to the foot of the highlands of Glen-Echo, and sings along their entire length, peeping upward through the trees and saying such glad things as only those can hear who know the language of the water and the wood. Here the Conduit Road, which crests the heights, becomes a winding boulevard under a colonnade of native trees and untrained shrubbery

Baltzley devoted a considerable portion of the brochure to a description of Pa-taw-o-meck, the elaborate and rustic five-story Glen Echo Cafe that the brothers built using lumber from some 30,000 cedar trees cut in the adjacent forest. Construction of the cafe commenced on February 1, 1895, and it opened for business on July 25, as the centerpiece attraction of the Baltzley resort and subdivision. The cafe, covering nearly a half-acre of ground, was estimated to have cost between \$85,000 and \$130,000. It was reached by means of Tally-ho coaches, horse-drawn conveyances that seated twelve people on top and six people inside, that ran from downtown Washington directly to the cafe. Baltzley described the scene that greeted visitors as they arrived at the cafe and the impressive pavilions, pathways, balconies, lofts, and dining areas of the cafe where the brothers could entertain their prospective clients:

4. Glen-Echo-on-the-Potomac: The Washington Rhine, [1891], introduction and pp. 3-5.

Activity is about us; the sounds of industry greet our ears; the hurry of busy men and boys is arrested by the reverberating bugle; we pass buildings and neighing horses half-hidden among trees; then suddenly the driver reins up his steeds, and we are approaching an imposing archway, made of massive cedar trees. Over it, and forming part of the arch, is the legend, woven in cedar: "GLEN-ECHO CAFE," above which is a belfry in which an electric light has usurped the place of the bell. To the right and left great arms of fence descend, and turn outward, while still to the right is a covered way to the Conduit Road, ending in a reception room open on all sides; then to the left again a rustic building with the inscription over it, "Office of E. & E. Baltzley." As we advance under the archway a grand, circular, macadamized plaza, guarded by heavy cedar rails, and hemmed in by overshadowing trees, spreads out before us. To the right center of the plaza, in stately welcome, is a semicircular porte-cochere, under which we are whirled and landed at the entrance of the winding "Wa-pe-nan Way." Wa-pe-nan, we learn, is the Indian for "The path of the Morning Sun". . . .

The vestibule, built of ponderous, gnarled, unbarked cedar trees, supports a "Band Balcony," over the arch and beneath the eaves of which, worked in cedar, the inscription, "Pa-taw-o-meck," announces the name of the building. As we pass the outer portals two broad winding stairways of cedar lead to the right and left, one to the "Ladies' Waiting Room," the other, on the left, to the Gentlemen's." Entering the wide doorway to the "Main Dining Hall," a magnificent expanse of room, cathedral-like, arched over by the trunks of bark-covered logs, woven in complex embrace, on which the steep roof is bound, greets our eyes

As we stand at the entrance of this long vista of room its grandeur unveils like a revelation to us. In its centre a many-streamed, cedar-wrought fountain sends its threads of shining silver high in the lofty spaces of the labyrinthian arch. On either side an oft-repeating rhyme of cedar lambrequins crowns the wide, generous windows, which extend to the floor. Beyond, at the far end, a commanding mantelpiece of cedar, in rustic mosaics, rises to the eave-plates; to the right centre, in different design, a cedar sideboard, above and in the rear of which is an alcove, railed from the main hall by a cedar balustrade, and bearing the title of "Music Loft." On the opposite side of the hall, over stairways and vestibule, is another alcove looking out, on three sides, upon rare river scenery. It is a large private dining-room, named after the Indian whippoorwill, the "Wish-ton-wish."

Cedar brackets surround the great dining hall to support the numerous electric fans which swirl the air in all directions when the day is hot. And when the Evening takes on the raven

wings of Night, her mistress, Darkness, surrenders to the brilliant day of a large company of electric lamps. . . .

Midway of the hall a Japanese reed curtain is suspended from the high roof, and gracefully looped back to the sides. This is to divide the room in two by an artistic semblance of a division, when large private parties desire to be alone. Ladies here, as also in "Canon Eyrie," may entertain their friends, in parties however large or small, instead of at their own homes, and lend the fragrance of the woods, the river, the park, and this unique building to their entertainment.

Through an exit on the south we pass upon the grand "Pow-wow Balcony," fronting upon the river, and overhanging a steep hillside, from which, at the risk of your life, you could step into the water below. A high cedar balustrade intercedes in your behalf not to do this, however.

At each end of the balcony is a high tower, with dining-rooms on the second story, and lookouts on the third, each of distinctive style, and made with such emulation that the eye never tires of their beauty.

The dining room in the tower on the west bears the name of "Crows' Nest," while the lookout above it is "Cloud Top." The ascent to them is by a "tower staircase," a short distance from the rooms, which are reached by bridges.

The dining-room in the tower on the east is christened "Pow-ha-tan," as the inscription, seared by a hot iron on a white pine board, tells you. The lookout above bears the engraving, "The Owl's Roost." All of the rooms are adorned by these heat-graven captions, some of which are enriched by highly interesting pictographs, over which you puzzle your wits to get the hidden message. You ascend to these rooms by a long, hither and thither, rambling stairway of new design. Indeed, there are no two patterns alike in this great building of cedar

Standing upon the stairway leading to the "Owl's Roost," and, looking northward, an elaborate architectural picture is before you. Below a circuitous stairway leads to the "Choral Balcony," from whence music is dispensed to open-air audiences. Across the interim from where you stand, the seven-gabled roof, which crowns the tower on the northeast of the building, reminds you of the belfry of some great cathedral. But it is the "Cruso" that commands your more interested attention; Cruso in name, perhaps, because of its resemblance to Robinson Crusoe's umbrella. It is a beautiful piece of workmanship in cedar, perched on the very pinnacle of the great roof. A handsome stairway descends from it straight to the "Choral Balcony," a long distance below. Sweeping your vision to all points of the compass from this eyrie, a grand

panoramic view passes before you of roofs, lookouts, towers, gables, balconies, ascending and descending stairways, buildings, and bridges, together with the inspiring, outlying scenery of land, foliage and water.

On the northwest, the "Tower of Babel" rises above the background of tall trees. Two dining rooms, "The Minnehaha" and "Sleepy Hollow," compose its two first stories, while perched on the roof of the "Sleepy Hollow," is the "Minnewawa," a mid-air building approached by a curious stairway which lands you on a pretty, covered porch, with seats on either side, before admitting you into its sacred, aerial precincts.

Beyond, in the west, dreaming in its solitary distance, "Canon Eyrie," the highest story of the "Air Castle," ends the architectural view and lets your eyes escape into the beyond to drink in the rapture of the matchless river scene, where hill and foliage, and the blue and misty distance, wrapping its mantle over the shoulders of the Blue Ridge mountains, draw round the shining waters a calm and reverent sitting.

The "Po-ka-hun-tas" dining room is on the first floor of the northeast tower; but it is from the second story, "The Wigwam," a more charming sylvan scene awaits us. A babbling brook, "The Walhonding," comes down from the north, and seen through the intervening trees, in the hushed light of the foliage, tumbles in cataract and waterfall over its irregular, rocky bed, until in an abrupt turn where the gorge deepens, it hides itself from view more noisy than ever; and, if you would see it as it laughs and frolics down the precipitous rocks, you must, forsooth, go to the "Minnehaha," or "Sleepy Hollow," from whose restful porches you may hear many a story told in its liquid language.

The "Air Castle!" You do not know what day-dreams, crystallized into the real, lie in these airy words unless you go with me where eager feet lead, from the rear right of the great dining hall, over a bridge, the "Sagamore Way," which hears all the tumultuous laughter of the brook, and sees glimpses of the river sending up its shining gladness, and a rare luxuriance and variety of treehood beauty, to that daring building which has defied the fury of wild waters and reared itself over the deep gorge, worn by the now quiet brook through the hard granite; a building whose feet are planted in the rocks deep down in the ravine, where the waters get angry, and, by intricacy and bewildering maze of structure, risen to foundation on a level with the high banks, where the artist has given us the "Walhonding Bridge," to Monican Rock and the "Ramble," and the Observation Balcony, the "Kingfisher's Watch," from where to watch the antics of the stream, or to be lulled to musing by its music; a building grown into three stories above this: the "Council Fire," the "Jung Frau," and "Canon Eyrie,"

all looking out upon scenery which we may not tell lest our tongues be condemned to utter confusion. . . .

Baltzley noted some of the characteristics and advantages of the suburban subdivision that the brothers were trying to establish at Glen Echo. To provide accessibility to Washington, the Baltzleys had played a role in encouraging construction of the steam and electric Glen Echo Railroad, which was chartered on December 12, 1889. Its cars, built by the J.G. Brill Company of Philadelphia, were, according to Baltzley, "unsurpassed in the whole history of street-car building" for "comfort and luxuriance." A "granite and fire-proof" powerhouse was built near Glen Echo "to guard against the interruption of service."⁶

Five granite quarries were opened within the boundaries of the Glen Echo development. The Baltzleys desired that only granite structures, patterned after their own stone mansions built on a hill overlooking the Potomac, be constructed in the subdivision. Therefore, they provided stone to those building homes "at the bare cost of quarrying." The granite quarried varied "in grade and color from the blue-gray, similar to that in the State Department [now the Old Executive Office Building], at the intersection of Pennsylvania Avenue and 17th Street, N.W., in Washington, D.C., to the white and pink and ochre, like that of which the Church of the Covenant [in Philadelphia] is built."

The subdivision featured other conveniences and attractions. Provision was made for electric lighting and facilities were available to allow residents to engage in "river pleasuring." Glen Echo was "in the natural direction of the city's growth," according to Baltzley, and was part of

5. Ibid., pp. 8-15. Also see Morris Fradin, "Washington's 'Rhine'", American Forests, 73 (May 1967): 24-25, and Washington Post, May 21, 1891.

6. Further data on the history and development of the Glen Echo Railroad may be found in LeRoy O. King, 100 Years of Capital Traction: The Story of Streetcars In the Nation's Capital ([Washington], 1972), pp. 42 ff.

the "great suburban movement then underway, a fact signaled by the purchases of former President Grover Cleveland and former Secretary of the Navy William C. Whitney."⁷

After some five months of operation, the cafe, which had attracted widespread attention among Washingtonians, was destroyed by an early morning fire on November 29. The structure was demolished within one hour, with only the porte-cochere and stove chimney remaining. In its place the Baltzleys proposed to construct the Monican, a granite, fireproof, castle-like structure on a hill overlooking the Potomac that would serve as a hotel and resort for Washington's "polite society" and "national personages." Financial difficulties resulting from epidemic scares, falling land sales, and the nationwide financial panic of 1893, however, ultimately prohibited the Baltzleys from constructing the fortress-like hotel.⁸

7. Glen-Echo-on-the-Potomac, pp. 1-44.

8. Ibid., pp. 6, 36.

CHAPTER II
ESTABLISHMENT AND DEVELOPMENT OF NATIONAL
CHAUTAUQUA OF GLEN ECHO: 1891-1893

The background of how the establishment of a Chautauqua headquarters came to be merged with the Baltzley enterprise at Glen Echo is not known. Whether the Baltzleys had from the beginning a dream of an assembly at Glen Echo to serve as an added attraction to their subdivision and resort, or members of the recently formed Chautauqua Union in Washington, D.C., expressed their desires to the Baltzleys, is a moot question. The union was established by several local societies in late 1890.

Regardless of the source of the idea, the Baltzleys became committed to building a citadel of culture at Glen Echo to complement their real estate and resort enterprise. In 1891 Edwin Baltzley would write:

To describe Chautauqua would require a volume, so extensive and complex has its work become. During the summer the work of the Assembly combines the attractions of a summer-resort with the intellectual delights of an old-time Academia and the scope and general view of a university. It is to lay more firmly the foundation on which college and university rest, and to make the people friendly to every wholesome educational movement.

1. Glen-Echo-on-the-Potomac, pp. 41-42; "Local Circles," Chautauquan, 12 (December 1890): 410; and "Local Circles," Chautauquan, 12, (January 1891): 548. For a short historical summary of the establishment and development of the chautauqua movement in the United States, see Appendix A. For more information on the background of the national chautauqua movement, see Jeffrey Simpson, "Utopia by the Lake," American Heritage, 23 (August 1972): 76-88; Theodore Morrison, Chautauqua: A Center For Education, Religion, and the Arts in America (Chicago, 1974); Joseph E. Gould, The Chautauqua Movement: An Episode in the Continuing American Revolution (Albany, 1961); and Pauline Fancher, Chautauqua: Its Architecture and its People (Miami, 1978).

The National Chautauqua of Glen Echo, the fifty-third such assembly to be established, was incorporated under the laws of the state of West Virginia on February 24, 1891, for "the purpose of establishing and maintaining an Institution of Learning to be conducted upon the Chautauqua idea and plan." The object of the organization, as set forth in the charter, was to

promote liberal and practical education, especially among the masses of people; to teach the sciences, arts, languages, and literature; to prepare its patrons for their several pursuits and professions in life, and to fit them for the duties which devolve upon them as members of society; such instruction to embrace all departments of culture which the board of trustees may deem useful and proper.

To form the organization 43 incorporators, representing some of the prominent families in Washington, "subscribed the sum of \$350 to the Capital thereof" and paid the sum of \$35 "on said subscription." The charter permitted the increase of "the said Capital by the sale of additional shares from time to time to one million dollars in all." The original capital was divided into shares of \$10 each which were held by seven men--Adam S. Pratt, Edward and Edwin Baltzley, James B. Henderson, James C. Pratt, Linsen de F. Jennings, and Fred W. Pratt.²

2. Woman's Executive Committee, The National Chautauqua of Glen Echo (Washington, D.C., 1891), pp. 1-2, and National Chautauqua of Glen Echo, Journal, 1891-93, Richard A. Cook Collection, Gaithersburg, Maryland. The names of the incorporators were:

B.H. Warner, Beriah Wilkins, John W. Thompson, S.W. Woodward, Maj. John W. Powell, Commissioner of Education Wm. T. Harris, Bishop Hurst, Dr. A. H. Gillet, Rev. Dr. Geo. Elliott, Rev. Dr. Hershey, Rev. Dr. Corey, Rev. Dr. Sunderland, Rev. Dr. Baldwin, Rev. Dr. Naylor, Rev. Dr. Newman, Rev. Dr. Hamlin, Rev. Dr. Bartlett, Rev. Dr. Butler, Rev. Dr. J. H. Elliott, Rev. Dr. McKim, Elijah W. Halford, Rev. Dr. Shippen, Rev. Dr. Power, Dr. Green, Dr. Wm. A. Hammond, Geo. Peter, James B. Henderson, Hattersly W. Talbott, James Anderson, Thomas Anderson, Wm. V. Bouic, Jr., Judge John Vinson, Adam S. Pratt, General Drum, Edward Baltzley, Robert Ball, Arthur B. Cropley, H. Bradley Davidson, L. De F. Jennings, Fletcher Johnston, Geo. A. Jordan, Edwin Baltzley.

On December 20, 1890, A.H. Gillett stated that the organization of the Glen Echo Chautauqua had just been completed, thus indicating that the organization of the assembly was finished some two months before it was incorporated. The Gillett to Kimball correspondence of December 20, 1890, is found in the Historical Collection, Smith Memorial Library, of the Chautauqua Institution, Chautauqua, New York.

A board of five trustees was established to conduct the business of the National Chautauqua of Glen Echo. These were William T. Harris, U.S. Commissioner of Education; Dr. A.H. Gillett, a 16-year veteran of chautauqua work, field secretary of the Chautauqua Literary and Scientific Circle, and superintendent of instruction of the Florida, Piedmont, and several other chautauquas; A.S. Pratt, senior member of A.S. Pratt & Sons and president of the board of trustees of the Homeopathic Hospital; James B. Henderson, an attorney with the Rockville firm of Peter & Henderson; and Edwin Baltzley. Gillett was chosen to serve as chancellor, and headquarters were established in the Baltzley offices in the Sun Building in Washington, D.C.³

During the following months the board of trustees, under the direction of Gillett, developed an ambitious plan for the chautauqua curriculum that would commence at Glen Echo in June 1891. As devised, the curriculum plan would include:

1. Amphitheatre Lecture and Entertainments. A series of three first-class Lyceum lecture concerts or spectacular entertainments each day for the entire session, supplemented by the music of a splendid orchestra and reed band; vocal selections by a large chorus and eminent soloists, readings, etc.
2. School of the English Bible. For Bible teachers, Y.M.C.A. secretaries, and Bible readers.
3. Special Classes in New Testament, Greek and Hebrew. For ministers and Bible students who may either desire to review work done in earlier years or who may desire to begin the study of these languages.

3. Woman's Executive Committee, National Chautauqua, pp. 2-3.

4. Sunday-School Normal Class. For Sunday-school officers and teachers. The regular course of the Chautauqua Normal Union will be taught by the best teachers to be had.

5. Class work in music, vocal and instrumental, with lectures on the "History and Philosophy of Music," by Prof. C.C. Case, Prof. Constantin Sternberg, Mr. H.A. Moore, and others.

6. School of Physical Training. A department in which, by lectures, classes, and gymnasium work, students will receive instruction in the care and development of their physical powers. This department will also provide for wholesome diversion and sport for children and young people.

7. School of Methods. With the advice and, as far as possible consistent with his other duties, under the direction of the U.S. Commissioner of Education, Hon. William T. Harris, L.L.D., a school of methods for secular teachers will be organized and conducted.

8. University Extension. One of the notable educational movements of the last few years is what is known as "University Extension," originating in England at the seat of the great universities there, and now being extensively utilized in this country. The plan includes a full course of lectures on specific subjects, with registered classes of students, who are expected to take notes of each lecture, and at the conclusion of the course pass an examination upon the subjects presented. Three courses of lectures on this plan have been provided--one on "American History," by Jane Meade Welch, one on "The Modern Poets," by Prof. W.D. McClintock, and one on "English Authors," by Mr. Leon Vincent.

9. The Chautauqua Literary and Scientific Circle. To aid those who are already pursuing this reading course and to awaken an interest in the plan on the part of others, there will be a special series of lectures on English literature and history, astronomy and geology, and studies in pedagogy and social science. This course of lectures will be supplemented by round-table work, special local circles, vesper services, vigils, camp-fires, and a recognition service. To these schools and classes others may be added as the plans of the management mature.

10. A Woman's Department, which shall have charge of the advancement of a woman, improving and enlarging her scope of usefulness. A special woman's executive committee, of which Miss Clara Barton is President, has been appointed to have charge of this⁴ work. They will also constitute a finance committee. . . .

The board of trustees engaged many of the finest platform performers and lecturers of the day. Contracts were signed with religious orators such

4. Ibid., p. 4-6.

as Bishop J.H. Vincent, chancellor of the Chautauqua University, Dr. T. DeWitt Talmage, Rev. P.S. Henson, and Dr. Lyman Abbott; lecturers such as John DeWitt Miller; and scientists such as John B. DeMotte of DePauw University and Dr. Lysander Dickerman, a noted Egyptologist. Authors and poets such as Thomas Nelson Page and Maurice Thompson, a noted feature article writer for Century and Scribners, were also engaged.⁵

Property for the National Chautauqua of Glen Echo was formally conveyed to the new corporation by the Baltzleys in March and April 1891.⁶ The first deed, dated March 24, conveyed 10 acres to the National Chautauqua of Glen Echo for \$1. This parcel was described:

All that certain piece or parcel of land and premises known and distinguished as being the lands conveyed to the said Edward Baltzley and Edwin Baltzley, by Rosa Bobinger, lying east or a little south of east of Cabin John Creek, and further described as being a portion of lot ten (10) of the John D. Grady survey, bounded on the east by lot nine (9) of the John D. Grady survey, on the west by Cabin John Stream, on the south by the Canal, and on the north by the Conduit Road, containing ten (10) acres more or less. Subject, however, to the right and privilege of the said Rosa Bobinger, her heirs and assigns, of building a dam across the said stream called Cabin John Branch, so as to raise the water in said stream at least twelve feet in height above its ordinary flow, for the purpose of using a water power on the west side of stream, for such purpose as she or they may wish. This right to extend the entire length of the east side of said branch as granted by this deed. Together, with all and singular the improvements

5. Ibid., p. 6-7.

6. Planning and purchasing of materials for the Chautauqua buildings at Glen Echo began several months before the formal conveyance of the property to the National Chautauqua of Glen Echo. The earliest reference to expenditures for the Chautauqua development was November 22, 1890, when Henry B. Looker was paid \$60 for a topographical survey of a 57-acre tract. Large quantities of lumber, hardware, cement, and tools were purchased and active stone quarrying operations were begun in January and February 1891 for use in the erection of the amphitheater, hall of philosophy, and other Chautauqua structures. National Chautauqua of Glen Echo, Journal, 1891-93, and National Chautauqua of Glen Echo Ledger, 1890-98, Cook Collection.

thereon, and the rights, ways, easements, privileges, advantages and appurtenances thereto belonging or in anywise thereunto appertaining.

And This Deed Further Witnesseth, that these presents are made upon the express condition that the lands and premises heretofore described are conveyed to the said The National Chautauqua of Glen-Echo to be used by the said corporation for the purpose of education upon the Chautauqua idea and plan and for no other purpose whatever, and in the event that the same shall be used for any other purpose than for the purpose of education upon the Chautauqua plan, than these presents shall become null and void, and the said lands and premises shall revert to the said Edward Baltzley and Edwin Baltzley, their heirs and assigned as fully and completely as if these presents had never been executed

By a second deed, dated April 17, the Baltzleys conveyed a 67.5-acre parcel to the National Chautauqua of Glen Echo for "the sum of one dollar and other valuable considerations." The deed described this tract:

Situated near and below the mouth of Cabin John Run, and between the Chesapeake and Ohio Canal bed and the Washington Aqueduct, in said Montgomery County to wit: All, saving those certain pieces or parcels of land and premises hereinafter excepted, that certain tract of land known as and called the "National Chautauqua of Glen Echo," reference being hereby made to the map of the subdivision of the said 'National Chautauqua of Glen Echo,' prepared by Henry B. Looker in 1891, the same being attached hereto and made a part hereof, for a full and complete description of the lands and premises hereby conveyed. Saving and excepting out of the grant hereby made all that certain piece or parcel of land and premises fronting on the said Chesapeake and Ohio Canal bed, known and distinguished on the said map as "Reservation for Railroad," reference being hereby made to said map for a more full and complete description of the lands and premises hereby excepted. And Saving and Excepting out of the grant hereby made all that certain price or parcel of land and premises fronting on the said Washington Aqueduct known and distinguished on the said map as "Reservation for Railroad," reference being hereby made to said map for a more full and

7. Deed, Edward and Laura A. Baltzley and Edwin and Edith M. Baltzley to National Chautauqua of Glen Echo, March 24, 1891, Montgomery County Deed Book, JA 25, Folios 179-81.

complete description of the lands and premises hereby excepted. . . .

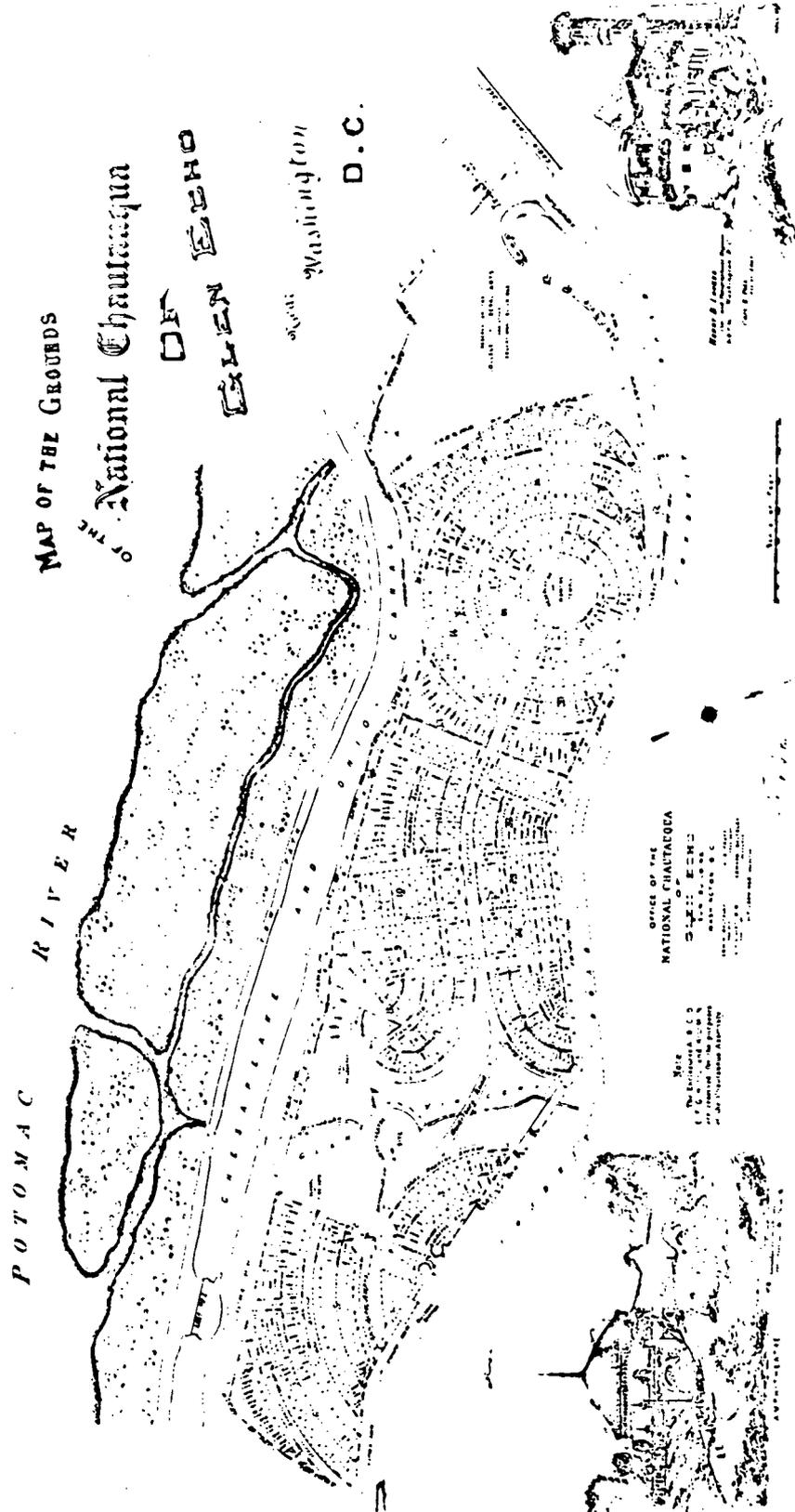
On February 1, 1891, active construction operations were commenced at Glen Echo to embellish the natural scenery of the property and construct buildings to house the Chautauqua assembly program. Some 40 acres of the property "were plotted and offered for sale to create a building and improvement fund." As to the location of the property, it was noted:

The site chosen is on the high banks of the historic Potomac, south of the Conduit road, at the terminus of the Glen Echo R. R. It comprises about 80 acres, donated and dedicated for the purpose, and is that magnificent river front beginning a mile and a half this side of Cabin John Bridge and extending to the bridge. It is 125 feet above the river and throughout its entire length commands inspiring views of the Potomac, which is so beautiful at this point. Nature has done so much for the place in the way of shade, running streams, leaping cascades, picturesque rock forms and wonderful vistas of the river that it only requires a touch of the landscape gardener here and there to make it an ideal place for such an institution. There will be drives upon the commanding bluffs, walks, fountains, flowers, and great buildings.

Plans for the construction of the buildings at Glen Echo were based on "the experience of all Chautauqua work done in the past." By the early spring of 1891, three buildings were under construction. According to the Woman's Executive Committee, the structures were

located in a deep, beautiful glen, hereafter to be known as Glen Vincent, whose rugged, rocky, wild grandeur adds a wonderful charm to the grand purpose to which it is to be devoted. A mountain stream wins melody and laughter, and

8. Deed, Edward and Laura A. Baltzley and Edwin and Edith M. Baltzley to National Chautauqua of Glen Echo, April 17, 1891, Montgomery County Deed Book, JA 25, Folios 252-54. The Looker map referred to in the deed, which is found in Montgomery County Plat Book B, Folios 16-17, may be seen on the following page. In addition to the donation of the 77.5-acre property, the Baltzleys added a cash subscription of \$1,000 to spur development of the Chautauqua program. Certain "valuable franchises by which the river front and adjacent islands were obtained for the uses of the public" were also negotiated by the Baltzleys. Washington Post, August 11, 1891.



12. Plan of Glen Echo Chauteau, 1891.

tempestuous commingling of liquid sayings from its bouldered bed and winding precipitous descent. Midway of the conduit road and the river the Glen widens, amphitheatre like, as if intended by nature for the great auditorium to seat 8,000 people now being constructed there. The stream flows under the building, which, together with one acre of grotto work under the stone floor, and which is to be lighted by electricity, will constitute one of the pleasing features of the vast structure.

From the amphitheatre the Glen narrows and deepens as it advances to the river, making at its junction with the deep gorge of the Potomac, two high, commanding promontories, overlooking the river on the south, east, and west, and the amphitheatre on the north. The Hall of Philosophy is being erected on the one on the west, while the Academy of Fine Arts is going up on the eastern one. Other lecture halls, a chapel, class and social rooms are designed for sites farther up the stream. All these buildings are to be in granite, and designed with especial reference to their sites and purpose. They will be imposing in their grouping as well as in their architecture, and by their art will emphasize the rugged grandeur of the glen, and by the learning to be disseminated from them, as time goes on, will make classic this beautiful vale.

The amphitheater designed by Philadelphia architect Theophilus P. Chandler was to become an enormous structure (one of the largest auditoriums in the country at that time) with a seating capacity of 8,000 under a dome with an inside diameter of 250 feet. The stage could seat 500 people and contained a stand for speakers featuring an early "sound distribution" system utilizing air trumpets powered by water flow from the stream below the auditorium. Behind and above the stage was a gallery while below the gallery were committee and dressing rooms.¹⁰

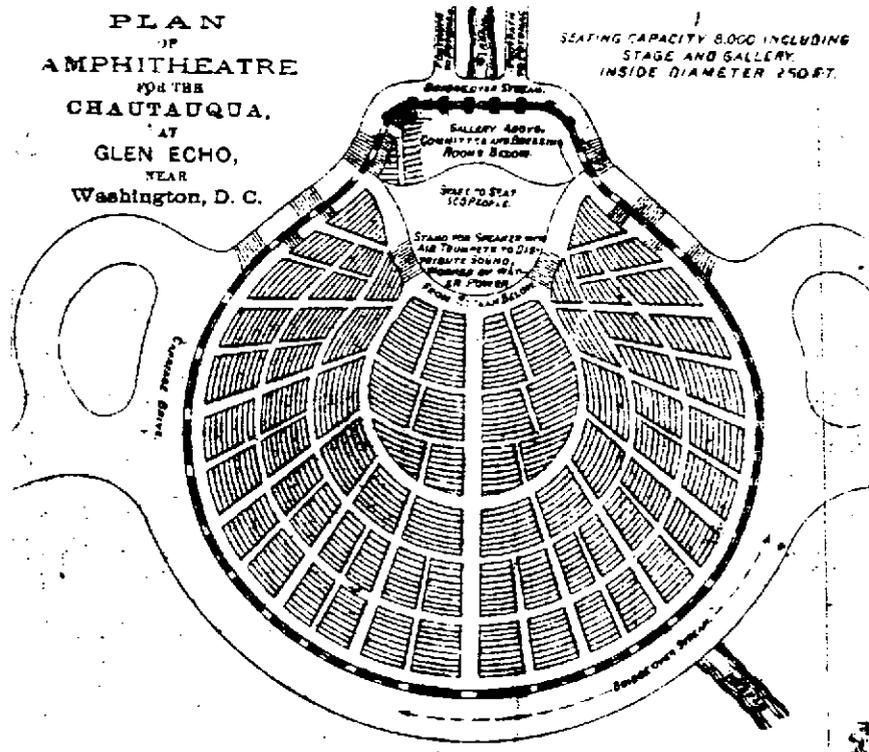
Insight into the grand scale of construction operations at Glen Echo can be gained by reading the memoirs of George Freeman Pollock, whose

9. Woman's Executive Committee, National Chautauqua, pp. 3-4. See Appendix B for a list of the sources from which materials, labor, and services were procured during construction of the Chautauqua buildings. This brochure was written before much of the construction was underway. Thus some portions of its contents were simply pre-construction promotion. The Academy of Fine Arts, for instance, was never built.

10. Woman's Executive Committee, National Chautauqua, back cover. A copy of the plan of the amphitheater may be seen on the following page.

PLAN
 OF
 AMPHITHEATRE
 FOR THE
 CHAUTAUQUA,
 AT
 GLEN ECHO,
 NEAR
 Washington, D. C.

SEATING CAPACITY 8,000 INCLUDING
 STAGE AND GALLERY.
 INSIDE DIAMETER 250 FT.



Woman's Executive Committee, National Chautauqua, back cover.

parents were friends of Edwin Baltzley and thus helped him find employment as a timekeeper on the project. In later years, Pollock would reminisce:

The Baltzley Brothers progressed in a large way. Hundreds of thousands of dollars worth of lots were sold in Washington and I believe that the figure may have run up into the millions. Plans called not only for many beautiful homes but also for the Glen Echo Electric Railway, the Red Cross Center, the Hall of Philosophy and other major building operations, many of which had been planned by Victor E. Mindeleff who made a specialty of rustic stone buildings. Also, either being planned or already erected, were the entrance towers to the Chautauqua grounds and the Amphitheater, all being a part of the Chautauqua program, the principal feature of the Glen Echo development.

In six months the number of employees jumped from 50 to 300 and as cottages and homes began to go up like magic all through the Chautauqua grounds, an additional 300 masons were brought from New York. Soon there were 900 men on the payroll and my job as timekeeper became quite strenuous. Some of the operations were as far as five miles apart and, as it was impossible for me to make the rounds on foot in one day, I purchased a horse.

Starting out at seven o'clock (I lived in Mr. Edwin Baltzley's lovely home on Cabin John Creek just across from the Cabin) John Hotel) in the mornings, I would reach Bethesda by nine. Then, after taking the time report from the foreman in charge of the railroad work, I would take cross-country roads to where building operations were going on at Glen Echo Heights and there make contact with other foremen. Thence to the huge stone quarries which faced the Chesapeake & Ohio Canal; then to the Chautauqua grounds; then to the foreman in charge of the Red Cross buildings; and, finally, to the numerous smaller operations.

While riding these rounds I realized that I was wasting time waiting at each project to contact the respective foreman and soon hit upon the idea of blowing a bugle to announce that I was coming. It was great sport to ride cross-country, jumping fences and other obstacles and blowing my bugle as I approached each project, and it worked out well. . . .

11. Stuart E. Brown, Jr., ed., Skyland: The Heart of the Shenandoah National Park by George Freeman Pollock, (N.P., 1960), pp. 41-42. Research by AREA (Architect Rurik Ekstrom Associates), Inc., Architects, Planners in 1974-75 determined that Mindeleff was probably the architect for the Chautauqua tower and adjacent arcade at the

Construction of the Chautauqua buildings at Glen Echo progressed rapidly during the spring of 1891 despite some unusually wet weather. On May 19 the Washington Post reported:

. . . the Conduit road is a drive any city might be proud of. In addition to the beauty of the drive itself Washington will one day be proud of it because it leads to the site of the Glen Echo Chautauqua.

What lines of loaded wagons going and empty ones returning! Timber, cement, iron, and other materials for the Chautauqua buildings; and what crowds of men, masons, carpenters, and common laborers, hundreds of them, making music with hammer, saw, and trowel, during the day, and in the evening, when work is done, passing the time on the way to their lodgings, with jest and song. There are the buildings themselves. The amphitheater wall is now well-nigh done and the scaffolding is being taken down. The roof timbers are nearly all in place, and in a few days the immense floor space will be in the shade as the roof is finished. While a gang of men are busy on the roof another crowd make quick work of placing the floor timbers in position. Four weeks more, and the finest amphitheater in the world will stand complete, a unique, permanent, and beautiful building.

Over on the crest of the bluff the Hall of Philosophy begins to look like a castle of the oldentime. The lower story is quite complete and the second or main story is being pushed

11. (cont.) entrance to the Chautauqua grounds as well as the hall of philosophy. The AREA, Inc., report concluded:

We have also determined that the tower is very probably the work of either T.P. Chandler or Victor E. Mindeleff -- both respected architects of their day. There are records of both men having worked at Glen Echo and presently the stronger suggestion is that Mindeleff is the author of the work on the tower. Philosopher, naturalist and artist who has very well considered at the time -- however, we have not yet been able to unearth any great amount of information about the man.

U.S. Department of Interior, National Park Service, The Chautauqua Tower--Glen Echo Park, Glen Echo, Maryland, Phase One of An Historic Survey and Architectural Documentation, by Rurik F. Ekström, AIA, AREA, Inc., Architects, Planners [1974-75]. Also see Craig Bennett, "Glen Echo Park," Design Action: The Mid-Atlantic Architecture & Design Review, 2 (July-August, 1983): 8, and U.S. Department of the Interior, National Park Service, National Register of Historic Places Inventory -- Nomination Form, "Chautauqua Tower," prepared by Barry Mackintosh, March 28, 1980, for more historical and architectural data on the Chautauqua tower.

rapidly forward. Work has been commenced on Dr. Gillett's pretty cottage, and other building is being done. . . .

The demand for Chautauqua lots continues to increase, and many applications are coming in from a distance, and when Washington appreciates what is going on, there will be a suburban village up there among the Potomac hills, and the post-office will be Glen Echo.¹²

One week later, on May 19, the Washington Post published an editorial on the progress of the construction and the plans for the summer assembly at Glen Echo. The editorial stated:

The great buildings of the National Chautauqua Association at Glen Echo are rapidly approaching completion, while all the minor appointments and details necessary to the perfection of its plans are in an advanced stage of progress. Nine hundred men or more--masons, carpenters, machinists, artisans, and laborers--are at work upon the grounds. It is one of the busiest places in America, developing as if by magic into architectural symmetry and beauty.

The Hall of Philosophy already presents an inspiring and impressive appearance. The Amphitheatre fairly overpowers the beholder with its immense proportions, and an event of memorable interest in the history of its construction will be the laying of the cornerstone tomorrow afternoon of the arch which is to surmount its grand portal. In every direction are evidences that the founders and builders of this noble institution have not only conceived a grand thought, but are sparing neither endeavor nor outlay to achieve its successful evolution.

It is now assured that everything will be in readiness for the opening on the 16th of June; and that with the opening will be inaugurated a programme of lectures, literary exercises, philosophical and scientific instruction, musical and other entertainments, even more elaborate than already announced.

Much of the best talent of the country is already enlisted in the various departments, and the most sanguine estimates of attendance, from present indications, are likely to be more than realized.

By that time also ample facilities of communication with the grounds will be completed, and every accommodation for the

12. Washington Post, May 12, 1891.

comfort of transient visitors and permanent sojourners be provided.¹³

The cornerstone "of the arch in the main entrance of the stone amphitheater" at Glen Echo was laid with appropriate ceremonies on May 20, 1891.¹⁴ The board of trustees used the occasion to issue a "declaration of trust" relative to the purposes and methods of the National Chautauqua of Glen Echo (a copy of this document may be seen in Appendix C).

The Washington Post reported on the progress of construction activities at Glen Echo on May 21. Among other things the article noted:

On the 1st day of February last, just one year from the beginning of the cafe, they [the Baltzley brothers] began work on the amphitheater and Hall of Philosophy, now approaching completion. In the educational work they called to their assistance Dr. A. H. Gillett . . . and L. de F. Jennings, and wife . . . and announced an assembly session for June 16, 1891, just four and one-half months in which to complete all the buildings and necessary work to house 2000 people and entertain 10,000 a day. It was a stupendous undertaking. In addition to this the Glen Echo railroad, then being built by the Messrs Baltzley, had to be changed from a single to a double track, and its equipment proportionately increased to accommodate the increased traffic that was sure to come. This has all been done. The weather during February, March and the first part of April was exceptionally bad and retarded work to an alarming degree, but as the season advanced the force of workmen was increased until today 649 men are daily employed.

The massive granite power-house is a beautiful building, and is said to be the best one in the United States. It was commenced last year, and work has been going forward on it almost constantly ever since.

The work accomplished in Glen Echo by E. & E. Baltzley within one year, when summed up, strikes one as something stupendous. Beginning with the cafe, the list includes the grading of roads, opening of nine fine stone quarries, the building of the Glen Echo Railroad, the power-house, and the magnificent steam and electrical equipment, the building of

13. Ibid., May 19, 1891.

14. William W. Webb, et al., Centennial History of the City of Washington, D.C. (Dayton, 1892), pp. 515-16.

Edward Baltzley's large stone mansion, the subdivision, clearing, plotting, and sale of over 300 acres of land in lots averaging 12,000 feet each to about 300 purchasers; the acquisition of hundreds of acres of land, and now the establishment of a National Chautauqua, which will be a national benefit, and which involves the building of an amphitheater in massive stone sixty feet tall roofing over an acre of ground, with forty grotto rooms beneath the floor, with seats above rising from the forum on all sides nearly to the roof, and resting on solid masonry; the beautiful stone structure called the Hall of Philosophy, the erected [sic] of a number of cottages for the chancellor and others, the construction of the final home and headquarters of the Red Cross Society of the United States, the establishment of a water supply and sewerage system, the provision of an electric light system and fire department, the fencing in of Chautauqua grounds with an eight-foot wire fence, the placing of 500 tents with floors upon the grounds, the construction of the gate-houses and a block of seventeen store buildings, boathouses, and the provision of a grand pipe organ for the amphitheater, together with a multitude of ¹⁵ minor things, which necessarily accompany such an enterprise.

An article appeared in one of the Washington newspapers on May 27, 1891, indicating that work was largely completed on the amphitheater:

The article stated:

Since the laying of the corner stone at Glen Echo work has gone steadily forward on the great buildings. The last arch on the stone work of the amphitheater is now completed and the tanners and roofers are making the hills echo the noise of their hammers as they push the work through.

The pipe organ was said to be ready for shipment and the foreman in charge of the various lines of work assured the management that everything would be in readiness for the opening day

A picnic party of Epworth Leaguers drove out night before last, reaching the grounds at about 10:30 o'clock. The rain was falling, but it did not dampen their spirits, as they repaired to the amphitheater and enjoyed themselves as only young people can until nearly midnight, when they started homeward. The first hymn to be sung under the great roof was the old favorite one, 'Nearer, My God, to Thee.'¹⁶

15. Washington Post, May 21, 1891.

16. Quoted in Washington Evening Star, June 20, 1937, in John Claggett Proctor Collection, Columbia Historical Society, Washington, D.C. By May

Some time after the cornerstone-laying ceremony a circular entitled The Glen Echoan was issued, describing the progress of construction to date and the building operations then underway. The brochure stated:

Glen Echo, an enterprise of marvelous growth, from its inception till its present accomplishment, is one of the most notable results of untiring energy and resourceful ingenuity, and now stands before the people with all its honors thick upon it. One year ago its office force consisted of one clerk and one salesman. At that time the now celebrated architectural poem, the Glen Echo Cafe, or "The Pa-tow-o-meck," was in course of construction at a cost of over \$75,000; then \$500 a week were expended in pay rolls. Now the office force consists of 24 persons, and the labor roll at Glen Echo numbers 1,000 employees, while the weekly expenditures exceed \$15,000. Buildings whose substantiality and Egyptian solidity and immensity excite the admiration of the architect and the wonder of the layman are completed.

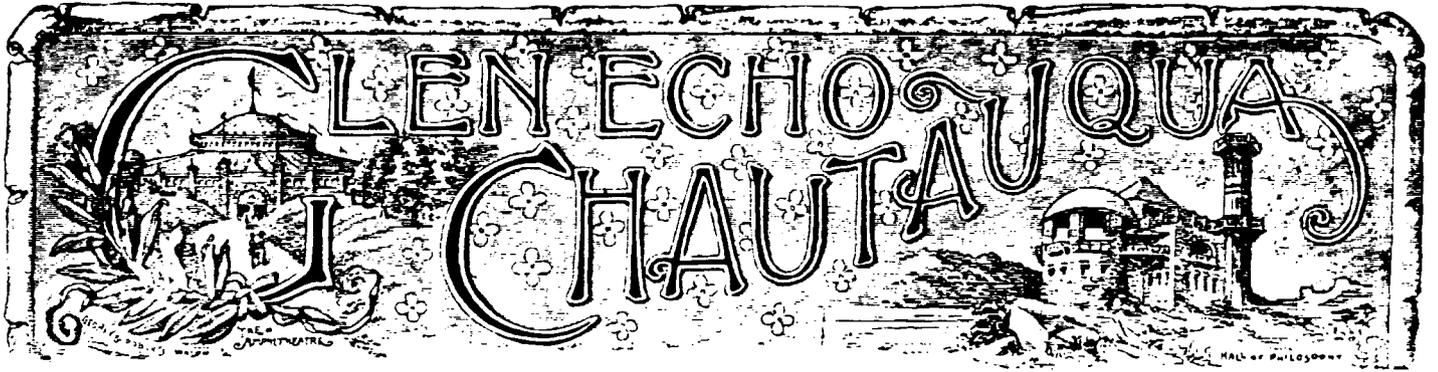
Four miles from the National Capital, by a delightful drive of thirty minutes over the undulating Conduit Road, which winds along the heights of the picturesque Potomac, or more quickly by the electric cars or the newly projected Baltimore and Ohio Branch Railroad, one finds a classic retreat where every charm of nature invites the body to healthful rest and the mind to earnest contemplation. . . .

A pleasanter ride it would be hard to find than that which can now be taken in the splendid cars of the Glen Echo Railroad. The beautiful views on both sides of the track contribute to make the ride a pleasure not soon to be forgotten.

No assembly buildings or grounds in the land are lighted like Glen Echo. The Amphitheatre is made as bright as day by twenty-eight arc lights, and many more are scattered over the grounds, while through the woods the incandescent lights gleam like stars which have for the time wandered out of their place in the blue. . . .

16. (Cont.) 1891 the Glen Echo Chautauqua had adopted a graphic letterhead showing the amphitheater and hall of philosophy, a copy of which may be seen on the following page. Gillett to Kimball, May 28, 1891, Historical Collection, Smith Memorial Library, Chautauqua Institution.

17. Quoted in The Glen Echoan, Devoted to Glen Echo and the Glen Echo Chautauqua, Located at Glen-Echo-On-the-Potomac, Five Miles From Washington, The Washington Rhine ([Washington, ca. 1892]), p. 28.



DEPARTMENT OF INSTRUCTION
ROOM 9 SUN BUILDING
WASHINGTON, D. C.

As the construction continued, preparations were finalized for the assembly that would be held at Glen Echo from June 16 to July 4 and the summer school that would continue through August. The Chautauquan noted:

The general program arranged for the opening season, June 16-July 4, comprises lectures, concerts, readings, spectacular entertainments, and other features. The speakers will be Dr. T. DeWitt Talmage, Hon. John J. Ingalls, Chancellor John H. Vincent, Dr. W.R. Harper, the Rev. Russell Conwell, the Rev. Thos. Dixon, Prof. John B. DeMotte, Dr. Lysander Dickerman, Dr. Lyman Abbott, Dr. W.L. Davidson, Mr. James A. Green, Dr. Samuel G. Smith, Jahu DeWitt Miller, Thomas Nelson Page, Maurice Thompson, Dr. George L. Spinning, Mr. H.A. Moore, P. von F. Mamreov, Mrs. J. Ellen Foster, Miss Annie Shaw, Prof. W.A. Scott, Leon H. Vincent, Miss Jane Meade Welch, and others. In the way of music there will be concerts, in which the Washington Marine Band, the Rogers Orchestra, and the grand chorus of 500 voices will be heard. The New York Stars, the Swedish Male Quartet, and other first-class musical organizations will appear. A large chorus pipe-organ is to be ready for the Opening Day.

The summer school is to continue through July and August. Departments of instruction provided for embrace special classes, including Music, French, Physical Culture, Oratory, Delsarte, and Kindergarten; the Institute of Biblical Literature; Sunday-school Normal Classes, and Christian Work. There will be several special courses of lectures.

The President, Mr. Edwin Baltzley, the Superintendent, Dr. A. H. Gillett, and all the other officers of the association are making the best of preparations for all of the C.L.S.C. interests. The Assembly will start off with daily meetings of the Round Table, and there will be the customary observances on Recognition Day, June 25.

The variety of instruction and entertainment would be had easily and inexpensively, according to the sponsors. A notice in the Washington Evening Star on June 15 informed the public that travel to Glen Echo was simple by the Tennallytown electric cars, which charged only 35 cents for

18. "The Summer Assemblies for 1891," Chautauquan, 13 (July 1891): 537.

a round-trip. Forty cents would purchase a daily ticket and four dollars a season pass.¹⁹

Although none of the three principal Chautauqua buildings at Glen Echo were completed, construction was far enough along to permit convening of the summer assembly between June 16 and July 4, 1891. Opening day ceremonies were held in the amphitheater, the visitors arriving for the occasion being greeted by the bustle and noise of construction activity.²⁰

Some one thousand spectators braved the heat, dust, and frustration of the still partially incomplete line of the Glen Echo Railroad to witness the opening ceremonies on June 16. Rev. T. DeWitt Talmage delivered the major address in which he saw the assembly as an ecumenical device for harmonizing conflicting Protestant factions. Dr. Gillett gave a brief dedicatory address, followed by renditions by the Chautauqua chorus and band.²¹

The Chautauqua assembly attracted a considerable number of seasonal residents who came with tents and household goods piled high on wagons. Mrs. Lockwood's tent hotel, although not fully completed, provided housing for 100 persons during the first week of meetings. Despite the rain and mud of the first few days, some three to four hundred people settled down in tents on the Glen Echo grounds during the first week of the assembly. By July 1 it was anticipated that some 800 persons would be living in tents on the grounds.²²

19. Washington Evening Star, June 15, 1891. Also see Appendix D for an article in the Washington Post on June 12, 1891, describing the facilities, accommodations, and educational opportunities at Glen Echo.

20. Washington Evening Star, June 16, 17, 1891.

21. *Ibid.*, June 18, 1891. For more data on the events of the June 16-July 4th Chautauqua assembly at Glen Echo, see U.S. Department of the Interior, National Park Service, Glen Echo Chautauqua on the Potomac, by Benjamin Levy, June 15, 1967, pp. 11-17, and newspaper articles files at Glen Echo Park.

22. Washington Evening Star, June 17, 18, 1891, and Washington Post, June 20, 1891.

The Chautauqua assembly atmosphere was enlivened with recreational pursuits. Beneath the amphitheater, two stories of stone grottoes and passageways, rustic bridges, and retreats were constructed. These galleries were lit with electricity and provided a cool diversion from the sweltering heat. These passes paralleled Minnehaha Creek, which was channeled beneath the building to power the speaker system. Plans called for installation of rambling walks and seating along the river and streams nearby. Work was already progressing on boating, canoeing, and swimming facilities around Sycamore Island. Picnicking was popular, and lunches were purchased in the "great hotel tent or cafe." A baseball team, bicycling, tennis, and other sports rounded out the physical education program, and children enjoyed an enormous swing on Faculty Hill.²³

The programs ran throughout the week from mid-morning until about 8:30 p.m. The weekday programs were secular in nature except that certain presentations, especially in anthropology and archeology, involved religious problems raised by theories of evolution and views on the role of science. Typical of the weekday schedule of events was that of Monday, June 22, 1891:

10:00 a.m.	Maj. J.W. Powell---"From the Hunter to the Inventor Stage"
11:00 a.m.	Dr. John J. Lafferty--"Lack of Luck with Lee"
2:00 p.m.	Musical Prelude: Violin Solo, Giuseppe Vitale
2:30 p.m.	Thomas Nelson Page: Reading from his own writings, "Edinburg's Droudin"
4:00 p.m.	Leonard H. Vincent: "George Eliot"
8:00 p.m.	Constantin Steinberg: "What is Music?" ²⁴ Illustrated by selections on the piano.

23. Washington Evening Star, June 6, July 11, 16, 18, 22, 23, 25, 1891.

24. *Ibid.*, June 20, 1891.

Initially, the Sunday schedule called exclusively for devotional gatherings such as Sunday school, Bible study classes, sermons, and vesper services. As the season progressed, however, the Sunday programs grew more secular with popular music and topics being interspersed with religious renditions and subjects.²⁵

The first year for the Chautauqua of Glen Echo was highly successful, attendance being so good that the assembly, originally scheduled to end on July 4, was extended to August 1. The assembly commenced plans to publish a weekly newspaper, The Glen Echo Chautauqua. The crowds were large, and many people planned to spend the entire summer season. The Baltzley brothers did a brisk business as there was great demand for the property in the area. In September 1891 The Chautauquan noted the optimism of the assembly:

The magic growth and beauty of Glen Echo and the success attending the session June 16-July 4, were it not for the vivid substantiality of every detail, would have given the Assembly the character of a meeting in Wonderland An electric railway has been built which soon will reach the grounds, and another is already projected. The buildings are beautiful, and many of them constructed of massive granite quarried on the spot.

Opening Day relieved the promoters of the enterprise from any anxiety concerning the welfare of the Assembly. Large and enthusiastic crowds continued to take possession of the grounds and in various ways showed their enjoyment of the proceedings. The great new organ, the orchestra, the celebrated Marine Band, and solos and choruses added their music to the harmony of the occasion. Washington ministers vied with each other in their addresses, and Chancellor A.H. Gillett, the Rev. T. DeWitt Talmage, and other popular speakers entertained and instructed appreciative audiences.

Competent teachers in the several branches of physical, social, economic, musical, spiritual, and general science won high approval in their respective departments. To the skill and experience of Dr. A.H. Gillett, who was chosen Chancellor, a

25. Ibid., June 27, 1891.

large degree of the rapid and perfect organization of the Assembly is due. No expense has been spared to further the cause, the welfare of the enterprise seems assured.²⁶

On August 11, after the assembly had ended, Chancellor Gillett released information on the financial status of the Glen Echo Chautauqua and steps being taken to make the grounds more accessible. An estimated total of some \$324,000 had been expended in improving the grounds and constructing the buildings. The total indebtedness on the property, which had an assessed valuation of some \$500,000, was "less than \$40,000, which is being rapidly reduced by payment of maturing obligations." Stock at \$10 per share "to the amount of \$200,000" was being "offered for sale, redeemable for its face value in the lots of the Chautauqua Association at any time within two years from the date of issue, subscriptions being payable in five monthly installments at the office of the treasurer Room 9 Sun Building." All money derived from the sale of stock was to "be used in completing the buildings, erecting a hotel and art buildings, planting trees in the portion of the grounds and [making the] buildings of National Chautauqua of Glen Echo the best equipped in the land."

Gillett went on to note the area transportation difficulties during the assembly and the steps being taken to correct them. He noted:

One of the most serious difficulties the management has had to contend with through the first session was the lack of adequate transportation facilities. During the first three days thousands of people made the effort to reach the grounds, but were compelled to turn back, disappointed; other thousands, more successful, suffered such delay and inconvenience as to discourage them from making a second attempt. That this difficulty will be overcome before another session is certain; the Glen Echo electric line, will be completed to the grounds and the Baltimore and Ohio Railroad, now building from Linden, on

26. "The Summer Assemblies for 1891," Chautauquan, 13 (September, 1891): 796-97. After the assembly ended, daily afternoon and evening concerts and organ recitals were held in the amphitheater during the remainder of the summer. Washington Post, August 11, 1891.

the Metropolitan Branch, to intersect the Richmond and Danville system, will pass near the ground and will give the association a direct western and southern branch line connection, without going through the city. The latter line will also furnish direct communication with Washington, Baltimore, and the East. The Management have the assurance that the road from Georgetown to Great Falls, along the canal bank, will be completed as far as Glen Echo within a year. Light drought steam pockets will be put on the canal, by which a large number of people can be moved to and fro by one of the most delightful routes.²⁷

Despite the transportation problems the success of the Glen Echo assembly during the summer of 1891 began to attract nationwide attention in various periodicals. For example, Frank Leslie's Illustrated Newspaper published an article with illustrations on June 27, 1891, under the title "Glen Echo, The National Chautauqua--One of the Most Beautiful Spots On the Upper Potomac--A Noble Enterprise in Which Scholars, Students and Investors Will All be Interested." The article stated:

The Glen Echo Chautauqua is one of the noblest enterprises of its character ever originated. . . . Located within four and a half miles of Washington, high up on the foothills of the Blue Ridge Mountains, and upon the majestic bluffs that overlook the most picturesque and entrancing part of the Potomac River, Glen Echo offers superb attractions for all the purposes of a summer resort and a place of delightful residence. In the soft, summer, Southern air, and amid the wild picturesqueness of Glen Echo one finds all the inspiration, the healthfulness, and enjoyment that the Adirondacks and the Catskills offer in their deep seclusion. This charming spot especially appeals to those of refined and artistic tastes, and for this reason we present to the public some of its most delightful features. The pictures presented by our artist include several beautiful and substantial residences which already adorn the place, including those of Edward Baltzley and others, some of them costing as much as \$40,000. We also present a view from the handsome lot owned by Mrs. Harrison, the wife of the President.²⁸

Consideration was given to holding a Chautauqua convention at Glen Echo in October 1891. Planning for the meeting, however, did not begin early

27. Washington Post, August 11, 1891.

28. Frank Leslie's Illustrated Newspaper, June 27, 1891.

enough, in part because of Gillett's illness, while a Methodist-sponsored ecumenical conference in Washington in mid-October made it seem "as if people were hardly ready" for another convention. Thus, the meeting was postponed.²⁹

The successful summer assembly at Glen Echo apparently had an effect on the continuing growth and influence of local Chautauqua circles in Washington, D.C. By late summer Gillett estimated that there were some 200 Chautauquan members in the city and observed that there was "no reason" why the membership could not be multiplied five-fold if the "proper effort" was made. During the fall and winter of 1891-92, at least four new local circles were established in Washington, three of the largest and most active being at Fremont Circle, Georgetown, and the New York Avenue Presbyterian Church. In addition, an older circle at Wesley Chapel expanded greatly in membership.³⁰

Construction and improvement of the Chautauqua buildings and grounds continued throughout the summer and fall of 1891 and into the spring of 1892. That spring the Baltzley brothers issued another sales publicity brochure, entitled The Glen Echoan, Devoted to Glen Echo and the Glen Echo Chautauqua. The brochure, among other things, described the Chautauqua grounds and buildings:

The foot-hills of the Blue Ridge Mountains hurry down to Potomac at Glen Echo and there pause in high plateau overlooking the long descent of the majestic river. Bold and precipitous they drop 125 feet to the murmuring edge of the waters under the eloquent shade of giant trees and luxuriant foliage. On it is located the Glen Echo Chautauqua. . . .

29. Gillett to Kimball, October 12, 1891, and Clark to Kimball, May 2, 1892, Historical Collection, Smith Memorial Library, Chautauqua Institution.

30. Gillett to Kimball, September 7, 1891, Historical Collection, Smith Memorial Library, Chautauqua Institution; "Local Circles," Chautauquan, 14 (December, 1891): 372; "Local Circles," Chautauquan, (January, 1892): 498, 501; "Local Circles," Chautauquan, 14 (April, 1892): 109; and "Local Circles," Chautauquan, 14 (May, 1892): 247.

A ravine comes down from those northern hills, deep, wild, craggy, circuitous, and from subterranean chambers, deep-delved and cooling, steal voiceful rivulets to the windings of the gorge; thence a mountain brook, in music and wild laughter, tumbles over its rocky bed to the serious waters of the Potomac.

As the glen nears the river it widens, amphitheatre like, deepens and becomes more wild, picturesque, and formidable of crag, jutting rock, and lofty trees. Here the great Amphitheatre rises up out of the gorge, a mountain of stone roofed over by an acre of iron. It spans the resounding glen, and presents to amazed, admiring eyes its stupendous granite walls, circular in form, ribbed with tall pillars and pierced with two stories of arched vomitories in oft-repeating rhyme around the immense circle. Our story admits to the vast auditorium, and the other to a labyrinth of subterranean chambers--thirty grotto rooms, through which the mountain stream rushes, falling over a succession of cascades and sending its multitudinous voices through innumerable arches and weird enclosures, high walls and vaulting roofs, making deep glooms, and somber mysteries palpitate with its liquid merriment.

The building completely fills the glen from side to side, its granite walls and great pillars rising on the north and south to a height of sixty feet, and as you enter a vomitory on the east or west on a level near the crest of the cliff, you land on a circular promenade which leads to the opposite side; but from this promenade, what a sight! What a grand perspective of walled enclosure, adorned by oft-repeating arches where the sunlight comes in to soften and swoon away to the hushed reverence! What a visual melody of circular lines of seats and majestic aisles rising from the far depths of a grand parquet tier on tier till last they meet the opposite side of the promenade on which you stand; and in the deep distance to the south, a mighty organ looms grandly up to the great roof vaulting over this stupendous auditorium; and there the immense stage, large enough for a thousand singers, spreads out before you. High walls, gracefully curving to the front, separate it from the tiers of circling seats rising and looking over it on either side. Circling! All is circle and curve and bending bows. Not an angle in the vast structure. The building itself a perfect circle: the thirty massive columns, the innumerable arches, the parquet, the tiers of seats, the promenade, the dome and bending roof, the deep descent to the stage--all curving, soften to your eye and render to your feelings such grace and symmetry and voluptuous vastness as sends you away in a sensuous intoxication. . . .

On the south you step out from the great stage on to a stone bridge with a parapet wall, which leads you from the cliff on the east to the cliff on the west. Looking over the parapet you see the brook again, this time plunging from under the building

and racing from you down its bouldered bed under the arching trees, its babble held by the high banks into repeating echoes, and, if the time is night, a multitude of incandescent lights, gleaming among the leaves and over the reflecting waters, making the place a fabled fairy land. Then, lifting your eyes, that most unique and happy of all modern buildings, the Hall of Philosophy, greets you from its eyrie, only two hundred feet distant on the western bluff looking out upon the river.

Still deepens the glen--on from the Amphitheatre to the gleaming river beyond, the merry waters of the brook ever awaking the drowsy echoes from their sylvan slumber. Winding walks trace the perilous sides, daring rocks jut out and hang over the stream, while over all the long sheltering arms of the centenarian oak, the beech, the hickory, and the elm, hold sheltering shade. . . .

Fortress-like stand the two tall and daring bluffs that guard the entrance to the glen from the river. Out of the eternal masonry of the one on the west grows the Hall of Philosophy; grows naturally, stately, as if by nature's art, a very crown of architectural beauty on the tall cliff, and from its balcony and tower views outspread to caress your memory as long as life shall last. The vast roof and dome of the Amphitheatre sleeps over the glen in the depth beneath. . . .

Beyond the Amphitheatre, on a rising lawn to the northeast, the hotel looms up, and its roof of pavilion dining halls and overhanging balconies picturesque against the blue of the sky. To the left of it rise the gate towers, tall and stately; the deep tones of the bells from the belfry detonate musical upon the still air; the long sheltering range of store buildings, with intricacy of gothic roof and cooling shadow of porch and portico, reposes restful and inviting. And still beyond, the great hills bank to the sky, while to the east and west, nestling on the radiant plateau, the numerous cottages gleam in the happy sunlight. On the south the silver shining river sleeps at the foot of the tall Virginia hills, and slips away into the long distance until at last, but a thin and narrow band, ³¹ plays at hide and seek with the Blue Ridge Mountains. . . .

The Baltzley brochure also indicated that the transportation facilities between Glen Echo and Washington and surrounding towns were being improved:

31. The Glen Echoan, Devoted to Glen Echo and the Glen Echo Chautauqua, pp. 15-18. The brochure also described the "many other advantages" of the Glen Echo Chautauqua, a copy of which may be seen in Appendix E.

The Glen Echo Railroad is a double track electric railroad from the District line at Tennallytown to the Conduit Road at Glen Echo, a distance of three miles, and is now being extended along the Conduit Road to Cabin John Bridge, a further distance of one and three-fourths miles. At the Tennallytown end it forms a junction with the Georgetown & Tennallytown, and Tennallytown & Rockville Electric Railroads. Here the three roads own a union depot. The Connecticut Avenue Electric Road by a half mile extension will also soon connect here with the Glen Echo Road. The Georgetown & Tennallytown is a double track road through Georgetown, or West Washington, and taps the Washington & Georgetown Street Railroad, now being converted into a cable road, and the Metropolitan Road. The Washington & Georgetown Road traverses Pennsylvania Avenue from the Navy Yard to Georgetown, the business artery of Washington. The Metropolitan Road is over the main thoroughfares from Capital Hill to Northwest Washington, commencing with East Capitol Street, then F Street and Connecticut Avenue. . . .

The Glen Echo Railroad enters Glen Echo near its eastern boundary, at the beginning of the Glen Echo Park, and opposite Sycamore Island, now being converted into a pleasure resort. From thence traversing the park along and fifty feet from the Conduit Road to the Chautauqua grounds and Cabin John Bridge, a distance of one and three-fourths miles. The Chautauqua is midway between Sycamore Island and Cabin John. . . .

With the Glen Echo Park at one end, Cabin John at the other, and the Chautauqua grounds in the middle, this short stretch of a mile and three-fourths of road will, in a comparatively short time, be in the nature of a Coney Island or Atlantic City road.

The Glen Echo Railroad has been improved and extended to the Chautauqua grounds, thus giving through route to Washington. The Connecticut Avenue Road, which taps every street railroad will soon be completed and connect with it. Ten pleasure barges, capable of carrying 500 people each, have been built, and will ply between Washington and Glen Echo, landing passengers at the entrance of Glen Vincent, 300 feet from the Amphitheatre. The route is along the Potomac River, commanding the most beautiful and romantic scenery. The trip in itself is an event long to be remembered.

The Washington and Great Falls Railroad also expect to have their road finished to the Chautauqua by 1893.

When the two latter roads are completed the combined facilities will be capable of carrying twenty³² thousand people to and from the grounds every thirty minutes.

The Baltzley real estate enterprise was flourishing by the spring of 1892 as the brochure indicated that "forty-one cottages are in process of erection on the Chautauqua grounds, to be sold to desirable purchasers on the installment plan." The cottages were "especially provided for those who desire to avail themselves of the Chautauqua advantages and the benefits of a life in Glen Echo." The prices of the cottages ranged between \$2,347 and \$2,914, the terms requiring a down payment of \$500 in cash and monthly payments of \$20 to \$30. The cottages were connected with city sewer and water systems and featured electric light, hot and cold water, and bath facilities. It was anticipated that electric cars would soon "be finished to the houses."³³

In the late spring 1892, just as the summer Chautauqua assembly at Glen Echo was to open for its second season, disaster struck in the form of a malarial fever scare. Professor Henry C. Spencer, president of the Spencerian Business College in Washington, died suddenly of pneumonia on August 30, 1891, but rumors began spreading that his death was the result of malaria contracted at Glen Echo. Years later, George Freeman Pollock, an employee of the Baltzleys, described the ensuing debacle:

The second year at Glen Echo, the Amphitheater, Hall of Philosophy and the Electric Railway being completed, the Chautauqua opened with an excellent program. Then, while everything was on the boom, Mr. Baltzley built "Cedarcroft Cafe," a beautiful, rustic structure at the terminal of the Glen Echo line on the Conduit Road, and in addition to my other duties, assigned me to operate this enterprise as sole manager.

The Cafe was furnished in good taste, our patronage was high class and my French waiters came from New York, while Ed

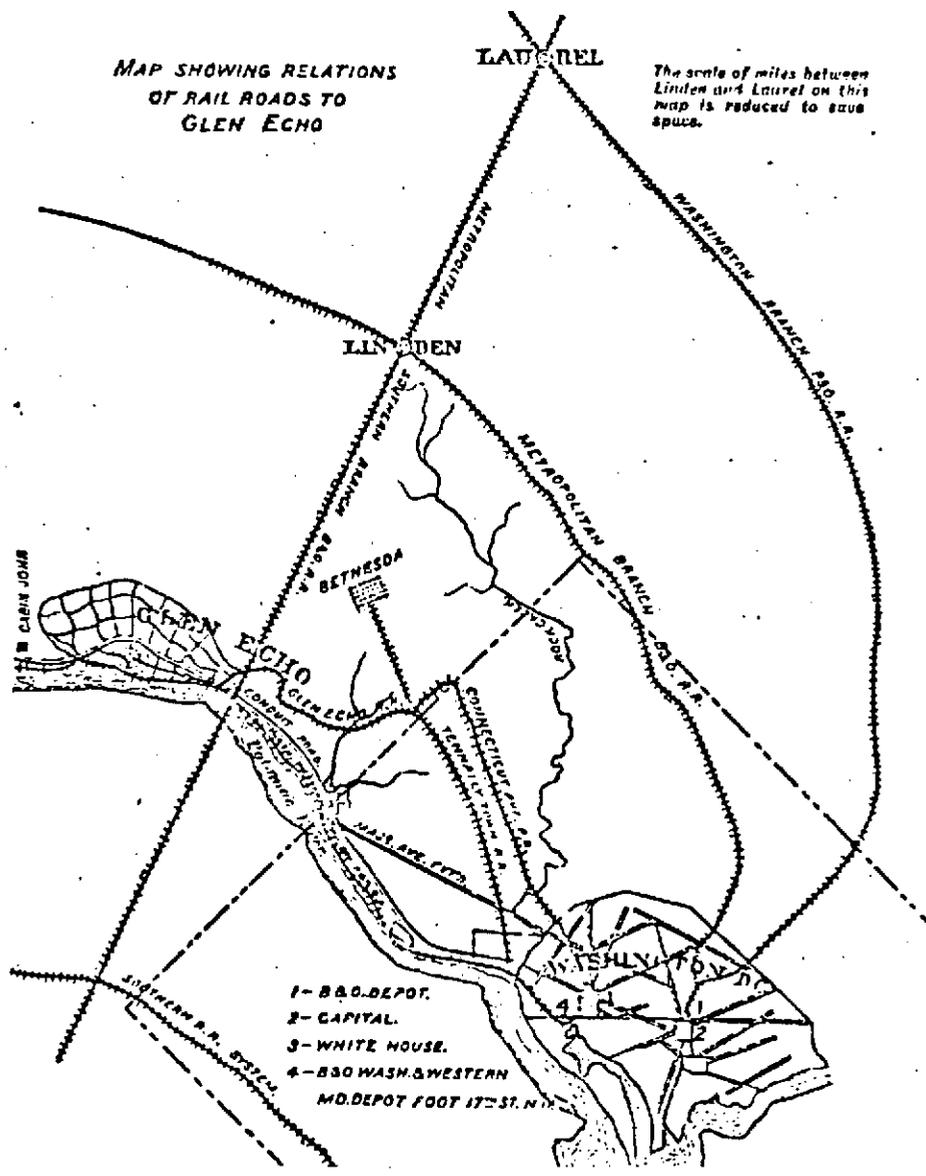
32. Ibid., pp. 9-10, 35. A "Map Showing Relations of Railroads to the Glen Echo" that appears in the brochure may be seen on the following page.

33. Ibid., back inside cover. Also see Washington Post, May 7, 1944, for further data on the development of the Chautauqua grounds.

MAP SHOWING RELATIONS
OF RAIL ROADS TO
GLEN ECHO

LAUREL

The scale of miles between
Linden and Laurel on this
map is reduced to save
space.



- 1 - B&O DEPOT.
- 2 - CAPITAL.
- 3 - WHITE HOUSE.
- 4 - B&O WASH. & WESTERN
MD. DEPOT FOOT 17 - ST. N.W.

Donch's National Theater Orchestra of fifteen pieces and other concert artists of considerable ability furnished music on Sundays, playing a huge shell which faced the establishment. Meals were a la carte and we were licensed to sell champagne, wines, etc.

In the midst of the Baltzley Brothers' success, there occurred at Glen Echo an epidemic of malarial fever of the old-fashioned kind with very severe chills. Employees were taken sick, some died and, finally, Professor Henry Spencer, President of the Spencerian Business College in Washington and well known to everyone, caught the fever at Glen Echo and passed on. This incident stopped the sale of lots, freezing the stream of money and, although the Baltzley Brothers struggled nobly, the Glen Echo Chautauqua of 1892 ended in disaster.³⁴

As a result of the malarial fever scare, the Glen Echo amphitheater was used for a July 4 celebration in 1892, but apparently nothing else that year. According to the Washington Evening Star of June 30, the event was to be a "highly artistic and appropriate entertainment." The program would

occupy the time from 2:30 to 7:30; so that during the entire afternoon and evening there will be attractions in the great amphitheater as well as the sylvan pleasures which the place affords in such abundance. The eminent actor and electionist, Charles B. Hanford, will recite "The Star Spangled Banner," and Marie Antionette Nathalie Pollard will recite the Declaration of Independence in costume. A grand musical program made up of performances by soloists who are favorites in Washington has also been prepared. It will include selections by Signor Vitale, violinist; Mark C. Baker, tenor; Eva Augusta Vescillius, soprano, and Loise V. Shelden, Contralto. The grounds will be reached either by the excursion barge which runs hourly from Potomac Street canal or by electric railway. Coaches will run for the benefit of those who do not care to walk the short distance from the railway to the amphitheater.³⁵

34. Brown, ed., Skyland, pp. 42-43, and Washington Post, August 31, 1891.

35. Washington Evening Star, June 30, 1892. Charles B. Hanford and D. B. MacLeod played the organ for the occasion. John Brown was paid \$95 to overhaul and tune the organ in June 1892. National Chautauqua of Glen Echo, Journal, 1891-93, and Cash Book [1890-98], Cook Collection.

Several days later an advertisement appeared in the Washington Evening Star, describing the beauties of Glen Echo and describing railway schedules between Glen Echo and Washington but making no mention of the Chautauqua. The advertisement stated:

The trip over the Glen Echo railway is one of remarkable beauty.

See the magnificent amphitheatre, the coliseum of America. Enjoy the wonderful scenery, the beautiful rambles, the cool scenery, the beautiful rambles, the cool grottos and the innumerable other charms that the place presents.

The Glen Echo railway cars on weekdays leave Glen Echo on the hour and return on the half hour till 2 p.m. when cars leave Glen Echo and Tennallytown³⁶ every half hour. On Sunday cars run every twelve minutes.

The malarial fever scare left the Glen Echo area with a tainted reputation. The Chautauqua program was cancelled for the summer and the buildings deserted. The sale of lots stopped, due in part both to the malarial fever scare and the affects of the nationwide financial Panic of 1893, and without a cash flow the sizable undertaking was doomed. A Chautauqua assembly was tentatively set to begin on June 22, 1893, but apparently efforts to resurrect the moribund program were unsuccessful.³⁷

36. Ibid., July 5, 1892.

37. The Assembly Calendar: Season of 1893," Chautauquan, 17 (June, 1893): 377.

CHAPTER III
OWNERSHIP AND UTILIZATION OF NATIONAL CHAUTAUQUA
OF GLEN ECHO GROUNDS: 1893-1911

The malarial fever scare and the nationwide Panic of 1893 led to financial difficulties for both the Baltzley real estate and resort enterprise and the National Chautauqua of Glen Echo. On April 7, 1892, the Glen Echo Sand and Building Company, a Baltzley enterprise, borrowed "a large sum of money" from the Baltimore Building and Loan Association for which it gave "a mortgage to secure the payment of the same." By March 1894 the mortgage was in default and the building association was about to foreclose. Thus, new terms to extend the time for payment of the loan by the Baltzley firm were negotiated on March 10, 1894, as stated in a mortgage recorded in the Montgomery County land records.

The Glen Echo Railroad also experienced financial difficulties as a result of the demise of the Baltzley enterprise and the Chautauqua program at Glen Echo. On August 8, 1895, James B. Henderson, George F. Hamilton, and Leonard H. Poole, who had been named as trustees in a deed of trust from the Glen Echo Railroad Company, offered

at public sale, to the highest bidder, at the junction of the Georgetown and Tennallytown railroad and said Glen Echo railroad . . . all that property known as the Glen Echo railroad property, including power house and equipment, rolling stock, right-of-way and electric lighting plant, etc.

Although the story of the railroad lies outside the purview of this study, one should examine the newspaper advertisement for this sale that appeared in the Montgomery County Sentinel on June 21, 1895, for references to the Glen Echo Chautauqua property. A copy of this advertisement may be seen in Appendix F.

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1. Washington Evening Star, July 25, 1895.

Newspaper accounts indicate that the Glen Echo Chautauqua site was used for a variety of amusement and entertainment events during the mid-1890s. An article in the Washington Evening Star on July 25, 1895, implies that 22 employees of the Wells' steam laundry in Georgetown enjoyed a "big afternoon and evening" at Glen Echo.²

In late July 1895 a "fete champetre" of the Potomac Commandery, No. 3, K.T., was held at Glen Echo, attended by some 2,500 persons. It was noted that the "beautiful place resounded all day long with the shouts of the merry-makers and the sounds of horses' hoofs as the tournament was being carried out and company A, Sixth United States Cavalry, were giving their drill." The events of the day were ably described in the Montgomery County Sentinel on August 2, 1895:

The principal feature of the afternoon's entertainment was the Cossack drill by the cavalry troop, consisting of twenty-three picked men under command of Lieutenant Short. Their drill was a splendid exhibition of horsemanship embracing rough-riding, Roman races, troop evolutions and trick horsemanship. A number of the boys were thrown, but no one was hurt, and the horses seemed to enjoy the fun as much as their riders.

Another attraction was the tournament, in which about a dozen expert riders tried their hand. The most of them were above the average, in such exercises, and the ties which had to be ridden off made the affair very long. It was finally announced, however, that Mr. James Harris, the "Knight of the Little Daisy," was entitled to the honor of first prize and the supplementary privilege of crowning the queen. He chose Miss Laura Hauser for that honor. The others who came close to the winner was James Shugrue, Richard Ricketts and John Lynch. All received prizes, consisting of saddles, bridles and spurs. The award of the prizes was made by Judge Lacy of Georgetown, and the same gentleman also made the speech when presenting the winner at the coronation ceremony. A storm came up during the cavalry drill, but it did not last very long, and the visitors weathered it out in the amphitheater and in the cottages scattered around the place.

A concern was the feature of the evening. This took place in the amphitheatre at 8 o'clock and a number of well known local performers took part in the program.

2. Ibid.

The last event in the evening's entertainment was a broadsword contest between Private Nelson H. High and Corp. Stadt, the two expert broadswordsmen of Fort Myer. Prof. Howard A. Rhine gave an exhibition of fancy bicycle riding.³

The "Chautauqua Association" was preparing "arrangements to hold a number of concerts and entertainments" in the Glen Echo amphitheater during the summer of 1896 according to an article in the Montgomery County Sentinel of April 17, 1896. In the same article it was noted:

Residents of Glen Echo and the vicinity are much pleased over the granting of a right-of-way for the Glen Echo Railway from the present junction with the Tenleytown [sic] Railway over the Chevy Chase Company's land to the Rock Creek branch of the Capital Traction Company. It is expected that the Glen Echo road is to be rebuilt and equipped this Spring by Philadelphia capitalists, and new cars will be put on. It is expected that work will be begun immediately on this extension

Superintendent Stier of the Great Falls Road states that he will probably have cars running to Chautauqua in about a week.⁴

By the summer of 1897 vaudeville shows had become the primary form of entertainment offered in the Glen Echo amphitheater. On July 24, 1897, the Washington Evening Star stated:

The list of new attractions for the amphitheater at Glen Echo includes the following high class vaudeville artists direct from Keith's New York and Philadelphia theaters: Van Leer and Barton, the kings of black face comedy; the Brownings in a refined sketch . . . 5. . Caswell and Arnold, the electric acrobatic duo

The vaudeville shows, however, were still interspersed with light opera performances. On August 31, 1897, for instance, the Washington Evening

3. Montgomery County Sentinel, August 2, 1895.

4. Ibid., April 17, 1896. William Jennings Bryan is said to have given a speech at Glen Echo during his presidential campaign in 1896. Washington Post, June 22, 1947, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

5. Washington Evening Star, July 24, 1897.

Star reported that E. Middleton, Jr., manager of Glen-Echo-on-the-Potomac, was presenting "in the immense amphitheater" the Fadettes, "Boston's famous woman's orchestra" under the direction of Caroline B. Nichols in "grand concert." Other features at Glen Echo were Hart and Irving, "transformation artists and mystifiers," Koppe, "the sensational club juggler," and Miss Gertrude Ferguson, "Washington's favorite fancy dancer." Admission to the grounds was free, and patrons were advised to "take Georgetown and Tennallytown road, connecting at Thirty-second and M streets with the Capital Transit cars and Thirty-second and P streets with the Metropolitan line; also Washington and Glen Echo road via Seventh, Fourteenth and U Streets, to Chevy Chase Circle."⁶

In 1897 Clara Barton had the Red Cross headquarters at Glen Echo (which had been built with materials from a Red Cross warehouse used by the American Red Cross after the flood at Johnstown, Pennsylvania, in 1889) converted into her home and had the massive stone facade replaced by a more domestic, wood Victorian front. Between 1897 and 1900 she bought several additional lots from the National Chautauqua of Glen Echo and the Baltimore Building and Loan Association. She used the ten-acre parcel in front of her home as a pasture, an arrangement that led to continuing bickering with those who would operate Glen Echo as an amusement park after 1899.⁷

6. Ibid., August 31, 1897, quoted in Washington Evening Star, September 17, 1947, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

7. For more data on the Clara Barton House see, U.S. Department of the Interior, National Park Service, National Capital Region, Clara Barton House, Glen Echo, Maryland, by Steven H. Lewis, August, 1964, pp. 11-12. Also see U.S. Department of the Interior, National Park Service, Denver Service Center, "Historic Structure Report, Clara Barton House, Clara Barton National Site, Maryland," by Charles W. Snell, October, 1977 (draft typescript copy on file at Clara Barton National Historic Site.) The bickering resulted in the park's proprietors installing a roller coaster near the Clara Barton house during the late 1900s. The coaster was boarded near the present front lawn of the house and one of the curves of the ride passed near the side of the structure.

Light opera was featured at Glen Echo during the summer of 1898. John Clagett Proctor, a feature writer for the Washington Evening Star, reminisced some years later about an evening performance that he attended at Glen Echo:

The writer's personal recollection of Glen Echo carries him back to the Spanish-American War, in 1898, where he attended a Summer light opera performance at this place shortly after the call for volunteers for this war. A New Jersey regiment had just arrived in Washington, and as it was probably a warm night, the officers, in seeking a cool spot, took the trolley to this amusement place and listened to the opera, after which they entertained the chorus girls with champagne. Naturally, the folks back home thought their beloved ones were having a very lonesome time in Washington, while waiting to be sent to the front, but not so with these brave soldier boys, for they were having the time of their lives.

Glen Echo was the scene of the annual encampment of the United Daughters of the Confederacy of Maryland and Virginia on June 6-7, 1899. The first day, known as "Virginia Day," featured addresses by President William McKinley, General Joseph Wheeler, Rear Admiral Winfield S. Schley, and Governor Tyler. A luncheon, consisting of beef, bacon, hardtack, and coffee, was served near the amphitheater. During the afternoon a series of tableaux representing the several chapters of the organization were presented, and General Wheeler introduced an autograph copy of "The Battle Hymn of the South." June 8, known as "Maryland Day," featured speeches by Governors Loundes and Tyler, Senators John W. Daniel and Thomas S. Martin, Representatives John F. Rixey, Richard A. Wise and Julian M. Quarles, Rev. Dr. Dane, John U.L. Findlay, and Carlton Shaffer of Baltimore, Revs. R.H. McKim, Byron Sunderland, E.B. Leavitt, Father Stafford, and Dr. Hyde of Washington, Judges Minor and Rich, Andrew C. Trippe, Gen. A.W. Gordon, and Marshall McCormick.⁹

8. Washington Evening Star, June 20, 1937, Proctor Collection, Columbia Historical Society.

9. Montgomery County Sentinel, June 2, 1899.

The year 1899 witnessed significant changes at Glen Echo that foreshadowed its future use as an amusement park. On June 5, the Washington Traction and Electric Company, a forerunner of the Washington Railway and Electric Company, was incorporated. This concern set about to acquire through stock ownership a number of Washington-area railroad properties, including the Georgetown and Tenallytown Railway, Washington and Glen Echo Railroad, and Washington and Great Falls Electric Railway companies that were serving the Glen Echo area. That same year the rail lines to Glen Echo were double-tracked and seven wooden trestles were replaced with steel structures. About the same time the Billboard, in its listing of parks, pleasure resorts, and summer gardens, noted for the first time an entity known as Glen Echo Park with E. M. Brawner as manager. Available materials do not indicate whether the park was leased by the railroad interests or whether the National Chautauqua of Glen Echo, still the owner of the mortgaged property at Glen Echo, commenced operation of a resort or amusement center in cooperation with the railroad interests that had improved the rail lines to Glen Echo.¹⁰

There are no available documentary materials indicating the facilities or types of recreation offered at Glen Echo Park during its early years. The atmosphere of the park area, however, appears to have been one of low moral character as described by a long-time resident in 1914:

About nineteen years ago [1895] I moved to Glen Echo. The car service was not good, so I rode to and from my businesses on a bicycle. I have consequently often counted the clubs and so-called speakeasies on the Conduit road from the District line to our village. Fifteen years ago [1899] there were some

10. King, 100 Years of Capital Traction, pp. 48-50; Montgomery County Sentinel, May 5, 1899; and "Parks, Pleasure Resorts, Summer Gardens," Billboard, II (May 1, 1899): 21. Two years earlier in 1897 the National Chautauqua, et al., had conveyed to the Washington and Great Falls Electric Railway Company the lands included in the "Reservation for Railroad." Deed, National Chautauqua, et al., to Washington and Great Falls Electric Railway Company, 1897, Montgomery County Deed Book, JA 58, Folio 184.

fourteen to sixteen of these joints, including gambling on horse racing or any other kind of a game. Glen Echo Park was run by gamblers. Cabin John Bridge Park was ruined by gamblers. Beer, whisky and all kinds of drinks were sold openly for years in a prohibition county, where no liquor of any kind could be sold under the law. In those days there was no respect paid to the law. But finally, by fines and arrests, this was nearly stopped and today the Conduit road is almost free from the condition which makes one of the finest drives in the country.

The atmosphere of the area at the turn of the century may have been the result in part of a "gold strike" at Glen Echo. During the summer and fall of 1893 Edward Baltzley had formed the Glen Echo Gold Mining Company presumably in the hope of recovering his losses at Glen Echo. When a few nuggets of gold were discovered in subsequent years, the area became a "gold rush" camp for "a feverish interlude," but it was later noted that the "gold turned out to be literally a 'flash in the pan.'" Another version of the "gold mine" story has it that stock was sold in the project, but that shareholders soon learned that the mine had been "salted" for promotional purposes.¹²

Despite the paucity of documentary materials relative to the facilities and types of recreation offered at Glen Echo park during its early years it is

11. Washington Evening Star, June 27, 1914.

12. Washington Herald, August 9, 1936, and Washington Post, April 23, 1945, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library. In her aforementioned "History of Glen Echo" Carol Barton states:

The Baltzley's continued to build through the year 1892 with hopes that the chautauqua would be revived, but nothing ever came of it. Edward left the real estate company soon after 1892 and went to continue work on his life long fantasies -- the search for gold. He was possessed with what one might call gold fever. (In fact, he'd dug a gold mine at Glen Echo on the hillside by the Clara Barton House, but he never found any gold. He stopped digging short of what has later been proven a gold-bearing vein). Edward died of mercury poisoning from attempting to amalgamate gold from ore. Edwin continued to have dreams of reviving the Glen Echo chautauqua even after 1892, but he finally gave this idea up, too. He lived out his days writing and working on his inventions.

likely that the new park was similar in concept to "trolley" or "electric" parks that were springing up near metropolitan areas throughout the nation. Such parks catered to the increasing pleasure-seeking demands of the American public, while at the same time providing more revenue for the emerging railroad companies that were expanding their lines to outlying areas of metropolitan centers. In his "The Trolley in Rural Parts," Sylvester Baxter described the characteristics of "trolley" or "electric" parks in 1898:

A decade has worked wonders in the evolution of the electric railway, as in many other modern things. It has grown from an experiment to a universal institution. It is to be found in all parts of the world. It has cheapened very materially the cost of transportation. Its general utility in ordinary traffic is rivalled in importance by its recreative uses. On perhaps a large majority of trolley lines the summer-excursion business is depended upon to make the undertakings profitable. The ordinary traffic may possibly pay operating expenses, but the dividends come from the summer travel. There are some highly profitable lines that run only in the summer. In the great cities, even, the summer traffic shows an enormous increase over that of winter. The open car is the phaeton, the landau, of the multitude. The business of transporting the public to and from the parks, the baseball and racing grounds, etc., together with suburban trips and fresh air outings, assumes enormous proportions.

In the country the same lines of traffic have developed on a relatively greater scale. Thousands of women and children, for instance, who hitherto have rarely found the opportunity to get outside of their own door yards, now are enabled, at a slight outlay, to enjoy regular weekly outings; long trips through pleasant scenery, shopping and sight-seeing expeditions to neighboring large towns and cities, with the prospect of a theatre matinee or perhaps a popular concert; or a visit to one of the great recreation-grounds run by the street-railway company, with all sorts of attractions--band concerts, variety performances, a menagerie, swings, teeter-boards, roller-coaster, fireworks, etc.

These street railway recreation-grounds are now very numerous throughout the country. Routes are laid out to beautiful lakes that had been visited only by occasional fishermen or hunters, or to picturesque spots on river or seashore. Here delightful electric-launch trips are to be had, with power obtained from the trolley wire; and there are also sailboats, rowboats, canoes, and perhaps Venetian gondolas. Church societies, Sunday-schools, and other organizations charter open cars for picnic trips to these places, and the going and coming are as

enjoyable features of the day's pleasure as the picnic itself. In these recreation-grounds we have a peculiarly American variation of the German beer-garden--without the beer. The reproach that we take our pleasures sadly can no longer be made. The American people--or at least a very large part of the American people--has become a pleasure-loving folk. Is there a more festive-looking vehicle than the open electric car, with its happy-faced occupants? A sort of semi-holiday aspect is imparted even to the loads of operatives on their way, morning and evening, between their work in the factory towns and the country homes that so many of them have the good fortune to live in.¹³

Several years later in 1902 Day Allen Willey expanded on the concept of the "trolley" park in an article in Cosmopolitan:

The expression, "trolley-park" may not as yet have come into common use, but no explanation of its meaning is necessary. The oldest of the trolley-parks has been in existence but a few years, yet today these resorts are to be found in the outskirts of nearly every city in the land. The fact is that the street and suburban railway companies, realizing the profit arising by catering to the pleasure of the masses, have entered into the amusement field on an extensive scale. These breathing-spots are not confined to the cities, but are becoming popular as centers of recreation for clusters of small communities which may be linked by the electric current.

Originally, few, perhaps none, of the promoters of the trolley-route thought of it as a means of carrying the pleasure-seeker except to public parks. The main incentive was the business to be secured by transferring the throngs of toilers to and from store, office and factory, and forming a means of communication between the different parts of the city. With the advent of the electric car came the opportunity to build homes amid more natural surroundings. Townfolk became more appreciative of the charms of the country, but trolley-riding for enjoyment, which has become a summer habit in the larger centers of population, was not thought of a decade ago. The companies were quick to note the increase in their revenues from this unexpected source, and naturally encouraged it by giving transfer-tickets from one route to another and allowing children to ride free or at half-price. As a result, people of all classes availed themselves of the opportunity to get a breath of fresh air and pass the long

13. Sylvester Baxter, "The Trolley in Rural Parts," Harper's Monthly, 97 (June, 1898): 61-62.

evenings enjoying the "trolley-breeze," for a rapidly whizzing trolley-car can stir a breeze in the stillest night of midsummer. The need of some place where one could alight and thus vary the monotony of the ride, led to the inception of the park scheme. From the few acres of grove, or possibly the open field with a tree here and there, some rough benches, and a shed or so for protection from the weather, these pleasure-grounds have been developed into resorts some of which are far more attractive than the public parks of the cities where they are located. On a holiday one may see more than fifty thousand people gathered in some of the more extensive trolley-parks owned by companies in Philadelphia, Detroit, Minneapolis, Baltimore, and other centers of population, listening to the band-concerts, watching or taking part in the ball games, boating on the lake or river, strolling along the shady walks, having a family picnic under the trees or enjoying the summer opera. Except for the nickel, dime or quarter which admits to the concert, rents the boat, or provides some other special amusement, the park is free to all, the company obtaining its reward in the fares which it collects. These parks, combining natural and artificial diversions, have become the Mecca on holidays and Sundays not only of what we are pleased to term the working classes but of the "middle millions" -- especially those parks where no intoxicating beverages are sold and where other conditions are designed to encourage the patronage of the family.¹⁴

Meanwhile the unsettled finances of the National Chautauqua of Glen Echo and the related Baltzley enterprise led to the foreclosure and sale of the former Chautauqua grounds to Bird M. Robinson and Randolph Barton, receivers of the Baltimore Building and Loan Association by order of the U.S. Circuit Court for the District of Maryland for \$15,000 on April 1, 1903. According to the deed of conveyance the legal maneuvering involving the sale was complex. It stated:

Whereas under and by virtue of the powers contained in a mortgage from the National Chautauqua of Glen Echo to the Baltimore Building and Loan Association of Baltimore City bearing date the 10th day of March, 1894 and recorded among the proper records of Montgomery County, State of Maryland in Liber J. A. No. 43 folio 325 &c. the said Fielder C. Slingluff as the Attorney named in said mortgage did, after having complied with all the requirements of the law in such cases made and

14. Day Allen Willey, "The Trolley-Park," Cosmopolitan, 33 (July, 1902): 265-67.

provided, proceeded to sell the property so described in said Mortgage, on the day named in the advertisement of sale, to wit: the 2nd day of November, 1902, And Whereas at said sale said property was sold to Bird M. Robinson and Randolph Barton, Receivers of the Baltimore Building and Loan Association of Baltimore City at and for the sum of \$15,000.00, which said sale was duly reported to the Circuit Court for Montgomery County by said Fielder C. Slingluff, Attorney, under the title "Baltimore Building & Loan Association of Baltimore City vs National Chatauqua of Glen Echo (No. 1999 Equity)."

And whereas afterwards on or about the 16th day of January, 1903, said cause was revolved by said National Chatauqua of Glen Echo to the Circuit Court of the United States for the District of Maryland.

And Whereas by an order passed by said Circuit Court of the United States for the District of Maryland on the 9th day of April, 1903 in the cause which was thus removed and which is entitled in said Court "Baltimore Building and Loan Association of Baltimore City, vs. National Chatauqua of Glen Echo," certain exceptions to said sale were by said Court overruled and said sale so made and reported by said Fielder C. Slingluff was finally ratified and confirmed.

And Whereas by an order passed on the 13th day of April 1903, by said Circuit Court for Montgomery County, Maryland in said cause entitled the "Baltimore Building and Loan Association of Baltimore City vs. National Chatauqua of Glen Echo" said sale so reported by said Fielder C. Slingluff, Attorney, was also ratified and confirmed.

And Whereas said Bird M. Robinson and Randolph Barton, Receivers of said Baltimore Building & Loan Association of Baltimore City have fully paid said sum of \$15,000.00). In Consideration of the premises, and of the sum of the payment of said sum of Money said Fielder C. Slingluff, Attorney as aforesaid in pursuance of the power so given in said mortgage, and in compliance said sale, does hereby give, grant, assign and convey unto said Bird M. Robinson and Randolph Barton, Receivers of Baltimore Building and Loan Association of Baltimore City, their successors, and assigns, all the property so described in said mortgage from said National Chautauqua of Glen Echo to said Association, and which property is more particularly described as follows:

All those pieces or parcels of ground lying in Montgomery County in the State of Maryland, and described as follows:

Being a part of the same pieces or parcels of land, which are fully described, First, in a deed from Edward Baltzley and Laura A. Baltzley, his wife, and Edwin Baltzley and Edith M. Baltzley, his wife, to the said "The National Chautauqua of Glen Echo," dated the 24th day of March A.D. 1891, and recorded March 28th, A.D. 1891 in Liber J.A. No. 25, folios 179&c, one of the Land Records of said County and,

Second, in a deed from the same grantors to the same grantees dated April 17th, A.D. 1891, and recorded on the same day in Liber J.A. No. 25, folios 252 &c, of the Land Records of said County, and which is more particularly described as follows:

Beginning at a point "D" which is shown on the map of The National Chautauqua of Glen Echo filed for record in Liber J.A. No. 25, folio 252, one of the Land Records of Montgomery County, Maryland, and running thence Westerly on the North line of a reservation for a railroad to the Southwest corner of Lot No. 22, set forth in said plat, thence North East with the dividing line between lots Nos. 20 & 21 to Oxford Road, thence with the West line of Oxford Road to the reservation for a railroad on the south side of the Washington Aqueduct, thence with the South line of said reservation for said railroad Eastwardly to a point marked "L" being the North East Corner of Ann Arbor Avenue and said railroad reservation, thence with the southwest line of said reservation for said railroad "M" on said Plat, which said point is on a circle in said plat, thence with the southwest line of said circle to a point "C" on said plat, which said point "C" is at the southwest corner of said circle and Academic Avenue, thence with the west line of Academic Avenue to the point "D" the place of beginning, excepting therefrom the portion of said land belonging to the Red Cross Society and Clara Barton, its President, containing, however the amphitheatre and Hall of Philosophy, excepting however that portion of the above described land containing the Administration Building or gate house tower and the buildings thereto attached on the west side of the entrance to the Chautauqua ground now owned by the Baltimore Building & Loan Association by a purchase under a mortgage from the National Chautauqua of Glen Echo to the Carl Barckhoff Church Organ Company.

Together with all the rights, ways, improvements, and appurtenances thereto belonging or in any wise appertaining.¹⁵

Details of the sale were printed in the Washington newspapers. One account dated May 20, 1903, which contained several misleading and erroneous statements, stated:

The Glen Echo resort, with its handsome buildings and improvements and about 20 acres of grounds, has been purchased for \$13,000 from the trustees representing the

15. Deed, Fielder C. Slingsluff to Bird M. Robinson and Randolph Barton, April 1, 1903, Montgomery County Deed Book, TD 26, Folios 107-09.

building association, which held the first trust on the property. The building association is in the hands of receivers and the trustees were compelled to sell the property to close up its affairs. The land and improvements cost the Baltzley brothers of Philadelphia originally many hundred thousand dollars. It is understood that it was sold to the Chautauqua Association for about \$300,000.

The Chautauqua Association failed in its efforts to make the place pay expenses. A trust of \$20,000 was placed on the property. Later a second trust of \$17,000 was placed on it. The Chautauqua Association was obliged to give up the property, and it passed into the hands of the building association which had made the first loan.

The sale of the property has not been confirmed yet and it is thought possible that the Chautauqua Association may be able to recover it. It is understood that if the association is able to offer a better price than \$13,000 within 10 days it will be given the preference as a purchaser.¹⁶

The few available documentary materials on Glen Echo Park appear to indicate that it was a small haphazard operation until about 1907. Various secondary sources state that the park was leased by Alonzo P. Shaw during the early 1900s. Billboard did not list the park in 1900, but in 1901-03 it listed the park as a functioning entity with W. Francis Thomas as manager. In 1904-05 the park was listed in Billboard but with no manager, and in 1906 L.D. Shaw, who had earlier built a large Ferris Wheel at Coney Island, was listed as manager. Washington area newspapers during the 1900-06 period contain periodic articles describing the recreational amusement centers at Marshall Hall near Mt. Vernon and Cabin John Bridge Park but make no mention of Glen Echo Park.¹⁷

16. Quoted in Washington Evening Star, May 20, 1903, Proctor Collection, Columbia Historical Society.

17. "Parks," Billboard, 13 (May 4, 1901), 23; "Parks," Billboard, 14 (May 31, 1902): 16; "Parks," Billboard, 15 (March 28, 1903): 20; "Parks," Billboard, 16 (April 23, 1904): 15; "Park List," Billboard, 18 (May 28, 1905): 26; "Park List," Billboard, 18 (April 28, 1906): 54; Montgomery County Sentinel, June 19, 1903; and Washington Evening Star, May 30, 1904, May 25, 1906. Also see Edwin E. Slosson, "The Amusement Business," Independent, 57 (July 21, 1904): 134-39, and Rollin Lynde Hartt, "The Amusement Park," Atlantic Monthly, 99 (May, 1907): 667-77, for data concerning the general state of amusement park

The first substantive documentation concerning Glen Echo Park appeared in Billboard in May 1907. It noted that the park would open on May 27 under the management of William Shaw. Extensive alterations were going on at the resort, and it was "being improved wonderfully." A new attraction would be the Hippodrome, and the park featured a scenic railway. Buffalo Bill shows were scheduled for the park on May 31-June 1.¹⁸

Moving pictures were apparently shown at Glen Echo for the first time during the summer of 1907. The films were shown in the amphitheater on a screen stretched across the stage. The entrance fee was five cents for viewing. One of the first films shown was "Mary, Queen of Scots."¹⁹

Glen Echo Park opened its 1908 season "on Decoration Day." Preparations and plans for the summer were noted in an article in the Washington Evening Star on May 27, 1908:

Proprietor L.D. Shaw is preparing to entertain one of the largest gatherings in the history of the resort. He has had his old and some new hands working for the past two weeks familiarizing themselves with the mechanism of the various devices in order to overcome all danger of a hitch on the opening day. The railway company has arranged to inaugurate a quick service from the center of the city, and prospective patrons of the park may board cars marked "Glen Echo" on the F street line and ride directly to the gates of the park.

17. (cont.) operations in the United States during these years. In 1906 Dr. Julian Hubbell had purchased "all the water works and river system" of the National Chautauqua of Glen Echo. Young to Weiseman, March 5, 1976, memorandum on file at Glen Echo Park.

18. T.T. Lane, "San Francisco Lane," Billboard, 19 (May 25, 1907): 14.

19. R. Woodland, "Vanishing Memories of Cabin John's and Glen Echo," American Motorist (March, 1930): 102, 112, Vertical Files, Columbia Historical Society. Several reminiscences by long-time area residents date the commencement of motion picture viewing in the amphitheater to 1905-06. See, for instance, a two-page statement by H.H. Swain dated October 1, 1946, in Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

All the attractions will be in operation. There will be baseball, bowling, boating and rides and drives and foolish houses without end. On the opening day Proprietor Shaw will introduce a singularly fine railway ride through a waterfall, which is of interest both to see and to participate in. The illuminations after nightfall are said to be of a particularly effective character. Music and a commodious and cool dancing pavilion will also be provided.

A large and shady portion of the park has been set aside for picnic parties. New and clean tables have been set up and family parties will be afforded every facility for a complete enjoyment of the day. A dining room and dairy lunch will be in operation, under the management of a competent chef, and popular prices will prevail.²⁰

Little documentation concerning Glen Echo Park during 1909-10 could be found. In June 1909 Billboard listed the park with the Glen Echo Park Company being named as "proprietors and managers." The park featured live bands, but did not have vaudeville programs.²¹

20. Washington Evening Star, May 27, 1908.

21. "Park List," Billboard, 21 (June 12, 1909): 25, 33, 41. Also see Day Allen Willey, "The Open Air Amusement Park," Theatre, 10 (July, 1909): 18-19, for more data on the state of amusement park operations in the United States during these years.

CHAPTER IV
OPERATION OF GLEN ECHO AMUSEMENT PARK UNDER THE
WASHINGTON RAILWAY AND ELECTRIC AND
CAPITAL TRANSIT COMPANIES: 1911-1955

1. INTRODUCTION

After its purchase by the Washington Railway and Electric Company in 1911 Glen Echo Amusement Park was renovated, enlarged, and developed as one of the principal amusement centers in the Washington, D.C., area. Hence it became one of a growing number of mechanical amusement parks throughout the nation where patrons with increasing amounts of leisure time on their hands could escape their urban routines into a world of mechanically induced thrills and fantasies. The craze continued on through the "Roaring 20s" and the depression decade of the 1930s when Americans sought to escape from the reality of the times into a world of thrills and lights. During World War II, Glen Echo continued to be a favorite entertainment spot for Washingtonians kept close to home by wartime travel and gasoline restrictions as well as American servicemen near the city. Glen Echo, like other amusement parks throughout the nation, continued to enjoy widespread popularity in the postwar era as the "baby boom" furnished new "park goers." By the mid-1950s, however, public taste was turning fickle as modern theme parks originated by Walt Disney's Disneyland began capturing the imagination of Americans. Regional theme parks began to attract the crowds that had once patronized the older local amusement parks.

The history of the amusement park industry is outside the purview of this study. However, anyone desiring to study this topic for the purpose of understanding the development of Glen Echo Amusement Park within the context of the evolution of the amusement park industry should consult the following works:

Frank L. Albert, "The Future of Amusement Parks in America and the Publicity of Them," Billboard, 22 (March 10, 1910): 20-21, 86.

Caroline E. Boyce, "A Guide to the Historic Preservation of Pre-World War II Amusement Parks (unpublished M.A. thesis, Cornell University, 1981).

"Evolution of Our Industry," Billboard, 43 (January 24, 1931), 54, and (January 31, 1931): 64-65.

Al Griffin, "Step Right Up, Folks!" (Chicago, 1974).

James S. Hutton, "The Amusement Park: An American Institution, The Demand, The Supply, and Why It Thrives," Billboard, 22 (March 10, 1910): 25, 84.

Gary Kyriazi, The Great American Amusement Parks: A Pictorial History (Secaucus, New Jersey, 1976).

William F. Mangels, The Outdoor Amusement Industry From Earliest Times to the Present (New York, 1952).

John B. Manbeck, comp., "Coney Island: Attractions, Amusements, & Entertainments," n.d. (copy on file in Glen Echo Park files).

Myron Matlaw, ed., American Popular Entertainment: Papers and Proceedings of the Conference on the History of American Popular Entertainment (Westport, Connecticut, 1977).

Tim Onosko, Fun Land U.S.A.: The Complete Guidebook to 100 Major Amusement and Theme Parks (New York, 1978).

Frederick Thompson, "Amusing the Millions," Everybody's Magazine 19 (September, 1908): 378-87.

Don B. Wilmeth, Variety Entertainment and Outdoor Amusements-- A Reference Guide (Westport, Connecticut, 1982).

2. PURCHASE OF GLEN ECHO PROPERTY BY WASHINGTON RAILWAY AND ELECTRIC COMPANY

On March 14, 1911, the National Chautauqua of Glen Echo property was conveyed to the Washington Railway and Electric Company, the successor to the Washington Traction and Electric Company, for the sum of ten dollars. The conveyance involved clarification of a land transaction between Edwin and Edith M. Baltzley, then living in Newark, New Jersey, and Jennie Miles Hepburn of Jersey City, New Jersey, on October 18, 1909, and two conveyances from the National Chautauqua of Glen Echo to Mary E. Kammerer on April 27, 1893, and April 19, 1895. The deed

conveying the Glen Echo property to the Washington Railway and Electric Company read:

THIS DEED, made this fourteenth day of March, in the year nineteen hundred and eleven, by Jennie Miles Hepburn and Frederick Hepburn, her husband, of Jersey City in the State of New Jersey; the National Chautauqua of Glen Echo, a corporation of the State of West Virginia, and Edith M. Baltzley and Edwin Baltzley, her husband, now temporarily residing in the City of Newark, in the State of New Jersey; the said National Chautauqua of Glen Echo join in herein for the purpose of curing certain defects in two certain deeds to Mary E. Kammerer dated, respectively, the twenty seventh day of April in the year eighteen hundred and ninety three, and the nineteenth day of April in the year eighteen hundred and ninety five, and recorded respectively, in Libers J.A. No. 38, folio 140, and J. A. No. 49, folio 111, two of the Land Records of Montgomery County, in the State of Maryland, and of conveying all of its interest in the hereinafter described land and premises unto the grantee herein; and the said Edith M. Baltzley and Edwin Baltzley joining herein for the purpose of curing certain defects in a deed to the said Jennie Miles Hepburn dated the eighteenth day of October, in the year nineteen hundred and nine and of record in Liber No. 210, folio 65, one of the Land Records of said Montgomery County, in the State of Maryland, and of conveying all of their interest in the hereinafter described land and premises unto the grantee herein; and the said Edith M. Baltzley and Edwin Baltzley joining herein for the purpose of curing certain defects in a deed to the said Jennie Miles Hepburn dated the eighteenth day of October, in the year nineteen hundred and nine and of record in Liber No. 210, folio 65, one of the Land Records of said Montgomery county, in the State of Maryland, and of conveying all of their interest in the hereinafter described land and premises unto the grantee herein;

WITNESSETH, that for and in consideration of the premises and of the further consideration of the sum of ten dollars, cash in hand paid, we, the said Jennie Miles Hepburn; Frederick Hepburn, her husband, the National Chautauqua of Glen Echo, and Edith M. Baltzley and Edwin Baltzley, her husband, do grant, bargain, sell and convey unto the Washington Railway and Electric Company, a corporation duly incorporated, its successors and assigns, all of those several lots, pieces or parcels of land situate, lying and being in said Montgomery County, in the State of Maryland, known and distinguished as and being all of lots numbered one (1), two (2), three (3), four (4), five (5), six (6), seven (7), eight (8), nine (9), ten (10), eleven (11), and twelve (12), in Block Numbered two (2); all of lots numbered thirteen (13), fourteen (14), fifteen (15), sixteen (16), seventeen (17), eighteen (18), nineteen (19), twenty (20), twenty-one (21), twenty-two (22), twenty-three (23), twenty-four (24), twenty-five (25), and twenty-six (26)

in Block numbered Five (5), all in the subdivision of land in said Montgomery County known as and called the National Chautauqua of Glen Echo, as laid down and described upon a plat of said subdivision duly recorded among the land records of said Montgomery County in Liber J. A. Liber No. 25, Folio 253, to which said Plat reference is hereby made for a full and complete description of the lands and premises hereby conveyed;

Together with all and singular the buildings and improvements thereon, and all the rights, roads, ways, waters, privileges and appurtenances thereto belonging or in any wise appertaining.

3. ESTABLISHMENT OF NEW GLEN ECHO AMUSEMENT PARK

Upon acquisition of the property the Washington Railway and Electric Company immediately established a new Glen Echo Park Company to refurbish and operate the moribund Glen Echo Amusement Park. The latter company would manage the park, while leasing the property from the parent company. Leonard B. Schloss, who had managed Luna Park in Scranton, Pennsylvania, from 1906-10 except for a brief interlude in 1906 as manager of Luna Park in Alexandria, Virginia, and Luna Park in Pittsburgh (both parks were built and operated by the Ingersoll Construction Company owned by Frederick Ingersoll), was hired to refurbish the park and serve as general manager of the new operation at Glen Echo. Under the headline, "Washington's New Summer Park," Billboard published an article describing the new operation:

For the creation of an up-to-date summertime playground to afford the residents of the nation's capital a fun and merriment rendezvous during the "dog days," Glen Echo Park has been acquired by a newly-formed company which includes in its directorate Gen. George H. Harries, H.W. Fuller, Dr. L.W. Glazebrook, Robert W. Wells, H.M. Keeling and others equally prominent in Washington financial and social circles. L.B. Schloss, an experienced outdoor amusement promoter, who for several seasons past operated Luna Park, Scranton, Pa., has

1. Deed, Frederick and Jennie Miles Hepburn, National Chautauqua of Glen Echo, and Edwin and Edith M. Baltzley to Washington Railway and Electric Company, March 14, 1911, Montgomery County Deed Book 218, Folios 272-74.

been engaged as general manager of the new Glen Echo Park Company and his large staff of assistants is headed by Frank Finlon as chief of construction. The publicity department is in charge of John MacMahon of the Henry W. Savage forces.²

4. BIOGRAPHICAL SKETCH OF LEONARD B. SCHLOSS

Before getting further into the development of Glen Echo Amusement Park, it is important to examine the background of Leonard B. Schloss. As the vice president and general manager of the Glen Echo Park Company from 1911 until his retirement in 1950, Schloss took a largely moribund amusement park operation and developed it into the principal amusement center of the national capital metropolitan area.

Leonard Benjamin Schloss was born in San Francisco, California, in 1873. His father, Benjamin Schloss, had been a "forty-niner," and both his parents had been active in social and civic circles in San Francisco during its early years.

As a young man, Schloss, who later acquired the title of "colonel, and nickname of "Lennie," considered getting a law degree. However, he gave up the idea and began a career in "show business" as an usher in the Bush Street Theater in San Francisco at the age of 18. Within six months he worked himself up to a responsible position in the box office and later became treasurer of the house. In the early 1890s he served as treasurer of the Hess Opera Company bound for Hawaii, but when the tour failed to materialize he went to work for Charles E. Davies, lining up the World's Fair Exposition in Chicago. Following this job he became treasurer of M.B. Leavitt's "Spider and Fly," where he received his

2. "Washington's New Summer Park," Billboard, 23 (June 3, 1911): 20. To renovate and convert the former Chautauqua amphitheater into a "midway of fun" Schloss brought with him Thomas Mulligan, a showman with experience in burlesque, circus, and vaudeville road shows who had worked at Luna Park since 1906. Washington Daily News, July 9, 1936, Glen Echo Park Company Press Book, 1936 (Property of Nancy B. Long, Glen Echo town archivist, on file at Glen Echo Park).

"first real taste of the road," and later became business manager of various Frohman, Hoyt and Thomas attractions. He also toured the United States with Irish actor Eugene O'Rourke.

Schloss then became an advance agent for the first farewell tour of John L. Sullivan, who had won the American heavyweight boxing championship from "Paddy" Ryan, also a member of the tour. The tour was successful under the sponsorship of Davies, and Sullivan who had begun the tour penniless wound up with \$10,000. Sullivan nicknamed Schloss "Little Casino," because reportedly he never missed a trick. Schloss also served as advance agent for personal appearances on the stage of other boxing greats -- Jim Corbett, Bob Armstrong, and Tom Sharkey. He helped promote the Choynski-Maher fight in New York in 1897.

Eager to run his own shows, Schloss put two of them on the road. Both productions--an English comedy, "Our Flat," and a Drury Lane, London, melodrama, "Braving the World"--were unsuccessful ventures. He also was advance man for a production of "Uncle Tom's Cabin" with Peter Jackson, a black heavyweight, as Uncle Tom. Between acts Jackson and Joe Choynski boxed in exhibitions.

Schloss then landed a job as advance agent for the "American Globe Trotters," a large vaudeville show formed to tour Australia, India, and South Africa. The show played to enthusiastic crowds in South Africa until the Boer War forced the act to fold. He managed to travel to London where he stayed for five years helping promote three world championship fights as part of coronation ceremonies for King Edward VII and booking American vaudeville acts throughout Great Britain and the major cities of Europe.

In 1902 Schloss returned to the United States and soon became director of concessions during the construction of Coney Island's Dreamland Amusement Park. After some highly-spirited competition with Sam Gumpertz, later vice president and general manager of the Ringling-Barnum Circus, Schloss lost the managership of Dreamland to his rival.

Schloss then undertook the management of an amusement resort in San Francisco known as the Chutes and Athletic Park in New Orleans before booking the first world tour of Howard Thurston, a well-known magician. The two partners purchased a circuit of moderate-priced vaudeville theaters in New England. After the disastrous Iroquois Theater fire in Chicago, however, city authorities throughout the nation demanded extensive building remodeling in the interests of safety. Unable to remodel their new string of theaters, the Schloss-Thurston partnership dissolved.³

After briefly serving as general manager of White City Amusement Park in Syracuse, Schloss became manager of newly-established Luna Park in Scranton, Pennsylvania, in 1906, staying there until 1911 when he undertook the job of general manager of Glen Echo Amusement Park. For a brief period in the summer of 1906 Schloss, as has already been mentioned, took over management of Luna Park in Alexandria, Virginia, and Luna Park in Pittsburgh. The success of Schloss at Scranton was a harbinger of his activities at Glen Echo. In May 1908 Billboard printed an article describing the Luna Park attractions:

Luna Park, Scranton, Pennsylvania, opens its third season on Monday, May 25. During the winter the park has been practically rebuilt and opens up with a brand new array of shows, nothing remains, but the rides. Among the new attractions will be Thurston's Hindu Theatre, Thurston's new illusion show, the maid of mystery, Camp's new show, storage hands of Barbadu, Hale's tours, Molly Coddle, Social Whirl, Home Sweet Home, etc. The park this season will be under the management of Len B. Schloss, who was the first manager of the park and who was called to rescue the direction of its affairs the latter part of last season [1906]. Arthur J. Keller, press agent at the Orpheum in Boston during the "vaudeville" war and later identified with the Poli Circuit in New England,

3. Washington Herald, August 9, 1936, Glen Echo Park Company Press Book, 1936, and Washington Times, August 24, 1936, and unidentified newspaper clipping, February 9, 1954, in Simon and Evelyn Eichberg Collection, Washington, D.C. The Eichberg Collection includes several interesting photographs of Schloss at Glen Echo Park.

has resumed the position of ⁴general publicity director, a post he has filled for two seasons.

Schloss married Miss Gertrude Moses during his first year as manager at Glen Echo and the couple had two children. He was elected to the first board of directors of the National Amusement Park Association in 1907, and later became active in various amusement park business associations, serving as president, vice president, and a director of the National Association of Amusement Parks, Pools, and Beaches (NAAPPB). In 1940 he became vice chairman of the public liability insurance committee of the NAAPPB, in which post he sponsored a plan by the association in cooperation with the Associated Indemnity Corporation of California to get 90 percent of the amusement park industry to obtain liability coverage. He was also active in many Washington-area civic and club activities, having membership in the Woodmont Country Club, Variety Club of Washington, Board of Trade, and Masons. Schloss retired from his duties at Glen Echo in May 1950 after forty years of service and died at his Washington residence in February 1954 at the age of 81.⁵

4. "Park Notes," Billboard, 19 (May 16, 1908): 22. Also see "Manager Gill Resigns," Billboard, 18 (June 30, 1906): 27; The Luna Park Breeze, June 16, 24, 1906, and Luna Park Souvenir and Guide Book, 1907, in Leonard B. Schloss Collection, Theatre Collection, Performing Arts Research Center, New York Public Library, New York, New York.

5. Washington Herald, August 9, 1956, Glen Echo Park Company Press Book, 1936; Washington Times, August 24, 1936, unidentified newspaper clipping, February 9, 1954, and Koontz to Schloss, May 3, 1950, Eichberg Collection; "Alexander Asks All Ops to Join," Billboard, 52 (March 30, 1940): 36, 38; and "All Problems Affecting Biz Up for Airing," Billboard, 55 (April 3, 1943): 38-39, 41. Included in the Eichberg collection is a copy of an article written by Gertrude M. Schloss, entitled "The Amusement Park Through The Eyes of a Mother Patron." The article was published in the National Association of Amusement Parks Bulletin in June 1930. Also see Scranton Republican, September 2, 1907, and Scranton Times, September 21, 1907, Schloss Collection.

5. AMUSEMENT PARK OPERATION BY SEASON, 1911-1954

The 1911 Season

Under the leadership of General Manager Schloss, the moribund Glen Echo Amusement Park was refurbished and revitalized during March and April 1911. On May 17, ten days before the park opened for the season, the Washington Evening Star reported:

When the finishing touches to the extensive improvements now under way have been made Glen Echo Park will present an attractive appearance to local amusement seekers at its normal opening for the season the afternoon of Saturday, May 27. By the addition of several new amusement devices, none of which has ever been exhibited in this vicinity before, the number of features at Glen Echo Park this season will total fifty. An ornate new dancing pavilion with over 10,000 square feet of polished maple floor area has been supplied, as well as a new marine toboggan, restaurant and cafe, and a new midway, in which ten funmaking devices have been installed.

For the first time in its history admission to Glen Echo Park will be free this season.

In the Washington area Sunday newspapers on May 21 more details were provided about the new attractions at Glen Echo Amusement Park. The park was advertised as the "ideal family resort of Washington" which had been rebuilt at a cost of \$30,000. The Washington Herald, for instance, printed the following article:

With the opening next Saturday afternoon of Glen Echo Park, which, under its new management of local business men, has been practically rebuilt in the past few months, Washington's summer outdoor amusement season will be in full swing. So thorough are the improvements completed at Glen Echo Park that this resort, brilliant in a new attire of many hues, will be hardly recognizable to its former patrons who will find there

6. Washington Evening Star, May 17, 1911. The former Chautauqua amphitheater was converted to house the new midway and the pipes from the organ were removed to Keith's theater on 15th Street in Washington, D.C. The dancing pavilion was located on the bluffs overlooking the Potomac, thus making it a scenic as well as a recreational attraction.

ATTRACTIONS AT GLEN ECHO PARK: 1911

Dive

Carousel

Miniature Railway

Dip

Dance Pavilion

Check Room -- Byron S. Adams

Bands

Features

Cigars-- Lauria Garrett

Caddy Wheel

Palmistry--Madam C. Caretta

Boats--George O'Neal

Japanese Ball Game

Soda, Cones, Ice Cream--Charles A. Winslow

Peanuts, Popcorn, Crisp, Taffy--Irwin Buckingham

Photos, Cards, Souvenirs--Charles C. Barber

Photo Studio

Knives and Canes--Harry T. Nichols

CT Wheel--Harry T. Nichols

Fish Pond--Harry T. Nichols

Glen Echo Park Company Voucher Check Book, 1911-1912, Cook
Collection.

this season a real summertime rendezvous [sic] on the modern and ambitious lines that have attracted millions of people to the famous warm weather amusement enterprises at Atlantic City and Coney Island.

No department has been overlooked in the general renovation of Glen Echo Park, which will offer fifty attractions to the local amusement seekers when the gates are opened next Saturday. Included among these is a new outdoor dancing pavilion ample enough in area to accommodate over 600 persons at one time, and this is but one of a dozen structures recently erected to house the newest devices to provide sport and fun. The spacious interior of the Amphitheater has been entirely remodeled into a "New Midway," fashioned after Coney Island's Steeplechase Park, and here have been installed ten of the latest contraptions with which to defy the trials of the "dog days," including a "human roulette wheel," and a giant slide-ride," said to be the largest in the United States. Other attractions include a novel marine toboggan, the "social dip," a fascinating topsy-turvy ride, miniature railway, Ferris wheel, and a new boating pavilion on the banks of the canal.

In addition to the rearrangement and repaving of the grounds at Glen Echo Park, a new electric lighting system has been installed and Tungsten electroler, intersecting tubular iron railings at every fifteen feet, will make the resort a magic fairyland after dark.

Besides the many amusement devices, the most popular features of other years will again be in operation, including the restaurant, picnic groves, playgrounds, gypsy camp, candy wheel and kitchen, photograph house, shooting gallery, and the usual quota of standard attractions provided in resorts that cater to ladies and children.

For the first time admission this season to Glen Echo Park will be free, and there will be improved traction service to the resort--more cars and faster running headway. Novel special features, including an elaborate weekly fireworks display, will be introduced and plans are now completed for a unique Memorial Day observance.

A number of fraternal organizations have arranged with Manager Schloss to hold outings at Glen Echo Park during the season and the indications are this summer will be the most prosperous in the history of the resort.

7. Washington Herald, May 21, 1911, Glen Echo Park Company Press Book, 1911-1912, Cook Collection. A copy of an advertisement for Glen Echo Park that appeared in the same newspaper may be seen on the next page.

THE IDEAL FAMILY RESORT OF WASHINGTON

GLEN ECHO PARK

BUILT AT A COST OF \$30,000 UNDER NEW MANAGEMENT

OPENS NEXT SAT., MAY 27, 1 P.M.
 ADMISSION ALWAYS FREE

50 PARTICULARLY PLEASING POPULAR PLEASURES 50
 INCLUDING MAGNIFICENT NEW \$10,000 OPEN-AIR

DANCING PAVILION

10,000 sq. Ft. Polished Maple Floor Splendid Orchestra

HUMAN ROULETTE WHEEL

And 10 Other Fun-making Devices in
THE NEW MIDWAY

NEW MINIATURE RAILWAY	GIANT FERRIS WHEEL
THE BIG SOCIAL DIP	MARINE TOBOGGAN
BOATING	CAROUSEL
CHILDREN'S PLAYGROUNDS	SPACIOUS PICNIC GROUNDS

FREE FEATURES A-PLenty

SPECIAL CELEBRATION MEMORIAL DAY

Washington Herald, May 21, 1911, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

The renovated park opened for the season on May 27 with some 15,000 patrons in attendance. The evening festivities were highlighted by the personal appearance of the Washington Senators and Boston Red Sox major league baseball teams. Summing up the day's events, the Washington Herald observed on May 28, 1911:

Bigger, brighter, and better in every way than ever, Glen Echo Park is now well started on what promises to be the most successful season recorded at an outdoor amusement resort in the vicinity of Washington. Completely altered in general appearance from other years by extensive improvements, Glen Echo now is in the same rank of resorts as the famous amusement enterprises at Coney Island and Atlantic City where millions annually find relief and enjoyment during the heated term. In the rehabilitation of Glen Echo Park the new management has been successful in the project to create a real al fresco amusement rendezvous that differs from the ordinary summer playground and city park, but which combines the most attractive features of each in happy combination--a center of rest, relaxation, and rational enjoyment, where young and old alike may repair for coolness, comfort and diversion amidst the inviting natural attractions and the varied amusement devices.

Starting today a special series of Sunday concerts of instrumental music will be inaugurated in the main music shell, when the First Regiment Band, Joseph B. Caldwell, conductor, will render a varied programme of standard and popular compositions at 2:30 and 7 o'clock this evening. Several other features are announced for today. Principal among the half hundred attractions now in operation at Glen Echo Park is the handsome new dancing pavilion, on the polished maple floor at which 500 couples can comfortably dance at one time. The "human roulette wheel" and the "giant slide ride" are among the most popular of the attractions in the "New Midway," where a dozen other recent fun and sport devices are finding great favor. The old favorites, retained because of their popularity in the past, have all been transferred to new and more advantageous locations, and their value as amusement providers increased by improvements. These include the Ferris wheel, model miniature railway, marine toboggan, Japanese exhibit, gypsy camp, cafe and restaurant, photo studio, candy wheel, and the numerous other staple amusements usually found in parks catering to ladies and children.

By the introduction of many novelties, Memorial Day will be celebrated in an elaborate manner at Glen Echo Park, and

announcement is also made of a weekly⁸ display of several fireworks, starting next Thursday evening.

The first week of operation of Glen Echo Park Amusement Park was a tremendous success, thus inducing the Glen Echo Park Company to introduce more attractions. Summarizing the events of the first week of operation, the Washington Herald observed on June 4:

Glen Echo Park will auspiciously usher in the second week of its season today with another of the special series of Sunday concerts of standard and modern instrumental music rendered by the full military band of the United States Soldiers' Home, under the leadership of John S.M. Zimmermann. The first of these Sabbath musical events was so largely attended that the management has already arranged to have a dozen different local bands appear in the new music shell on successive Sundays.

Encouraged by the remarkable patronage of the opening week, the management of Glen Echo Park is already at work on further improvements, which, when completed, will add greatly to the attractiveness of this popular playground. From Coney Island there have been received six brand new amusement devices, which will be found in the "new midway," and these features, together with the thrilling "human roulette wheel" and the laughable "giant slide," will make that spacious structure the fun center of the resort. That riding devices are more popular this season than ever before with outdoor amusement seekers is shown by the fact that the receipts for the past week from the "social dip," marine toboggan, and model railway were the largest in the history of Glen Echo. The passenger capacity of this trio of rides is being increased by the addition of new cars.

Of the fifty attractions now in operation at Glen Echo, none has enjoyed greater favor than the handsome new open-air dancing pavilion, which has been declared to have the finest floor surface of its kind in or near Washington. Automatic entrance and exit gates to the dancing floor, which were completed yesterday, will make access to the pavilion easier and more comfortable.

8. Washington Herald, May 28, 1911, Glen Echo Park Company Press Book, 1911-1912, Cook Collection. Also see Washington Times, May 27, 1911; Washington Post, May 28, 1911, in *Ibid.*; and "Washington's New Summer Park," Billboard, 18 (June 3, 1911): 20.

The elaborate display of aerial fireworks last week will be repeated next Thursday evening on a more lavish scale. Cars for Glen Echo Park, where the admission will continue free during the season, now depart from downtown on a three-minute schedule every evening and on Saturday and Sunday afternoons.

The weekly Thursday evening fireworks shows at Glen Echo became more elaborate during the season. On June 1, for instance, an "elaborate exhibition of aerial pyrotechnics" was put on, featuring a representation of Niagara Falls in multi-colored fire. In addition, there were

sixteen other numbers on the program and the various set pieces and surprising effects will show the latest novelties the manufacturers of fireworks have devised for use in the observance of Independence Day this year.¹⁰

More new attractions were added at Glen Echo during June and July. In early June "open air card parties" were begun, and in early July nightly free moving picture shows were commenced in a "section of the grounds" that had been "converted into an open-air amphitheater." The latest films were shown, and a "complete change of program" was promised for each evening. "Spotlight dancing" was inaugurated at the dancing pavilion in mid-July, almost doubling attendance at that attraction.¹¹

Although Sunday was the most heavily attended day of the week Schloss attempted to encourage attendance during weekdays and holidays by scheduling special events. In cooperation with the Automobile Club of Washington, Glen Echo Park sponsored Orphans Day on June 15, giving some 500 youngsters "carte blanche at the park, including free rides on the merry-go-round and free admission to other attractions." The

9. Washington Herald, June 4, 1911, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

10. Washington Times, June 1, 1911, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

11. *Ibid.*, June 13, July 6, 23, 1911, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

Orphans Day event became an annual outing at the park for more than twenty-five years.¹²

The Independence Day festivities featured an elaborate fireworks show. The Washington Times of July 3 described the preparations for this event:

Glen Echo Park which this season is proving to be one of the most popular outdoor amusement resorts in Washington, will, according to present indications, tomorrow be the holiday rendezvous of a record-breaking crowd. The park's first Fourth of July celebration will consist of a fine program of such great variety as to insure pleasure for young and old alike.

In the evening an exhibition of up-to-day pyrotechnics, representing an outlay of \$1,000, takes place, starting at 8:30 o'clock. For a week the experts from this factory that plans the famous fireworks displays for the steel pier in Atlantic City, have been busily engaged transforming the spacious lawns fronting the Ferris wheel into a pyrotechnic amphitheater. The lengthy program embraces twenty-five numbers and includes several novelties that are certain to prove delightful surprises.¹³

The first annual celebration of "Montgomery County Day" was held at Glen Echo Park on Wednesday, July 26. The park was open from 9 o'clock a.m. to 11 o'clock p.m. and special transportation was provided from Rockville. The program for the day was described in the Montgomery Press on July 21:

At 1 o'clock the grand tournament will start and the entries for this event will be confined solely to bonafide residents of Montgomery county. The charge to the Knights will be delivered by Attorney W. Outerbridge Spates, while Mr. Andrew J. Cummings will make the presentation of the prizes. These prizes, consisting of a handsome English leather saddle, bridle, spurs and whip are now on exhibition in the windows of

12. Ibid., June 13, 14, 1911, and Washington Post, June 15, 1911, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

13. Washington Times, July 3, 1911, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

Poss and Ricketts in Rockville. Upon the conclusion of this event the baseball game for the championship of Montgomery County will start at 3 o'clock with the teams of Germantown and Gaithersburg as contenders. The individual players of the winning nine will be presented with handsome watch fobs. Both baseball teams, together with the King's Valley Silver Coronet Band, eighteen strong and attired in full regimentals, will leave Rockville on a special car at 10:30 for Glen Echo Park. Arrangements have been made for the King's Valley organization to give a continuous band concert and this should prove one of the real features of the celebration.

Aside from the tournament and carnival there will be a score of other contests.

These include a foot race in which the prizes are a watch, fountain pen and knife, a quoit pitching match and various other tests of skill. Only residents of the County will be eligible to compete for their prizes and a large number of entries have already been received. During the afternoon many of the half hundred attractive amusements that have made Glen Echo so popular with pleasure-seekers this summer will be operated mainly for the schoolchildren of the county. Through the courtesy of the park management free tickets have been provided on to the school trustees and teachers and the children will be entertained on the merry-go-round, the miniature railway and the huge Ferris wheel. They will also be welcomed at the "new midway" the spacious structure that houses the "human roulette wheel," the giant slides and some of the most laughable devices ever introduced for outdoor fun.

The festivities in connection with the crowning of the queens of the tournament will start in the handsome new open air dancing pavilion at 7:30 o'clock and the coronation address will be made by State Senator Blair Lee, Democratic candidate for governor. The dancing of the royal set will follow immediately afterward. In honor of the occasion the dancing pavilion, which is illuminated by 2800 incandescent lights, will be prettily decorated and a large crowd from Washington is expected to witness this feature of the celebration. Moving pictures in the open air amphitheatre, one of Glen Echo's features this season, are certain to claim the attention of many people during the evening, this exhibition starting at 8:30 and admission being free.

14. Montgomery Press, July 21, 1911, Glen Echo Park Company Press Book, 1911-1912, Cook Collection, and Montgomery County Sentinel, July 21, 1911.

Problems arose between the Glen Echo town government and the Glen Echo Park Company in mid-July, and the controversy attracted widespread publicity. The common water supply of the park and town had run dry, being only a small spring-fed pond. Since the park should have been closed on Sundays according to the state blue laws Mayor Louis C. Witkowski requested that Schloss close the park on Sundays beginning July 31 to help conserve water. Strained relations ensued when Schloss resisted the mayor's request, and when Witkowski appeared at the park toting a revolver an altercation of fisticuffs with park personnel resulted. The mayor then retaliated by closing the park on the last Sunday in July, citing a strict enforcement of the Maryland blue laws. He also swore out warrants that resulted in the arrest of the park's 111 employees, 96 of whom were Glen Echo town residents. Schloss, in turn, made plans to reopen the park on Sunday, August 7, by holding religious services. Rev. Francis J. Lukens, superintendent of the Central Union Mission in Washington, gave an afternoon sermon in the dancing pavilion on the topic "Who Is My Neighbor?" and the Soldiers' Home Band presented three sacred concerts. During the evening a free moving picture representation of the Passion Play was narrated by Lukens. Despite the fact that all rides, attractions, and food concessions were closed, some 3,000 persons attended the religious services. The heated atmosphere surrounding the Sunday closure of the park, however, soon abated as officials worked out a compromise solution to the Witkowski edict, and by mid-August normal Sunday operations were resumed.¹⁵

During August Glen Echo Park staged a number of promotional events. These included a "prize waltzing contest" and "red-head night," the latter permitting "young ladies" whose hair was "red, auburn, titian, copper-tinted, or their corollary shades" to use all park attractions free of charge. Similar celebrations of "blonde" and "brunette" nights were

15. Washington Herald, August 7, 8, 1911; Washington Times, August 7, 1911; New York World, August 7, 1911; Baltimore Sun, August 7, 1911; and Washington Star, November 28, 1911; Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

also scheduled. The nightly films attracted such crowds that the seating capacity in the outdoor amphitheater was increased.¹⁶

In late August Glen Echo Park featured diving exhibitions by the Hellkvists during the afternoon and evening. The diving events were described:

Record-breaking crowds are nightly seen at Glen Echo Park, drawn there by the wealth of attractions and amusement devices that are provided in conjunction with the sensational free feature that is being offered every afternoon at 4 o'clock and at night at 8:45. At these hours the Hellkvists present their high-diving exhibitions, holding thousands of interested spectators at the big open-air theater, in the center of which is erected a seventy-five-foot specially constructed tower, from which these performers risk life and limb in their effort to thrill.

The evening performances conclude with the suicidal-seeking and spectacular fire dive from the top of the structure into a tank of water five feet in depth, the tank and costumes worn by the intrepid artists being saturated with gasoline prior to their making the perilous leap for life.

A Labor Day celebration was held at Glen Echo Park, kicking off a 10-day carnival and mardi gras festival. The festivities were described in the Washington Herald on September 10:

Today will be a gala day in the Glen Echo Mardi Gras festival.

All of the amusements will be going, and there will be four concerts by Mills' orchestra. This feature of the festival is free, as are also the moving pictures in the amphitheater and the shadow dancing sketch.

Attendance at the park has been bigger the past three days, during which the carnival has been running, than it has all season. More than 4,000 young people attended the opening Thursday evening, and since then the attendance figures have increased with each succeeding day.

16. Washington Post, August 8, 1911, and Washington Times, August 8, 1911, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

17. Washington Times, August 24, 1911, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

The festival will run all week, coming to a close Saturday with an evening of wholesome fun and frivolity. Washingtonians have taken to the fun of confetti and paper ribbons with a wholeheartedness that has more than justified the park management in keeping the resort open.

Monday evening the elimination prize waltz will be held on the pavilion. The judges will select the six best couples, who will be eligible to compete in the finals for a solid gold diamond-studded medal.

Tuesday evening will be left more or less open, so that those attending can enjoy the evening as their individual tastes dictate.

Wednesday evening the dancing pavilion will be cleared for sufficient time to determine the winning couple in the finals of the prize waltz for the diamond medal.

An elaborate fireworks display has been prepared for Thursday evening. The set pieces will be fired in the lower end of the park, giving the advantage of a natural amphitheater for the benefit of the spectators.

The final confetti carnival will be given Friday night and Saturday. There will be music practically all day by Mills' orchestra. The first concert will be given at 2:30 a.m. in the afternoon. There will be a second at 4:30, and two others in the evening at 7:30 and 9:30.¹⁸

The festival drew such crowds that park management determined to keep Glen Echo open one week beyond the scheduled season closure date of September 16. On September 23 the park finally closed after a seventeen-week season. The Washington Herald noted that after the gates were closed "a force of men will at once start in tearing down various popular features, clearing space for the erection of more modern devices for the amusement of Washingtonians during the summer of 1912." The newspaper observed:

The financial success obtained this summer through operating the park under a liberal managerial policy under the direction

18. Washington Herald, September 10, 1911, Glen Echo Park Company Press Book, 1911-1912, Cook Collection. During the mardi gras showers of confetti greeted all entrants at the park gates, where each person was given a numbered tab that might be the key to a \$25 prize. The couple finding identical numerals on their tabs were given \$25 each.

of L.B. Schloss, proves that Washington will support a metropolitan outdoor amusement resort if conducted along lines of respectability.¹⁹

The 1912 Season

Glen Echo Park opened its second season on May 25, 1912, advertising itself as "The New Glen Echo Park." Throughout the winter a force of men, under Superintendent Frank Finlon, had been at work making improvements to the park. A new organ was provided for the merry-go-round. New crushed rock paths and roadways were laid, a new 2,000-foot, seven-dip scenic gravity railway or roller coaster (built by the Philadelphia Toboggan Company) having eight six-passenger cars was erected in the space formerly occupied by the hydraulic dive, and the Ferris wheel was relocated near the park entrance and refurbished open-air motion picture "stadium." Further remodeling was carried out in the midway, the dancing pavilion was enlarged, and "The Dip" and miniature electric railway were improved. New steel boats with landing stages were installed, and a maze of distorting mirrors was added to the midway. A ladies' parlor was built near the entrance gate where a maid would be in attendance at all times. Sand piles, swings, and other playground equipment were installed near the parlor. Some 22,000 multi-color electric lights were installed to illuminate the park at night. Many of the old attractions were given a "new dress," and numerous small amusements were added.²⁰

The opening of the park in 1912 was given due attention in Billboard. That periodical stated:

19. Washington Post, September 14, 1911, and Washington Herald, September 23, 1911, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

20. Washington Times, May 17, 22, 1912; Washington Post, May 26, 1912; and Washington Herald, May 26, 1912; Glen Echo Park Company Press Book, 1911-1912, Cook Collection. See Appendix G for a detailed description of the new gravity coaster.

Proving successful last season as a free gate resort, this policy will again be in effect, and with regulation park amusements and devices, a new scenic railway, with practically no opposition and excellent transportation facilities, this grove should maintain its lead as the recognized outdoor resort of the national capital. Improvements, entailing an expenditure of \$30,000, have practically been completed, and with anything like favorable weather conditions through the summer, Glen Echo should fulfil the expectations of the management in paying a substantial dividend on its investment.²¹

Washington-area newspapers also publicized the new features and improvements at Glen Echo Park. Two articles are illustrative of the favorable publicity received by the park. The Washington Times of May 19, 1912, noted:

Visitors who ride out to Glen Echo park on the opening day, which the management announce will take place on May 26, will find much to interest them in the improvements that have been made since last season. New roadways and paths of crushed stone lead to the various amusements, some of which are entirely new; others having been repaired, strengthened and otherwise improved. The new scenic railway, which has been built at a cost of \$15,000, is one of the more astonishing of the new features. It takes visitors on a mile a minute ride through and above the trees, over seven thrilling dips, some of which are fifty-nine feet high. This is declared by the management to be the strongest and safest scenic railway in the country, all of the supporting posts having been set into solid concrete, and the curves having been thoroughly protected. The dip has been repaired and strengthened and the old auditorium is now transformed into a midway, where hair raising and ludicrous features await visitors. There is a human roulette wheel, a giant slide, twenty distorting mirrors, a treadmill and other attractions. The dancing pavilion with its smooth floor and capacious space, accommodating at a time over 1,000 dancers, will continue operation, under the plan inaugurated last season. Music for dancing will be furnished by the Mills' Orchestra, and another musical attraction will be the sacred concert which is to be given on Sunday, May 26, by the Soldiers' Home Band, under the leadership of J. S. M. Zimmermann, which will give a continuous program from 2:30 o'clock until the park closes for the night. Among the many pleasing free features offered by the park management are to be found sand piles and swings for the children, together with the free moving picture theater,

21. "Amusement Park News," Billboard, 24 (May 25, 1912): 20.

which will interest the children and the older people as well. This theater is situated not far from the dancing pavilion, and commencing at 8:30 there will be presented each evening three reels of the latest moving picture plays.²²

Not to be outdone in its praise for the park the Washington Herald of May 18, 1912, observed:

Because of its natural beauty, Glen Echo has long been the most attractive of all the summer resorts about Washington. . . . patrons will find improvements and additions that will enable the park to keep its position as the cleanest, best and most enjoyable place of amusement in or about Washington.

Crushed rock roadways, blossoming flower beds and well kept lawns, and brilliant illuminations by night are only a few of the many efforts the management has made to make the park agreeable and convenient for visitors. The removal of the 80-foot Ferris wheel from an obscure position at the rear of the grounds to a point nearer the dancing pavilion, and within a few yards of the entrance gate, serves to brilliantly illuminate that section of the grounds which was formerly badly lighted.

The dancing pavilion will continue operations under the same plan inaugurated several seasons ago, and which proved successful in drawing a desirable class of people to this popular resort. Manager Schloss will rigidly enforce the rule that no improper or questionable conduct will be tolerated in the dancing pavilion, or any other section of the park. As the admission to Glen Echo is free, the management reserves the right to eject any person whose conduct is at all annoying to the women and children to whom this amusement enterprise caters.²³

The opening week brought record crowds to the park. Transportation to the park was improved over that provided in 1911 with the Washington

22. Washington Times, May 19, 1912, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

23. Washington Herald, May 18, 1912, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

Railway and Electric Company trolleys running on a two and three-minute schedule during the rush hours.²⁴

Throughout the summer special attractions continued to bring crowds to Glen Echo. In June Mme. Caretta, who had just returned from the Orient accompanied by Zueva Casseen, a psychic, set up a "crystal gazing" attraction in the gypsy camp.²⁵ In late June the "Flickering Dance" was introduced in the dancing pavilion, superceding the "Spotlight" in popularity.²⁶ A large fireworks show, costing \$1,000, was displayed on July 4, under the direction of A. Cimarosi, proprietor of the Newfield, New Jersey, Pyrotechnic Company and former supervisor of the Atlantic City fireworks displays.²⁷ In mid-August a goat circus, featuring Alvaredo's trained goats, was brought to the park.²⁸ The park ended its season on September 8 after a special Labor Day celebration and a week-long carnival and mardi gras.²⁹

In August 1912 Glen Echo Park authorities again ran afoul of local officials who began a drive to strictly enforce the Sunday blue laws. On the 4th, Montgomery County Sheriff Clifford L. Howard arrested 20 park employees, and the following Sunday arrested four employees when he found the carousel and photograph gallery still operating at the express command of Schloss who wished to test the constitutionality of the blue

24. Washington Times, May 28, 1912, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

25. Washington Herald, June 16, 1912, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

26. *Ibid.*, July 2, 1912, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

27. Washington Times, June 30, 1912, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

28. *Ibid.*, August 20, 1912, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

29. *Ibid.*, September 5, 1912, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

laws in court. Thereafter, the park was closed on Sundays for the remainder of the season except for band concerts.³⁰

The 1913 Season

The 1913 season at Glen Echo Park saw the introduction of one new major ride--the gyroplane. In an interview, portions of which were published in Billboard on March 22, 1913, the treasurer of the Washington Railway and Electric Company provided insight into the operations and financial success of the park. He stated:

. . . . We have decided after investigating very carefully into the subject of operating an amusement park, that the only system to follow is a free gate and a few good, up-to-date rides, a good dance hall and everything owned by the park company. Following this policy, Mr. Ham's company are making a big success of Glen Echo Park. Last year they built a roller coaster, which earned exactly 100 per cent on its cost. They also built a dance hall, in which they charged five cents per dance, and on which they earned a trifle over 100 per cent on the cost.

They are taking out one ride this year and putting in a gyroplane, with the idea that a good many of the parks which were most successful at one time are today being spoiled from having too many riding devices and other attractions, which cut up the business in such a manner that the receipts of each attraction are materially decreased, although the operating expense of each ride remains the same as it would be if there were only half as many attractions. The policy of Glen Echo Park is to take out one ride every time they put in a new one, and they expect to put in something new every year if there is material available for the purpose.³¹

30. Baltimore American, August 12, 1912; Baltimore Sun, August 12, 1912; Washington Times, August 12, 1912; Washington Post, August 12, 1912; Washington Star, August 19, 1912; and Washington Herald, September 4, 1912; Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

31. H.G. Travers, "Novel Park Rides and Devices," Billboard, 24 (March 22, 1913): 30, 142. The gyroplane was installed and operated as a concession by the Washington Gyroplane Company, a firm managed by Walter P. Shaw. Glen Echo Park Company Voucher Checks, 1913-1915, Cook Collection.

The 1914 Season

The 1914 season at Glen Echo opened on May 23 with a crowd of 9,000 persons passing through the turnstiles. The Washington Herald of May 24 noted:

Never in its history has the resort had a more auspicious opening. The dancing pavilion was the most popular place on the grounds. Since last season, the floor space has been enlarged and last night all of the extra room was needed.

During the winter many improvements have been made, the most noticeable being the new exit. In the past cars were loaded and unloaded in the parking space just in front of the entrance. This year a new exit has been constructed and a gate system that keeps the crowds separated does much to prevent a crush and suffers insurance against accidents.

Last night's crowd took in the resort from one end to another and the long lines in front of the various attractions waited patiently for a chance at the coaster, gyroplane and other amusements.

With its entrance, flowers blooming all around, buildings glistening under their fresh paint and newly laid walks, Glen Echo is more picturesque and attractive than ever, and the first night of the 1914 season found everything in readiness for the opening.³²

Earlier the newspaper had reported:

All of the old attractions have been remodeled and in some instances rebuilt, and patrons of the carrousel, roller coaster, with its ride among the tree tops; Ferris wheel, gyroplane and other fun-giving devices will find them in the same old places. In addition the management has arranged for many new attractions, many of them to be included in the free admission.

As the real big feature for the first week of the season the services of Howard Leslie Holt and Lillian Taylor, two of the best known exhibition dancers of the country, have been secured. Fresh from their triumphs on the Keith circuit this clever pair of dancers will be seen twice daily in the dancing pavilion in the exhibition of the tango, hesitation, maxixe, one-step and all of the modern dances.³³

32. Washington Herald, May 24, 1914, Glen Echo Park Company Press Book, 1914-1916, Cook Collection.

33. Ibid., May 17, 1914, Glen Echo Park Company Press Book, 1914-1916, Cook Collection. In addition, newly-laid walks had been

The increasing popularity of Glen Echo Park received increasing publicity by the summer of 1914. Attendance at the park had averaged some 400,000 per summer during its first three seasons, more than twice the total white population of Washington (blacks were excluded from the park).

On July 25, the Washington Herald noted:

The crowds which throng Glen Echo these weeks are convincing testimony of the popularity of this beautiful resort up the Potomac, where the air is clear and cool and the breezes are constantly on the job.

The name Glen Echo has a refreshing lilt. It suggests shady dells and wooded hills, an oasis within easy reach of all purses and within but a short distance of all sections of the city.

Glen Echo is an ideal all-day amusement and picnic park as well as the most popular place to spend the evening amidst delightful surroundings.

Perhaps the most unique feature of the park is the playground for children. Everything that can possibly amuse them has been put in the section set aside as a playground.

The picnic grounds is another important feature. This section of the big park has been called the "National Capital's Picnic Grounds," because 70 percent of the Sunday schools in the city hold their annual picnics there. The best of water, the most roomy of tables and benches, and the pleasantest nooks where little parties or big ones can seclude themselves and enjoy a lunch in the open in semi-privacy, if they like. . . .

For those to whom the water has a strong appeal, a boat house has been provided, where canoes and rowboats can be had at small cost and the placid water of the canal with overhanging trees making it delightfully cool are a veritable watery "Lovers' Lane."³⁴

33. (cont.) constructed and an enlarged playground had been provided for small children. Workmen also began demolition of the former Chautauqua Hall of Philosophy, a process that would be furthered by fire in 1924.

34. Washington Herald, July 25, 1914, Glen Echo Park Company Press Book, 1914-1916, Cook Collection.

Two features of the park that had become institutions, according to the Washington Herald, were the candy and doll concession and the ice cream and refreshment operation. Jake Wolfman had run the candy and doll concession since 1911. The ice cream parlor sold ices, creams, and syrups that were made on the grounds under the supervision of Charles A. Winslow. A restaurant catered to evening dinner parties.³⁵

Several special exhibitions were featured in August 1914. On the 2d complete returns from the Cleveland Indians-Washington Senators baseball game were shown at the park on a Rodier electrical scoreboard installed in the dance pavilion. The scoreboard was an exact duplicate of the one used in front of the Washington Post Building in the District of Columbia. Some 2,000 seats were set up in the pavilion for patrons to observe the board. Other special events were a District championship dance contest, a cluster diamond ring being given as the women's prize and a gold watch as the prize for the best female and male dancers. Marie Thebin gave afternoon and evening high diving exhibitions and fire dives at night.³⁶

The 1915 Season

The 1915 season at Glen Echo Park was commenced on May 22 after a vigorous spring "Clean-Up, Paint-Up" campaign under the direction of

35. Ibid., June 28, 1914, Glen Echo Park Company Press Book, 1914-1916, Cook Collection.

36. Ibid., August 2, 1914, and Washington Post, August 23, 1914, Glen Echo Park Company Press Book, 1914-1916, Cook Collection. In 1914 a fire destroyed much of the stone arcade adjacent to the still extant Chautauqua tower. A wood barn-like structure (known as the Yellow Barn) was erected by Superintendent Frank Finlon in its place, incorporating the remaining back wall of the stone arcade. From 1914 to at least 1926 portions of the Yellow Barn, as well as the second and third stories of the adjacent Chautauqua Tower, served as the residence of the Finlon family. Portions of the Yellow Barn also served as the park maintenance shop from 1914 until 1968 when the park closed. The first story of the tower became the office of the park watchman. This data is based on information given to the author of this study by Eleanor Beamer, the daughter of Frank Finlon.

Schloss. Among the new attractions was the showing of Hearst-Selig Weeklies in the open-air motion picture theater on Monday and Thursday evenings. A skee-ball game operation was introduced, and various new attractions were installed in the midway. The Charles Q. Mills orchestra was employed to perform in the dance pavilion, and Sunday concerts were provided by the Soldiers' Home Military Band.³⁷

The 1916 Season

The 1916 season, which began on May 20, witnessed the installation of the "Derby Racer," a ride that ran "from near the dance pavilion across the great ravine to the corner of the old Clara Barton homestead. . . . a distance of more than 3,000 feet." The ride, advertised as "the very last word in amusement devices," carried two trains of three cars each over some 29,081 feet of track, the power provided by a 100-horsepower motor. With the highest point of the structure seventy feet high, the eight dips, one of them sixty feet in depth, supplied a "multitude of thrills as the speed of the cars' increased." The racer was built by local union labor under the direction of its designer, John Miller, assisted by Frank Finlon, the park superintendent. The ride, which cost \$50,000, replaced the gyroplane ride. E.J. Lauterback, representing the Glen Echo Derby Racer Company, personally supervised the ride's construction and would operate the ride under a concession contract with the park.³⁸

While the "Derby Racer" was the main new feature at Glen Echo, local newspapers advised Washingtonians that, with the exception of the

37. Washington Herald, May 2, 16, 29, 1915; Washington Post, May 16, 20, 1915; Washington Times, May 16, 1915; and Washington Star, May 11, 1915; Glen Echo Park Company Press Book, 1914-1916, Cook Collection.

38. Washington Herald, May 14, 1916; Washington Post, May 14, 1916; and Washington Times, May 14, 1916; Glen Echo Park Company Press Book, 1914-1916, Cook Collection; and "Park News," Billboard 28 (May 27, 1916): 32. Further data on the operation of the "Derby Racer" may be found in an article in the Washington Times, May 20, 1916, a copy of which may be seen in Appendix H.

gyroplane, all of the old Glen Echo amusements and attractions were still available, some with recently-installed improvements. For instance, the Washington Times of May 14, 1916, announced:

As in past seasons the rule of free admission will prevail at all times, and the open-air movies nightly, band concerts every Sunday afternoon and evening, and other free features will again be on the bill. Picnic parties will be welcome to use the spacious groves with the playgrounds and conveniences that make the park an ideal place for all-day outings.

This year the service in the restaurant will be one of the features, with prompt service and an excellent cuisine, and new and more complete arrangements have been made for canoeing and boating. . . .

In the big dancing pavilion Charles O. Mills will again direct a large orchestra for the dancers, and the floor will be in better condition than ever.³⁹

The 1917 Season

The 1917 season at Glen Echo, which opened on May 19, saw a number of improvements and new attractions added to the park. As part of its annual "clean-up, paint up campaign," the park, according to the Washington Herald of May 13, 1917, would "present the resort in a brand new dress at the opening." The dancing pavilion had been renovated and redecorated, thus allowing a 10-piece orchestra, composed of the city's best union musicians led by Charles O. Mills, to perform nightly. The "joy jigger," a huge bowl-like ride that revolved at tremendous speed and was modeled after one installed at Coney Island the year before, was installed in the midway. The gravity railway, which had been overhauled at a cost of \$7,000, was "speedier" and "dippier" than ever, and its price would be "six tickets for a quarter." The lighting system had been changed, its twenty-five thousand mazda lamps, with more than one million in combined wattage, designed to make the resort "a veritable

39. Washington Times, May 14, 1916, and Washington Herald, May 14, 1916, Glen Echo Park Company Press Book, 1914-1916, Cook Collection.

'blaze of glory.'" Other improvements included a larger children's playground and new music for the carousel, a ride "glittering in fresh paint." New refreshment booths and lunchrooms had been built, along with retiring and rest rooms for women. Sol Minster's big band was employed to perform Sunday afternoon and evening concerts.⁴⁰

Opening Day was attended by some nine thousand persons, among whom were a large contingent of military personnel from Fort Myer. One of the most crowded attractions of the first night was the renovated dancing pavilion. The new decor of the pavilion had been arranged by Harold A. Brooks, company engineer of the Potomac Electric Power Company. The hall was illuminated with reflected light. The interior was decorated with Japanese lattice and lanterns, mingled with patriotic effects.⁴¹

During the summer special musical events were staged at Glen Echo Park. Chief among these were Sunday band concerts by Antonio Celfo's band and the Soldiers' Home Military Band in July, and a one-week engagement in mid-July by the Marimba Band, a group of Guatemalan musicians that had been playing their native music at the Century Plaza and Ritz-Carlton in New York during the previous year.⁴²

Despite the fact that the United States entered World War I in April, attendance at Glen Echo Park remained high throughout the summer. In August it was reported that some fifty thousand persons were visiting the park per week. Although Glen Echo had developed a reputation as a

40. Washington Herald, May 13, 20, 1917; Washington Times, May 13, 1917; and Washington Evening Star, May 13, 1917; Glen Echo Park Company Press Book, 1917-1923, Cook Collection. A Glen Echo Park advertisement appearing in the Washington Herald on May 20, 1917, may be seen on the following page.

41. Washington Herald, May 20, 1917; Washington Post, May 20, 1917; Washington Times, May 20, 1917; Glen Echo Park Company Press Book, 1917-1923, Cook Collection.

42. Washington Times, July 1, 15, 1917, and Washington Post, July 17, 1917, Glen Echo Park Company Press Book, 1917-1923, Cook Collection.

GLEN ECHO

Admission Always FREE!

Washington's Only Real Pleasure Park
Presenting a Variety of Standard Amusements

3:30 OFFERS 7:30
5:30 FREE 9:30
TODAY
AS AN ADDED ATTRACTION

A Series of Four Popular Concerts By
The National Capital's Famous

SOL MINSTER'S MILITARY BAND

Personally Directed by Washington's Leading Bandmaster

FREE OPEN-AIR MOVING PICTURES

Tonight at 8:30 and Nightly During the Season
ATTRACTIONS THIS YEAR
INCLUDE

NEW DANCE HALL

Arrangement of Surprising Splendor
WITH MUSIC BY MILLS' SUPERB UNION ORCHESTRA OF TEN ARTISTS

FASTER AND DIPPIER GRAVITY RAILWAY

The Latest Fun-Giving Device Aptly Termed the

"JOY JIGGER"

Midway's Many Mirth Making Features.
Continuation of the World's Greatest Sensational Ride.

THE DERBY RACER

CARROUSEL

KIDNEY PLAYGROUND, BOATING, PICNIC GROVES,
AND DOZENS OF SMALLER POPULAR AMUSEMENTS.

Washington Herald, May 20, 1917, Glen Echo Park Company Press Book, 1917-1923, Cook Collection.

family-oriented amusement center, social dislocation and tensions as a result of the war had its effect on the park. In late August, for instance, nine persons were arrested on charges of disorderly conduct and taken to Rockville where they were each fined \$5 and legal costs.⁴³

The 1918 Season

The 1918 season at Glen Echo, which began on May 18, featured a new attraction (operated as a concession by Joe Rossi), "The Whip," one of the most popular new rides in American amusement parks. The ride had been brought to Glen Echo from Coney Island on three trucks at a cost of more than \$600, when wartime transportation restrictions prevented shipment of the 30,000-pound device by rail. The dancing pavilion was enlarged with a widened promenade to relieve the congestion of the previous year, and new decorations and lighting effects improved its decor. In the midway "The Firefly" was converted from a circle to a "figure eight" with dips and new cars, and a "Barrel of Fun" was also installed. Despite a labor shortage, which forced Schloss to employ a night shift for one week, the park opened on schedule "spick and span in its new dress of paint." Some ten thousand persons, including the "tired business man and the weary war workers" attended the opening day festivities.⁴⁴

Tragedy struck at Glen Echo Park on June 23 when Joseph J. Hamel, a 43-year-old stonecutter from Washington, was injured after being thrown from a car on the scenic gravity railway and falling some 22 feet. Hamel, who had been sitting on the back rest of the car with his daughter, was

43. Washington Herald, August 14, 1917, and Washington Post, August 22, 1917, Glen Echo Park Company Press Book, 1917-1923, Cook Collection.

44. Washington Times, May 5, 12, 1918; Washington Herald, May 5, 12, 17, 19, 1918; Washington Star, May 5, 1918; Washington Post, May 5, 19, 1918; Glen Echo Park Company Press Book, 1917-1923, Cook Collection. An advertisement for Glen Echo Park that appeared in the Washington Post of May 19, 1918, may be seen on the following page.

GLEN ECHO

Admission FREE Always

WASHINGTON'S ONLY BIG OUTDOOR PLEASURE PARK PRESENTING AT ALL TIMES STANDARD FEATURES AND AMUSEMENTS COMPARABLE TO THE ATTRACTIONS OFFERED AT THE FOREMOST SUMMER AMUSEMENT PARKS IN THE LARGEST OF CITIES.

EXTRA

3:30	5:30
7:30	9:30

TODAY

FOUR FREE POPULAR CONCERTS BY THE

SOLDIERS' HOME MILITARY BAND

The Famous Musical Organization of the Capital.
Among the New Features This Year Are

"THE WHIP"

CONEY ISLAND'S LATEST SENSATIONAL THRILLER AND AS POPULAR AS THE BIG DERBY RACER, CARROUSEL, GRAVITY RAILWAY AND THE OTHER GLEN ECHO RIDES.

"BARREL OF FUN"

ADDED TO JOY JIGGER, ROULETTE WHEEL, SLIDES AND

NEW FIGURE 8 FIREFLY

IN THE BIG PAVILION OF HILARITY

THE MIDWAY

PLAYGROUNDS, BOATING, PICNIC GROVES, RESTAURANT, SMALLER AMUSEMENTS, AND POSITIVELY THE FINEST

DANCING PAVILION

AND THE BEST TEN-PIECE ORCHESTRA IN THE SOUTH

—DANCING STARTS AT 8:30—WEEK NIGHTS ONLY—

thrown when rounding a curve. He suffered a shattered collar bone and compound fractures of the skull, one arm and wrist, and two ribs. He was taken unconscious to Georgetown University Hospital where he died the next morning.⁴⁵

The 1919 Season

The 1919 season, billed as a "Glorious Galaxy of Gorgeous Gleeful Gayety," began at Glen Echo on May 19. The park, according to the Washington Times of May 17, 1919, featured:

Buildings and amusement devices all wearing new dresses of paint, graveled walks, blooming flower beds and a wealth of great shade trees and green grass all help to make the park one of the beauty spots of the Capital, and at night its myriad of electric lights make it almost a fairyland.

During the winter a number of improvements have been wrought in the old favorites that last summer amused so many thousands and gave the war workers so many hours of enjoyment. This year patrons will find fresh thrills in the derby racer and gravity railway, a new "snap" to the whip, and additional fun in the many devices that will make the midway again the gathering place for kiddies and grown-ups as well.

For the dancers the huge open pavilion with its perfect floor, multi-colored lights and attractive decorations will offer every inducement and the ever-popular Charles Mills will preside over the big orchestra that will play nightly.

For the kiddies, in addition to the playgrounds and the midway with its host of joy providers the carrousel, freshly decorated and with a number of mechanical improvements and brand new music, is ready to start, and the boating and canoeing, the doll racks, Japanese ball game and other regulation smaller amusements are all in readiness for opening on Saturday.

Among the features that will be new to the old patrons of Glen Echo will be an up-to-date rifle range equipped with the latest

45. Washington Evening Star, June 24, 1918; Washington Times, June 24, 25, 1918; and Washington Post, June 25, 1918; Glen Echo Park Company Press Book, 1917-1923, Cook Collection.

stationary and moving targets, and what the management claims to be the finest soda fountain and refreshment parlor in any amusement park of that country.⁴⁶

The 1920 Season

The 1920 season at Glen Echo, which opened on May 15, featured two new attractions. These were "The Old Mill" ride, and "Hilarity Hall," a name given to the old midway that had been modernized with eight new fun devices. The midway, which had been operated by Thomas J. Mulligan as a concession since 1911, was modernized by the C.C.C. Company. "The Old Mill," constructed by Lauterback and Russell and operated as a concession by O.M. Mullineux, was a scenic water ride in which water, propelled by a wheel, wound through dark passageways and a dozen scene sheds, artistically presenting views of various countries. Six-passenger boats carried people through the winding waterways. The ride was designed by John Miller and constructed under the direction of General Manager Schloss at a cost of \$40,000. In addition to these two new attractions, the park continued operation of five big rides: derby racer, gravity railway, whip, carousel, and firefly.⁴⁷

The 1921 Season

The 1921 season at Glen Echo, which opened on May 14 with a crowd of some seventeen thousand persons in attendance, featured three new major attractions as well as a thoroughly rehabilitated park. The Montgomery Press of May 6, 1921, stated:

46. Washington Times, May 11, 1919, Glen Echo Park Company Press Book, 1917-1923, Cook Collection. Also see Washington Post, May 11, 1919, and Washington Herald, May 11, 1919, Ibid.

47. Montgomery Advocate, May 14, 1920; Washington Evening Star, May 17, 1920; Washington Times, May 16, 1920; and Washington Herald, May 16, 1920; Glen Echo Park Company Press Book, 1917-1923, Cook Collection. Also see Glen Echo Park Company Cash Book, 1920-1926, Cook Collection.

Never before between seasons have such sweeping changes been made. As usual, of course, the "clean-up, paint-up" campaign has been carried on with thoroughness and freshly laid walks and blooming flowers will be found on every hand. Myriads of incandescents, twinkling on all sides, again make the park in its setting of green trees a veritable fairyland. But the real change will be found in the new features, three brand new big ones.

The three new attractions included a new "Coaster Dips" ride (built by Carl Vicory), the latest model Dentzel Carousel (Philadelphia firm of Gustav and William Dentzel, one of America's most prominent carousel makers) housed in a specially-constructed modern building with a separate Wurlitzer organ, and a new dancing facility, the former pavilion having been converted into a screened ballroom with indirect lighting through silk coverings and a balcony for onlookers. The three attractions were described:

Coming into the park through the main entrance, the first change noticeable is the entrance to the new ride that has taken the place of the beloved old Gravity. This is the coaster dip, a speed ride par excellence, fast enough to satisfy the most exacting but with nothing to make the most timid visitor shy away. The new ride is about 3000 feet long and trains three cars each will speed over its seven steep "dips" and around its sharp curves at exhilarating speed, winding up with a long straight-away that enables the trains to reach the unloading platform almost before the speed seems diminished.

Swinging off to the left, the visitor is confronted by the new carrousel, the finest ever manufactured and enclosed in a specially constructed building, which like the new coaster ride, was designed and built by Frank M. Finlon, the park superintendent. The building is circular, 90 feet in diameter, with a dome that has no inside posts supporting it, a novelty in carrousel buildings. The carrousel is the latest model of the Dentzel type, 50 feet in diameter, and its galloping chargers will include not only the proud horses of former years but all sorts of animals, three abreast for the youngsters to choose from. A new Wurlitzer band organ, separated from the carrousel, will supply the music without which no merry-go-round is complete. Seventeen hundred electric lights on the carrousel gleaming on the gold, silver and bronze leaf decorations will flood the whole building with light.

Just beyond the visitor will see the park ballroom looming up with rows and clusters of incandescents making it the beauty center of the resort.

The old dance pavilion has been transformed so completely as to have lost its identity. The modern method of operation will be in effect this season. No more will the ticket takers collect the five cent fare for each dance but a fixed charge of 25 cents for ladies and 50 cents for men, seventy-five cents a couple, will be charged. There will be but one entrance, but return admission cards will be issued to those who do not desire to dance every number, and a balcony overlooking both the ball room and the park has been constructed for the spectators as well as those "sitting out" certain numbers. Indirect lighting with the light softened through silk covered panels of different shades will be used. An entirely modern orchestra under the leadership of A.L. Oehmann, probably the best known dance music leader in Washington, will supply the music.⁴⁸

Tragedy again struck Glen Echo Park on July 4, 1921, when James A. Stanholtz, a 32-year-old park employee, was thrown from a car on the coaster dip and killed. Stanholtz had worked at the park until 1920 when he took a job with the Public Health Service at the Naval Experiment Station. He had contracted bubonic plague, and after treatment in the Naval Hospital he returned to work at the park the week before his death. Reportedly, Stanholtz stood up as the car was dashing down the sharp incline and was suddenly catapulted from the car, his body being thrown some 100 feet from the frame structure. After receiving first aid from park nurses, he was rushed to Georgetown Hospital where he died the next morning.⁴⁹

48. Montgomery Press, May 6, 1921, Glen Echo Park Company Press Book, 1917-1923, Cook Collection. Also see Washington Evening Star, May 1, 15, 1921; Washington Post, May 1, 1921; Washington Times, May 1, 8, 1921; and Washington Herald, May 8, 15, 1921; *Ibid.* Also see U.S. Department of the Interior, National Park Service, National Register of Historic Places Inventory--Nomination Form, "Carrousel at Glen Echo Park," prepared by Gary Scott and Nicholas Veloz, March 25, 1980, for more historical and architectural data on the carrousel. A copy of the Glen Echo Park advertisement appearing in the Washington Herald of May 15, 1921, may be seen on the following page. A description of the "Coaster Dips" ride, as found in the Coaster World, January 1981, may be seen in Appendix I.

49. Washington Times, July 5, 1921, Glen Echo Park Company Press Book, 1917-1923, Cook Collection.

NEVER IN THE HISTORY OF OUTDOOR AMUSEMENT RESORTS KNOWN TO WASHINGTONIANS HAS SUCH GENUINE INTEREST BEEN MANIFESTED AS THAT SHOWN BY THE 17,823 PERSONS WHO LAST NIGHT ATTENDED THE SEASON'S OPENING OF THE ONLY REAL BIG

**FREE ADMISSION
AMUSEMENT PARK**

**GLEN
ECHO**

**NOT ONE DISSATISFIED PATRON
AMONG THE THOUSANDS WHO RODE**

**THE NEW
COASTER DIPS**

WITH ITS TRAINS OF THREE CARS EACH, RUNNING ON
3,000 FEET OF INCLINES, DIPS AND CURVES

**THE NEW
CARROUSEL**

HOUSED IN ITS MAGNIFICENT BUILDING
AND WHO DANCED TO THE STRAINS OF
THE GREAT OEHMANN ORCHESTRA AT

THE NEW BALL ROOM

OPERATED ON THE MODERN METHOD OF
ALL EVENING DANCING
AT A SCALE OF PRICES MEETING THE POPULAR PURSE

SINGLE ADMISSION TICKETS

**LADIES, 25c. GENTLEMEN, 50c.
LADY AND GENTLEMAN, Per Couple, 75c**

EACH PRICE INCLUDES REVENUE TAX

MORE POPULAR THAN EVER

THE GIANT DERBY RACER, THE BIG MIDWAY FUN
HOUSE, THE GINGERSNAP WHIP, OLD MILL, BOAT-
ING AND THE VARIED LIST OF SMALLER AMUSE-
MENT FEATURES OF STANDARD QUALITY.

**FOR
TODAY**

ALL AMUSEMENTS EXCEPT DANCING
AND AS AN ADDED POPULAR ATTRACTION

FREE CONCERTS

FROM 4 TO 11 P. M. BY THE NATIONALLY FAMOUS

MINSTER'S BAND

PERSONALLY DIRECTED BY MEL SOL MINSTER

The 1922 Season

A variety of innovations and new attractions were on display when Glen Echo Park, described in Billboard as the "biggest outdoor attraction around Washington," opened its 1922 season on May 13. The big coaster dip was enlarged and made 1,000 feet longer and "much speedier." By adding "two big 'dips' with an 85-foot drop, and smaller ones in proportion to the grade," the three cars travelled over a course nearly 4,000 feet in length. The modified structure had passed a safety inspection by the United States Fidelity and Guaranty Company.

A new \$4,000 organ constructed by the Berni Organ Company was installed in connection with the carousel. The "Rocking Pigs" had been installed in the midway, and "The Whip," "Derby," "Old Mill," and lesser attractions had been renovated and improved. Refreshment stands were under the operation of new managers, and more than 500 tons of limestone screening had been used to restore the park walkways.⁵⁰

In June 1922 two separate accidents on the coaster dip resulted in the death of a Baltimore resident and a broken leg for a Rosslyn, Virginia, man. John Chase, a 27-year-old Baltimore resident, stood up in the speeding coaster as it took a 30-degree decline. Thrown from the car, he was dragged some 260 feet before the weight of his body stopped the coaster just as it approached a sharp curve. He was rushed unconscious to Georgetown University Hospital in a sheriff's automobile, but died several days later. The string of accidents on the coaster dips prompted park officials to point out that regulations were printed on the cars as well as the structure warning passengers to stay seated.⁵¹

50. "Parks, Piers and Beaches," Billboard, 34 (May 27, 1922): 68, and Washington Post, April 30, May 7, 14, 16, 1922, Glen Echo Park Company Press Book, 1917-1923, Cook Collection. A copy of the Glen Echo Park advertisement appearing in the Washington Post of May 7, 1922, may be seen on the following page.

51. Washington Times, June 27, 30, 1922, Glen Echo Park Company Press Book, 1917-1923, Cook Collection.

WASHINGTON'S ONLY BIG

**FREE ADMISSION
AMUSEMENT PARK**

GLEN ECHO

OPENS FOR THE SEASON

SAT., MAY 13th

Presenting Its High Class Array of Diversified Pleasure Giving Attractions of Proved Popularity of Past Seasons and

1,000

More Feet of Speedway, Four Big Dips and 3,000 Feet of Peg Added to

"THE COASTER"

MAKING THIS FEATURE A REAL THRILL

"FINE AND DANDY"

Will Aptly Describe the Enjoyment Afforded Patrons Who Partake of Its Pleasures

AGAIN

The Strictly Censored, Electrically Cooled

BALL ROOM

Finest Dance Floor Near Washington

FAMOUS GLEN ECHO ORCHESTRA

Under the Playing Direction of

MR. A. L. OEHMANN

Pianist-Leader, Starting 8:30 Week Nights Only

Same Popular Prices: Ladies, 25c; Gentlemen, 50c (inc. tax) for Entire Evening of Dancing.

NEW STUNT IN THE MIDWAY

"RIDE THE ROCKING PIGS THERE"

A NEW ORGAN

PURCHASED AT A COST OF

\$4,000

HAS BEEN ADDED TO THE

\$25,000

CARROUSEL

Continuously Playing Latest Popular Music

THE SODA PARLOR!

Will be conducted under new management with a policy of liberality in the serving of palatable fountain drinks and specialties. Courtesy to and consideration of patrons will be accorded.

Washington Post, May 7, 1922, Glen Echo Park Company Press Book, 1917-1923, Cook Collection.

After the season ended in September, Glen Echo Park was used by the Safety First Films Production Company to film the first of a series of comedies. The principal actors in the film made at Glen Echo were Louise Gadke and an unknown Washington screen actor.⁵²

The 1923 Season

A variety of improvements were carried out at Glen Echo Park during the winter of 1922-23, preparatory to the 1923 season which opened on May 12. The principal new attraction was the "Skooter" which was purchased from William H. Dentzel of Philadelphia and installed in a "specially-built open air type building designed by Lusse Brothers of Philadelphia, 60 feet wide and 120 feet long." The building was located in the space formerly occupied by numerous stands between "The Whip" and the ballroom. The cost of installation and equipping the building was \$30,000. The ride (operated as a concession by James Willour), which featured 25 two-passenger "skooter cars" operated by electricity, over a steel floor, was the second of its kind to be installed in the United States. The first had been erected in Woodside Park in Philadelphia. The ride was

easily operated by children or adults. The operator merely pulls a lever; and the car "scoots" off in all directions, being turned and twisted at will. It is made of heavy materials, is non-collapsible, and is declared to be perfectly safe, although half the fun of scooting comes from collisions with other cars, the passengers being protected by heavy rubber, which goes all around the car. The sides of the pavilion are lined with spring boards so that the "Scooter" promptly shoots back to its course in case the operator starts "jay driving". . . .

Improvements were also made to a number of older attractions. New pieces were added to the carousel organ, along with new paint, a color system, and more electric lights. Two steep dips were added to the

52. Ibid., August 8, 1922.

derby racer, thus putting it on a par with the coaster dip. Some \$5,000 in improvements was made to the midway, including installation of a new lighting system and four devices: "Crossing the Ice," "Whirl-i-gig," "Live Lobster Pit," and a new "roulette wheel," which had been raised to the floor surface. The "Rocking Pigs" and the "Firefly" were improved, the latter rebuilt to make it speedier. A new boathouse, wharf, and boats were constructed for those who desired "to paddle the nearby waters." A military band organ was added to one of the sheds in "The Old Mill" ride. The maple floor of the redecorated ballroom was resurfaced to look like "glass". More than 500 tons of limestone screening were placed on the park walks, and a profusion of flower beds were planted.⁵³

The 1924 Season

The 1924 season at Glen Echo opened on May 10. The following month, on June 22, the Washington Post printed an article describing the park's features:

The management evidently has given the devotees of dancing just what they want this season with the new orchestra of ten which plays nightly from 9:30 until 11:00 o'clock in the big open ballroom. Jazz as never given before is promised by these musicians who use 12 different instruments. The floor is glass like and the building is entirely screened. Sixty electric fans and the location on the top of the hill overlooking the upper Potomac assure a delightful place to dance.

53. "Parks, Piers and Beaches," Billboard, 35 (June 2, 1923): 79; and Washington Post, May 10, 13, 1923, Washington Evening Star, April 29, 1923, and Washington Herald, May 6, 22, 27, 1923, Glen Echo Park Company Press Book, 1917-1923, Cook Collection. A copy of the Glen Echo Park advertisement appearing in the Washington Star of May 6, 1923, may be seen on the following page. Also see Glen Echo Park Company Cash Book, 1920-1926, Cook Collection. The National Park Service has eight construction drawings of the "Skooter Building," the originals of which are on file at the National Capital Region Office. The drawings are available on microfilm at the Technical Information Center of the Denver Service Center. The "skooter" was installed in 1923, but the drawings are dated 1925, leading to the tentative conclusion that a new or renovated "skooting building" may have been constructed in 1925.

The Last Word in Pleasure-Giving Devices, Installed in a New Building at a Cost of \$30,000.00, Guaranteed to Please Even the Most Fastidious, Either Adults or Kiddies, Operating Individual Electrically-driven, Two-seated Motor Cars Over Ten Thousand Square Feet of Highly-polished Steel Flooring, Steering the Cars Every Which Way, and Aptly Named—

THE SKOOTER

WILL BE THE NEW FEATURE AT WASHINGTON'S
ONLY REAL BIG STANDARD EXPOSITION OF
ALL THAT COMBINES TO MAKE THE POPULAR

FREE ADMISSION
AMUSEMENT PARK

GLEN ECHO

WHICH OPENS FOR THE SEASON

SAT., MAY 12th

Presenting Its High-Class Array of Diversified Pleasure-Giving
Attractions of Proven Popularity of Past Seasons, With Added

NEW DIPS IN THE
DERBY RACER

\$5,000 More Fun in the Big Midway, Such as

"CROSSING THE ICE"

"WHIRL-I-GIG"

"LIVE LOBSTER PIT"

"NEW ROULETTE WHEEL"

AND ADDED IMPROVEMENTS TO THE GIANT

Coaster Dips---Scenic Old Mill

Carrousel---Ginger Snap Whip

WATER ORANGE, BOATING, EXCELLENT CAFE, PIONIC GROVES
PLACE ICE CREAM PARLOR, &c., AND LAST, BUT NOT LEAST

The Strictly Censored, Electrically Cooled

BALLROOM

Finest Dance Floor Near Washington

WITH NEW ORCHESTRA OF 12, DIRECTED BY ORSMANN

The amusements--and there are some. The "skooter," which was installed last season, heads the list again this year for popularity. Twenty-five, two-seat cars electrically driven and guided by the occupant promise more fun than one has seen in many days. These cars are padded with large rubber bumpers, are correctly balanced, and are absolutely harmless, as either adult or child may operate one.

Then there are the two big rides--the coaster dip with its 4,000 feet of thrills and numerous drops some of them 35 feet, and the derby racer, a two-car train which races through space, giving thrill after thrill. Crowds are always in evidence on these two devices. The whip, the old mill, and the carrousel offer less strenuous rides, but are never without their patrons. The giant midway which houses two score fun features will give the excursionist a whole evening's fun under one roof. There are such devices as the whirl-a-gig, crossing the ice, rockling pigs, live lobster, kiddie car, slides and many others to give a continuous fount of fun. From one end of the park to the other, shady nooks abound, where picnickers may find tables and other conveniences for their luncheons. Cool, sparkling spring water flows near at hand. Admission to the park is always free.⁵⁴

The 1925 Season

The 1925 season at Glen Echo opened on May 16 with some 10,000 persons in attendance. New features at the park were described in an article in the Washington Times on May 2:

A new ballroom costing \$10,000 is nearing completion. "Happy" Walker and his Golden Pheasant Band will furnish the music for dancing from 8:30 to 11:30 every weekday evening.

Second in importance will be the new riding device, "The Frolic." Director Leonard B. Schloss terms it a parabolic, centrifugal thriller, the most eccentric ride in the world. The cars go two ways at once--in and out--as if on a hinge, while they are spinning madly around in a circle driven by a powerful motor (60 horsepower).

The Big Dip, the Derby Racer, The "Skooter," the Old Mill, the Whip will again offer thrills and amusement this season

54. Washington Post, June 22, 1924, Glen Echo Park Company Press Book, 1924-1925, Cook Collection. During the winter of 1923-24 the walks in the park had been regraded and all buildings and rides had been repaired and repainted. An enlarged parking area was laid out by the Corson and Gruman Company, paving contractors. Washington Post, May 8, 18, 1924, and Washington Star, May 12, 1924, Ibid.

as will the Carrousel, the delight of the kiddies and many grown-ups as well. The Midway has had several new installations, one in particular being a continuous "boat on land" trip that promises to become quite popular with kiddies and adults alike. In one of the buildings will be found a "penny arcade" with over one hundred machines presenting the latest in attractions of this kind. Throughout the park a general clean-up and paint-up has been waged, added picnic facilities have been made in the beautiful picnic groves that are enjoyed by so many families during the summer; new tables and benches have been installed, as well as several summer houses. There will be no boating at the start of the season but it is expected by June 1.⁵⁵

The 1926-1929 Seasons

Glen Echo Park continued its seasonal May-September operations during the 1926-29 seasons under the management of Schloss.⁵⁶ Park buildings and rides continued to be painted, reconditioned, and improved, and the grounds refurbished each winter. For instance, extensive improvements were carried out on the coaster in preparation for the 1926 season.⁵⁷ As in earlier years the park management attempted to advertise the amusement center as a responsible modern family resort with none of the objectionable features that had been associated with such parks in earlier years. In 1927, The Book of Washington, published by the Washington Board of Trade, printed the following brief description of the park:

55. Washington Times, May 2, 1925, Ibid. Also see Washington Herald, May 18, 1925; Washington Post, May 14, 1925; and Washington Times, May 9, 18, 1925; Ibid. Some 200 tons of limestone screening were placed on the park walks during the winter of 1924-25.

56. Ronald Vines, a long-time resident of Glen Echo, began working at the park in 1924 at the age of fifteen. In 1978-79 he wrote some of his reminiscences of the park during the 1920s in The Echo, the Glen Echo town newspaper edited by Carlotta Anderson.

57. "Parks, Piers and Beaches," Billboard, 36 (May 17, 1924): 81; "Amusement Parks," Billboard, 37 (April 25, 1925,): 83; and Glen Echo Park Company Cash Book, 1920-1926, Cook Collection. By 1925 five attractions were operating as concessions in the park: The "Derby" and "Mill" by O.M. Mullineux; the "Midway" by Thomas J. Mulligan; the "Whip", by Joseph Deebo; and the "Skooter" by Harold Finlon. See Appendix J for a list of park receipts during 1920-25.

With the birth of the present Glen Echo Park in 1911 there sprang into existence a wave of reform in summer amusements, expelling the irresponsible and loosely conducted so-called out-door resorts in the vicinity of the National Capital, and materializing the highest, brightest and most enjoyable form of dispelling summer ennui.

Glen Echo is now an elaborate example of the modern type of summer amusement park, presenting recreation of a high grade caliber through the medium of its wealth of attractions in a setting of scenic splendor.

Each and every one of the varied amusements is entirely devoid of objectionable features, and strict compliance with the rules of good conduct is at all times demanded of patrons. This combination of high standard principle of operation has tended to create an air of positive refinement throughout the entire area of the twenty-five acres of ground comprising this magnificent recreation center. Throughout, it is conducted as a family resort, where ladies and children unescorted are afforded as much protection as in their own homes.

Reached by a delightful trolley trip along the banks of the historic Potomac River, the Washington Railway and Electric Company maintains a splendid through car service for the accommodation of patrons direct to the entrance of the park and for the homeward journey.

There is no admission charge to enter beautiful Glen Echo Park, which is open daily from 10 A.M. until 11:30 P.M.

At Glen Echo, everything combines to add to the pleasure of visitors, making it the ideal spot for outings for either large or small numbers of recreation seekers desirous of getting together for a day in the country, forgetful of the stress of business and household cares.⁵⁸

The 1929 season, which began on May 11, received considerable attention in Billboard. In the issue of May 25, for instance, it was noted:

The 19th season got underway as usual with Director Leonard B. Schloss on the bridge. He states there will be many surprises for patrons this year that will add to the popularity of this nationally known resort, which enjoys an enviable reputation for clean and wholesome amusement

58. Cleland C. McDevitt, The Book of Washington (Washington, 1927), p. 247.

A carefully selected staff of 200 employees has undergone extensive training in the respective duties at the various rides and attractions to insure proper operation.

New landscape gardening and a different arrangement of the flower beds will add to the natural beauty of the resort this year.

The entire park, in fact, has been renovated, all of the amusements improved and made more enjoyable and illumination has been called upon everywhere to make the resort a great white way of fun and frolic.⁵⁹

The 1930 Season

Several innovations and new attractions were introduced at Glen Echo Park when it opened on May 10, 1930. A new Brainerd electric fountain had been installed during the winter and among the new rides was a larger Ferris wheel. David McWilliams' nine-piece orchestra was engaged to furnish music in the ballroom for the 1930 and 1931 seasons. In an effort to encourage visitation via automobile, parking charges which had previously been 25 cents per vehicle were reduced to 15 cents. Efforts were also made to increase organizational use of the park for picnics.⁶⁰

The 1931 Season

A number of new attractions were introduced at Glen Echo Park when it opened for the season on May 9, 1931. Among the most popular innovations was the "Dodgem," featuring front-wheel drive cars. Other new installations included the "Aeroplane Swing, an impressive coaster, new penny arcades and Whip."⁶¹

59. "Leonard Schloss Opens Famous Glen Echo," Billboard, 41 (May 25, 1929): 78.

60. "Glen Echo Opens May 10; Parking Charge Reduced," Billboard, 42 (May 3, 1930): 62.

61. "Washington Season Opens," Billboard 43 (May 23, 1931): 40.

The most prominent new attraction of the 1931 season at Glen Echo, however, was the new Crystal Pool which was opened during the summer. Ground was broken for the pool on February 20. The pool and related structures, which cost in excess of \$200,000, were constructed by the Washington firm of Skinker & Garrett from plans developed by Alexander, Becker & Schoeppe, Inc., Architects & Engineers, of Philadelphia.⁶² The pool was erected on the site of the former "Derby Racer" and was designed to adjoin the ballroom. The pool, which was to accommodate 3,000 bathers at one time, was divided into four sections for general swimming, deep water swimming, diving, and a shallow, wading area (15 x 25 feet) for children. The main pool had a "big rest float," modern high and low diving platforms, a large water slide, and a refreshment stand within the enclosure. A sand beach, more than 10,000 square feet in area, adjoined the pool and featured umbrellas and chairs for loungers. The pool building development included a shaded observation pavilion from which spectators could witness water sports below, and steel lockers, bath house dressing booths, and inside and outside showers for 3,000-4,000 swimmers. The general swimming area featured an electric water fountain with rainbow lighting at night, blue-white floodlights, and underwater lighting, as well as an elaborate filtration system that poured 1,500,000 gallons of purified water through the pool every 24 hours. The filtration system, which filtered the entire 500,000 gallons of pool water every eight hours, was reported to be "a model of science and efficiency

62. The contract for the design of the ballroom was awarded to Alexander, Becker & Schoeppe on March 11, 1931. This firm apparently designed similar complexes in Woodside Park and Sylvan Hall in Philadelphia. Born on November 27, 1890, in Philadelphia, Schoeppe was a graduate of Northeast High School and received a certificate of proficiency in architecture from the University of Pennsylvania in 1913. Two years later he graduated from Massachusetts Institute of Technology with a B.S. in architecture. In 1920, he became a registered architect in the Commonwealth of Pennsylvania with offices in Philadelphia located first at 1437 Spruce Street and later at 1602 Spruce Street. Schoeppe died on October 18, 1943. This biographical data on Schoeppe was supplied to the author of this report by William H. Brabham, historian, George Washington Memorial Parkway.

and one of the finest in the United States." Lloyd Hickman, a well-known George Washington University football star, was placed in charge of the pool and lifeguard crew.⁶³

The 1932 Season

On February 24, 1932, some ten weeks before the season opened at Glen Echo, fire demolished the old park boathouse, a frame and stone structure. Volunteer firemen from Bethesda, Chevy Chase, Glen Echo, and Cabin John prevented the fire from spreading to the adjacent small woods which extended to the new swimming pool. It was presumed that the blaze started as a result of careless use of fire by "tramps" who frequently sought refuge in the unoccupied building during the winter months.⁶⁴

The 1933 Season

The newest attraction at Glen Echo Park when its 1933 season opened on May 6 was the "Spanish Ballroom," a new \$50,000 structure designed by Alexander, Becker & Schoeppe of Philadelphia and constructed by local organized labor. The structure, built on the site of the earlier dance

63. Washington Evening Star, February 21, 1931, and Washington Post, May 26, 1940, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library. The specifications for the pool, entitled "Specifications for Swimming Pools & Buildings to Be Built at Glen Echo Park, Glen Echo, Maryland, For the Washington Railway and Electric Company," (1931), are on file at Glen Echo Park in the custody of Nancy Long, the Glen Echo town archivist. Also see Washington Herald, July 31, August 7, 1936; Montgomery Press, May 22, 1936; and Government Standard, May 22, 1936; Glen Echo Park Company Press Book, 1936. The National Park Service has fourteen construction drawings of the Crystal Pool, the originals of which are on file at the National Capital Region Office. The drawings are available on microfilm at the Technical Information Center of the Denver Service Center.

64. Washington Times, February 24, 1932, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

pavilion, was of Spanish mission-type architecture and contained 7,500 square feet of dance area. The entire building (concrete, stucco, and steel construction) was 90 by 145 feet and was designed to accommodate 1,800 dancers. At one end of the dance hall was a stage with adjacent music and rest rooms, and the dance floor was bordered by corridors, covered walks, a refreshment area, coat room, and lobby. New and spectacular lighting effects "were provided in the interior" by equipment installed in a specially constructed cove and in window recesses.⁶⁵

Following its completion, the ballroom received nationwide publicity in Billboard. Noting that the structure would "not detract from anything at the Chicago Exposition," the periodical stated that attendance at the park had increased because of this "substantial" improvement by Schloss:

Of Spanish effect, with modern vari-colored lighting subdued into a harmonious blending of color most pleasing in effect. He gives them good music and a reasonable admission charge. Needless to say that he draws a fine class of people.

From the rear veranda of the dance hall his modern swimming pool and ample beach show to advantage and lend a cooling atmosphere to the surroundings. The rest of the park is taking on the same modernistic motif. It all shows progress, which his people appreciate in increased patronage.⁶⁶

One of the first publicity-seeking events to be held in the new ballroom was a contest, extending from August 1 to 19, to select Washington's "Miss Personality." The winner was rewarded with a visit to the Chicago Century of Progress "Hollywood studios" for a talkie-screen test. This placed her in line for a chance to be named "Miss Universal" and awarded

65. Washington Times, April 22, 1933, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library. The National Park Service has eleven construction drawings of the Spanish Ballroom, the originals of which are on file in the National Capital Region Office. The drawings are available on microfilm in the Technical Information center at the Denver Service Center.

66. R.S. Uzzell, "NAAP: Manufacturers and Dealers' Section," Billboard, 46 (June 9, 1934): 39, 43.

a salaried contract to appear at Universal City, California, in motion pictures. Vote coupons enabling the public to vote for the girls favored as "Miss Personality" were given with each paid admission to the ballroom during the contest.⁶⁷

The 1933 season also witnessed the beginning of a tradition that would be observed for many years. The Washington Evening Star sponsored a day at Glen Echo for its carrier boys who were transported to the park by streetcar with their fares paid by the newspaper. Each boy was given a free strip of tickets to enjoy the attractions. An average of 2,500 boys participated in the event each year during the next fifteen years.⁶⁸

The 1934 Season

During the 1934 season General Manager Schloss determined to develop an open-air live performance theater at Glen Echo. Efforts were begun to line up local talent for the scheduled performance of "As You Like It" in August. Joseph N. Starkey, a surveyor and civil engineer from Rockville, was hired to prepare plans "for transforming the Sylvan Glen into an orchard and Forest of Arden." The plan submitted by Starkey called for a general layout providing for removal of numerous sycamore and oak trees on the property at a cost of more than \$5,000. Hence Schloss was forced to call off the production as well as the effort to create an outdoor theater.⁶⁹

The only fire insurance company inspection and map of Glen Echo Park that could be located during research for this report was one made by

67. Washington Herald, July 31, 1922, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

68. Washington News, August 7, 1947, Eichberg Collection.

69. Washington Evening Star, July 20, 1934, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

the firm of Marsh & McLennan in July 1934. A copy of the inspection summary and map may be seen in Appendix K.⁷⁰

The 1935 Season

The 1935 season at Glen Echo attracted ever-increasing crowds, aided in part by completion of the new Massachusetts Avenue extension from Washington in early July. The new road led directly into Conduit Road at the park where a new 3-acre, 800-car parking field was located. The new roadway shortened the distance to the park from Washington by two miles. A special entrance led from the parking area to the amusements. Parking fees were set at ten cents per automobile to encourage further visitation via automobile.

The opening of the Massachusetts Avenue extension led to one of the biggest Fourth of July celebrations in the history of Glen Echo as some 18,000 people visited the park and the pool attracted some 6,000 swimmers. On July 6 the Washington Times described the popularity of the park:

Approaching the peak of the outdoor amusement season, Glen Echo Park with its trained personnel of more than 200, remains the ideal playground for Washingtonians. Before the park closes in September it is expected that 700,000 fun-seekers will pass through the turnstiles at this free admission recreation center on the banks of the Potomac.

Prominent among favorite features providing genuine recreation are Crystal Pool, with accommodations for 3,000 swimmers; the Spanish Garden Ballroom, where 1,500 couples dance on week nights to the lilting strains of David McWilliams' 12-piece orchestra; the Coaster Dips offering thrilling three-minute rides amid the treetops; the Pretzel, Glen Echo's new twisty, spooky ride; the Old Mill with a dozen major surprises, the Airplane Swings that vie with speedy transcontinental planes; the

70. The inspection summary and map were made available to the author of this report by Robert A. Truax, a photographic consultant with the Columbia Historical Society, from his private collection.

Carousel where young and old enjoy exhilarating thrills; the Whip, which lives up to its reputation of previous seasons, and the Dodgem, those gliding, sliding cars that offer fun galore. All are brought handily together at Glen Echo and operate with the maximum amount of efficiency.

Running a close second in popularity are the Midway of Fun, with 48 laugh-provoking features; the skee-ball alleys, shooting gallery and penny arcade with 98 different amusements.

The shady picnic groves are also attracting numerous parties, with heavy bookings reported from Sunday schools and fraternal organizations.

One of the best descriptions of personnel and administration of Glen Echo Park appeared in the Washington Herald on June 25, 1935. The article provided a detailed analysis of how the park operated:

The personnel at Glen Echo, numbering 218, may be compared to a well-trained army. Leonard B. Schloss, director of the park for 25 years, is the Colonel--he recently received his commission from Governor Ruby Lafoon of Kentucky.

Eighty per cent of the "soldiers" at Glen Echo have been under Colonel Schloss' command from five to twenty years. First of all, it is the duty of the white-wings brigade to see that the park and buildings are kept clear of waste paper and inflammable material. They are also required to keep the park scrupulously clean, which is one reason why it is so popular.

Colonel Schloss' right-hand man is Major Joseph Hart, superintendent of Glen Echo Park for 23 years. Major Hart's duties are numerous, for he is personally responsible for the efficient operation of more than fifty devices, attractions and features, and the lighting and motor equipment.

By actual record of count there are 6,346 mazda lamps ranging from 10 to 2,000 watts and consuming during the night for Glen Echo's illumination 382,290 watts of current.

The motor equipment under Major Hart's direction numbers 83, ranging from 1/8-horse power motors on "dodgem" cars to a 75 H.P. motor to handle the "coaster dip" three-car trains.

Kitchen and food stands, together with electric ranges, coffee urns, steamtables and hot water heaters require constant attention as the combined units pull a load of 62,000 watts. . . .

71. Washington Times, July 6, 1935, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library. Also see Washington Daily News, July 6, 1935; Washington Herald, July 28, 1935; and Washington Post, July 28, 1935, *ibid*.

In order to obtain the maximum of mechanical efficiency at Glen Echo it was found necessary several years ago to establish a carpenter shop, plumbing shop, paint shop and blacksmith shop; also a drafting room where all plans are drawn before they are executed.

Before opening for business every day, Sergeant Tom Muck, of the coaster dips, accompanied by two buck privates, Bill Brewer and Mike Prather, walk over the entire ride and thoroughly examine it. They inspect the 4,000 feet of double tracks, the trucks and wheels of all cars, and pay particular attention to the brakes and see that they are working properly. They also examine all foundations and footings, and are personally responsible for the proper training and conduct of their crews.

To the carrousel, one of the most popular rides at Glen Echo, Clarence Hurt devotes the mornings to mechanical inspections and also assures himself that all stirrups, reins and safety straps are sound. It is also his duty, when the park opens, to see that patrons do not change from one figure to another--horse, chariot or varied animals--or get on and off the carrousel while it is in motion.

Lieutenant Joseph Deebo, operator of "the whip," is up early every morning, inspecting his ten cars, the special strand cable, pins, swivels, shoes and springs, and assuring himself that they are in perfect working order.

Sergeant "Bus" Starry, operator of the airplane swings; Sergeant Arthur Richards, operator of the "dodgem," and Sergeant Julius Bolanz, operator of the "Pretzel"--Glen Echo's new thrilling ride--also inspect their respective devices every morning.

The same policy of careful inspection applies to the entire park, and particularly to Crystal Pool, Glen Echo's \$200,000 swim rendezvous that accommodates 3,000 swimmers. The million and one half gallons of water that flow daily through a battery of giant filters is inspected, tested and checked by Major Carl A. Hechmer, nationally known chemist and sanitary engineer of the Washington Suburban Sanitary District, every few days. His assistant is Lieutenant Boyd Hickman, pool deck supervisor, who also tests the water every hour.

At Crystal Pool a regiment of caretakers and guards insure the safe guarding of hundreds of thousands of swimmers during the season. The locker rooms are efficiently supervised by Privates George Jenkins, Mitchell Medved and Steve Shelton, star athletes of George Washington University.

Eight well trained girls supervised by Myrtle Faulkner are required to handle patrons from the time of ticket purchase to enter the pool and final exit from the building.

More than inspections, however, are required by Colonel Schloss, for the operation of Glen Echo includes other details, all involving great responsibility.

The quartermaster department is in charge of Major Harry Cohen and Captain Abe Schuman, park restaurateurs for 25

years. Purity is the first consideration in preparing the thousands of frankfurters, sandwiches and doughnuts consumed every week by park patrons.

Major Andy's (Reuben N. Anderson) popcorn, confections, roasted peanuts, salt water taffy and candied apples are also prepared with the care and skill that have made them justly famous. A mill is part of Andy's equipment at the popcorn stand, where the more than two-year-old corn is carefully shucked and cleaned before entering the modern electric popper.

Another important department is that of Adjutant Harmon Brown, park horticulturist. It is due to his skill and attention that Glen Echo is always beautified with appropriate shrubs and flowers.

Upon the uniformed guards devolves one of the most important assignments at Glen Echo, for they must and do preserve good order. When one remembers that the average attendance at Glen Echo is approximately 700,000 persons each summer, the task of the guards is no light one.

In addition to the regular police force headed by Chief Dan Collins and Privates Murphy, Soper, Day, Howard, Sullivan and Perry, a special contingent of "plain clothes men" patrol the park, thus insuring protection and order at all times.

Two departments that demand the utmost in efficiency at Glen Echo are the Midway of Fun, with 28 devices, in charge of Captain Tom Mulligan, veteran showman, and the penny-arcade, supervised by Major Steve Maroney, who controls 98 different amusements.

The lost and found department at Glen Echo, in charge of Major Bob English, offers some strange situations. Lost children, of course, are always promptly returned to their mamas. Certain patrons lose hats, purses, key-rings, watches, wallets, handbags and other valuables. More than 90 per cent of the articles lost at Glen Echo are found and eventually reclaimed by their owners. The remaining 10 per cent of unclaimed articles are sent at the end of the season to various charitable organizations.

Captain Clyde McDaniel is in command of his aides at the new three-acre parking lot at Glen Echo, and they are personally responsible for the parking of 800 cars every afternoon and night.

Many of the smaller amusement features operated throughout the park likewise require particular specialized supervision, such as the buying of merchandise for the skill stands. This is done by jovial Lieutenant Billy Farrell. Even the skee-ball alleys must be inspected every morning by Second Lieutenant Joseph Nastiff for any defects that may have occurred to the score recording automatic register from play the previous night.

The ticket sellers' brigade and the cashiers' battalion, composed of 27 girls selected for their courtesy and efficiency, is another important detail at Glen Echo. All ticket sellers and

cashiers make their reports at the end of each day to Captain Harry Spicer.

Of course a well-conducted amusement park would not be efficiently handled without an efficient secretary. Mr. Otese Hastings competently fills the bill and assists in the many details connected with office administration.

Gunner Norman Stuckey, late of the British Army, is director of Public Relations. He also occupies an important office at Glen Echo, where he arranges details for picnic parties and is engaged in promotional and publicity assignments.

Lastly, the Spanish Garden Ballroom, where 1,500 couples dance every night, except Sundays, to the strains of Bandmaster Dave McWilliams' 12-piece orchestra directed by Attorney Phil O'Brien, is subject to the same policy of efficient operation that prevails throughout the entire park, which represents invested capital totalling \$750,000.⁷²

The site of Glen Echo Park was rezoned in December 1935 at the request of the Capital Transit Company, which had acquired the Washington Railway and Electric Company in December 1933. Because the amusement park was in existence when the Montgomery County zoning laws became effective in 1928, it was permitted to remain as a nonconforming property in a residential area. Thus, in December 1935, the site was rezoned to commercial "D" since the Glen Echo Park Company, which leased the property from Capital Transit, would not be able to rebuild should a fire or other disaster strike the park under the old zoning designation.⁷³

The 1936 Season

The 1936 season opened at Glen Echo on April 18, featuring a new motor boat attraction among its fifty attractions and amusement devices. The ride consisted of a fleet of 20 "U-drive-'em-yourself" motor speed boats, operating on more than 2,000 feet of specially-constructed scenic waterways landscaped by the Gude Brothers. The ride included a miniature lake on a spot once reserved for parking space, and featured "Admiral Pop-Eye, the Sailor Man." The two-passenger boats were of the

72. Washington Herald, June 25, 1935.

73. Washington Post, December 11, 1935, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

Dodgem motor boat type and were equipped with 3 1/2-horsepower gasoline motors. Aside from this new feature, which cost \$40,000, it was reported that there were "new midway fun devices," a "new dandy Deebo Whip" that had been relocated, and a "new Marble Palace Cafe." Superintendent Joseph Hart and the park electrician had installed new lighting effects, described as "gayly decorated lighthouses" with 10,000 lightbulbs during the winter. It was further stated:

All the attractions have been overhauled, inspected and improved during the winter months and all are ready to give safe amusement throughout the season. Among the features are the "ride among the tree tops," otherwise known as a roller coaster, the Aeroplane Swing, the sensational Pretzel Ride, a real twister, the popular Dodgem miniature auto ride, a new 1936 model of the popular whip, redecorated Carrousel, and refurnished shooting gallery, skeeball alley and food and beverage units. New scenic effects have been added to the Old Mill.

Dave McWilliams and his popular 12 piece orchestra will again furnish dancing melodies in the magnificent Spanish ball room every week night from 9 to 12 o'clock. Mr. McWilliams is planning an entertainment program in connection with these dances that promise to make them even more popular than in previous years.⁷⁴

The Crystal Pool, which opened on May 27, was the site of a two-day aquatic carnival in mid-July. Ruggerio Flocco, a noted comedy stunt diver from Philadelphia, was one of the featured performers of the carnival. In addition, one national and two District championship events highlighted the 21 swimming events. The foremost somersaulters of the eastern United States competed for the men's junior national championship of the high board and men and women from the District competed in separate events from the 220-yard free-style championship.⁷⁵ As in

74. Washington Times, February 27, April 4, 1936; Montgomery County Sentinel, April 16, 1936; Washington Herald, April 19, 1936; and Washington Daily News, April 4, 11, 16, 1936; Glen Echo Park Company Press Book, 1936.

75. Washington Post, July 19, 1936, Glen Echo Park Company Press Book, 1936.

previous years, free swim lessons were given at the pool by Senior Red Cross Life Savers, who were college students doubling as lifeguards.⁷⁶

A new picnic grove was added to the park attractions in 1936. It was located "near the parking lot immediately at the entrance from Massachusetts Avenue extended." Up to twenty church, fraternal, and civic groups made reservations to use the grove for picnics on a weekly basis. Large business concerns also continued to hold annual outings at the park, one of the biggest being that of the Capital Transit Company in late August with some twelve thousand employees and their families in attendance.⁷⁷

The 1937 Season

The 1937 season at Glen Echo Park opened in mid-April. The War Department (which had jurisdiction over Conduit Road), through surveys taken the previous year, had found that motoring on Conduit Road was becoming hazardous because parking was allowed directly in front of the park. Accordingly, department officials had placed guard fences and signs telling park patrons where to park. The park management cooperated in this safety effort by converting its parking area, which had been enlarged to accommodate 1,000 vehicles, into a free parking lot.⁷⁸

The 1938 Season

The 1938 season at Glen Echo Park, which opened on April 16, featured a variety of renovated attractions. The "Old Mill," renamed the "World

76. Ibid., June 28, 1936.

77. Washington Herald, April 19, 1936; Washington Post, August 28, 1936; and Washington Times, June 16, 26, 1936; Glen Echo Park Company Press Book, 1936.

78. Washington Post, April 12, July 25, 1937, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

Cruise," had been reconstructed "with numerous new features." New streamlined Dodgem cars, as well as boats on the water ride, had been installed during the winter, and some fifty attractions and concessions had been repainted and modernized. A new policy of rotating orchestras in the Spanish Ballroom was commenced, with "Little Joe Hart and his Boys" performing in the early part of the season and the park's regular David McWilliams' band returning to play in August through the end of the season.⁷⁹

The 1939-1940 Seasons

Glen Echo Park began its 1940 season on April 13, featuring a new modern art deco entrance portal and promenade and a two-story administrative building/arcade complex which had been designed by Edward Schoeppe of Philadelphia and had cost some \$100,000 to construct. The administrative building housed office, kitchen, storage, rest room, and refreshment and popcorn stand space. It also housed two cafe concessions that could accommodate up to 1,000 persons: the Concourse Cafe on the ground level and the Roof Garden Cafe, which had an open air balcony with umbrella tables reminiscent of facilities at the New York World's Fair. As part of the work on the new entrance portal, the east Chautauqua Tower, which had been used as a popcorn stand, was removed. The parking facilities were also improved during the winter of 1939-40.

One new ride was introduced at the park--the "Flying Skooter," replacing the "Aeroplane Swing." The ride, which had been invented and installed by Alvin Bisch of Chicago, consisted of ten little airplanes that could be steered up and down by passengers as they whirled in a circle 30 to 40 feet above the ground. At the time, only four such Bisch-built attractions were operating, the three besides the one at Glen Echo

79. "Modernization is Glen Echo Keynote," Billboard, 50 (April 30, 1938): 38, 40.

operating in Venezuela; Glasgow, Scotland; and at the New York World's Fair. Nightly entertainment in the Spanish Ballroom was provided by the Paul Kain orchestra for the season. Before his appearance at Glen Echo in 1939, Kain had played in Hollywood and on Catalina Island, as well as at Rockefeller Center and the Commodore Hotel in New York City. Kain, who came to be known as "king of the Glen Echo Swing," was the orchestra leader for Washington CBS station WJSU (soon to become WTOP).⁸⁰

The 1940 season at Glen Echo came to be known for the rumors that circulated around Washington about some alleged tragedies that were said to have happened to park patrons. Beginning in June three rumors started making the rounds, and continued to circulate for a month despite printed refutations in area newspapers. The rumors centered around stories that a girl had been bitten by a poisonous snake and died while riding on the "World Cruise," the Crystal Pool had been drained to clear out a nest of snakes, and the park had been closed after ten to twelve people were killed when a roller coaster car jumped the track.

The Glen Echo Park Company took a variety of measures to counter these spurious rumors in the effort to save its business. Montgomery County Detective Theodore Volton was assigned the task of tracking the rumors to their source, but after he interviewed some 500 persons the investigation was terminated. On July 22 Schloss had a notice placed in Washington area newspapers (a copy of which may be seen on the

80. "Glen Echo Displays New Administration Building," Billboard, 52 (April 20, 1940): 38, and Washington Evening Star, April 14, 1940, and Washington Post, May 26, July 21, 1940, May 23, 1943, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library. Some sources state that the "Flying Skooter" was brought to Glen Echo from the New York World's Fair. Also see Ray Burkett and Randee Berstein, "Deco 'Echoes' in Former Washington Amusement Park," Trans-Lux, 1 (February, 1983): 6. The National Park Service has eight construction drawings of the administrative building/arcade complex, the originals of which are on file at the National Capital Region Office. The drawings are available on microfilm in the Technical Information Center at the Denver Service Center.

following page) denying the truth of all such rumors. The following day Schloss submitted to an interview in the Washington Daily News, noting among other things that:

Roller coaster cars can't jump the track. . . . because of a three-wheel arrangement which keeps them immovably in place. And water in the world cruise is snake-proof, being pumped from a creek thru a screen with holes almost like a sieve. Also the pump would break down if any such foreign body penetrated thru the feed valve.

And. . . . the big Crystal Pool never is drained during the swimming season; its 150,000 gallons of water are in constant circulation, forced by electric pumps back and forth to huge basement filters, 500,000 gallons every eight hours.

Moreover, if anybody, dropped dead or was killed or hurt at Glen Echo or any other public place, police would have to be notified immediately, under the law. Then the case would be a matter of public record.⁸¹

The 1941 Season

The 1941 season at Glen Echo commenced on April 12, with newspaper advertisements that the park was presenting "forty acres of completely reconditioned amusements for fun-loving Washingtonians." The 12-piece Paul Kain orchestra was again providing nightly entertainment in the ballroom, featuring Adele Van, a popular songstress, and sharing melodies with "swingsters, dancers, jitterbugs, and jive specialists." A special rate of "25 cents plus tax" for swimming was made available to United States servicemen who wore their uniforms to the gates of the pool.⁸²

81. Washington Daily News, July 23, 1940, and Washington Evening Star, July 24, 1940, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

82. Georgetown News, April 4, 1941, and Washington Post, June 1, 1941, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

THE POLICE

AND PRIVATE INVESTIGATORS ARE RUNNING DOWN EVERY POSSIBLE CLUE TO APPREHEND THE PERSON OR PERSONS WHO HAVE MALICIOUSLY SPREAD THE REPORT THAT A GIRL WAS BITTEN BY A SNAKE AT GLEN ECHO PARK AND DIED. THAT SERIOUS ACCIDENTS HAVE OCCURRED. THAT SNAKES WERE IN THE SWIMMING POOL AND THAT THE PARK IS CLOSED.

WASH. POST

JUL 22 1940

**THESE RUMORS
ARE UNTRUE**

WHEN THE PERSON OR PERSONS WHO HAVE SPREAD THESE DASTARDLY REPORTS ARE CAUGHT THEY WILL BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW.

GLEN ECHO PARK CO.

By LEONARD B. SCHLOSS,
Vice President & General Manager

July 19, 1940

The park continued to use area newspapers to advertise its attractions, an example of which appeared in the Washington Daily News on June 14, 1941. The article stated:

If you're interested in fun in its heartiest form (and who isn't?), then Washington's Glen Echo Amusement Park is recommended next time you tire of more effete activities.

Glen Echo has "everything." Besides a swimming pool, one of the longest coaster dips in the country, and the usual assortment of rides and midway attractions, the park boasts a large ball room, featuring Paul Kain's orchestra, which is highly favored for dancing during the summer months.

The park is easily reached. Either the Cabin John or Glen Echo street cars will take you directly there from the heart of the District in about 40 minutes. The conductor sells a special round-trip ticket for 25 cents.

If you're going by car, drive directly out Massachusetts Av. to Conduit Road, then switch into Glen Echo's free parking space. The journey usually takes 20 minutes.

The park proper is open daily from 1 in the afternoon until midnight, but the swimming pool widens [opens] its gates at 9:30 a.m. Admission to the pool is 44 cents for adults, and 15 for children.

A full day at Glen Echo could be done for \$1-\$3. Two terrace restaurants offer dinner for prices ranging from 60 cents to \$1.25, and sandwiches, beer, and soft drinks are sold at the usual prices throughout the day.

The 1942 Season

The 1942 season at Glen Echo drew increasing crowds, due in part to wartime restrictions on travel, gas and tire rationing, and large numbers of servicemen in the area. The Memorial Day, Fourth of July, and Labor Day weekends attracted throngs of up to thirty thousand people, as the

83. Washington Daily News, June 14, 1941, Anderson Collection.

Paul Kain orchestra featured patriotic music with a large American flag in the center of the band stand.⁸⁴

The beneficial side effects of the war on Glen Echo Park business were described in a Billboard article on June 13, 1942. The article stated:

After two months of operation, the only complaint of Leonard Schloss, manager of Glen Echo Park is that business is 'too good.' Nerve-wrecked and gasless, [the] huge Washington population finds Glen Echo a perfect relaxation spot. Close to town and easily accessible by streetcar [the] play spot has been getting around 15,000 customers a day. Management says it can handle 12,000 comfortably. With close to 50 attractions and rides, Glen Echo is having its biggest season ever. . . .

Weather has been a terrific help. Easter week opening brought perfect weather, as did Decoration Day weekend when [the] pool alone drew almost 5,000 admissions.

[The] ballroom [is] open every night except Sundays, at 80 cents a couple including tax, [and] has been doing a big business with around 2,200 persons pushing through the turnstiles every evening.

Gas rationing has obviously helped [the] park. Nearness to [the] city, and adequate streetcar service is mainly responsible for [the] big crowds. Streetcars have been carrying over 8,000 passengers to [the] park on Saturdays and Sundays. . . .

Glen Echo's biggest headache has been labor, but [the] situation [is] not yet at a critical point.

[The] park is equipped to blackout in three minutes. There are 14 wardens on the grounds, all of whom have had first-aid lessons. There is plenty of shelter. Lighting fixtures installed this year cost \$1,500 and are of a special type such as [those] used in England.⁸⁵ They give off a dim glow, with no light showing above.

84. Nat A. Tor, "The Pool Whirl," Billboard 54 (April 25, 1942): 41, 43, and Washington Post, May 31, July 5, September 6, 1942, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library. A copy of a Glen Echo Park advertisement that appeared in the Diamond Chatterbox on March 29, 1942, may be seen on the following page.

85. "Glen Echo 'Too Good.'" Billboard, 54 (June 13, 1942): 40, 42.

**A VISIT TO WASHINGTON
IS NOT COMPLETE UNLESS
A VISIT IS MADE TO**

**GLEN
ECHO**

**FREE ADMISSION
AMUSEMENT PARK
OF FORTY ACRES,**

**OPEN EVERY DAY 1:P.M. TO MIDNIGHT
FROM SATURDAY APRIL 4TH**

PRESENTING

**MORE THAN FIFTY AMUSEMENT
FEATURES REACHED IN ONLY
FORTY MINUTES BY STREET CAR
OR TWENTY MINUTES BY AUTO
OUT MASSACHUSETTS AVENUE.**

DANCING

**IN SPANISH GARDEN BALLROOM
9: TO 12: ON WEEK NIGHTS ONLY, TO
SPLENDID PAUL KAIN ORCHESTRA OF 12
CORPS OF ENTERTAINERS**

SWIMMING

**IN AMERICA'S FINEST POOL, WITH SAND
BEACH ADJOINING 9:30 A.M. TO 11:P.M.
FROM SATURDAY MAY 23RD**

CAFE DINNERS DAILY 4: TO 8 P.M. at \$1.00

STEAK OR CHICKEN DINNERS \$1.35

AND ASSORTED COLD PLATE at .75 ¢

The 1943 Season

The 1943 season at Glen Echo, which began on April 20, with record opening-week crowds in attendance, was marked by a number of cutbacks resulting from the war effort. The boat ride was discontinued because of the gas shortage, and the shooting gallery closed in June because of a lack of ammunition. Labor was hard to maintain, especially guards and cashiers, as many long-time park employees were mustered into the armed services. Peanuts, popcorn, soda pop, and hot dogs were in short supply.

No new attractions were introduced in the park in 1943. Nevertheless, the "50 attractions and 8 thrill rides" continued to operate until the park closed after a Labor Day finale, its principal features continuing to be the "Whip, Flying Scooter, Dodgem Cars, Coaster Dips, Pretzel Ride, World Cruise--and the Midway House of 100 Gadgets, which houses the fascinating 'Firefly Ride.'" The Paul Kain orchestra continued to draw crowds to the ballroom (on opening night 2,840 dancers paid the new admission price of 45 cents for men and 25 cents for women) with Joan Ritter, formerly of the Earle Theater Roxettes, achieving "new celebrity" as a vocalist.⁸⁶

The 1944 Season

Glen Echo Park opened its 1944 season on April 8 with some fifteen thousand people in attendance. A good portion of the crowd were Army, Marine Corps, and Navy personnel, including a contingent of paratroopers from Camp McCall, North Carolina. The newest thrill ride was the "Octopus," a device that went "up and down and 'round and round' all at

86. Washington Post, April 4, May 16, 23, September 2, 5, 1943, and Washington Evening Star, April 21, May 28, 1943, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library, and "Glen Echo Beats Weather to Top All Past Marks," Billboard, 55 (May 1, 1943): 40.

the same time with the sole object of making customers dizzy." The ride consisted of 8 three-passenger cars attached to opposite ends of iron rods, the cars rotating about a central shaft and rising and falling on alternate sides. It was located in the spot formerly used for motorboat rides, abandoned the previous year because of gasoline restrictions. During the winter of 1943-44 some \$10,000 in repairs had been made on the roller coaster, and a new bottom was placed in the Crystal Pool which opened on May 27. Plenty of paint was added to the park attractions, and "all of the concessions put up a good flash." New midway features were also added during the winter. Park personnel numbered 128, with workers who had been lost to the armed forces being replaced with women and draft-exempt men.⁸⁷

The 1945 Season

The 1945 season at Glen Echo opened on April 16, a day later than scheduled because of the funeral of President Franklin D. Roosevelt. Some eight thousand persons visited the park that day, many of them servicemen. While the stands and amusement features had been cleaned and painted during the winter, no new attractions were introduced.⁸⁸

The Crystal Pool remained closed throughout the summer of 1945, the Capital Transit Company insisting that manpower shortages prevented the routing of special cars to take care of Glen Echo swimming patrons. The company considered its primary duty that of providing transportation for war workers. If pool patrons were added to the regular passengers on

87. "15,000 Take in Glen Echo Bow; Schloss Hopeful," Billboard, 56 (April 22, 1944): 44, and Washington Times-Herald, April 3, 1944; Washington Evening Star, April 7, 9, May 28, 1944; and Washington Post, April 9, 1944; Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

88. Washington Evening Star, April 16, 1945, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library, and "Amusement Parks," Billboard, 57 (March 31, 1945): 68.

the Glen Echo line, many area war workers, according to the company, would be stranded.⁸⁹

Three Carleoi, Pennsylvania, youths were injured on July 22, 1945, when an arm supporting a car on the "Octopus" broke and spilled them approximately ten feet to the ground. Investigation revealed that a 4-inch channel iron supporting bar, weakened by crystalization, had snapped. County building inspectors indicated that there was no violation of safety regulations. The ride had been inspected and approved by county engineers when it was installed in 1944. It was revealed, however, that there were no periodic inspections of such devices by county authorities, conditions governing their operation being "left pretty much to the park management."⁹⁰

The 1946 Season

The 1946 season at Glen Echo Park, which opened on April 13, featured a new ride known as the "Cuddle-Up." Its operation was "circular," but it was publicized as running "north, east, south, and west." The attraction was housed in a structure 32 feet wide and 64 feet long near the arcade that was erected at a cost of some \$5,000. Plans for the ride were provided by the Philadelphia Toboggan Company. The Montgomery County building permit for the structure named Joseph S. Hart, assistant manager of the park and an employee there since 1914, as the contractor.⁹¹

89. Washington Post, July 4, 1945, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

90. Washington Evening Post, July 4, 1945, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

91. Application for Building Permit and Certificate of Compliance, Montgomery County, Maryland, Permit No. 9805, January 18, 1946, Construction Codes Enforcement, Department of Environmental Protection, Montgomery County Government Executive Office Building, Rockville, Maryland, and Trades Unionist, April 13, 1946, and Prince Georgean, April 12, 1946, Glen Echo Park Company Press Book, 1944-1954, and Maps and Drawings, Cook Collection.

The 1947 Season

The 1947 season at Glen Echo Park offered "Fifty Five Features," including the coaster dip, airplane swing, pretzel, dodgem, and other popular amusements. The ballroom featured the music of Jack Corry and his orchestra. Construction of a new "Fun House" was commenced in April, and a new thrill ride, known as the "Joyride" was introduced. The "Joyride" was a modern version of the "sensational Pretzel."⁹²

The 1948 Season

A new structure, known as the "fun house" or "hall of mirrors," was completed in Glen Echo Park during the winter of 1947-48. The one-story structure, with a block foundation and block and brick main structure, was 204 feet in width, 50 feet in length, and 16 feet in height. The roof was composition and concrete. The contractor and architect for the \$30,000 structure was Joseph S. Hart.⁹³

The features of the park for the 1948 season were described by the Trades Unionist on April 10:

During the winter months an army of workmen have been engaged in reconditioning and repainting the various attractions bringing them all up to a safety code standard; also the grounds have been resurfaced with macadam, and patrons will

92. "Strolling Thru the Park," Billboard, 59 (April 26, 1947): 84; "Washingtonian Transit News," April 15, 1947, pp. 2-3; and Washington Daily News, May 29, August 29, 1947; Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library. Also see Arlington Daily, April 1, 1947, Glen Echo Park Company Press Book, 1944-1954, Cook Collection.

93. Application for Building Permit and Certificate of Compliance, Montgomery County, Maryland, Permit No. 945, September 9, 1947, Construction Codes Enforcement, Department of Environmental Protection, Montgomery County. A new 6.6 KV and 4 KV transformer vault, along with electrical connections, were installed in the park during 1947-48 by the Potomac Electric Power Company. Maps and Drawings, Cook Collection.

notice a modernization of that portion of the park facing the Flying Scooter ride. Here one will note a magnificent structure erected to house additional attractions.

Glen Echo will be modern in every way with its new Skeebal [sic] alley, shooting gallery and "Sportland" offering the latest equipment in arcade pleasure giving mechanical attractions along with the old favorite rides including the Coaster Dips, Carrousel, World Cruise, with new scenes, the Whip, Flying Scooter, Dodgem, Cuddle Up, the Joyride and Firefly.

For dancing enjoyment this year the air-cooled, maple surfaced ballroom with a capacity of 1,000 couples will present Paul Kain and his 12-piece orchestra of musicians and entertainers whose return after a two-year absence will provide the latest in dance music every night from 9 p.m. until midnight, except Sundays. A special feature with the orchestra will be Helen Martin, charming starlet vocalist.⁹⁴

After the 1948 season the midway attractions were removed from the former Chautauqua amphitheater, and the structure was formally condemned in early 1949. Termites had eaten away the wooden floor supports of the venerable old building. It was determined that it would cost well over \$100,000 to make the deteriorating structure useable again. The decision as to what to do with the structure was postponed thereafter by a county restriction limiting recreation construction expenditures to \$5,000.⁹⁵

The 1949 Season

The 1949 season at Glen Echo Park opened on April 16 with a number of new features. The new attractions included five "kiddyland" rides for children under twelve. These rides included "Tom Thumb" fire engines and toy horses and chariots and a "Jet Aero" from Bisch-Rocco, a "Whip" from the W.F. Mangels Company, a boat ride from B.F. Schiff, Inc., and a buggy ride from Pinto Bros. In addition, three streamlined coaster

94. Trades Unionist, April 10, 1948, Glen Echo Park Company Press Book, 1944-1954, Cook Collection.

95. Washington Evening Star, November 27, 1950, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

trainers, purchased from the National Amusement Device Company, were added to the coaster dip. The other park improvements included new restrooms and a new photo studio. The total cost of the new attractions and facilities was some \$85,000.

The Billboard of April 9, 1949, observed that "nothing special" was "planned in the way of promotions" at Glen Echo during 1949, "outside of Sunday School and fraternal picnics." The park advertising campaign would be conducted through the use of four daily newspapers, twelve radio stations, and fifteen county weeklies.⁹⁶

The 1950 Season

The 1950 season at Glen Echo Park opened on April 8 with some three thousand visitors in attendance. Several weeks earlier, on March 13, Gerald P. Price, former Washington branch manager of United Artists Corporation, had assumed general managership of the park in place of Leonard B. Schloss who retired at age 77 after nearly 40 years of service.⁹⁷

The newest thrill ride was the "Comet Jr.," a midget roller coaster that ran over a 1,400-foot track with dips of only 35 feet. To make room for the new attraction the "Old Mill" ride was demolished in March. Kiddieland, formerly exposed to the sun, had been covered with a metal roof during the winter. The park management also included square

96. "Schloss Adds More Rides at Glen Echo," Billboard, 61 (April 9, 1949): 117, and Washington Evening Star, August 7, 1949, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

97. "G. Price Named Glen Echo Mgr.," Billboard 57 (April 8, 1950): 128, and Trades Unionist, April 1, 1950, Glen Echo Park Company Press Book, 1944-1954, Cook Collection.

dancing in the ballroom program for the first time with Ralph Case calling the dances each Thursday evening.⁹⁸

The Glen Echo Park management extended the visitors' parking area during the summer of 1950 at a cost of \$2,500. This was accomplished by grading and surfacing an additional area in the southeast corner of the existing lot as shown on a drawing on the following page.⁹⁹

The 1951 Season

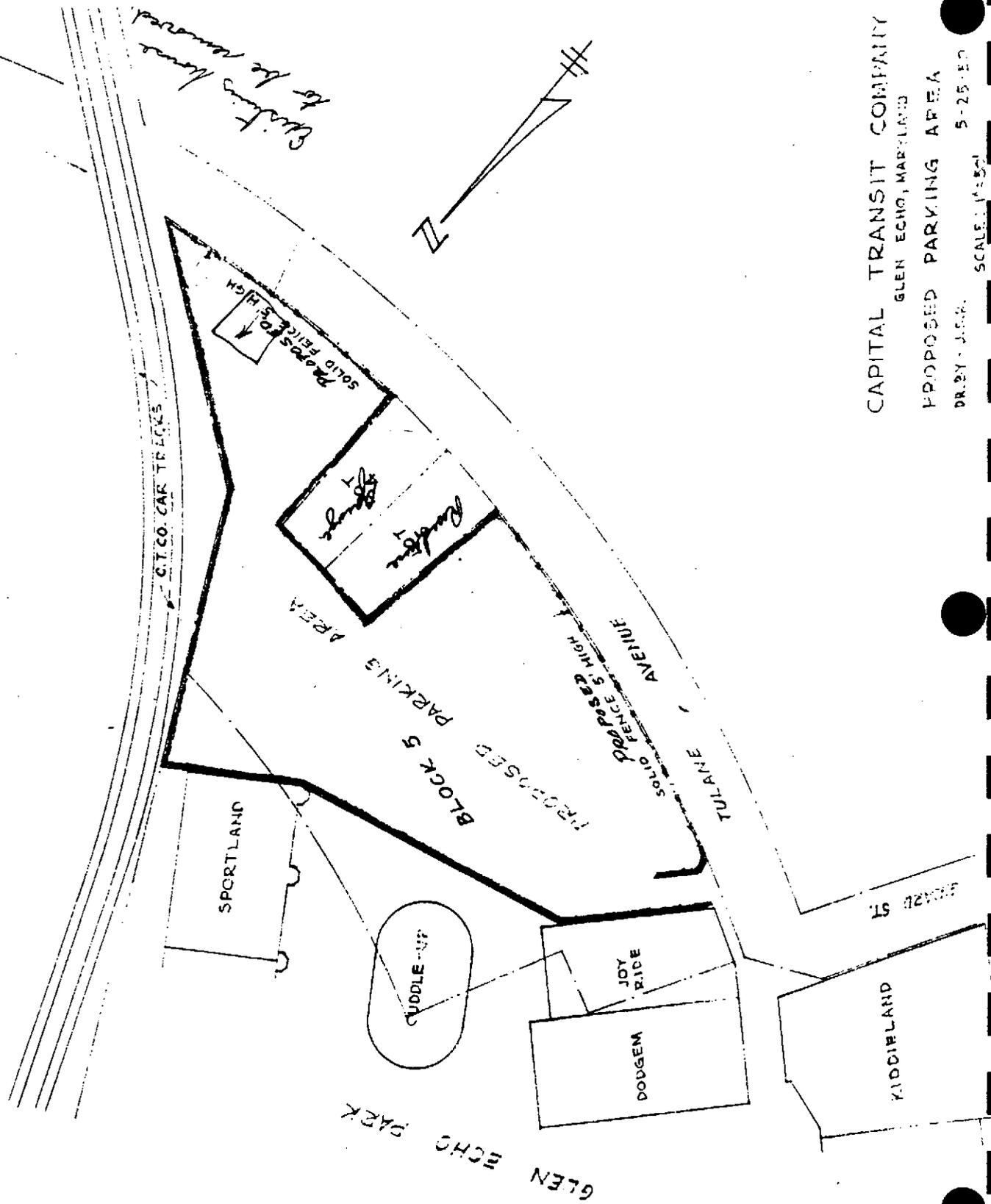
The 1951 season at Glen Echo park featured one new ride, a "Tilt-A-Whirl," in addition to its numerous other attractions. Kiddieland featured a new "Circus Ride" with gaily painted "Big Top Trappings." The more than fifty attractions included "thrill rides, sportland, picnicking facilities, novelties, a kiddieland, ballroom dancing, skee ball, a shooting gallery, etc." The opening feature in the ballroom was Sam Donahue's orchestra.¹⁰⁰

98. Application for Building Permit, The Maryland-National Capital Park and Planning Commission, Maryland-Washington Regional District, Montgomery County, Permit No. WA 2333, February 28, 1950, Construction Codes Enforcement, Department of Environmental Protection, Montgomery County, and Washington Evening Star, April 9, 1950, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

99. Application for Building Permit, The Maryland-National Capital Park and Planning Commission, Maryland-Washington, Regional District, Montgomery County, Permit No. WA 3009, June 12, 1950, Construction Codes Enforcement, Department of Environmental Protection, Montgomery County.

100. Washington Daily News, April 5, 1951, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library, and Application for Building Permit, The Maryland-National Capital Park and Planning Commission, Maryland-Washington Regional District, Montgomery County, Permit No. WA 4610, April 2, 1951, Construction Codes Enforcement, Department of Environmental Protection, Montgomery County. The "Tilt-A-Whirl" cost \$12,000 and had 24 inch x 24 inch size footings. Also see Falls Church Echo, April 6, 1951, Glen Echo Park Company Press Book, 1944-1954, Cook Collection.

MAC ARTHUR BOULEVARD



CAPITAL TRANSIT COMPANY

GLEN ECHO, MARYLAND

PROPOSED PARKING AREA

DR. BY J. G. R. 5-25-50

SCALE 1/4" = 10'

The 1952 Season

The 1952 season at Glen Echo Park included a variety of special "big name" guest appearances in an effort to increase flagging attendance. The list of appearances included WTOP-TV star Pick Temple on April 5, Tommy Tucker on April 12, Howdy Doody's Clarabel on June 21, Billy May on July 18, Ralph Flangan on July 25, Johnny Long on August 1, and Jimmy Dorsey on August 28. In June, the park also sponsored a "School's Out Party" with radio station WMAL disc jockey Jim Gibbons as the master of ceremonies. In August WRC radio held a special day of competitions at Glen Echo, including a pie-eating contest, a "prize fight" between paperweight boxers still in diapers, a peanut race, diving contest, and other similar events.¹⁰¹

Before the season started the Glen Echo Park Company applied for a price increase for its attractions. The request, however, was denied by the federal Office of Economic Stabilization because the application "failed to show that the present ceilings impaired normal pre-Korean earnings."¹⁰²

The 1953 Season

The 1953 season at Glen Echo Park began on April 4 with some six thousand persons in attendance. New centralized ticket booths were introduced to reduce confusion at the various attractions where tickets had formerly been sold. Blocks of tickets for ten rides at \$1.50 were sold. Prior to the opening, Glen Echo Park officials had distributed some ten thousand free tickets to school groups. The park featured a new \$15,000 skee-ball installation.

101. "Glen Echo Skeds Bid Name Talent," Billboard, 64 (June 28, 1952): 74, and Washington Times-Herald, April 3, July 30, August 22, 1952, Glen Echo Park Company Press Book, 1952-1953. Cook Collection.

102. Washington Evening Star, April 3, 1952, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

The Easter weekend opening featured artists from WMAL-TV. These included Ruth Flaherty of a moppet television show, Joe Campbell, a singing cowboy, and Superman, all of whom were placed on the park program by the television station through sponsoring companies such as Sunbeam Bread, Kelloggs, and others. The trio greeted youngsters, signed autographs, and distributed gifts and tickets for free rides and sponsors' samples. In early May a number of Howdy Doody show characters made personal appearances at the park, including Clarabel the clown, Princess Summer-Fall-Winter-Spring, Buffalo Vic, and Zippy the Chip. The year's record business was attributed by General Manager Price to advertising of these events and the drawing power of the television performers.

Other promotional features characterized the 1953 park season. These included ballroom appearances of orchestras under the direction of Stan Keaton, Billy May, Buddy Morrow, Ray Anthony, and Freddie Schaffer and his all-female band. A drawing was held to give away a new 1953 automobile, courtesy of McKee Pontiac of Washington. A Miss Glen Echo beauty contest was held at the park as was the Washington-area Mrs. America contest.¹⁰³

The 1954 Season

The promotional arrangements between WMAL-TV and Glen Echo Park, begun in 1953, were continued in 1954 in an effort to increase the flagging attendance at the amusement center. Under the arrangements the station's performers made appearances at the park on special days to greet their fans and give away souvenirs. Other special promotions tying in the station's advertisers were also planned. In April a new Ford

103. "Video Acts and Glen Echo Bow," Billboard, 65 (April 11, 1953): 85, "Traffic Jam: Howdy Doody Sets Mark at Glen Echo, Md.," Billboard, 65 (May 16, 1953): 52; and Washington Post, April 5, 1953, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

Skyliner was given away at the park, courtesy of the Cove Ford Corporation in Bethesda. The newest attraction was the "Sky Fighter," complete with machine guns, in Kiddieland.¹⁰⁴

Shift in Ownership of Glen Echo Park to Continental Park Enterprises, Inc.

In February 1954 the Capital Transit Company, which had fallen under the control of Florida financier Louis E. Wolfson in 1949, effected a reorganization that had a significant impact on Glen Echo Park. The reorganization was in effect the result of a court order to Capital Transit to break up its monopoly in the nation's capital. Because the amusement center and other parts of its holdings were separate enterprises and non-operating properties not directly related to its transportation system, Capital Transit wished to transfer ownership of these entities to its stockholders so that they would no longer be part of the financial structure of the parent organization. Thus, on February 26, 1954, a new company, Continental Enterprises, Inc., was created under the laws of the State of Delaware with offices in Jacksonville, Florida, to handle Glen Echo and two tracts of land--one a 15-acre site at 9th Street and Brentwood Road, N.E., in Washington, D.C., and the other a 7-acre parcel in Lyttonsville, Maryland. In consideration for the transfer of nontransit properties 960,000 shares of Continental stock were distributed on April 1, 1954, to the stockholders of Capital Transit on a share for

104. "Glen Echo's TV Tie up Repeats," Billboard, 66 (May 15, 1954): 46, and Transit News, April 1, 1954, and Bethesda-Chevy Chase Tribune, April 2, 1954, Glen Echo Park Company Press Book, 1944-1954, Cook Collection.

share basis. That same day Glen Echo Park was formally conveyed to Continental by deed.¹⁰⁵

The 1955 Season

The 1955 season at Glen Echo led off with a well-advertised "preview party" on April 1, the night before the official opening of the park. Mailings were sent out that consisted of a large printed card in "a regular stamped No. 8 groceries bag." Printed on the bag was the phrase, "Let the Cat Out of the Bag" The card carried a cat silhouette plus party information and references to the park attractions. Among the new features of the park to be previewed were a "giant ferris wheel," "Mighty Casey, Our Baseball Playing Chicken," and a "Laff in the Dark" ride.¹⁰⁶

The ferris wheel was billed as was "one of the world's largest Ferris Wheels." The park management offered a season pass to anyone producing reasonable evidence that he rode the first Ferris wheel displayed at the Columbian Exposition in Chicago in 1893.¹⁰⁷

105. Washington Evening Star, May 30, 1954, and Washington Post, June 18, 1955, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library, and John W. Boettjer, "Street Railways in the District of Columbia" (unpublished M.A. thesis, George Washington University, 1960), pp. 162-63. The two tracts of land were sold for some \$500,000 in 1954. A copy of the deed conveying the park to Continental Enterprises may be seen in Appendix L. In 1954 a revised Montgomery County zoning code was adopted, and the amusement park was reclassified C-2, General Commercial, a category permitting "carnival, fair or circus" use.

106. "Glen Echo's Mailer Lets Cat From Bag," Billboard, 67 (April 9, 1955): 96, and brochure for preview party, Abram Baker Collection, Clementon, New Jersey.

107. Washington Evening Star, March 27, 1955, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

A record 25,000 persons visited Glen Echo on opening day, drawn in part by the appearance of local television personality Bill N. Johnson. Later in the month the Howdy Doody television show gang appeared for seven weekend performances.¹⁰⁸

108. "Record Opener Is Marked Up by Glen Echo," Billboard, 67 (April 16, 1955): 56.

CHAPTER V
OPERATION OF GLEN ECHO AMUSEMENT
PARK UNDER REKAB, INC: 1955-1970

1. ACQUISITION OF GLEN ECHO AMUSEMENT PARK BY REKAB, INC.

On June 17, 1955, Glen Echo Park was sold by Continental Enterprises, Inc., to Rekab, Inc., a firm owned by three Baker brothers--Abram, president, Emmanuel, vice president, and Samuel, secretary-treasurer, for the sum of \$950,000 (\$775,000 for land and improvements and \$175,000 for personal property). Rekab, Inc., had long been in the amusement park field with interests in Palisades and Olympic parks in New Jersey, as well as amusement operations in Atlantic City. The company had recently abandoned its operations at the Palisades Park when a New Jersey court ruled that its game of chance was illegal.¹

During the fifteen years that Rekab, Inc., owned Glen Echo Park, the Baker brothers acquired further property in the immediate vicinity of the park. Among these acquisitions were the following: 6,130 square feet from Charles E. and Ruth T. Shuff on April 1, 1958; three and one-half lots from Granville and Mabel Combs, on December 7, 1959; and six lots from Thelma Mae Anderson on February 24, 1961.²

1. Washington Post, June 18, 1955, August 18, 1960, and Washington Evening Star, June 19, 1955, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library, and Boettjer, "Street Railways in the District of Columbia," pp. 162-63. A copy of the deed of conveyance may be seen in Appendix M. Various newspaper accounts and advertisements, as well as some legal documents, refer to the Baker firm as Kebar, Inc. The interchangeable use of the names Rekab, Inc., and Kebar, Inc., continued throughout the 1950s and 1960s.

2. Deeds, Charles E. and Ruth T. Shuff to Rekab, Inc., April 1, 1958; Granville and Mabel Combs to Rekab, Inc., December 7, 1959; and Thelma Mae Anderson to Rekab, Inc., February 24, 1961; Montgomery County Deed Books 2446, Folios 165-67; 2688, Folio 254; and 2825, Folio 485.

2. AMUSEMENT PARK OPERATION BY SEASON, 1955-1968

The 1955 Season

The deed conveying Glen Echo Park to Rekab, Inc., specifically reserved the right of the Capital Transit Company to operate its streetcars and maintain its tracks at Glen Echo. At the time of the sale a Capital Transit spokesman indicated that nothing was "contemplated about abandoning the streetcar line to Glen Echo."³

A Capital Transit strike in July had a major impact on Glen Echo attendance. The number of visitors was reported as being at least 20 percent below normal. On the July 4 weekend, for instance, some 50,000 persons had been expected, but only 40,000 had turned out by car. The park's ten acres of free parking were jammed every day during the strike, and the street car tracks were used to accommodate the overflow of cars.⁴

The 1956 Season

On September 16, one week after the 1956 season at Glen Echo Park ended, the former Chautauqua amphitheater, which had been condemned as the amusement park's midway in 1949, was burned to make way for a 300-car extension to the parking lot. The blaze was set by the Glen Echo Volunteer Fire Department and Emmanuel Baker, co-owner of the park, with a crowd of 500 persons watching the spectacular flames that shot some 100 feet into the air. The heat damaged a nearby stand of sycamores and poplars but was kept under control by the Glen Echo,

3. Washington Evening Star, June 19, 1955, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

4. Ibid., June 19, 1955, and Washington Post, July 12, 1955, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

Cabin John, and Kensington fire departments. Thereafter, the stone walls around the base of the building were bulldozed and the huge pit filled before grading of the parking lot began. A culvert was built to carry Minnehaha Creek under the parking area toward the Potomac. A causeway was built over Minnehaha Creek to connect the new lot extension with the existing parking area.⁵

The 1957 Season

Glen Echo Park received well-publicized unfavorable attention in area newspapers for its racially-segregated entrance policies for the first time during the spring of 1957. Two separate incidents triggered the publicity. General Manager Price would not allow black children to participate in the Sustaining Fund Campaign held at the park on June 1 for the National Symphony Orchestra because the park was "patronized by whites only." A second incident occurred when a black Washington high school student was eliminated from a television talent show, sponsored by Pepsi Cola, Motorola, and the park, because the finals were held at Glen Echo.⁶

The 1958 Season

The 1958 season at Glen Echo, which opened on March 29, was the first in which Rekab, Inc., made extensive improvements to the park. Billboard featured the new attractions, building improvements, and expanded management staff at the park in an article on April 7, 1958:

5. Washington Post, September 17, 1956, and Washington Evening Star, September 17, 1956, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

6. Washington Afro-American, May 28, 1957, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

Addition of a new ride, twice-weekly dancing, frequent personal appearances, and extension of the Arcade, are combining to enhance the fun appeal of Glen Echo Park this season.

The season opened officially on Saturday (29) with one of the best turnouts in many years. Big draws were Cochise of tv in the afternoon and the first weekly dance session fronted by Mel Grant. Music was on records and by an eight-piece band. Grant's sessions will hold forth on a Saturday basis, and there will be regular Friday appearances by Don Owens and his group with country music.

A German Carrousel is expected in mid-April. . . . Imported through Harry Prince, it will go into the Kiddieland in place of a kiddie Ferris Wheel sold to Prince and moved elsewhere.

The Baker management is working with local outlets to offer appearances of kiddie tv stars during the season. There will be three or four remotes on television and a few on radio by local disc jockeys.

New Cuddle-Up cars have been added. . . . and new Skee Ball alleys. Also, an addition of 40 feet by 50 is underway for the Sportland Arcade and considerable new units will be installed.

Sprucing up around the park is all but finished, and it has its usual opening sparkle. Paint is now being applied to the ballroom.

Lenny Woronoff has been added to the staff, to handle publicity. Robert A. Graves is managing the office and handling other chores, and the general park management is being divided up among the Baker brothers.

7. "Sprucing and Growth Enhance Glen Echo," Billboard, 70 (April 7, 1958): 96, and Application for Building Permit, Montgomery County, Maryland, Department of Inspection and Licenses, Permit No. 4067, March 17, 1958, Construction Codes Enforcement, Department of Environmental Protection, Montgomery County. The extension to the Sportland arcade cost between \$15,000 and \$16,000. The architect for the project was J.S. Samperton, and engineering services were provided by Kornegay Associates, Inc.

The 1959 Season

During the 1958-59 off-season two construction projects were undertaken in Glen Echo Park for which building permits were received from Montgomery County. Portions of the grandstand around the Crystal Pool were converted to a sundeck at a cost of \$2,500. Thomen & Cromar, of Silver Spring, Maryland, provided architectural services for the work, and H. M. Myerson of Washington, D.C., was the contractor.⁸

A second project involved construction of a new compressor house near the "Comet Jr." and incinerator. The one-story concrete block structure, which cost some \$500, was 14 by 12 feet and 8 feet in height. Kornegay Associates, Inc., of Silver Spring, Maryland, provided design services, and park personnel built the structure.⁹

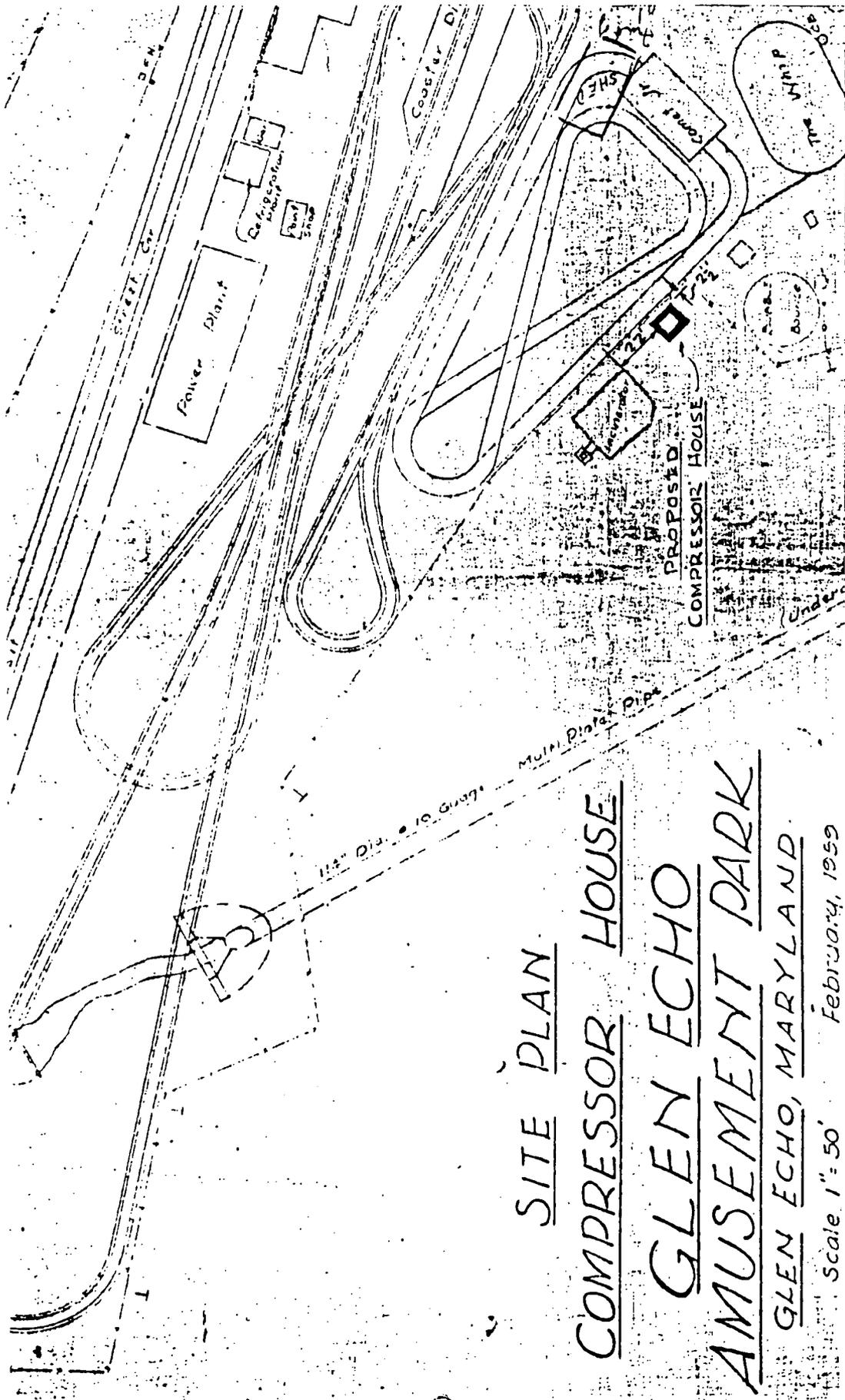
In April 1959 Billboard published an article that featured excerpts from interviews with amusement park operators around the nation. One of the persons interviewed was Abram Baker, one of the three brothers who owned and managed Glen Echo Park. Baker addressed three topics in his interview: ride market, park business, and 1959 prospects. He stated:

. . . Ride Market:

The ride manufacturers in this country seem to lack imagination in planning and developing new rides, and the quality of construction sometimes leaves a good deal to be desired. Domestic manufacturers are certainly eager to sell rides, but they do nothing to assist park operators in the way of financing on favorable terms. This has prevented many

8. Application for Building Permit, Montgomery County, Maryland, Department of Inspection and Licenses, Permit No. 45855, September 23, 1958, Construction Codes Enforcement, Department of Environmental Protection, Montgomery County.

9. Application for Building Permit, Montgomery County, Maryland, Department of Inspection and Licenses, Permit No. 47923, February 2, 1959, Construction Codes Enforcement, Department of Environmental Protection, Montgomery County. A copy of a drawing attached to the permit application may be seen on the following page.



SITE PLAN

COMPRESSOR HOUSE

GLEN ECHO

AMUSEMENT PARK

GLEN ECHO, MARYLAND

Scale 1" = 50' February, 1959

parking operators from going ahead with needed revitalization and expansion programs.

It seems significant that the three most talked about new rides in the amusement park happen to be German imports: Kiddie Carousel, Satellite Jet and the Wild Mouse, which domestic manufacturers are trying to copy.

The ride industry might do well to think about adopting a plan similar to that of the auto industry, a plan that would allow for the trading in of the old rides on new ones. This would allow park operations to change major rides more often, thereby helping to keep the public keenly aware of the fun and excitement that a park has to offer.

. . . Park Business:

The significant factor about the influence of Disneyland on the amusement park business in general is that Disney has proved we are limited only by our imagination and determination. This has been a big boost to many park operators.

Traditional style parks will always have strong appeal as long as they offer the public new things from time to time. Theme parks, villages and traditional style parks have in common one big thing upon which success depends--and that is promotion.

. . . 1959 Prospects:

This year we are celebrating our 50th anniversary. We are looking forward to the biggest year in the park's history. We are fortunate in that we are not affected by strikes, plant-shutdowns or similar factors that affects the general economy of an industrial area.¹⁰

The 1959 season began on March 28, and Billboard published an article describing new rides, changes in location of old rides, and plans for new entertainment features in the park. The article stated:

A new Satellite Jet, bought from Eric Wedemeyer (imported from Germany) is near the lower parking area, where the Bubble Bounce had been operating. The new German ride and the Round-Up are served by the new ticket booth.

10. "Amusement Park Owners Speak Out," Billboard, 71 (April 13, 1959): 96-98.

Rides are priced by the number of nickel-unit tickets required. Combination books are 45 for \$2.

The Bubble Bounce, which was displaced by the Satellite Jet, has been moved up onto the main midway, where it stands right in the center. This had been a roomy, paved area and installation of the ride caused relocation of a couple of stands.

The swimming pool opened May 23, and continues until Labor Day weekend, the customary park closing period. Robert Graves, manager, in his fourth season with the park, said extensive radio and tv tie-ins will again be pursued. Lenny Woronoff remains in charge of advertising and public relations.

Among the projects this year is a regular Saturday night record hop presided over by Don Dillard, of WTTG. Visiting record artists and kiddie tv favorites will be utilized wherever possible.

Maintenance operations of Glen Echo Park were featured in an article in the September 1959 issue of American Forests. It was estimated that 1,000,000 board feet of lumber had been used to build the various rides at the park. Thousands of board feet of Georgia pine, poplar, beech, and oak were used each year for construction of platforms, railings, and general maintenance work. Two inspectors walked the entire track of the roller coaster every morning that the park was open. Similar inspections were made by insurance men and engineers on a weekly basis. Some 500 gallons of paint were used on the coaster annually. All picnic tables in the park were built by the year-round maintenance staff. Among other things, the wooden bellows of the park organ were oiled daily.¹²

The 1960-1968 Seasons

A number of construction projects were carried out in Glen Echo Park during the 1959-60 off season for which Montgomery County building

11. "Glen Echo Features New Satellite Jet," Billboard, 71 (April 20, 1959): 87.

12. "Glen Echo -- Years of Fun," American Forests, 65 (September, 1959): 24-27.

permits were secured by Rekab, Inc. These projects included conversion of the remainder of the Crystal Pool grandstand into a sun deck (portions had been converted during the 1958-59 off season) at a cost of \$2,500; construction of a one-story, masonry maze building measuring 50 feet in width, 40 feet in length, and 17 1/2 feet in height at a cost of \$4,000; addition of fire doors and one exit to the ballroom; and alteration of an unspecified masonry and frame amusement ride building at a cost of \$4,000. Thomen & Cromar of Silver Spring, Maryland, provided architectural services for all of the projects. H. M. Meyerson of Washington, D.C., was the contractor for the sun deck conversion, and the Gem Construction Co. of Washington, D.C., served as contractor for the other improvements and alterations.¹³

Advertisements and listings in the 1960 Manual & Guide of the National Association of Amusement Parks, Pools, and Beaches indicated that Glen Echo Amusement Park had thirteen major rides and six kiddieland rides in addition to basketball, a miniature golf course, shooting gallery, penny arcade, skeeball, swimming pool, picnic grove, ballroom, and archery. The park booked orchestras, name bands, and free acts and provided free gate admission and parking. The B & B Industrial Catering Company operated two food and seven refreshment concessions. Murray Goldberg operated concessions for "Guess Your Age," "Guess Your Weight," and "The Gift Shop." Park management included Emory Crouch, who had worked in the park since 1924 as superintendent, Robert Graves, as office manager, and Leonard Woronoff as public relations director.¹⁴

13. Application for Building Permit, Montgomery County, Maryland, Department of Inspection and Licenses, Permit No. 9796, December 15, 1959, Permit No. 56074, January 13, 1960, Permit No. 57530, April 5, 1960, and Permit No. 57905, April 19, 1960, Construction Codes Enforcement, Department of Environmental Protection, Montgomery County.

14. National Association of Amusement Parks, Pools, and Beaches, 1960 Manual & Guide, 17th Edition (Chicago, 1960), pp. 114, 174, 218. The 1961 and 1962 editions of this manual repeat substantially the same data

The 1960 season at Glen Echo began inauspiciously but events in late June foreshadowed issues that would cloud the amusement park's operations for the remainder of its operating days.¹⁵ On June 30 five blacks who conducted sit-in demonstrations to Glen Echo Park were arrested for trespassing when they refused to get off the carousel. The five, all later released on bond, were among 75 black and white persons who picketed in front of the park's main gate for almost six hours, protesting the park's segregation policy, before leaving at midnight.

Demonstrations, led by Rev. Lawrence G. Henry, a Howard University divinity student, and his Non-Violent Action Group, outside the park's entrance continued, and by July 8 the number of pickets had increased to about 100, of whom some 40 were blacks. All told, nine blacks and four whites were arrested during the demonstrations. George Lincoln Rockwell and 13 members of his American Nazi Party also appeared at the park to stage counter-demonstrations in support of the park's segregationist policies.¹⁶

On the 8th, six blacks sued for a federal injunction to prohibit the park from enforcing its policy of racial segregation. The suit was specifically aimed at the park's chief legal weapon for excluding blacks--its guards' power to arrest them for trespass. The suit also asked for an injunction that went beyond the arrest question to a general prohibition against any interference with blacks' "using and enjoying" all the park's facilities.

14. (Cont.) except that the park featured 14 major rides and Woronoff was listed as executive assistant for both years. National Association of Amusement Parks, Pools, and Beaches, 1961 Manual & Guide, 18th Edition (Chicago, 1961), pp. 58, 180, 232, and Ibid., 1962 Manual and Guide, 19th Edition (Chicago, 1962), pp. 17, 172, 228.

15. "Talent on the Road," Billboard, 72 (May 30, 1960): 57.

16. Washington Evening Star, July 1, 1960, and Washington Post, July 9, 1960, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

The significance of the suit, which was the broadest attack on segregation practices in private business that had been filed in federal courts to date, was outlined in the Washington Post on July 10, 1960:

GLEN ECHO, which started out life hoping to be "the world's greatest Chautauqua" but never made it, now has another chance to get its name in the history books. This time, it is as an amusement park which banned Negroes and triggered court tests on the power of states to uphold private discrimination.

The outcome of these tests, whether reached in the cases developing from the Glen Echo picket line or in cases arising from sit-ins in more Southern stores and restaurants, will leave a major mark on racial discrimination in America, on the power of states and on American jurisprudence.

The importance of the Glen Echo situation is that the pickets for desegregation have a stronger legal case there than they do in almost all, if not all, of the Southern sit-ins.

A SMALL PART of the area [front parking lot] from which Negroes are barred is leased from the Federal Government; an amusement park may be in a different legal position than an ice cream parlor; the arresting officers are employees of the park as well as deputy sheriffs.

It is because each of these factors make a difference that a civil suit was filed Friday in Federal District Court in Baltimore. The suit, asking that Maryland authorities be ordered not to make arrests in Glen Echo for trespass, is the first affirmative attack in Federal courts growing out of the recent sit-ins. The other court actions are all defensive in that the desegregation forces are seeking to upset criminal convictions.

All of these legal maneuvers go back to a Supreme Court decision eight years before Glen Echo opened its Chautauqua in 1891 where the amusement park now stands. In that decision, called the Civil Rights Cases, the Supreme Court struck down a Federal law barring racial discrimination in amusement facilities such as Glen Echo Amusement Park.¹⁷

17. Washington Post, July 10, 1960, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

Throughout the off season of 1960-61 there were mounting opposition and publicized preparations for picketing, petitions, and lawsuits by local citizens and anti-segregation groups during the upcoming 1961 season. Finally, on March 14, 1961, William G. Clark, attorney for the Bakers, announced that the park would open on March 31 on a non-segregated basis for the first time. Thus, Glen Echo became one of the last segregated public facilities in Montgomery County to begin operation without arbitrary racial bars.¹⁸

When the park opened for the 1961 season, something new was added--a 25 cent minimum entrance fee and a guarded gate. All persons over three years of age were required to buy a minimum of 25 cents worth of tickets that could be used on the rides and attractions in the park.¹⁹

The remaining six years of Glen Echo Park's operation as an amusement center were clouded with rising levels of controversy, continuing racial tensions, worsening community relations, deteriorating facilities, increasing juvenile delinquency, and declining attendance. To upgrade the park's publicity program the Baker brothers hired Anthony Gizzi, formerly production manager of Kal, Ehrlich & Merrick Advertising, Inc., and Raleigh Haberdasher, as promotion and public relations director for the park in February 1963. Gizzi introduced various promotions to increase attendance at the park, including appearances by local rock-and-roll groups, package deal birthday party affairs, and half-price days on Wednesdays and Thursdays. A new thrill ride, known as the "Paratrooper," was introduced. It consisted of a revolving circle of seats about 60 feet in diameter with a hydraulic device raising the circle 34 feet off the ground at a 45-degree tilt. Despite these efforts, however, publicized incidents at the park, such as a concession stand robbery and

18. Washington Post, March 15, 16, April 1, 1961, and Washington Afro-American, March 18, 1961, Vertical Files, Glen Echo Washingtoniana Collection, MLK Library.

19. Washington Post, April 1, 1961, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

display of a switchblade knife on Easter Monday of that year, worsened the reputation of Glen Echo. The Baker brothers also exacerbated local community relations during the summer of 1963 by attempting to purchase the Clara Barton House for the purpose of demolition and adding its acreage to existing parking facilities--a move that prompted purchase of the historic structure by the Friends of Clara Barton, Inc., in the spring of the following year.²⁰

During the 1963-64 off season the Baker brothers initiated plans to erect an addition to "Kiddieland" in the park. The addition included a one-story steel structure (120 feet x 60 feet), part of which was located on the portion of Tulane Avenue which had been abandoned at the edge of the park in August 1961 and on portions of Girard Street which was still a public road.²¹ The shelter, built by the Gem Construction Company of Silver Spring for some \$15,000, was designed to house a small carousel and picnic area. County officials approved the building permit, only later to find that such a permit was illegal because the land in question was not zoned for commercial purposes. Accordingly, an agreement was reached in March 1964, whereby the Bakers would continue construction contingent upon their promise to apply for the requisite zoning change and take necessary actions "to insure that any public

20. Ibid., February 12, May 1, 1963, and Washington Evening Star, June 9, 1963, May 27, June 4, 1964, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library, and Washington Star, July 21, 1963, Baker Collection. Glen Echo received much needed favorable publicity in 1963 when Mrs. John F. Kennedy and her two children visited the park. Washington Evening Star, August 21, 1965, Vertical Files, Glen Echo, Columbia Historical Society.

21. Tulane Avenue (between Bowdoin Avenue and "Kiddieland," a stretch bounded on either side by park property) had been abandoned in 1961 because Rekab, Inc., planned to remodel the park entrance there, thus necessitating relocation of the maintenance shop "within the park property intersected by Tulane Avenue." Minutes of "Special Session of the Town Council, December 7, 1960," and "Regular Monthly Meeting of the Mayor and Town Council of Glen Echo, January 10, 1961," Minutes of Glen Echo Town Council, in possession of Frank G. Corder, Glen Echo, Maryland.

interest in Girard Street be abandoned." If the rezoning request were denied, the Bakers would remove the structure.²²

In October 1964, when the Bakers applied for rezoning of the one-half acre on which the new shelter was located, the Potomac Valley League sprang into action, urging the Montgomery County Council to deny the request and join with planners in asking Secretary of Interior Stewart L. Udall to move "now to condemn the Glen Echo Amusement Park or at least acquire scenic easements on the property." Swift action was needed, according to the league which represented fourteen groups along the Maryland shore of the Potomac, to protect the beauty of the Palisades from "the direct threat" of dense development in the form of high-rise apartment hotels. Such development was permitted under commercial zoning that the park had, and it was "common knowledge," according to the league, that the park was up for sale at a price in excess of \$1,000,000. Udall had been contacted by two developers interested in constructing high rise buildings on the park property. Accordingly, the secretary warned both developers that the Interior Department was likely to seek scenic easements, similar to those taken to preserve Merrywood in Virginia, if they purchased the park and urged the county council to reject the Bakers' zoning application.²³

The Montgomery County Council finally granted the Bakers' rezoning request in January 1965. As a response, the Potomac Valley League appealed the decision to the Montgomery County circuit court and began preliminary moves to interest the federal government in preventing

22. Application for Building Permit, Montgomery County, Maryland, Department of Inspection and Licenses, Permit No. 8404, February 5, 1964, and supporting documentation, Construction Codes Enforcement, Department of Environmental Protection, Montgomery County. In 1964, the front of the ballroom was converted to an amusement house called "Jungleland."

23. Washington Post, October 7, 1964, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

further expansion or development of the park property. The league's decision coincided with reports that Roger Euster, a New York City theater owner and producer, had purchased the park for \$3,500,000 and intended to continue operating the park as an amusement center while converting the ballroom to a theater-in-the-round seating 1,000 persons.²⁴

Meanwhile, attractions in Glen Echo Park were deteriorating. On July 27, 1964, for instance, eight children were injured when the 5-inch main shaft of the "Paratrooper" ride snapped.²⁵

In March 1966 Rekab, Inc., applied for a building permit to construct a shed over the new "Alpine-Hi Ride" (also known as the "Sky Ride"). The wood shed was 20 by 40 feet and 14 feet high with masonry footings. Universal Design of Wildwood, New Jersey, provided architectural services, and Allan Hawes served as engineer for the structure which was built by park crews at an estimated cost of \$1,500.²⁶

While Rekab, Inc., generally applied for county building permits for construction in the park, the company seldom obtained permits from the Town of Glen Echo. Such was the case for the "Alpine-Hi Ride," and the town council considered ways of ameliorating this problem. The minutes of a meeting of the town council on April 20, 1966, stated:

24. Ibid., January 7, 1965, and Washington Evening Star, January 24, 1965, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

25. Washington Post, July 28, 1964, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library. Despite the general deterioration of the park a new ride, "The Scrambler," was installed in 1965. Washington Evening Star, August 21, 1965, Vertical Files, Glen Echo, Columbia Historical Society.

26. Application for Building Permit, Montgomery County, Maryland, Department of Inspection and Licenses, Permit No. 102358, March 8, 1966, Construction Codes Enforcement, Department of Environmental Protection, Montgomery County. Subsequent to this meeting the town council took measures to raise the tax assessment of the Glen Echo property.

It was noted that the amusement park has flaunted permits in the past. The County seems disinclined to enforce the regulations. It was noted also that Glen Echo ordinances are inadequate and should be rewritten "with teeth in them" so that enforcement can be carried out. Our building code should include any structure within the town premise. Amusement devices should be inspected before permits are issued. At this point, the question was raised in regard to preparing ordinances covering these matters. The Mayor suggested that we establish priority needs in regard to ordinances and adopt them piecemeal²⁷ so that eventually we would have a modern set of ordinances.

Tensions built up between the Bakers and the town council because of the building permit issue and other problems. The continuing controversy led to a meeting on June 20, 1966, between the Bakers and town officials. According to a memorandum prepared by Mayor Frank G. Corder and council vice-president William E. Briggs, Jr., the issues addressed at the meeting included:

Mr. Abram Baker complained about the requirements for permits for building structures in the Amusement Park. He said up until the last several years whatever he wanted used to be granted by the Town without his having to furnish any information or fill out an application for a building permit. The Mayor pointed out that the Town's Ordinances require this procedure, and that his corporation is certainly not immune from requirements that apply to all other property owners in the community.

Mr. Abram Baker felt that the Town's repeated requests for a complete application for a building permit for the Alpine Hi-Ride shelter . . . was "underhanded." He felt the Town's officials should have come to him personally rather than writing letters. He said he did not believe that the Council could require a building permit for the shelter or other structures at the Amusement Park. He then reiterated that he believes "these things" (e.g., building permit application zoning requirements) should be worked out on a "neighborly basis," i.e., little details by which he does the Town "a favor" and the Town then

27. "Minutes of the Meeting of the Town Council Held April 20, 1966, in the Town Hall, Glen Echo, Maryland," Minutes of Glen Echo Town Council, in possession of Corder.

waives "harassing requirements" with which other property owners have to comply. The Mayor pointedly declared that Rekab, Inc.²⁸ will be expected to comply with all Glen Echo regulations.

Subsequent to this meeting the town council again took measures to raise the tax assessment of the Glen Echo Park property.

The aforementioned sale of the park to Euster fell through during the spring of 1965, but early in 1966 the Bakers proposed to construct five 16-story apartment hotels with 1,590 living units and parking space for 2,300 automobiles on the park property. This proposal led to loud protests from the community and environmental groups. In January 1966 the Corps of Engineers informed the Bakers that access to the park site would be denied if construction plans went ahead. MacArthur Boulevard was under control of the corps because it ran over the Washington Aqueduct, and the crossing led to a 2.9-acre tract owned by the corps and leased to the park (the lease would expire on March 31, 1967) for free parking space and transportation facilities. The National Park Service, in line with President Lyndon B. Johnson's plans for making the Potomac a conservation model area, pledged to bar construction equipment from the George Washington Memorial Parkway. At the same time the Montgomery County Council, for its part, prohibited "developing of apartment-hotels in that portion of the county within one-half mile of the east bank of the Potomac River."²⁹

Within several months the Bakers approached Senator Daniel B. Brewster of Maryland to help in negotiating the sale of the park to the Department of the Interior. The offer was rejected since it was estimated that such a purchase would cost the federal government some \$2,000,000. Instead the

28. Corder and Briggs to Town Council, June 20, 1966, Minutes of Glen Echo Town Council, in possession of Corder.

29. Washington Evening Star, January 8, February 7, 9, 1966, and Washington Post, January 27, February 8, 1966, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

Bakers agreed in principle to Brewster's proposal that they swap the park property for a piece of federal land "of equal value" but for which the government had no use.³⁰

A major disturbance involving more than four thousand teenagers at Glen Echo Park on Easter Monday, April 11, 1966, appears to have sounded the death knell for the amusement center. According to local newspapers, during the early evening hours groups of impatient youths "started to get out of hand, hopping on rides and causing a disturbance." Ride operators quickly closed down their devices, and soon the entire park was closed. The youths then started to leave the park and board buses for the return to Washington. At the time they started to leave, only six buses were on hand, thus leading to overcrowding and vandalism. When these buses left, several thousand youths remained without transportation. Thereafter, the mob moved toward Massachusetts Avenue, smashing car windows, trampling down fences and flower beds, setting fire to foliage on an embankment, and stoning firefighters who had been called to put out the blaze. By 9:00 p.m. some 150 Montgomery County police, with aid from other jurisdictions, restored order.³¹

A specially-formed citizens committee on the Glen Echo disturbance, consisting of ten civil rights leaders and clergymen, commenced an investigation of the riot on April 13. Among the committee members were Sterling Tucker, executive director of the Washington Urban League, Julius Hobson of the Association of Community Teams, Marion Barry of the Student Non-Violent Co-ordinating Committee, and Ed Hailes of the

30. Washington Post, September 17, 1966, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

31. New York Times, April 12, 1966, Washington Daily News, April 13, 1966, and Washington Post, April 13, 1966, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library. Further data on the riot may be found in "Whitey Rides Home," Washingtonian, 11 (December, 1966): 32-33, 48, 50.

National Association for the Advancement of Colored People.³² The committee held hearings and submitted a report of its findings on May 4. The report noted, contrary to much of the press coverage, that the incident was not planned or racially motivated and did not constitute a riot. The document, however, called for changes in park operations, police communications, crowd-control procedures, and District transit conduct and for more recreational opportunities for Washington youth. The gist of the report as printed in the New York Times was that responsibility for the disturbance

must be shared by the park management, the District of Columbia Transit Company, and by the community at large. There were no serious injuries resulting from the riot and damage in the park, Glen Echo, was estimated at \$50. But there were some 70 incidents in the vicinity when the crowd learned that bus service had been cut off.

The management of the park . . . closed it down unexpectedly about 6 P.M. when ticket buyers, unable to get on the rides for which they had purchased tickets, became impatient and frustrated.

"Whatever confusion, rowdyism, or vandalism had taken place inside the park," the report said, "the decision to close the park precipitated the crucial crisis of Easter Monday, the bus crisis."

The crowd, after the shutdown, left the park to discover that the transit company had stopped service until police protection could be assured This was a betrayal of public trust

Finding the prospect of a several mile walk home and with still unused but paid for tickets in their pockets, some of the angry crowd began throwing bottles and stones. . . .³³

32. Washington Daily News, April 13, 1966; Washington Afro-American, April 23, 1966; and Washington Evening Star, April 20, 1966; Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

33. New York Times, May 5, 1966, and Washington Post, May 5, 1966, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

Attendance at Glen Echo Park remained lower than normal for the remainder of the 1966 season, with the Bakers estimating losses of \$5,000 per week.³⁴ The Baker brothers agreed to close the park on future Easter Mondays if necessary, but area residents and officials, insisting that the incident was a riot caused by the lawless attitude of the youthful mob, pressed the Montgomery County Council to close the park permanently, describing it as "too small" and its "aged wooden structures" as "a fire hazard."³⁵

In September 1966 the Glen Echo Town Council, under the leadership of Mayor Corder with the technical assistance of Mansfield M. Bascom, prepared "A Proposed Redevelopment Plan for the Glen Echo Amusement Park Area." The plan envisioned conversion of the area for commercial and cultural facilities, townhouses, open space, and elimination of the amusement park.³⁶

As the park was being readied for opening day on March 24, 1967, the Montgomery County Council passed a new ordinance that would take effect on April 7, limiting the number of patrons at Glen Echo to "one person for each 30 square feet of space" at any one time. The ordinance, entitled "Amusement Park Requirements for Public Safety," required that there would have to be one trained guard for every 500 persons and at least four guards on duty at all times, all of whom would be required on weekends. All guards would have to be trained and be the responsibility

34. Washington Post, April 18, June 21, 1966, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

35. Washington Evening Star, May 12, 1966, and Washington Post, May 17, June 21, 1966, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

36. A Proposed Redevelopment Plan for the Glen Echo Amusement Park Area of the Town of Glen Echo, Montgomery County, Maryland, September 1966, Prepared by the Glen Echo Town Council with the technical assistance of Mansfield M. Bascom, pp. 1-23 (copy on file at Glen Echo Park).

of the park's management. To guarantee crowd control the owners would be required to install mechanical counters.³⁷

Despite the increased security precautions at Glen Echo the atmosphere at the park continued to deteriorate. In his "Step Right Up, Folks!" Al Griffin described the deterioration of the park and its reputation during its last years:

. . . In its last days, Glen Echo was simply a dangerous place to visit. Gangs of young hoodlums sometimes stood under the Alpine Sky Ride and pelted its helpless passengers overhead with beer cans and pop bottles. One youth was shot down with a steel ball bearing from a slingshot as he swung by like a duck in a shooting gallery. Women were molested constantly; fights raged almost every weekend; and concessionaires were robbed left and right.³⁸ The park was in shambles by the time it finally closed down.

Various proposals were aired throughout 1966-68 relative to the future of Glen Echo Park. In July 1967 Senator Brewster proposed that Montgomery County acquire Glen Echo Park and develop it as a local historic landmark. Earlier he had recommended that the National Park Service acquire the property through a trade with the owners, but that federal agency had determined that "Glen Echo would not qualify as a national historical park facility."³⁹

In early 1968 the Department of the Interior and the National Capital Planning Commission formally requested that the General Services

37. Washington Evening Star, March 8, 21, 1967; Washington Daily News, March 8, 23, 1967; and Washington Post, July 1, 1967, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library. The park was closed on Easter Monday, March 27. At first authorities thought the ordinance would limit park patrons to about 2,200, but later in June it was found that the park could admit 4,110 at one time under its provisions.

38. Al Griffin, "Step Right Up, Folks!" (Chicago, 1974), p. 24.

39. Washington Post, July 26, 1967, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

Administration (GSA) endeavor to acquire Glen Echo Amusement Park through an exchange of surplus government real property, since acquisition of the property would help protect the Potomac Palisades and provide additional park lands. Finally in April 1969 the Bakers announced that Glen Echo Park would be closed permanently because of declining attendance while awaiting the outcome of the federal government's proposal to acquire the park in exchange for other acceptable property.⁴⁰

40. Washington Evening Star, May 4, 1969, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library, and Washington Post, April 2, 1969, Vertical Files, Glen Echo, Columbia Historical Society. Two maps showing the layout of Glen Echo Park during the 1966-70 period may be seen on the following pages.

Map

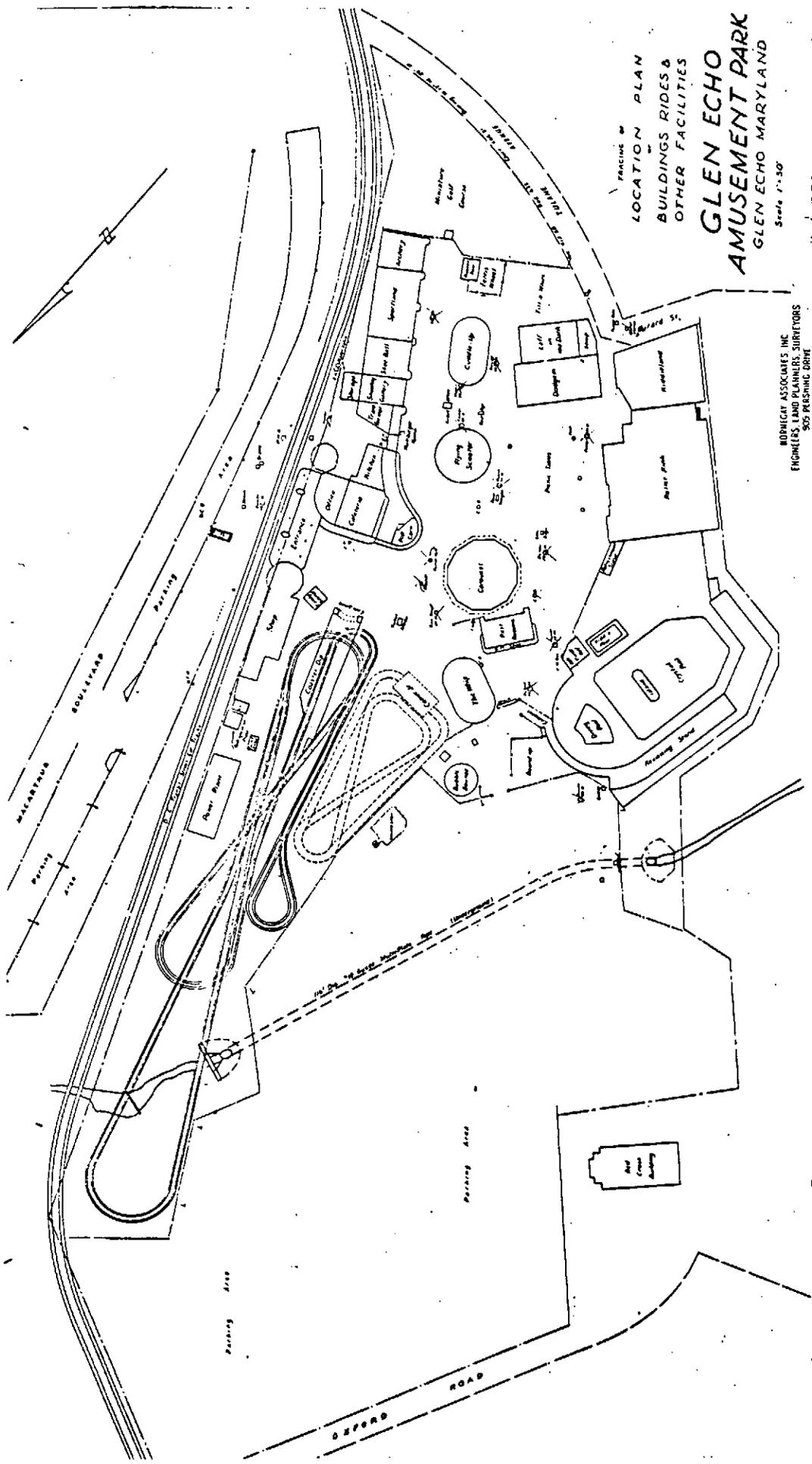
DRAWING # 851/8267B
SHT 1 OF 2
PART 2 OF 2

Map

DRAWING # 851/826713

SHT 282

PART 1 OF 4



FRANCIS W.
LOCATION PLAN
BUILDINGS RIDES &
OTHER FACILITIES
GLEN ECHO
AMUSEMENT PARK
 GLEN ECHO MARYLAND
 Scale 1"=50'

RODRIGUEZ ASSOCIATES INC.
 ENGINEERS, LAND PLANNERS, SURVEYORS
 350 PEGASUS DRIVE
 SILVER SPRING MARYLAND

DATE 11-1-50
 85/182678

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CHAPTER VI
OPERATION OF GLEN ECHO PARK UNDER THE FEDERAL
GOVERNMENT: 1970-PRESENT

1. TRANSFER OF TITLE AND ADMINISTRATION OF GLEN ECHO PARK

By July 1969, after extensive negotiations between GSA officials and Rekab, Inc., GSA recommended that the federal government exchange the Old Emergency Hospital at 1711 New York Avenue, N.W., in Washington, D.C., for the 17-acre Glen Echo Amusement Park which would then be transferred to the Department of the Interior as an integral component of the National Park Service's George Washington Memorial Parkway.¹ The hospital property, which had been acquired by the federal government for \$387,500 in 1959, included three inter-connected buildings being used as offices. The property, which had been declared excess by GSA, was appraised at \$1,950,000 by the American Real Estate Appraisal Corporation of Washington, D.C. The Glen Echo Amusement Park property of approximately 17 acres was appraised at \$2,685,000 by Market Analytics of Falls Church, Virginia. It was noted that many of the temporary buildings, attractions, and equipment had been dismantled and removed from the park since the amusement park closed in September 1968. Despite the fact that the Glen Echo property was appraised at \$735,000 more than the Old Emergency Hospital property, Rekab, Inc., offered to make an even exchange of the properties.²

1. The story of the negotiations is outside the parameters of this study. There are abundant materials on the negotiations in the Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library, and the Minutes of the Glen Echo Town Council in the possession of Corder.

2. Chapman, Acting Administrator, GSA to Dawson, Chairman, Committee on Government Operations, House of Representatives, July 29, 1969, in "Statement for Management, Glen Echo Park/Clara Barton NHS," September 26, 1977.

Although the formal title to Glen Echo Park had not been officially transferred, ceremonies were held on October 1, 1969, at which Abram and Samuel Baker conveyed the tract to the National Park Service. The ceremonies were presided over by U.S. Congressman Gilbert Gude, with Theodore R. Swem, NPS Assistant Director, representing the National Park Service.³

GSA acquired title to Glen Echo Park, consisting of 16.8136 acres, on April 1, 1970.⁴ Two months after the land was acquired by GSA, on May 25, 1970, the Department of the Interior formally requested that title to the property be transferred from GSA to Interior. While this request was being processed prior to being forwarded to the Office of Management and Budget, the National Park Service took over administration of Glen Echo Park in 1970. The Glen Echo tract was officially transferred to the National Park Service pursuant to the Federal Property and Administrative Service Act of 1949, as amended, from the General Services Administration on March 5, 1976. Of the 16.8 acres transferred by GSA, a portion (7.5 acres) became a part of the Clara Barton National Historic Site (established under Public Law 93-486, October 26, 1974) and the remainder (9.3 acres) became part of the lands of George Washington Memorial Parkway.⁵

3. "Minutes of the Glen Echo Town Council, October 28, 1969," Minutes of Glen Echo Town Council in possession of Corder.

4. Deed, Rekab, Inc. to United States of America, April 1, 1970, Montgomery County Deed Book 3952, folios 575-78. A copy of this deed may be seen in Appendix N.

5. Gude, U.S. Congressman to Crabill, Association Director, Natural Resources, Energy and Science, Office of Management and Budget, June 17, 1975, and National Park Service, National Capital Parks, Land Record No. 732, March 22, 1976, "Statement for Management, Glen Echo Park/Clara Barton NHS," September 26, 1977.

2. EFFORTS OF THE SAVE THE CAROUSEL COMMITTEE

As soon as the Bakers announced the permanent closure of Glen Echo in April 1969, they began efforts to sell the various rides and attractions in the park. Other items in the park were transferred to Palisades Amusement Park in New Jersey, an amusement center owned by the Bakers. Thus, most of the rides and their related temporary structures were dismantled and removed from the park during 1969-70.

The sale of the carousel in April 1969 to James Wells, a Falls Church, Virginia, collector who owned the Melody Memories Museum of merry-go-rounds and related musical devices, led to formation of a Save the Carousel Committee. It was headed by Nancy B. Long, a Glen Echo councilwoman and the town archivist. While the committee was negotiating with Wells to purchase the carousel and thus kept it at Glen Echo Park, Wells sold it to Color Productions of California, Inc., in April 1970, and the firm, headed by Michael Roberts, made plans to move the carousel to Berkeley. Negotiations for purchase of the carousel were then commenced with Roberts who agreed to sell the carousel for \$80,000, provided the Save the Carousel Committee had the necessary funds by May 1. The funds were raised and the carousel was sold to the National Park Foundation, which transferred it to the National Park Service, thus keeping it in the park. Donors for the fund raising effort included the Morris and Gwendolyn Cafritz Foundation, the Alvon Foundation of Washington, Montgomery County Councilman Greenhalgh, Montgomery County Government, Maryland National Capital Park and Planning Commission, Town of Glen Echo, Girl Scouts, and "hundreds of donations from individuals and groups."⁶

6. Washington Evening Star, May 4, 1949, and Washington Post, May 2, 1970, and Minutes of Glen Echo Town Council Meetings, May 28, June 26, August 21, October 28, December 16, 1969, and January 27, February 4, 17, March 24, April 21, May 19, 1970, Minutes of Glen Echo Town Council in possession of Corder. Also see Barbara Fahs Charles, "Mix Antique Charm and Artistry, Add Children and Spin" Smithsonian, 3 (July, 1972): 41-47, and Frederick Fried, "Last Ride for Carousel Figures?" Historic Preservation, 29 (July-September, 1977): 22-27, for more information on the awakening interest in preservation of carrouseles in the United States during the 1970s.

3. NATIONAL PARK SERVICE ASSUMES OPERATION OF GLEN ECHO PARK

Following acquisition of Glen Echo Park in April 1970 by the federal government, the National Park Service commenced clean-up operations and removal of remaining amusement park ride structures and equipment.⁷ According to one writer, the scene at the park was indeed bleak:

Only one of the original Chautauqua buildings remained-- [intact]--the Chautauqua Tower, a round fieldstone structure with a rusting tin roof located at the entrance to the park. Paint peeled from the garish remnants of the dead amusement park. Only concrete bases marked the sites of the Ferris wheel and other rides. The mammoth swimming pool was badly cracked and filled with autumn leaves of several years. The Spanish Ballroom was dark and musty.

On June 20, 1971, the National Park Service opened the park to the public for the first of a series of consecutive summer Sunday afternoon events. According to the Washington Post of June 19, the type of entertainment that would be offered at the park would be different from years past:

In fact, the only ride left now is the old carrousel with its 1909 band organ, elaborate gilt horses and brass ring. The price has gone up to a quarter a ride or five rides for \$1.

The few remaining buildings have been roped off to the public, but some, such as the Crystal Ballroom and the Mirror House

7. Washington Post, May 14, 1970; Washington Evening Star, May 14, 28, 1970; and Washington Daily News, May 14, 1970; Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library.

8. Charles B. Fowler, "Glen Echo: Chautauqua 1974 Style," National Parks & Conservation Magazine, 48 (September 1974): 22. Other remnants of Chautauqua buildings included: back stone wall of arcade which had been incorporated into a frame house abutting the Chautauqua tower in 1914; one story stone structure used as Chautauqua caretaker's house, the second story of which had been removed during the amusement park period when the structure was converted for use as an incinerator building; and remnants of one stone relieving arch of the hall of philosophy on the hillside sloping toward the George Washington Memorial Parkway.

(now mirror-less) are being used for utilitarian and administration purposes. Most of the others are gutted and in need of repair, and, therefore, unsafe for children.

The Glen Echo Amusement Park might be considered rather dismal now by those who knew it in its glory. But National Capital Parks plans on something less than dismal for tomorrow and consecutive Sundays (1-8 p.m.) throughout the summer.

There will be an opportunity for area artists, professional and amateur, as well as children, to display their art work. Entertainment will be provided, Raquel Pena and her Spanish Ballet, who will perform outdoors. Hot Dog stands will be set up.

Under the direction of Site Manager William Anderson and Wendy Ross, an arts specialist, meetings were held at the park during the spring of 1972 with interested groups to develop an expanded program at Glen Echo during the summer. The direction these meetings took was later described:

One of the first major commitments was to turn the old penny arcade into a permanent home for Adventure Theatre, a twenty-one-year-old adult acting company that specializes in theater for children. This imaginative use of existing building space gave hope that similar uses could be found for other structures. In order to determine the park's direction, a brainstorming session was held early in the planning period. Architectural students, artists and many interested individuals came together for a weekend. The opening of Wolf Trap Farm Park for the Performing Arts in nearby Virginia gave impetus to the idea of a culture and arts center. However, in comparison with Wolf Trap, the arts programs at Glen Echo would call for active participation rather than passive entertainment.

In a way, the original Chautauqua conception was reborn at that meeting. Instead of the removal of existing structures, which park officials had thought would be necessary, the planners opened whole new possibilities for their reconstitution. If the penny arcade could become a theater, why couldn't the Hall of Mirrors become a crafts center? The space in the Spanish Ballroom would be ideal for experimental dance

9. Washington Post, June 19, 1971, Vertical Files, Glen Echo, Washingtoniana Collection, MLK Library. Some 2,000 persons rode the carousel on June 20.

workshops. Old concrete bases could become pedestals for outdoor sculpture. The Cuddle Up would provide the right space for a marionette show. Other spaces were designated for artisans and educators of every type. So began the concept of the park¹⁰ as a multi-interest cultural center for adults and children.

The 1972 summer program included creative education, park improvement, and public programs. According to a "Glen Echo General Information Packet" prepared by Wendy Ross, the program coordinator, the summer program consisted of the following elements:

July 1st and 2nd was the Glen Echo kickoff weekend. Weekend hours for public programs were established as Saturdays from 10 A.M. to 9 P.M. and Sundays from 1 P.M. to 9 P.M. The Artists in Workshop program scheduling occurred throughout the week and the park was open during the day to registered participants. The Childrens Experimental Workshop involving 8-12 year olds from the metropolitan area was held during the week, Monday through Friday, 10 A.M. to 3 P.M. Adventure Theatre productions were scheduled on the weekends and during evening hours on weekdays.

The following is a list of programs in the park during the summer 1972:

Creative Education Programs:

Artists in Workshop Instructional program
Childrens Experimental Workshop

Park Improvement Programs:

Volunteer in Parks projects

Public Programs:

Bob Brown Puppet Theatre
Adventure Theatre Productions
dance demonstrations (folk and modern) put on by Montgomery Recreation Dept.
art exhibitions
arts and craft demonstrations
carousel rides
family events
picnicking

10. Fowler, "Glen Echo: Chautauqua 1974 Style," 22-23. Also see Mark Travaglini, "The Evolution of a People's Park," American Education, 13 (May, 1977): 22-24.

strolling minstrels
Magic shows
folk and bluegrass music festivals
National Symphony Orchestra
Arena Stage Living Theatre
special events
Labor Day Art Show
Pony Rides
Noon Walk
Teen-age Drama Program (Adventure Theatre)
11-13 year old Drama Workshop

The 1972 program required that many of the structures receive a "face lifting." Six yurts were constructed as additional space for the crafts program. The yurts, among the oldest and cheapest forms of shelter, were circular wooden structures with sod roofs that fit naturally both with nature and the handicrafts they housed.¹²

The evolution of the Glen Echo Park program during the 1970s under the auspices of the National park Service is outside the parameters of this study. However, the following materials should be consulted for data on this topic:

Adele Q. Brown, "Glen Echo Park: A Case Study," May 2, 1979 (typescript draft copy of study prepared for class at American University, Washington, D.C., on file at Glen Echo Park)

Bev Armstrong, "Glen Echo Park: A Case Study," April 24, 1975 (typescript draft copy of study on file at Glen Echo Park)

"NPCA At Work," National Parks & Conservation Magazine, 49 (November, 1975): 22-23.

"Art Parks: Glen Echo is a Model Community Effort," Craft Horizons, 38 (October, 1978): 40.

11. "Glen Echo General Information Packet," prepared by Wendy Ross, Program Planner, [1974], (typescript copy on file at Montgomery County Library, Rockville, Maryland).

12. Fowler, "Glen Echo: Chautauqua 1974 Style," 23.

Wendy M. Ross, "The Children's Experimental Workshop," Parks & Recreation, 10 (September, 1975): 26-31, 60-61.

Patricia Raymer, "Glen Echo," Washingtonian, 10 (July, 1975): 162-65.

Mark Travalglini, "From the Echoes of Chautauqua," American Education, 13 (May, 1977): 17-21.

Washington Star (Magazine Section), May 7, 1978.

By 1974-75 the expanding Glen Echo Park program necessitated major rehabilitation and renovation of the deteriorating structures. One study of the park observed:

The inheritance of the park site was not, however, entirely problem-free. In the first place, the buildings are in varying states of disrepair, some requiring major renovations before they can be used, some perhaps requiring the additional expense of tearing them down completely. How to renovate and use the existing physical resources is a major decision facing Glen Echo today. In the second place, the garrish colors of the rusting and rotting amusement park structures arranged around a large stretch of asphalt presents a bizarre appearance for an artistic and educational organization with a strong commitment to ecological responsibility. The Children's Experimental Workshop takes place in the Hall of Mirrors; open-air performances are under the Cuddle-Up; one artist has his studio in the renovated locker room of the Crystal Pool. The decision to maintain the amusement park structures was based on the principle of revitalizing existing resources rather than tearing them down. Yet, the image and the atmosphere created by the physical environment does not fit the organization which now operates on the site.¹³

Commenting further on the status of the structures the "Annual Site Report: Glen Echo Park, 1974" stated:

The programs of Glen Echo Park have been directly dependent upon the ability of the National Park Service to restore certain

13. Armstrong, "Glen Echo Park: A Case Study," pp. 1-2.

structures and maintain others for various program use. More usable space is needed for Park development, but it is of great importance also that deterioration of various structures be halted. Many of the structures at the Park have not received any major repair since they were vacated in 1968. The following is a list of structures and their present level of deterioration.

1. Chautauqua Tower and Yellow Building. Both are in poor condition and deteriorating rapidly. Parts of the Tower roof have already fallen. Bids are being taken for repair of the roof.
2. Pool. The dressing rooms and pool structure are beyond repair. Deterioration is stabilized for the present, but both present a safety and fire hazard.
3. Ballroom and Jungleland. Jungleland is a safety hazard and should be torn down; the roof is collapsing and the floors are unsafe. Areas adjoining the Ballroom need roof repairs.
4. Bumper Car and Laff House. Bumper Car Building needs structural support in the front and a new roof. Visually, the structure detracts from the Park's appearance. The Laff House is structurally sound except for the floors. Both structures need repair to halt deterioration.
5. Children's Experimental Workshop. Portions of the floor have collapsed, and are now being temporarily supported. However, deterioration continues. Floor needs replacement, since the building is heavily used for programs.
6. Adventure Theatre. The roof is badly in need of repair.

14. "Annual Site Report: Glen Echo Park, 1974," pp. 9-10, in Armstrong, "Glen Echo Park: A Case Study," Appendix. During fiscal year 1974 the following improvements had been made in the park:

1. Potters Yurt. Newly installed hot water tank.
2. Park Police Sub-station. Interior repainted.
3. Children's Experimental Workshop. Air conditioner installed and roof repaired.
4. Candy Corner. New sink and hot water tank installed.
5. Adventure Theatre. Twelve new electric outlets installed; minor roof repairs made; air conditioner motor replaced.
6. Photo-Lab. New light fixtures installed.
7. Park Police Stables. New restroom facilities installed.

In 1974-75 the National Park Service commissioned an historic survey and architectural report on the Chautauqua tower. The report was prepared under contract by AREA (Architect Rurik Ekstrom Associates), Inc., Architects, Planners of Baltimore, Maryland. Among the conclusions in the report, written by Rurik F. Ekstrom, AIA, were:

The structure in use during the Chautauqua period (1891-92) included a substantial wing that has been altered severally and rebuilt as the barn-like portion of the building on the north side of the tower. The east wall of the north wing is constructed of masonry and remains almost entirely as it was during the original construction and forms a good basis for establishing a datum from which any future restoration of this portion of the structure may be constructed.

Any decisions concerning the reconstruction of the north wing should be postponed until the tower of the structure has been preserved

Fundamentally, I feel that the tower must be preserved and that the first phase for its preservation and ultimate restoration should be undertaken immediately. Included as a part of this report is a set of drawings and construction project manual describing the first phase of preservation. This phase should include the reconstruction of the tower roof, the stabilization of the third floor masonry piers (between the windows) and the installation of temporary roofing until such time as the shingles can be duplicated, and replaced on the roof--possibly next year. . . .

The tower should not endure another winter without the completion of first phase preservation.¹⁵

14. (Cont.)

8. Ballroom. The L-shaped passageway surrounding the Ballroom has been converted to Gallery space: Plaster wallway formed, double hung doors installed, 35 Gallery lights installed, five electrical heaters installed.
9. Fine Crafts Building. Steel toilet partitions installed.
10. Construction Projects:
 - Complete Ballroom roof.
 - Replace roof and complete duct work in Adventure Theatre.
 - Paint exterior of Carrousel.

15. The Chautauqua Tower - Glen Echo Park, Glen Echo, Maryland, Phase One of an Historic Survey and Architectural Documentation, (1974-75), n.p.

In July 1978 the Washington Star reported that there was "new life in the Crystal Ballroom." Dances were being held featuring music by the New Sunshine Jazzband. Repairs to the structure and facilities, however, were needed, including the installation of electric and plumbing fixtures and new rest rooms.¹⁶

The structures at Glen Echo Park were put to a variety of adaptive uses during the mid- and late-1970s. In June 1979, for instance, it was reported:

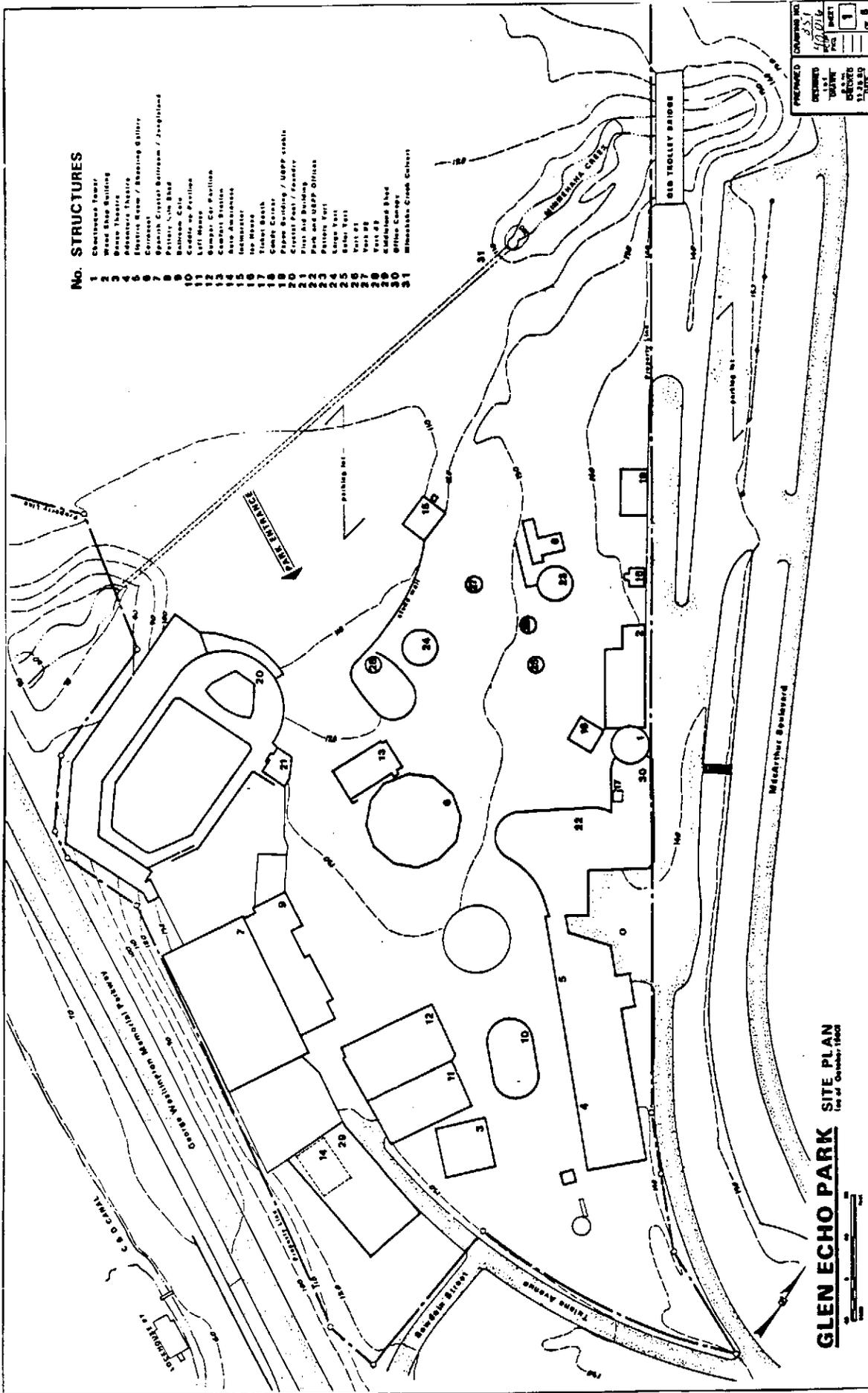
Now work tables fill the bumper car pavilion and the Spanish Ballroom hosts Saturday night square and folk dancing with live music. The shooting gallery houses a theater. Auto mechanics classes are held in Kiddyland. The 15-foot sliding board from the Crystal Pool graces a playground made near the sandy sunbathing area. Sculptors weld works of art in the locker rooms. The roller coaster maintenance shop is a woodworking center and the stone tower, the only remaining original 1891 structure, is an art gallery when it's not under renovation. The Dentzel carousel with its 55 hand carved and hand painted animals was saved by fund-raising citizens and operates during warm weather.

In 1980 a five-member team consisting of Denver Service Center and George Washington Memorial Parkway personnel was established to develop a site plan and prepare a report entitled Existing Conditions Study: Glen Echo Park Facilities. The site plan and related utility plans (copies of which may be seen on the following pages) identified 31 structures on the park property. In the "document summary" of the Existing Conditions Study, the team observed:

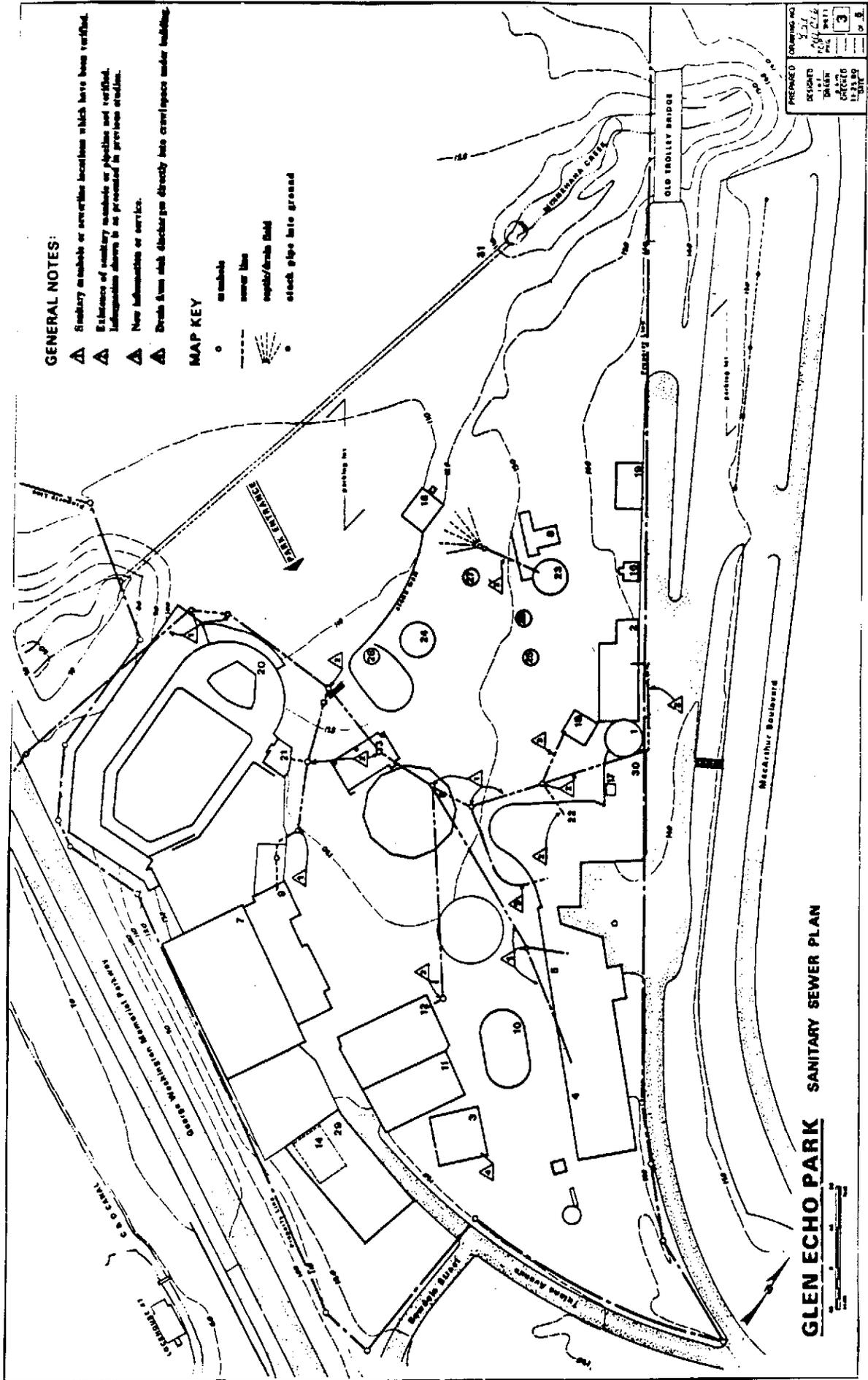
Of the 31 identified structures located within the 16.8 acre site of Glen Echo Park, most were constructed after 1920 as part of the amusement park operation which lasted from 1900 through 1967. Since 1972, the majority of these buildings in usable

16. Washington Star, July 9, 1978.

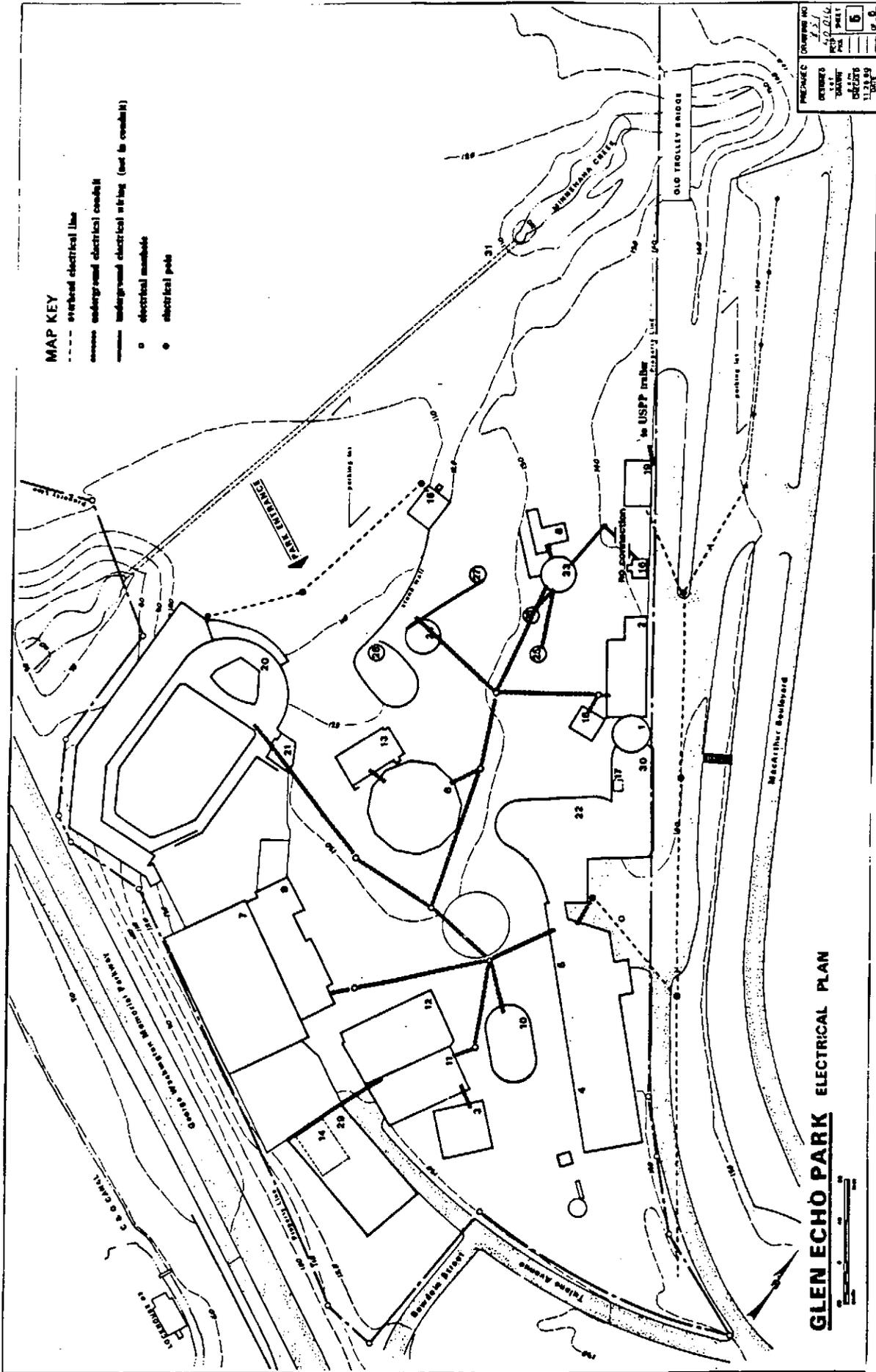
17. Cindy Murphy, "Remember Glen Echo? What's Going on Around the Funhouse," Forecast, (June, 1979): 44-45.



ON MICROFILM



ON MICROFILM



ON MICROFILM

condition have housed a variety of cooperating community organizations, artists, and performers conducting cultural recreation programs with the cooperation of the National Park Service.

In an effort to provide an information base that would facilitate DSC planners in preparing the now-in progress DCP and GWMP personnel in making informed decisions concerning the demolition, repair and rehabilitation of these often deteriorated structures, this existing conditions report has been prepared. It consists of descriptions of the structural, mechanical and electrical systems, architectural materials, and safety problems encountered in each of the structures. . . . Also included in this report is an assessment of their condition and an evaluation of their ability to support present uses. . . .¹⁸

By spring 1982 the crumbling concrete Crystal Pool and adjacent rotting wooden bath houses had become safety hazards in the park. The locker rooms, which had been turned into studios by the resident sculptors, were in danger of collapsing on to the George Washington Memorial Parkway. Hence, the National Park Service contracted with the W. Fludd Wrecking Company to demolish the Crystal Pool complex in March, preserving only the art deco entrance pylon, part of the retaining wall of the pool, and adjoining first aid and rest room building. Portions of the former pool site were landscaped and planted in grass and trees, and a small children's playground was built.¹⁹

The ballroom structure was rehabilitated in 1982-83, including the removal of the "Jungleland" amusement attraction in its front facade. On July 31, 1983, the 50th anniversary of the structure was celebrated with a dance featuring Tom Cunningham's Big Band. The celebration dance

18. U.S. Department of the Interior, National Park Service, Special Study: Existing Conditions Study, Glen Echo Park Facilities, October, 1981, p. 1. A simplified summary of the findings reported in the study may be seen in Appendix O. As a result of this study immediate action was taken regarding identified safety hazards.

19. Washington Post, May 19, 1982, and Northwest Current, October 23, 1983, Vertical Files, Glen Echo, Columbia Historical Society.

was one of a series of Sunday evening dances held in the ballroom that summer.²⁰

In February 1984 the National Park Service prepared a Management and Facilities Plan for Glen Echo Park. Among other topics the plan described the cultural resources and identified immediate/long range objectives and action plans for development and management of the park. Relative to the description of the park's cultural resources, the plan stated:

Virtually all of the useable land in Glen Echo has been modified by construction between 1890 and 1983. Public buildings, private homes, park areas, amusement rides, walkways, fences and a trolley line were all built within the park boundaries at various times. Construction has had a drastic effect on the prehistoric landscape, and this has been taken into consideration in the assessment of the archeological potential for the park. Historic archeological sites, on the other hand, had been created with the construction of the Chautauqua in 1891.

Few structures of the Chautauqua era are now present. One stone tower (three story) exists and is listed on the National Register of Historic Places nominated for its architecture and the Chautauqua era. The back stone wall of the store arcade which faces MacArthur Boulevard was incorporated into a frame house, presently occupied by two cooperators. The first story of the caretaker's house, which was built at the end of Minnehaha Creek, still stands. The second story was removed and a brick chimney was added to the north side of the building when it was adapted to serve as a furnace building. Finally, a portion of the Hall of Philosophy can be seen on the hill which slopes down from Glen Echo to the roadway.

Several buildings from the amusement park era remain. The Dentzel Carousel (1921) is substantially intact and is listed on the National Register of Historic Places for its fine example of carousel art, and remaining intact on its original installation site.

Several other buildings from the amusement park era remain although they have been altered. These buildings have been

20. Montgomery Sentinel, July 28, 1983, Vertical Files, Glen Echo, Montgomery County Historical Society, Rockville, Maryland.

found eligible for inclusion on the National Register of Historic Places as part of a historic district commemorating the amusement park era of the 30's, 40's and 50's. These include: the Cuddle Up (1947), the Arcade (1940), the Bumper Car Pavilion (1923), the Spanish Ballroom (1933) and the Crystal Pool (1931). The amusement park maintenance building is being nominated to be included as part²¹ of the historic district dedicated to the amusement park era.

21. U.S. Department of the Interior, National Park Service, Glen Echo Park, Glen Echo, Maryland, Management and Facilities Plan, February 1984, p. 7.

RECOMMENDATIONS

It is the opinion of the author that this study provides the bulk of the readily available basic historical research data on Glen Echo Park and its structures. It is recommended, however, that an oral history project be initiated by the park to tape record interviews with Washington-area residents who have had past associations with the park.

APPENDIXES

APPENDIX A
SHORT HISTORY OF CHAUTAUQUA MOVEMENT

In an assembly held at Chautauqua, on the shore of Lake Chautauqua, N.Y. Aug. 4-18, 1874, John H. Vincent, a Methodist clergyman of New York, later bishop, and Lewis Miller of Akron, Ohio, who were interested in developing Sunday schools, planned a course of meetings to give instruction in Sunday-school organization, management, and teaching, and study of the Bible. They also arranged to include some recreation and a few lectures not actually relating to Sunday schools. The visitors were at first housed in a sort of camp, which rapidly grew into a permanent summer colony.

In 1876 the session was lengthened to three weeks, and later, with the introduction of new subjects, it extended to two months. In 1878 the Literary and Scientific Circle (home-study courses) was launched, in which 7,000 persons participated in the first year. Over the years, as many as 25,000 were enrolled at once. At the assembly grounds in 1879 a school for teachers in secular subjects and a school of languages, later known as the College of Liberal Arts, were opened. Other developments, year after year, were schools of mathematics and sciences, of library training, domestic science, music, arts and crafts, expression, physical education, practical arts, and--in cooperation with Cornell University in 1912--agriculture. The growth of the institution was rapid. Many churches other than the Methodists were represented at the first gathering, and there was never any disposition to make the teaching of religious subjects denominational. One after another there came to be built on the grounds lecture halls with seating capacities of from 200 to 5,000, a theater, clubhouses, gymnasiums, a memorial church, memorial library, and a colonial marketplace. Between 1924 and 1932 (when the attendance fell off considerably because of the industrial depression) about 45,000 persons attended the general assembly each season. A magazine, the Chautauquan, was published from 1880 to 1914.

Hundreds of local assemblies appeared within two or three decades in the United States and Canada, imitating in a limited degree the Chautauqua plan and often calling themselves "Chautauquas." At least two of these, the Catholic Summer School at Lake Champlain and the Jewish Chautauqua Society at Atlantic City, N.J., have been permanent and extensive in their programs. Shortly after 1900 the traveling Chautauqua appeared--promoted by a lecture bureau, moving from town to town, giving a week or more of lectures, concerts, and recitals, from two to three programs a day, usually in a large tent. This had a considerable popularity for more than a decade.

Dictionary of American History, 2:1.

APPENDIX B
SOURCES FOR MATERIALS, LABOR, AND SERVICES FOR
CONSTRUCTION OF CHAUTAUQUA BUILDINGS AT
GLEN ECHO

Materials, labor, and services were purchased from a variety of sources during the construction of the Chautauqua buildings at Glen Echo. Various ledgers, cash books, and journals in the aforementioned Cook Collection show the following entries:

AMPHITHEATER \$98,802.26
Henry B. Looker, topographic survey map, professional
services on sewer and water
James B. Lambie, hardware
J. Edward Libbey, lumber, cement
J. G. and J. M. Waters, cement, lumber
W. T. Weaver, nails
G. W. Offutt, dynamite
Edward L. Dent, 29 plates 122" sockets
George J. Johnston, lime, cement
J. E. and A. L. Pennock, roof
Springman & Bro., hauling lumber
Bridges & Presgraves, team hire and hauling
M. H. Adler, four kegs of nails
Walter F. Hewitt, cement
H.W. Blunt, cement
Ivy City Brick Co., bricks
John Dugan, hauling bricks
W.H. Houghton Mfg. Co., opera, folding, and setter chairs
Culver and Norris, cement
W. C. Lewis, cement
Levening & Garrigues, beams
Carl Barckhoff Church Organ Co., organ
D. D. Valentyne, stone laid in wall
George Killeen, grading part
C.J. Collier, glass
J. Mc L. Dodson, lime
W. T. and F. B. Weaver
James H. McGill
E. & E. Baltzley, stone, sand
Mose Jones, labor, quarrying
Maurice Joyce, stone cut
Haisley & Wood, sign
Carpenters, teams, stone masons
William C. Lewis, cement
William M. Whyte & Bro., copper cornerstone box
A. S. Pratt & Sons Insurance

HALL OF PHILOSOPHY \$10,854.58
E. & E. Baltzley, stone, sand
J. Mc L. Dodson, lime
J. G. and J. M. Waters, lumber, cement
J. Edward Libbey, lumber
W. T. Weaver, rope, hand saws
Barber & Ross, sashes and frames
James B. Lambie, hardware
Walter F. Hewitt, cement
J. H. McGill
H. W. Blunt, cement
John McKnight, excavating and laying stone in wall
C. J. Harrington, tin roof
C. J. Collier, varnishing railing
W. J. and F. B. Weaver, oil on tower
John M. McDonald

DR. GILLETT'S COTTAGE \$1,118.04
Fisher & Johnson, tin roofing on kitchen, gutters,
spouting
J. Edward Libbey, lumber
John Dugan, hauling bricks
Barber & Ross, sashes and frames
James C. Taylor, painting
Albinson & Co., tin, wood
John Mitchell & Sons, plumbing
John H. Corning, 3-ply rosin sized sheathing
D.D. Valentyne, mason work
James B. Lambie
C. J. Collier

ARCADE \$2,699.63
Barber & Ross, sashes and frames
George J. Johnston, cement
Henry B. Looker, professional services on sewer and water
J. Edward Libbey, lumber, flooring
James B. Lambie, locks used in stores, nails
C. J. Collier, painting and staining
Bridges & Presgraves
Fischer & Johnston
Boanihall Deane & Co.
W. F. Hewitt

ELLIOTT'S COTTAGE \$107.43
J. Edward Libbey, lumber

RED CROSS BUILDING \$2,467.26
James Williams, hauling lumber
C. J. Collier, glass
Barber & Ross, sashes and frames
J. Edward Libbey
James B. Lambie

ADMINISTRATION BUILDINGS (TOWERS)	\$5,611.94
E. & E. Baltzley, stone, sand	
Belt & Dye, mouldings	
Barber & Ross, sashes & frames	
W. T. & T. B. Weaver, gutter tin for smith tower	
O'Connor & Dodd	
J. Edward Libbey, shingles, lumber	
Fisher & Johnson, gutter in bell tower	
Pettit & Dripps, grates	
J. G. & J. M. Waters, cement	
C. J. Collier, painting and staining	
Wheatley Bros.	
Henry McShane Mfg. Co., bells	
 HOTEL	 \$1,674.88
Childs & Sons, brick	
W. T. & F. B. Weaver, tin pipe	
Fisher & Johnson, tin roof	
W. W. Goddard, resetting range	
C. J. Collier, painting and staining	
B. Dean & Co.	
Albinson & Co.	
 PUBLIC COMFORT BUILDING	 \$1,581.61
E. & E. Baltzley, stone, sand	
J. Edward Libbey, lumber	
W. T. and F. B. Weaver	
J. Mc L. Dodson, lime	
C. J. Collier, varnishing railing	
Belt & Dyer, window frames	
J. G. & J. M. Waters, cement	
Barber & Ross, sashes and flanges	
Thomas W. Smith, shingles	
 OHIO COTTAGE	
C. J. Collier, glass, painting	
 WATER AND SEWER	 \$13,530.93
C. F. Tansill	
T. Somerville & Sons	
R. D. Wood & Co.	
McMahan, Porter & Co.	
Springman & Bro., hauling	
Bridges & Presgraves, freightage	
Morris & Hamilton, sewer pipe	
H. B. Looker	
James B. Lambie	
W. T. Weaver	
 GROUNDS AND IMPROVEMENTS	 \$629.41
James B. Lambie	
Henry B. Looker	
Springman & Bros., hauling	

John A. Roebling's Sons
Acker & Co., 28 canal boundary stones along Chautauqua
Bridges & Presgraves
H & Wood

TENT BUILDINGS \$10,852.49
J. Edward Libbey, lumber
Mo. Tent & Awning Co., 49 wall tents (14 x 20) and loan 7
tents

GLEN ECHO CAFE
W. T. and F. B. Weaver

RESERVOIR
H. W. Blunt, cement
J. Mc L. Dodson
Beekham & Middleton, lock and gate

FIRE INSURANCE
Northwestern National Insurance Company, Washington,
D.C.

ELECTRIC LIGHT PLANT \$26,402.95
S. & Hurley
Reilly
William E. Dewitt
N. A. Cen Co.
W. F. De W & M

RAILROAD POWERHOUSE \$3,848.59
Clark Bros.
J. Edward Libbey
George Killeen
McGill, cement
S. Brown, bridge timber
W. F. Hewitt
Edward L. Dent
Pettit & Dripps
Bridges & Presgraves
Retter & Conly
Reilly
Offutt, oil
Jackson
Pollock
J. C. Taylor
Weaver
Mayfield & Haston

Cash Book, National Chautauqua of Glen Echo, [1890-98]; Journal,
National Chautauqua of Glen Echo, 1891-1893; Ledger, National
Chautauqua of Glen Echo, 1891-1892; and Ledger, 1890-1891; Cook
Collection.

APPENDIX C
DECLARATION OF TRUST

May 20, 1891

We, the undersigned trustees of the National Chautauqua of Glen Echo, recognizing our duty to the public and ourselves and the enterprise we represent, do hereby make the following declaration of purpose and method.

First--To hold the realty, estate, and equipment now in our hands, together with whatever funds, donations, and contributions we may receive from any source whatever, as a sacred trust, to be administered in the interest of education for all the people.

Second--That the method shall be that generally known as the Chautauqua method, now in practical and successful operation in so many places, and especially at Chautauqua, Chautauqua County, N.Y.

Third--To make Glen Echo a center for the Chautauqua Literary and Scientific Circle and to do everything possible to extend the influence and usefulness of this admirable system of home study.

Fourth--To adopt and make an essential feature of our work the principle and method of university extension--by arranging for courses of lectures by specialists in history, science, philosophy, art, literature, and other branches of knowledge, and by organizing a system of study clubs as centers and furnishing these with lectures for the continuation at home of the work begun at the summer session of the assembly.

Fifth--To establish a system of summer schools in which actual class work shall be done by the best men and women to be had from the universities along such lines of college and university work as there may be demand for. The purpose of this work shall be considered two-fold--to supplement regular schools and college work by extending the limit of it when possible, and by fixing more accurately in the mind, by clear vision and careful review, facts acquired elsewhere, and to afford to students the best possible method for the study of the laws of teaching in the study of the living teacher.

Sixth--To project the opportunities of this summer school through the year by means of a system of correspondence, so that men and women who have long since abandoned the hope of completing a college course may yet be able to do so at their own homes by taking a longer time and mastering the difficulty of succeeding in such work without the aid of a living teacher.

Seventh--Recognizing fully our obligation and that of all similar institutions to Chancellor John H. Vincent, LL. D., Hon. Lewis Miller, and Chautauqua, for the ideas on which our plan is founded and many of the methods used, we shall modify or change them or adopt from other sources whatever may seem best adapted to our purpose.

On this general basis, and with the co-operation and assistance of educators and the public, we shall endeavor to build upon the magnificent foundation laid for us an institution which shall embody the sentiment of Chancellor Vincent--

"Educational opportunities for all, everywhere through all of life."

And realize the prayer of Dr. W. R. Harper--

"May the Glen Echo Chautauqua be in fact what it is in name --a National Institution."

EDWIN BALTZLEY
EDWARD BALTZLEY
ADAM S. PRATT
A. H. GILLET
JAMES B. HENDERSON

Quoted in The Glen Echoan: Devoted to Glen Echo and Glen Echo Chautauqua, Located at Glen-Echo-On-the-Potomac, Five Miles from Washington, The Washington Rhine (Washington, D.C., [1892]), p. 48.

APPENDIX D
WASHINGTON POST, JUNE 12, 1891,
CONCERNING NATIONAL CHAUTAUQUA
AT GLEN ECHO

THE NATIONAL CHAUTAUQUA

The Glen Echo Railway all Right--More About Prices.

All day long yesterday the Glen Echo electric railroad was carrying carloads of delighted people to and from Glen Echo. An account of the necessity for the delivery of ties along the line of the road and cars could not be run with the regularity desired, but of their capacity for comfort and speed there could be no question. The trip was made from Tennallytown to Glen Echo several times within ten minutes, indicating that the time between the city and the grounds will be much less than was anticipated.

With the twelve cars owned by the Glen Echo line and those of the Tennallytown line it will be possible to handle a large number of people with promptness and comfort. When everything is ready and the entire equipment is in service and trains moving every five minutes, the question, How are we to get to Glen Echo? will be satisfactorily answered.

ACCOMMODATIONS THERE

For meals or lodging there will be ample provision. The "Powtomac," the big tent hotel, will be open for guests on the 15th, and if its pleasant rooms are all taken, other canvas will be spread and more rooms will be provided. The dining-room will seat a large number of people, and Mrs. Lockwood will be prepared to accommodate all who come. The fact is that the resources of the association are such that if the present accommodations should prove too limited they can be expanded to almost any limit.

The Dairy Cafe will feed 500 people at a time and the service will be prompt and efficient. The best way is to secure a tent, see it pitched properly, and furnished, and then make a pleasure of the inconvenience of camping and enjoy the excellent things of a splendid musical and literary programme. A gentleman calling at Dr. Gillett's office yesterday, after looking over the programme carefully, said if Washington understood what this means the attendance would tax the resources of the association to provide for it. The correspondence indicates that the attendance will be very large, and with the hearty support of Washington the assembly is an assured success. Get your tent. Secure your ticket. Help on the great work and benefit yourself by buying a lot on the Chautauqua grounds. Call at Room 9 Sun Building for information, or see the secretary on the grounds.

ADMISSION AND TENT CHARGES

These tickets do not include admission to special classes or schools, or admission on Sunday.

Day tickets.	\$.40
Single admission25
Week admission	2.00
Assembly season (20 days)	4.00
Full season	5.00
Post-assembly season	2.00

Children between the ages of ten and fifteen years, half rate. Children under ten years, free. Full season tickets now on sale at company's office, Room 7 Sun Building.

TENT RENTALS

Size of Floor	Height of Walls	Number of Compartments	Rent for Assembly	For One Month	For Two Months	For Three Months	For Season
10 x 12	4f.6 in.	1	\$8	\$10	\$15	\$20	\$25
12 x 16	5 feet	2	12	15	20	25	30
14 x 20	5 feet	3	15	20	25	30	35

These prices include good floors, electric light furnished in each tent if desired at small additional cost.

The W. H. Houghton Furniture Company of this city, have rented the furniture store in the Arcade on the association's grounds, and besides keeping a full stock for sale will rent tent furniture at the following rates: One cot, furnished with comfort, blanket, pillow, mattress, pillow slip, chair, tin toilet set complete at the following prices:

One night, 35 cents; three nights, \$1; one week, \$1.50; two weeks, \$2.50; three weeks, \$3; four weeks, \$4.

THE ARCADE

This structure, located near the main entrance to the grounds, is intended to afford convenient shelter to the business department. It will be a neat and artistic building, and under its ample roof the stores are to be located. Leases have been made to the following: Furniture, W.H. Houghton & Co.; groceries, John F. Page; market store, John A. Hughs, of the Dupont Market; bakers and wholesale ice cream, Stiles and Corby Brothers; barber and baths, Henry Raabe; druggist,

E.P. Mertz; S. B. Sheets; confectionery; and Brentano, books and stationery.

Other lines of business will locate in these rooms, so that by the opening of the assembly it will be possible to find in the Arcade anything that may be needed by residents on the grounds.

TUITION AND CLASS FEES

SCHOOL OF LANGUAGES, any department, 20 lessons, \$5.40 lessons, \$8.

SCHOOL OF MUSIC--Voice culture, in classes, 10 lessons, \$2; harmony, in classes, 10 lessons, \$2; voice culture, private lessons, per hour, \$3; voice culture, private lessons, per half hour, \$2; piano and pipe organ, terms made known to pupils on application; banjo and mandolin, ten-hour lessons, \$20; ten half-hour lessons, \$10; single hour lesson, \$2; guitar, ten-hour lessons, \$20; ten half-hour lessons, \$10; single hour lesson, \$2.

SCHOOL OF DOMESTIC SCIENCE--Single lessons, 50¢; full course ten lessons, \$4.

SCHOOL OF BUSINESS--Business department, four weeks, \$8; eight weeks, \$15; Spencerian penmanship, four weeks, \$5; eight weeks, \$9; shorthand and typewriting, four weeks, \$8; eight weeks, \$15; typewriting only, four weeks, \$5; eight weeks, \$9.

THE ART SCHOOL--Industrial, art, and manual training, one branch, \$12.50; two branches, \$20; three branches; \$25. Fine art department; all departments, fifteen lessons, \$15; thirty lessons, \$30; Delsarts and other departments, terms made known to pupils at the Assembly Office.

HOTEL AND BOARDING

Hotel Chautauqua, a tent hotel, rooms neatly partitioned and well furnished. Dining room 60 x 90 feet in size. Cafe to seat 200 people. Meals served a la carte. Meals 50¢. Board \$30 per month. Dairy lunch, where everything usually served in such places can be had at low prices. For those who board themselves the stores will supply milk, meat, and bread and whatever else may be needed, at reasonable prices.

Another matter in which the people who own their own horses will be interested in that arrangements have been made for the care of horses. Attendants will be at the gate and check the horse, take [it] to the stable, care for it, and return it to the gate whenever the owner desires. A reasonable fee will be charged for this service, and if wanted feed will be provided.

APPENDIX E
NATIONAL CHAUTAUQUA STRUCTURES AND FACILITIES AT
GLEN ECHO

The Glen Echo Chautauqua, besides having the grandest Amphitheatre in the world, the most unique and beautiful Hall of Philosophy, and wonderful scenery, has many other advantages of which little has been said.

SANITATION.

The sanitation is near perfect. Miles of sewer and water pipes have been laid. The water is from springs a mile distance, conducted in pipes in the most approved manner from the hills and at an elevation of sixty feet above the Chautauqua grounds. The sewerage is carried directly to and into the swift current of the river. The fall is rapid in all directions, which insures the very best service. To obtain this, trenches had to be cut through solid rock in places a half mile long and fourteen feet deep. All public and private buildings are supplied with pure spring water.

ELECTRIC LIGHT.

The grounds and buildings are brilliantly lighted by electricity. Incandescent lights will be placed in all cottages at moderate prices.

THE AMPHITHEATRE.

The Amphitheatre is built of Potomac granite, is 208 feet in diameter, roofs over nearly an acre of ground; has, besides its great auditorium, thirty grotto rooms; is supported on three circles of pillars, the first of which is stone, thirty in number and six feet in diameter at the base; the other two circles are of phoenix iron columns, some of which, together with some of the stone pillars, are sixty feet tall. It requires 24 arc lights of 2,000 candle-power each to light the Amphitheatre.

The grand pipe organ, costing ten thousand dollars, was made by the Carl Barckhoff Organ Company of Salem, Ohio. It is one of the most melodious, powerful, and sweet-toned organs in the country, and in many respects surpasses all others. Mr. Barckhoff himself inspected the building and calculated the organ for it. Its perfect adaptation to the building attests the great skill of its maker. Perhaps never before was an organ heard to such advantage.

THE ACOUSTICS.

The acoustics of the building are phenomenal. In it the voice is glorified and fine tones are brought out in a manner that has astonished and delighted the musical experts. They claim the acoustics to be twenty-five per cent better than ever before secured. Here the singer can hear her voice and the musician his instrument, enriched and beautified beyond all previous experience. In it a band of forty instruments is equal to one of sixty anywhere else--so says the professor. For music alone this building is destined to become famous throughout the civilized world. It now seats 6,000, is capable of seating 2,000 more, and standing 2,000 additional within hearing of the speaker's voice. And there is not a poor seat in the building. A moderately low voice can be heard equally well throughout the entire building. The seating is of easy opera chairs and elastic settees. It will become a Mecca for great educators, singers, musicians, lecturers, and orators.

THE HALL OF PHILOSOPHY

It is of Potomac granite and fire-proof. The platform is under the dome and the 400 seats radiate from it toward the entrance. The building stands on the edge and appears to be a part of the bluff. The entrance to the hall proper is on a level with the second floor. The first floor is divided into three rooms and is reached by a stairway from the inside and a walled entrance from the exterior bluff side. The romantic architecture of this building surpasses that of any in history for a similar purpose.

THE GATE TOWERS.

These are rough stone structures, circular in form and designed for administrative and school purposes. The top story of the western one is a belfry, and is said to be the largest one in the country. The three large bells furnished by the McShane Bell Co., of Baltimore, are already in it. More will be added later on.

POST OFFICE AND STORE BUILDINGS.

Adjoining the western tower are the Post Office and Store buildings.

They are so arranged to serve the public outside the grounds and the public inside. They will house all the stores both Glen Echo and the Chautauqua will require for a number of years.

THE HOTEL.

The building now in process of construction is sufficiently advanced for use this season of 1892. It will be made a model of beauty and utility. A roof dining hall, with private dining

pavilions and balconies, will constitute a pleasing feature of it. From these the most inspiring views are had of the surrounding country, the river, and the distant landscape.

COTTAGES AND OTHER BUILDINGS.

Forty-three cottages are now building, and plans are maturing for many more, together with additional public buildings, including an Art School, a Conservatory of Music, a School of Invention, and a School of Literature.

THE RED CROSS BUILDING.

Designed for the permanent home of the Red Cross Society of the United States, stands an emblem of the noble labors of Clara Barton in the cause of Humanity.

RIVER PLEASURES.

The shores of the Potomac River are beautiful, romantic, and varied to a degree rarely equalled. Many islands adorn it from the Little to the Great Falls. Then the Chesapeake and Ohio Canal, itself almost a river, lends its picturesque charms. Of it Prof. Tadd said, "The most picturesque water-way I was ever on," and of Glen Echo, "Its natural beauty is greater than that of the Rhine." Boating, fishing, rambling--these to the heart's content.

THE FUTURE.

Chautauqua combines the attractions of a summer resort with the intellectual delights of an old-time Academia and the scope and general view of a University. The Glen Echo Chautauqua will be more. With its permanent schools of literature, art, science, music, coupled with its grand opportunities and inducements, it is destined to be a great, if not the greatest, forum of the age. Its proximity to the National Capital of the Great Republic renders it inestimably valuable for education and suburban residence, and unique in history.

CHAUTAUQUA AND GLEN ECHO LOTS.

Those desiring to avail themselves of the advantages of a home or investment in the lots of this institution can do so by addressing The Glen Echo Chautauqua, Room 7, Sun Building, Washington, D.C. Many may prefer lots in the neighborhood of, rather than in the grounds. These can be accommodated, as Messrs. E. & E. Baltzley have taken care to protect the Association against improper or injurious possession of the lands near to or adjoining the Chautauqua proper.

STONE QUARRIES.

The stone quarries of Glen Echo are remarkable for variety and beauty of stone. Nine of them have already been opened, and every one different. Its granite quarry lies in the famous Piedmont belt, and furnishes a stone superior in quality and beauty to that used in the State Department. This one lies immediately on the Chesapeake and Ohio Canal, midway between the eastern and western ends of Glen Echo. The white and pink granite of another quarry is regarded by T. P. Chandler, the architect, as one of the most beautiful of all building stones. The Church of the Covenant of Washington, and the Presbyterian Church, corner of 37th and Chestnut Streets, Philadelphia, are built of it. In addition to these there are various shades of blue, green, and gray.

BUILDING MATERIALS.

The Chesapeake and Ohio Canal affords cheap transportation for all building material, coal, etc. Lime, coal, the red sand stone of Seneca, cement, etc., can be delivered here cheaper than in Washington. The yards of the Consolidated Quarry Co., on the Canal, are centrally located in Glen Echo, where all these things can be purchased.

THE GLEN ECHO PARK.

This beautiful park has been reserved for the benefit of the Glen Echo public. Improvements are being constantly made in it. It is proposed to re-erect the Glen Echo Cafe. Some charming pavilions have already been made. "The Ramble," on the high bluffs, overlooking the Potomac, leading to the Chautauqua is completed. A fleet of row boats has been provided, together with some steam launches to ply between the various points of interest on the beautiful water front.

THE POWER HOUSE.

The power house is an immense granite building, erected at great cost, to provide for a large population. It is fire proof. This building, together with all the residences and every other improvement made in Glen Echo, rivals the famous buildings of foreign lands, and defines the purpose to build Glen Echo, not for a day, but for all time.

THE GLEN ECHO RAILROAD.

The Glen Echo Railroad is a double track, electric road, with a heavy T rail, and traverses a beautiful country. A ride on it is a veritable pleasure trip. Its cars are sumptuous and elegant inside, and yellow, silver and gold outside. Gilding in and out among the green trees, they present a pleasing picture.

THE MARKET.

This building is nearing completion and will be occupied by capable tradesmen to cater to the wants of the residents of Glen Echo. The electric railroad communicates with it from both directions. . . .

When it is remembered that within one year \$550,000 have been raised and expended and the most magnificent buildings in enduring granite have been erected, railroads made, a perfect system of water supply and sewerage completed, an electric light plant for public and private use installed, many roads made, the grounds of the Chautauqua improved and beautified, store buildings erected, administrative offices built, hotel in process of construction, forty-three cottages building, boating and pleasure facilities provided, and many other things accomplished, the management feel that they have justified the generous confidence extended by the public last year.

The Glen Echoan, Devoted to Glen Echo and The Glen Echo Chautauqua,
pp. 19-23, 45.

APPENDIX F
TRUSTEES' SALE OF GLEN ECHO RAILROAD, 1895

By virtue of a Deed of Trust from "The Glen Echo Railroad Company, a body corporated under and by virtue of the laws of the State of Maryland, operating an Electric Railroad in the county of Montgomery, in said State, to James B. Henderson, George B. Hamilton and Leonard H. Poole, the subscribers, as trustees therein named, will offer at public sale to the highest bidder, at the junction of the Georgetown and Tennallytown Railroad and said Glen Echo Railroad, on the line between the District of Columbia and said county of Montgomery, and on the Rockville and Georgetown Turnpike road, on Thursday, the 8th day of August, 1895, at the hour of 2 o'clock, P.M., all that property known as the Glen Echo Railroad Property, consisting of a lot at Glen Echo known as the Power House Lot, described on a map of a survey made by Henry B. Looker, April 1st, A.D. 1891. . . . containing approximately one acre, together with the improvements thereon, consisting of a handsome and splendidly equipped Stone Power House.

Also the Railroad of the said Glen Echo Railroad Company, extending with a width of thirty (30) feet from the dividing line between the District of Columbia and the said Montgomery county, in the State of Maryland, at a point near the intersection of said dividing line with the Tenallytown and Rockville Turnpike, to the road known as the Conduit Road, at a point on said Conduit Road nearly opposite Sycamore Island in the Potomac river; together with the road bed and the right-of-way therefor thirty feet wide as aforesaid.

All the rolling stocks, consisting of Six Motor Cars, and two trailers and electrical equipment of every kind in and upon said Railroad, comprising boilers, stokers, engines, pumps, heaters, dynamos, motors, controlling and indicating devices, switches and all the machinery and apparatus used in generating electric currents for operating the Railroad; also all the poles, trolley wires and feeder lines, return wires and other instrumentalities for distributing such currents.

Also all the Electric Lighting Plant and property of the said Glen Echo Railroad Company, comprising engines, dynamos, excitors, converters, lamps, meters, switches, controlling and indicating devices and all the machinery and apparatus used in generating and utilizing electric currents for lighting purposes, together with the poles, wires and other electrical apparatus now used in the system of distribution and erected on the property of said Railroad Company, and upon the grounds of the Glen Echo Chautauqua, and in and upon the intervening and adjacent property; but said poles and wires, and electrical apparatus, so far as the same are outside of the grounds of said Railroad Company to be removed from said outside land after sixty days notice to the owner or owners of said lands by said purchases or purchasers, or after a like notice by said owners to said purchaser or purchasers.

The franchise and railroad now offered is one of the most valuable properties in the vicinity of the National Capital. The railroad is a double-track road, thoroughly and substantially built, with first-class stone masonry traversing a beautiful and picturesque country, abounding in splendid villa sites, overlooking the romantic Falls Branch and constituting a necessary link in a chain of passenger railways connecting Washington City with the far-famed 'Glen Echo Heights,' the National Chautauqua subdivision, with the magnificent amphitheatre, one of the largest and grandest auditoriums on this continent, and the beautiful valley of Cabin John Run and the magnificent bridge spanning it, the largest single arch in the world.

Montgomery County Sentinel, June 21, 1895.

APPENDIX G
CONSTRUCTION DETAILS OF GLEN ECHO GRAVITY
COASTER: 1912

GRAVITY COASTER AT GLEN ECHO PARK

Designed and Constructed by Superintendent Frank Finlon.

Of all the attractions at Glen Echo Park none has aroused the enthusiasm that the latest sensation, the Gravity Scenic Coaster, has, and the "ride amid the treetops" is the most popular device on the grounds.

Architects and many other experts have commented favorably on the perfection of its construction, but there are few people in the Capital outside of the employes at the resort who know that to a Washington man, Supt. Frank Finlon, of the park, belongs the credit for its designing and construction.

Beginning about the first of the year, he surveyed the ground and made the plans that enabled him to build the road which gives a ride nearly a mile and sixty feet in the air at places over the limited space he had.

For months the work went on, the structural work being framed in the carpenter shop on the grounds and then set in position, each of the supports being set in a foot of concrete. Some idea of the big task he carried out is given in the statement that 158,000 feet of lumber and 82,500 bolts were used in the building of the big amusement device.

Everything about it was built right on the grounds under the personal supervision of Mr. Finlon except the big cars with their deeply padded, leather-cushioned seats, which came direct from the factories.

Washington Herald, June 16, 1912, Glen Echo Park Company Press Book, 1911-1912, Cook Collection.

APPENDIX H
CONSTRUCTION DETAILS OF GLEN ECHO DERBY RACER: 1916
NEW DERBY RACER GLEN ECHO FEATURE

Thrills Await Patrons of New Ride With the Opening of the Park Today.

Making two separate and distinct thrills grow in breasts that never dreamed of the possibility of harboring more than one at a time is the simple foundation on which the management of Glen Echo bases its claim for an entirely new amusement device in the Derby Racer. The racer is the big structure erected since the park closed last year. It promises to fulfill its mission of supplying a new sensation, coupled with the satisfaction that comes from perfect safety.

The thrill that is aroused by tearing through space at a terrific speed, going up inclines, and shooting down long declivities is coupled with the thrill of trying to do this before another man or woman or party of men and women in a duplicate car riding alongside accomplish the same thing.

Why It Is a Racer.

The new ride is being introduced at the opening of the park today.

The feature of the Derby Racer is this: The structure, which at Glen Echo provides a much longer ride than the gravity railroad has ever provided for its patrons there, contains parallel tracks. The trains of cars are started from opposite sides of the loading platform at exactly the same time at high speed. The trains run together until they reach a loop at the end of the structure. Then they separate by reason of the fact that one train has an inside track and the other the outside track. The train on the inside track shoots ahead. The train on the outside track catches up at the next loop, when the positions are reversed, and the two trains rush on again side by side. There are six loops and six changes of position.

How Do They Finish?

It would seem that with trains made up and carried forward with such mechanical precision they would finish exactly even! But do they? Sometimes they do and sometimes they don't. That is one of the things that absorbs the rider. He watches his train to see if he can't make it beat the other fellow's train. Each car in the train seats six people and the eighteen minds in each train commence to figure out some way to make their particular string of cars come back to the loading station before the other little string of cars gets there. It can be done, and it will probably be done hundreds of times this summer.

Gives Absolute Safety.

So far as safety goes, the Derby Racer is as safe as human ingenuity and the best and heaviest material can make. The system of construction is such that cars cannot leave the track. It is so safe for passengers that it does not even require an attendant on the cars. The man at the loading platform can stop every car on the structure by turning a simple lever at his hand. The cars are equipped with automatic safety brakes that are put on to keep them from colliding.

Distinguished scientists like Prof. Hugo Munsterburg, of Harvard University, have placed themselves on record as heartily indorsing a device of this kind. Dr. Munsterburg calls it a mental bathing pool where constant swimming through new and absorbing sensations cleans the sweat of worry from the mind and leaves the subject with that wholesome attitude that comes of complete enjoyment.

Washington Times, May 20, 1916, Glen Echo Park Company Press Book, 1914-1916, Cook Collection.



APPENDIX I
DESCRIPTION OF "COASTER DIPS" RIDE (1921) IN
COASTER WORLD, JANUARY 1981

The Coaster Dips was opened to the public in May of 1921 after undergoing five months of construction by the park staff. Its original designer was Frank Moore and it was built for \$60,000. In its first few years, it drew crowds who were eager to pay the ten-cent fare for a ride over its twisting trackage.

With the dawn of the Thirties, the park management decided to raise the height of the ride to further please the public. This was done, and crowds flocked to the park on Washington Railway trolleys for an excursion on the Coaster Dips.

Over the next ten years, ridership again increased and park management raised the height of the coaster a final time, thus creating the ride that D.C. youngsters spoke of in hushed, reverential

tones.

The Coaster Dips was located just inside the entrance to the park, and was quite harmless looking from the midway. Its station was tree-shaded by day, and adorned at night with hundreds of white lights arranged in curving patterns along its eaves.

Once the rider was seated, the train coasted around a right curve then entered a long stretch of straight track. After coasting for about two hundred feet, it made a 180° right turn which brought it to the base of the lift hill.

As the daytime passengers ascended the seventy-two feet, they were afforded a beautiful view of the Potomac River and its Virginia shore, while evening

riders were treated to a sight nearly impossible to describe: the mists rising from the river and mingling with the sycamore trees on the shore.

At the top of the lift, the train made a 180° turn to the left and coasted toward the precipice. Children grabbed the restraining bar, shut their eyes and awaited the end of the world.

The first drop of 70 feet was just steep enough to make the riders in the rear feel like they were being pitched over the heads of those in the seats in front of them.

Arriving at the base of the drop, the train roared up a hill, crested the summit and fell once again. At the bottom, the track momentarily leveled off then dipped into a

twenty-foot deep ravine. Along this stretch of track, the train literally flew and passengers who previously had their hands in the air decided to grab the safety bar. Another interesting feature at the ravine was the presence of a high trolley trestle to the right, from which transit riders got a hint of what was awaiting them at the park.

Rising out of the ravine, the train rounded a left turn and headed back toward the station. But first, it dipped back into the ravine for additional excessive speed, then mounted the peak of a camel back drop, which then took it to a curve over the loading area.

Immediately after rounding the right curve, the train sharply pitched forward and sent the back seat riders literally sprawling onto the safety bar. With the curve and then the drop, riders were first shoved to the left and then thrown forward. Ah, nirvana!

As the train ascended a small hill, a wooden beam appeared out of nowhere and riders ducked their heads before they roared through the structure of the ride's second hill and arrived at the final left turn.

Upon completing the turn, the

train descended a three-dip camel back and then rolled into the straightaway and headed home.

Older passengers, frequently white-faced, headed down the ramp, feeling somewhat the worse for the wear after the two-minute ride. Meanwhile, teenagers reached into jeans pockets for additional tickets to take another ride along the 3300-foot trackage of the Coaster Dips.

With a ride so severe, deaths were bound to occur from time to time. Joe Hart, former construction superintendent in the park, reports that three people challenged the Coaster Dips over the years and all lost, paying with their lives. All fatalities occurred when the coaster used the older style open front cars. No deaths took place after the early Fifties when the modern trains with locking restraining bars were added and standing up became more difficult.

The Fifties were good years for the coaster. It continued to draw thousands of patrons to Glen Echo, and was frequently ridden by then-Vice President Richard Nixon and his two daughters.

John W. Leonard, "Coaster Dips--Glen Echo Park," Coaster World (January, 1981), 13-15.

APPENDIX J
RECEIPTS, GLEN ECHO AMUSEMENT PARK, 1920-1925

1920

May 16 -- Opening Day -- \$2,111.82 (low receipts for year)
June 4 -- High receipts for year -- \$28,406.19
September 12 -- Closing Day -- \$16,000.54

8 rain days -- no receipts

1921

May 15 -- Opening Day -- \$3,878.97 (low receipts for year)
July 9 -- High receipts for year -- \$29,423.76
September 11 -- Closing Day -- \$17,277.69

3 rain days -- no receipts

1922

May 14 -- Opening Day -- \$3,777.44 (low receipts for year)
September 8 -- High receipts for year -- \$25,082.04
September 10 -- Closing Day -- \$24,748.69

4 rain days -- no receipts

1923

May 13 -- Opening Day -- \$2,112.86 (low receipts for year)
July 6 -- High receipts for year -- \$28,485.18
September 9 -- Closing Day -- \$15,438.97

4 rain days -- no receipts
Closed August 7 -- President Warren G. Harding's funeral

1924

May 10 -- Opening Day -- \$2,308.15 (low receipts for year)
July 5 -- High receipts for year -- \$22,630.89
September 14 -- Closing Day -- \$11,660.86

9 rain days and 3 cold days -- no receipts

1925

May 17 -- Opening Day -- \$4,544.41
June 20 -- High receipts for year -- \$21,571.21
June 22 -- Low receipts for year

3 rain days -- no receipts

Glen Echo Park Company Cash Book, 1920-1926, Cook Collection.

APPENDIX K

FIRE INSPECTION REPORT AND MAP OF GLEN ECHO PARK
BY MARSH & MCLENNAN, INCORPORATED, JULY 1934

MARSH & MCLENNAN

INCORPORATED

70 PINE STREET

NEW YORK

REPORT OF DEPARTMENT OF INSPECTION AND ENGINEERING

CHICAGO
DETROIT
COLUMBUS
PITTSBURGH
MINNEAPOLIS
INDIANAPOLIS
CLEVELAND
BUFFALO
PHOENIX
DULUTH
TULSA

BOSTON
ST. LOUIS
SEATTLE
PORTLAND
LOS ANGELES
SAN FRANCISCO
VANCOUVER
MONTREAL
WINNIPEG
LONDON

July, 1934
DATE

R. N. Greadhead
ENGINEER

CAPITAL TRANSIT COMPANY

GLEN ECHO PARK

ASSURED

GLEN ECHO, MARYLAND

SCHEDULE ITEMS NOC. 200-230 (INCLUSIVE)

LOCATION

SUMMARY

This Amusement Park, which is the property of the Capital Transit Company and is operated by the Glen Echo Park Company as lessees, is located in Montgomery County, Maryland, about two miles northwest of the District of Columbia line. The property was started a number of years ago and various changes have been made in the construction and occupancy of the various buildings up to the present time, the last building to be erected being the Swimming Pool and its adjacent structures in 1932. The buildings are in good repair and the general care and order are good except as will be noted in the recommendations.

Our fire insurance diagram, included in this report depicts the major features of construction, exposure hazards, occupancies and both public and private fire protection facilities and is a picture of the property drawn primarily from the viewpoint of fire protection. From this can be visualized the possibility of fire control and the preservation of the property. Accompanying the map is a key which explains the various symbols used.

The property includes a number of buildings of stone, wood and concrete and steel construction, one to two stories in height, occupied mainly by concessionaires under lease. The park is operated only during the summer season but good care and order are maintained during the idle season.

There are no foreign exposures of account. The Potomac Electric Power Company occupy two buildings in the park for the purpose of furnishing electric current for the operation of the park.

Special hazards are comparatively light and generally well cared for. Repair work and hand painting are done in the Shops Building with all woodworking machinery electrically operated and including a planer, a small band saw, rip saw, drill and lathe. All paint supplies are stored in the Shops Building but no standard metal cabinets are provided. There are no especially hazardous features in connection with the operation of the various amusement devices.

Common hazards are well cared for except as will be noted in the recommendations. Electricity for light and power is purchased from the Potomac

Electric Power Company and distributed throughout the premises at the desired voltages, the majority of the wiring being open and in fairly good condition. The electric wiring is frequently checked for defects but it is believed that even more careful supervision of the new installations is in order. Heat is provided in the Shops Building only in the form of coal stoves, venting through metal flues to a stone chimney and the stoves are provided with metal mats underneath. Smoking is permitted without restriction except as applied to employees.

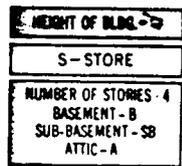
Public protection is afforded by the volunteer fire department of Glen Echo and a motorized truck will respond on call, the fire station being located about one-half mile distant. Two public hydrants on a circulating 10 inch main near the park are available. The volunteer fire department of the town of Cabin John, which has a motorized chemical and pumper truck, would answer a call and is located about one mile distant. With the installation of the A. S. watchman system, it is believed that the fire department of the District of Columbia could be relied upon to respond to an alarm in the event of a serious fire. Alarms may be transmitted by telephone or through the alarm boxes of the A. S. system of which there are nine at various points in the park.

Some measure of private outside protection is afforded by a system of 4 inch mains on the premises with three two-way and five three-way, frost-proof private hydrants supplied by a 10 inch main and located at various points throughout the park. Seven hundred feet of 2 1/2 inch hose and several nozzles are supplied, part of the hose being kept on a reel near the Shops Building. Two of the three-way hydrants are kept shut-off in cold weather but the remaining hydrants are available for fire fighting purposes at all times. Considering the fact that so few employees are on the premises during the idle season, the value of this protection is questionable but it would prove of considerable assistance in the event of a fire occurring during the operating season.

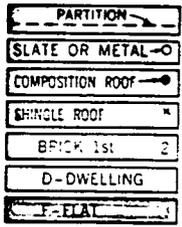
Hand fire-fighting equipment, consisting of a good supply of water pails, sand pails and standard (Underwriters' Laboratories Listed) 2 1/2 gallon soda and acid and one quart carbon tetrachloride chemical extinguishers, is properly maintained and well distributed throughout the premises. During the idle season the extinguishers are concentrated in the Shops Building to prevent their freezing. Three vertical pipe connections in the basement of the Swimming Pool Building, each 2 1/2 inches in size, are equipped with 50 feet of hose and nozzle.

Watchman and clock service is maintained at night during the entire year with watchman recording hourly rounds at the National District Telegraph office but no daytime rounds are made during the idle season although an employee is on the premises at all times. Ring stations are well arranged so that the watchman covers all parts of the park.

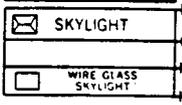
MAP KEY
MARSH & McLENNAN
 INCORPORATED
 INSURANCE
 NEW YORK



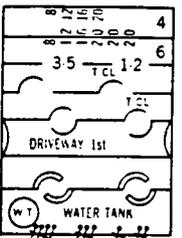
Fire Resistive Construction
 Concrete, Cement Block or Stone
 Brick Building with Brick or Metal Cornice



Brick Building with Wood Cornice
 Brick Building with Stone Front
 Brick Building with Frame Side
 Brick Veneered Building
 Brick & Frame Building
 Frame Building
 Wood Metal Clad, Skel. Wood Fr. Metal Clad, Skel. Steel Fr. Wood Walls or Roof
 Skel. Steel or Iron Fr., Metalnd or Metal Lath & Plaster Walls, Roof Incombustible



Fire Wall 6 Inches Above Roof } Each Cross Line Indicates
 Fire Wall 12 Inches Above Roof } 6' in Height
 Fire Wall 18 Inches Above Roof }
 Fire Wall 36 Inches Above Roof }



Figures 8, 12, 16, 20 Indicate Thickness of Wall in Inches
 Wall Without Opening & with Size in Inches
 Wall with Openings—Figures Indicate on Which Floor
 Openings Protected by Single Non-Standard Fire Door
 Openings Protected by Double Non-Standard Fire Door
 Wall Arches for Driveways



Openings Protected by Double Standard Doors
 Windows with Iron Shutters
 Windows with Tin Clad Shutters
 Window Opening in First Story
 Window Opening in Second & Third Stories
 Window Opening in Second & Fourth Stories
 Window with Wired Glass in Standard Sash & Frame
 Stable

- 6"W.P. --- Water Mains—Buried (Private)
- === 8"W.P. === Water Mains & Size in Inches (Public)
- 12" SUCTION --- Suction Pipe & Size in Inches
- 6"W.P. --- Exposed Pipe—Private
- SINGLE ● DOUBLE ● TRIPLE Hydrants
- V.P. Vertical Pipe or Stand Pipe
- ⊙ F.P. Fire Pump
- ⊕ --- Foot Valve & Strainer
- ⊗ --- Automatic Sprinkler Riser
- ○ --- Open Sprinkler Riser
- T --- Ordinary Gate Valve
- † --- Indicator Valve
- ‡ --- Post Indicator Valve
- > --- Check Valve (Water flows in direction of check)
- ▶ --- Wet Alarm Valve
- ◆ --- Dry Pipe Valve
- X --- Open Sprinklers

- ⊗ --- Water Meter
- ⊕ --- Valve Pit
- ⊕ --- Alarm Gong with Hood
- ⊕ --- Siamese Steamer Connection
- ⊕ --- Fire Escape with Vertical Pipe
- ⊕ --- Fire Escape
- ⊕ --- Boiler Not Bricked In
- ⊕ --- Boiler Bricked In
- ⊕ --- Vertical or Upright Boiler
- ⊕ --- Metal Chimneys
- ⊕ --- Open Elevator Shaft
- ⊕ --- Incombustible Elevator Shaft
- ⊕ --- Automatic Sprinklers
- ⊕ --- No Sprinklers
- ⊕ --- Fire Alarm Box
- * Watchman's Station

APPENDIX L
DEED TRANSFERRING GLEN ECHO PARK FROM THE CAPITAL
TRANSIT COMPANY TO CONTINENTAL ENTERPRISES, INC.: 1954

Recorded May 24th, 1954-at-2:22 P.M.

T H I S D E E D

Made this 1st day of APRIL in the year One thousand nine hundred and fifty-four by and between CAPITAL TRANSIT COMPANY, a corporation duly organized and existing under the Laws of the United States of America, relating to the District of Columbia, acting herein pursuant to a resolution of its Board of Directors, party of the first part, and CONTINENTAL ENTERPRISES, INC., a Delaware Corporation, party of the second part.

WITNESSETH, that for and in consideration of the sum of Ten Dollars (\$10.00), receipt whereof is hereby acknowledged, the said party of the first part does grant and convey unto the said party of the second part, in fee simple, the following described land and premises, with the improvements, easements and appurtenances thereto belonging, situate, lying and being in Montgomery County, State of Maryland, namely:

A tract of land described in three parcels as follows:

PARCEL No. 1. Beginning for the same at U.S. Monument 2-11, said point being on the Northeasterly line of the Chesapeake and Ohio Canal Company, now the property of the United States National Park Service, said point also being on the Southeasterly line of Lot 7 in Block 2 in a subdivision of the National Chatauqua of Glen Echo as shown on a plat recorded among the Land Records of Montgomery County, Maryland, in Plat Book "F" plats 16 and 17, thence the following courses and distances as stated and shown in a certificated plat of survey by R. F. Maddox, County Surveyor, Registered Land Surveyor No. 528, Montgomery County, Maryland made June 23, 1947; along the said Northeasterly boundary line of the said Chesapeake and Ohio Canal Company property South forty-six degrees, six minutes ($46^{\circ} 6'$) East One hundred seventeen and twenty hundredths (117.20) feet to a point on the Westerly side of Girard Street (Thirty (30) feet wide); thence along the westerly side of said Girard Street North thirty degrees, forty-nine minutes ($30^{\circ} 49'$) East Seventy-nine and twenty two hundredths (72.22) feet to the Northeasterly corner of Lot 3 in Block 2; thence North sixty-three degrees, forty minutes ($63^{\circ} 40'$) East Thirteen and five hundredths (13.05) feet to the Southwestly corner of Lot 12

In Block 5, said point being on the Northerly side of Tulane Avenue (Thirty (30) feet wide); thence along the Northerly side of said Tulane Avenue on a curve to the left having a radius of Six hundred thirty five and no hundredths (635.00) feet, an arc distance of Two hundred twenty-nine and eleven hundredths (229.11) feet to a point of tangent situate at the southeasterly end of a chord bearing South Sixty-nine degrees, fifty-five minutes, ten seconds ($69^{\circ} 55' 10''$) East Two hundred twenty-seven and eighty-seven hundredths (227.87) feet from the preceding point; thence North nine degrees, forty-four minutes, forty seconds ($9^{\circ} 44' 40''$) East Seventy-five and no hundredths (75.00) feet; thence on a curve to the left having a radius of Five hundred sixty and no hundredths (560.00) feet an arc distance of Eighty-six and sixty-one hundredths (86.61) feet to a point of tangent situate at the Southeasterly end of a chord bearing South Eighty-four degrees, forty-one minutes, ten seconds ($84^{\circ} 41' 10''$) East Eighty-six and fifty-two hundredths (86.52) feet from the preceding point; thence North Fifty-three minutes ($53'$) East seventeen hundredths (0.17) feet to a point on the Southerly line of a reservation Thirty (30) feet wide for a railroad, said point being the most Easterly point of Lot 35 in Block 5; thence bounding along the Southerly line of said reservation for a railroad North fifty-two degrees, three minutes ($52^{\circ} 3'$) West Five and eighty-eight hundredths (5.88) feet; thence North twenty-six degrees, forty-seven minutes ($26^{\circ} 47'$) West Three hundred thirteen and eighty-three hundredths (313.83) feet; thence North Twenty-one degrees, nineteen minutes ($21^{\circ} 19'$) West Nine hundred nine and nine hundredths (909.09) feet; thence North sixty-two degrees, twenty-nine minutes ($62^{\circ} 29'$) West Three hundred sixty-five and no hundredths (365.00) feet to a point on the Westerly line of Oxford Road (Thirty (30) feet wide); thence leaving said reservation for a railroad, and along the Westerly line of said Oxford Road South Twenty-seven degrees, thirty-one minutes ($27^{\circ} 31'$) West Four hundred sixty-nine and no hundredths (469.00) feet; thence South forty-four degrees, eight minutes ($44^{\circ} 8'$) East Two hundred sixty and eighty-four hundredths (260.84) feet; thence South Forty-one degrees, fifty-eight minutes ($41^{\circ} 58'$) West One hundred

right of way of George Washington Memorial Parkway and as shown on plat of survey of the National Capital Planning Commission and bearing its File No. 105,311-550; thence following said National Capital Planning Commission survey South Forty-three degrees, thirty-one minutes, seven seconds ($43^{\circ} 31' 7''$) East One hundred forty-six and forty hundredths (146.40) feet to a pipe; thence North Eighty-two degrees, thirteen minutes, two seconds ($82^{\circ} 13' 2''$) East Eighty-one and ninety-four hundredths (81.94) feet to a pipe; thence South Forty-three degrees, thirty-one minutes, seven seconds ($43^{\circ} 31' 7''$) East One hundred forty-one and thirty-two hundredths (141.32) feet to a pipe; thence South Twelve degrees, fifty minutes, thirty-three seconds ($12^{\circ} 50' 33''$) West One hundred twenty-three and eighty-five hundredths (123.85) feet to a pipe; thence South Seventeen degrees, twenty-nine minutes, sixteen seconds ($17^{\circ} 29' 16''$) East Seventy-one and fourteen hundredths (71.14) feet to a pipe; thence South Forty-three degrees, thirty-one minutes, seven seconds ($43^{\circ} 31' 7''$) East Thirty and sixteen hundredths (30.16) feet to a pipe; thence South Seventy-seven degrees, ten minutes, twenty-three seconds ($77^{\circ} 10' 23''$) East Eighty-one and eighty-five hundredths (81.85) feet to a pipe; thence South Forty-seven degrees, eight minutes, fifty-three seconds ($47^{\circ} 8' 53''$) East One hundred sixty-eight and sixty-two hundredths (168.62) feet to U. S. Monument 2-11, the point of beginning, containing Sixteen and seventy-one thousandths (16.071) acres, more or less.

PARCEL No. 2. Lots numbered One (1), Two (2), Three (3), Four (4) and Five (5) in Block numbered Five (5) in the subdivision known as "National Chataqua of Glen Echo", as per plat recorded in Liber J. A. No. 25, Folio 253 (re-recorded in Plat Book "E", plats 16 and 17) of the Land Records of said Montgomery County, Maryland.

PARCEL No. 3. Lot numbered Nineteen (19) in Block numbered One (1) in the subdivision referred to above in the description of Parcel No. 2.

Reserving and excepting to the grantor, and to its successors and assigns, the right to continue the maintenance of its railway tracks, and the trolley poles, wires and other equipment used in connection therewith, in their present

location and the operation of its trolley cars over said tracks for the purpose of transporting passengers and for such other uses as may properly be made of these facilities in the operation of an electric railway.

The property described herein is conveyed subject to existing rights and easements of Potomac Electric Power Company.

TO HAVE AND TO HOLD the same unto and to the use of the said party hereto of the second part, in fee simple.

AND the said party of the first part hereby covenants to warrant specially the property hereby conveyed and to execute such further assurances of said land as may be requisite or necessary.

IN TESTIMONY WHEREOF, the said party of the first part, on the day and year first hereinbefore written, has had its corporate seal hereto attached, and caused these presents to be signed with its corporate name by J. A. B. Broadwater, its President, attested by Ralph T. Powell, its Secretary, and has appointed the said J. A. B. Broadwater to be its true and lawful attorney in fact to acknowledge and deliver these presents as its act and deed.



Ralph T. Powell
Ralph T. Powell, Secretary

CAPITAL TRANSIT COMPANY

J. A. B. Broadwater
J. A. B. Broadwater, President

Deed, Capital Transit Company to Continental Enterprises, Inc., April 1, 1954, Montgomery County Deed Book 1922, Folios 398-402.

APPENDIX M
DEED TRANSFERRING GLEN ECHO PARK FROM
CONTINENTAL ENTERPRISES, INC., TO REKAB, INC: 1955

Made this 17th day of June in the year
Nineteen hundred and fifty-five _____, by and between CONTINENTAL ENTERPRISES,
INC., a corporation duly organized and existing under and by virtue of the laws of
the State of Delaware, party of the first part; and REKAB, INC., a corporation of
the State of Maryland, party of the second part.

Witnesseth, that for and in consideration of the sum of Ten (\$10.00) _____
_____ Dollars,
the said party _____ of the first _____ part does grant and convey _____
unto the said party _____ of the second part, in fee simple, _____

the following described land and premises, with the improvements, easements and appurtenances thereunto
belonged, situate, lying and being in Montgomery _____ County,
State of Maryland, namely: _____

A tract of land in Montgomery County, Maryland, being part of the subdivision
known as, "National Chatauqua of Glen Echo, of Montgomery County, Maryland", as per
plot recorded in Liber JA-25 at folio 253, one of the Land Records of Montgomery
County, Maryland, and re-recorded in Plat Book "B" at folio 16, one of the Land
Records of said County, described in three parcels, as follows: ---

PARCEL NO. 1. BEGINNING for the same at U. S. Monument 2-11, said point being
on the Northeasterly line of the Chesapeake and Ohio Canal Company, now the property
of the United States National Park Service, said point also being on the Southeasterly
line of Lot numbered Seven (7) in Block numbered Two (2) is a subdivision of the
"National Chatauqua of Glen Echo", as shown on plat recorded among the Land Records
of Montgomery County, Maryland, in Plat Book "B", Plats 16 and 17, one of the Land
Records of said County, thence the following courses and distances as stated and
shown in a certified plat of survey by A. F. Maddox, County Surveyor, Registered
Land Surveyor No. 528, Montgomery County, Maryland, made June 23, 1947; along the
said Northeasterly boundary line of the said Chesapeake and Ohio Canal Company
property, South 40° 6' East 117.20 feet to a point on the Westerly side of Girard
Street (thirty feet wide); thence along the Westerly side of said Girard Street,

North 33° 49' East 79.23 feet to the Northeasterly corner of Lot 3 in Block 2; thence North 63° 40' East 35.35 feet to the Southwesterly corner of Lot 17 in Block 5, said point being on the Northerly side of Tulane Avenue (30 feet wide); thence along the Northerly side of said Tulane Avenue on a curve to the left having a radius of 635.00 feet, an arc distance of 229.11 feet to a point of tangent, situate at the Southeastery end of a chord bearing South 69° 55' 10" East 227.87 feet from the preceding point, thence North 9° 44' 40" East 75.00 feet; thence on a curve to the left having a radius of 560 feet, an arc distance of 86.61 feet to a point of tangent situate at the Southeastery end of a chord bearing South 84° 41' 10" East 86.52 feet from the preceding point; thence North 00° 53' East 0.17 feet to a point on the Southerly line of a reservation 30 feet wide for a railroad, said point being the most Easterly point of Lot 25 in Block 3; thence bounding along the Southerly line of said reservation for a railroad, North 50° 3' West 5.98 feet; thence North 23° 47' West 313.85 feet; thence North 21° 19' West 909.01 feet; thence North 42° 29' West 365.00 feet to a point on the Westerly line of Oxford Road (30 feet wide); thence leaving said reservation for a railroad, and along the Westerly line of said Oxford Road, South 27° 31' West 469.00 feet; thence South 44° 8' East 200.14 feet; thence South 41° 58' West 197.46 feet, more or less, to a point marked by a pipe planted by National Capital Planning Commission survey of right of way of George Washington Memorial Parkway and as shown on plat of survey of the National Capital Planning Commission and bearing its file No. 105,311-550; thence following said National Capital Planning Commission survey, South 43° 31' 7" East 144.70 feet to a pipe; thence North 82° 12' 2" East 81.94 feet to a pipe; thence South 43° 31' 7" East 141.72 feet to a pipe; thence South 12° 50' 33" West 123.85 feet to a pipe; thence South 17° 29' 16" West 71.14 feet to a pipe; thence South 47° 21' 7" East 30.16 feet to a pipe; thence South 77° 10' 27" West 91.81 feet to a pipe; thence South 47° 5' 53" West 126.65 feet to U. S. Monument 2-11, the point of beginning, containing 10.011 acres, more or less.

PARCEL NO. 2. Lots numbered One (1), Two (2), Three (3), Four (4) and Five (5), in Block numbered Five (5) in the subdivision known as, "National Chaletaux of Glen Echo", as per plat recorded in Liber JA-25 at folio 253, one of the Land Records of Montgomery County, Maryland, and re-recorded in Plat Book "B" at folios 16 and 17, one of the Land Records of said County.

PARCEL NO. 3. Lot numbered Nineteen (19) in Block numbered One (1), in the subdivision known as, "National Chaletaux of Glen Echo," as per plat recorded in Liber JA-25 at folio 253, one of the Land Records of Montgomery County, Maryland, and re-recorded in Plat Book "B" at folio 16, one of the Land Records of said County, said lot being a land conveyed by Capital Transit Company, a District of Columbia Corporation,

to Continental Enterprises, Inc., a Delaware corporation, by Deed dated April 1, 1954, and recorded in Liber 1922 at folio 398, one of the Land Records of Montgomery County, Maryland.

TOGETHER WITH the rights granted to Continental Enterprises, Inc., a Delaware Corporation, to go upon and use the land situated on the Southwesterly boundary of Parcel No. 1 for the purposes of maintaining, reconstructing or removing buildings by Agreement dated July 29th, 1954, and recorded in Liber 1953, at folio 74, one of the Land Records of Montgomery County, Maryland.

SUBJECT TO THE RIGHTS reserved by the Capital Transit Company (a D. C. Corporation) to continue the maintenance of its railway tracks and other rights, as set forth in its Deed dated April 1, 1954, and recorded in Liber 1922, at folio 398, among the Land Records of said County.

The property described herein is conveyed subject to existing rights and easements of Potomac Electric Power Company.

AND the said party hereto of the second part, for itself, its successors and assigns, covenants and agrees with the party of the first part that it will maintain (but not including railway tracks and ties) a 10 foot wide strip of the realty in accordance with the plan attached hereto showing railway tracks, and the platform adjacent thereto.

Deed, Continental Enterprises, Inc. to Rekab, Inc., June 17, 1955;
Montgomery County Deed Book 2072, Folios 448-51.

APPENDIX N
DEED CONVEYING GLEN ECHO PARK TO UNITED
STATES GOVERNMENT: 1970

This Deed

110720

1970 APR -3 PM 11:27

Made this 1st day of April in the year
Nineteen hundred and seventy , by and between REKAB, INC., a corporation
organized under the Laws of the State of Maryland, party of the first part; and
UNITED STATES OF AMERICA, party of the second part.

Witnesseth, that for and in consideration of the ~~sum of~~ conveyance to it by the party
of the second part of the premises 1711 New York Avenue, N.W., taxed as Lots 828
and 837 in Square 170, District of Columbia, being known as the "Old ~~Building~~
Emergency Hospital" property,
the said part Y of the first part does grant and convey
unto the said part Y of the second part, ~~in fee simple~~, and its assigns, in fee simple,

the following described land and premises, with the improvements, easements and appurtenances thereunto
belonged, situate, lying and being in Montgomery County,
State of Maryland, namely:

ALL THAT TRACT of land situate in the 7th Election District, Montgomery
County, Maryland and more particularly described as PARCELS A & B according to a plat
of survey and description furnished by Maddox & Hopkins, Engineers and Surveyors,
dated August 1965, as follows:

BEING all of those six (6) parcels of land conveyed to ReKab, Inc., as follows:

Parcels One, Two and Three, from Continental Enterprises by deed dated June
17, 1955 and recorded in Liber 2072 at folio 448.

Parcel Four, from Granville Combs et ux., by deed dated December 7, 1959 and
recorded in Liber 2688 at folio 254,

Parcel Five, from Charles E. Shuff et ux., by deed dated April 1, 1958 and
recorded in Liber 2446 at folio 165.

Parcel Six, from Thelma Mae Anderson by deed dated February 24, 1961 and
recorded in Liber 2825 at folio 485, all among the Land Records of Montgomery County,
Maryland, and,

Parcel Seven, being all of that part of Tulane Avenue abandoned by the
Montgomery County Council by Resolution No. 4-2613 and shown on a Plat of Abandonment
recorded among said Land Records in Plat Book 09, Plat No. 6498 and being more partic-
ularly described as follows:

PARCEL A

BEGINNING to include Parcels One, Two, Three, Four, Five and Seven at a pipe found at the intersection of the 11th or N 21° 29' W 365.00 foot line of said Parcel One with the West line of Oxford Road, thence with the 12th through the 22nd lines of Parcel One as resurveyed,

- (1) S 27° 41' 00" W 409.00 feet,
- (2) S 43° 46' 25" E 262.14 feet,
- (3) S 42° 19' 35" W 198.47 feet to U.S.P.S. monument No. U-8 found, thence
- (4) S 43° 56' 15" E 145.27 feet to U.S.P.S. monument No. U-7 found, thence
- (5) N 82° 16' 30" E 82.00 feet,
- (6) S 43° 27' 40" E 141.40 feet,
- (7) S 12° 54' 00" W 123.92 feet to U.S.P.S. monument No. U-4 found, thence
- (8) S 17° 31' 40" E 71.21 feet,
- (9) S 43° 33' 30" E 30.19 feet,
- (10) S 77° 12' 40" E 81.94 feet to U.S.P.S. monument No. U-1 found, thence
- (11) S 47° 08' 53" E 168.62 feet to the point of beginning of said Parcel No. 1 where formerly stood U.S.P.S. monument No. 2-11, thence with the 2nd, 3rd, and a part of the 4th lines of Parcel One as resurveyed,
- (12) South 46° 03' 40" East 282.70 feet,
- (13) S 71° 13' 20" E 46.77 feet to a concrete monument found at the intersection with the west line of Bowdoin Street, thence with said West line,
- (14) N 15° 56' 19" E 160.00 feet to intersect the aforesaid North line of Tulane Avenue, being also the aforesaid 4th line of Parcel One, thence with said line,
- (15) Along the arc of a curve to the left having a radius of 635.00 feet, a distance of 88.31 feet, chord S 76° 31' 32" E 88.24 feet, to the end of said 4th line, thence continuing with the North line of Tulane Avenue so as to include aforesaid Parcel Two,
- (16) along the arc of said curve a distance of 189.47 feet, chord S 89° 03' 28" E 188.75 feet, to intersect the southerly line of the railroad reservation, 30 feet wide, thence with said line,
- (17) N 52° 34' 00" W 115.70 feet to the end of the 8th line of said Parcel One, thence with 9th, 10th and the aforesaid 11th lines of Parcel One as resurveyed, following the westerly lines of said reservation,
- (18) N 31° 09' 30" W 309.10 feet,
- (19) N 20° 01' 20" W 921.71 feet,
- (20) N 62° 19' 00" W 368.36 feet to the place of BEGINNING: CONTAINING 16.4978 acres of land, and

PARCEL B

BEGINNING for aforesaid Parcel Six at the intersection of the East line of Bowdoin Street with the South line of Tulane Avenue, thence with said East line,

- (1) S 15° 56' 19" W 98.16 feet to the end of the 1st line of the EXCEPTION described in the aforesaid deed, thence crossing Parcel Six with the 2nd line of said exception,
- (2) along the arc of a curve to the left having a radius of 40.00 feet, a distance of 65.71 feet, chord S 31° 07' 19" E 58.57 feet, to intersect the North line of Oberlin Avenue, thence with said North line,
- (3) along the arc of a curve to the left having a radius of 805.00 feet, a distance of 69.14 feet, chord S 80° 33' 38" E 69.12 feet, thence leaving said line,
- (4) N 00° 53' 44" E 140.00 feet to intersect the aforesaid South line of Tulane Avenue, thence with said South line,
- (5) along the arc of a curve to the right having a radius of 905.00 feet, a distance of 90.00 feet, chord N 79° 13' 51" W 89.93 feet, to the place of BEGINNING: CONTAINING 0.3158 acre or land, making a total area of 16.8136 acres of land.

INCLUDED in the above description are all of Lots 15 thru 19, both inclusive, and parts of Lots 14 and 20 in Block (1); all of Lots 1 thru 21, both inclusive, in Block (3); all of Lots 1 thru 11, both inclusive, in Block (4); all of Lots 1 thru 35, both inclusive, in Block (5); all of lots 10, 13, 14, 15 and Parts of Lots 11 and 12 in Block (6); all of Lots 1 thru 11, both inclusive, and Lots 13 thru 18, both inclusive, and Part of Lot 12 in Block (7); Parts of Lots 1 thru 4, in Block (8) and Part of Lot 6 in Block (8) and all the streets and roads and public ways encompassed within the described area being a part of a subdivision known as Plat of The National Chataugua of Glen-Echo of Montgomery County, Maryland as per plat recorded in Plat Book B at Plat 16 among the Land Records of Montgomery County, Maryland.

Also any and all right, title and interest of said party of the first part in any alleys, roads, streets, lanes, strips, easements or rights of way abutting or adjoining said land and in any mode of ingress, egress appurtenant thereto.

To Have and to Hold *the same unto and to the use of the said party hereto of the second part, in fee simple, and its assigns, in fee simple*

And *the said* party of the first part
generally
hereby covenants *to warrant specially the property hereby conveyed, and*

to execute such further assurances of said land as may be requisite.

In Testimony Whereof. *on the day and year first hereinbefore written, the said party of the first part*

has caused these presents to be signed in its corporate name by Abram Baker
its President, *attested by* Manuel J. Davis *its*
Secretary *and its corporate seal to be hereunto affixed*

REKAB, INC.

By Abram Baker *President*
Abram Baker President.

ATTEST:

Manuel J. Davis
Manuel J. Davis

Secretary.

THIS IS TO CERTIFY that the foregoing and annexed Deed was duly executed and delivered pursuant to and in strict conformity with the provisions of the Resolution of the Board of Directors of Rekab, Inc., a corporation, passed at a regularly called meeting of said Board of Directors and that a quorum was present at said meeting.

Manuel J. Davis
Manuel J. Davis Secretary

Deed, Rekab, Inc. to United States of America, April 1, 1970,
Montgomery County Deed Book 3952, Folios 575-78.

APPENDIX O
 EXISTING CONDITIONS REPORT SUMMARY: 1984
 (based on current use of occupied structures
 and proposed use of unoccupied buildings)

STRUCTURES	ARCHITECTURAL			MECHANICAL			ELECTRICAL			HEALTH/SAFETY		
	Structurally Sound	Minor Repairs	Major Stab. or Renovatn.	Mechanically Sound	Minor Repairs	Extensive Repairs	Electrically Sound	Minor Repairs	Extensive Repairs	No Safety Problems	Minor Corrections	Significant Problems
Chautauqua Tower		X		X				X			X	
Wood Shop Bldg.			X		X			X				X
Dance Theatre		X		X				X			X	
Adventure Theatre		X		X					X		X	
Elec. Rm/Shooting Gallery			X			X			X		X	
Carousel		X		X				X		X		
Ballroom/Jungleland			X		X				X			X
Pottery Shed		X		NA	NA	NA		X			X	
Ballroom Cafe		X		X				X		X		
Cuddle-Up Pavilion		X		NA	NA	NA			X		X	
Laff House			X			X			X			X
Bumper Car Pavilion	X			NA	NA	NA		X			X	
Comfort Sta. Bldg.		X			X			X			X	
Auto Awareness		X		X				X			X	
Incinerator Bldg.			X			X			X		X	
Ice House		X		NA	NA	NA		X			X	
Ticket Booth	X			NA	NA	NA		X		X		
Candy Corner		X		NA	NA	NA		X			X	
USPP Stable	X			NA	NA	NA		X			X	
Crystal Pool			X		X				X			X
First Aid Bldg.		X		X				X			X	
Park & USPP Offices			X		X				X			X
Pottery Yurt		X		X					X	X		
Large Yurt		X		X				X		X		
Solar Yurt		X		NA	NA	NA		X		X		
Yurt #1	X			NA	NA	NA		X		X		
Yurt #2		X		NA	NA	NA		X		X		
Yurt #3	X			NA	NA	NA		X		X		
Kiddieland Shed	X			NA	NA	NA		X		X		
Office Canopy		X		NA	NA	NA		X			X	
Minnie-Ma-Ma Creek Culvert			X	NA	NA	NA	NA	NA	NA			X

U.S. Department of the Interior, National Park Service, Glen Echo Park, Glen Echo, Maryland, Management and Facilities Plan, February, 1984, Appendix C.

REPOSITORIES VISITED DURING RESEARCH

Boulder, Colorado

University of Colorado Library.

Denver, Colorado

Denver Public Library.

Falls Church, Virginia.

Northeast Team, Falls Church, Denver Service Center, National Park Service.

Glen Echo, Maryland.

Glen Echo Park.

Lakewood, Colorado.

Technical Information Center, Denver Service Center, National Park Service.

Rockville, Maryland.

Construction Codes Enforcement, Department of Environmental Protection, Montgomery County Government Executive Office Building.

Montgomery County Historical Society.

Montgomery County Land Records, Montgomery County Judicial Center.

Montgomery County Library.

Turkey Run, Virginia.

George Washington Memorial Parkway.

Washington, D.C.

Columbia Historical Society.

Library of Congress.

Martin Luther King, Jr., Memorial Library.

REPOSITORIES CONSULTED DURING RESEARCH

Baltimore, Maryland.

Museum and Library of Maryland History, Maryland Historical Society.

Chautauqua, New York.

Smith Memorial Library, Chautauqua Institution.

New York, New York.

New-York Historical Society.

Performing Arts Research Center, New York Public Library.

Washington, D.C.

Potomac Electric Power Company.

Washington Metropolitan Area Transit Company.

PERSONS CONSULTED DURING RESEARCH

Paul H. Alban, Glen Echo, Maryland (former mayor of Glen Echo)

Carlotta Anderson, Editor of The Echo, Glen Echo, Maryland, newspaper

Abram Baker, Miami Beach, Florida (former owner of Glen Echo Amusement Park)

Eleanor Beamer, Arlington, Virginia (former resident of Glen Echo Amusement Park)

Carolyn E. Boyce, Historic Preservation Planner, Pittsburgh Planning Department, Pittsburgh, Pennsylvania

Richard A. Cook, Gaithersburg, Maryland (owner of extensive private Glen Echo Amusement Park historical collection)

Frank G. Corder, Jr., Glen Echo, Maryland (former mayor of Glen Echo)

Michael Dwyer, historian, National Capital Park Planning Commission, Rockville, Maryland

Simon and Evelyn Eichberg, Washington, D.C. (Evelyn is the daughter of Leonard B. Schloss)

Rurik K. Eckstrom, architect, Richmond, Virginia

Vincent Finegan, photographer, Glen Echo, Maryland

Richard Flint, Curator of Prints, Peale Museum, Baltimore, Maryland (recognized authority on amusement park history)

Henry B. Goldsborough, Jr., Senior Liaison Engineer, Potomac Electric Power Company, Washington, D.C.

Frederick Kuster, Mayor, Glen Echo, Maryland

Patrick Lee, Cabin John, Maryland (former employee at Glen Echo Amusement Park)

Alfreda Locke Irwin, historian-in-residence, Smith Memorial Library, Chautauqua Institution, Chautauqua, New York

Nancy B. Long, town archivist, Glen Echo, Maryland

Charles J. Murphy, Springfield, Virginia (consultant, National Capital Trolley Museum)

Alfred E. Savage, Rockville, Maryland (president, National Capital Trolley Museum)

Robert A. Truax, photographic consultant, Columbia Historical Society, Washington, D.C.

Robin D. Ziek, Takoma Park, Maryland (author of archeology study at Glen Echo Amusement Park)

ANNOTATED BIBLIOGRAPHY

PRIMARY SOURCES

Manuscripts/Collections

Chautauqua, New York. Chautauqua Institution, Smith Memorial Library.
The Historical Collection.

The collection contains letters pertaining to the program and operation of the National Chautauqua of Glen Echo.

Clementon, New Jersey. Abram Baker Collection (private).

This collection by one of the last private owners of the park includes park brochures, newspaper clippings, and some fifty photographs, copies of the latter being on file at Glen Echo Park.

Denver, Colorado. National Park Service, Denver Service Center, Technical Information Center. Glen Echo Architectural Drawings and Plans.

The Technical Information Center has microfilm copies of construction drawings for the Spanish Ballroom (1933), Crystal Pool (1931), Scooter (1923), and Administrative Building/Arcade complex (1940) at Glen Echo Park as well as various plans and layouts of the park's structures and facilities primarily during the 1960s and 1970s.

Gaithersburg, Maryland. Richard A. Cook Collection (private).

This collection of manuscripts, photographs, and documentary materials relating to the history of the Chautauqua and amusement park periods at Glen Echo is the largest and most comprehensive of its kind. The collection has been microfilmed by the National Park Service and is on file at Glen Echo Park.

Glen Echo, Maryland. Carlotta Anderson Collection (private).

This collection includes Glen Echo Park data in Washington area newspaper clippings and a complete set of issues of The Echo, the Glen Echo town newspaper edited by Carlotta Anderson.

_____. Frank G. Corder Collection (private).

This collection of town council minutes (covering primarily the 1960s and 1970s), in the possession of former Mayor Corder, provides data on the relationship between Glen Echo Park and the Town of Glen Echo.

_____. Glen Echo Park, Historical Files (Property of Nancy B. Long, Glen Echo town archivist)

These materials, including the 1936 Glen Echo Park Company Press Book and the 1931 specifications for the Crystal Pool, contribute to an understanding of the construction of the Crystal Pool and operation of the park during 1936.

New York, New York. New York Public Library, Performing Arts Research Center. Leonard B. Schloss Collection.

This collection consists of the papers and memorabilia associated with the entertainment business and amusement park career of Leonard B. Schloss.

Rockville, Maryland. Montgomery County Historical Society. Vertical Files, Glen Echo.

These vertical files contain press clippings, photographs, and other documentary materials relating to the recent history of Glen Echo.

_____. Montgomery County Government Executive Office Building, Department of Environmental Protection, Construction Codes Enforcement, Building Permit Files, Glen Echo Park, 1946-1966.

These files include the applications for building permits for construction projects at Glen Echo Park from the late 1940s to the late 1960s. The files appear to be incomplete and are considered to be inactive by county officials.

_____. Montgomery County Judicial Center. Montgomery County Land Records.

These land records, containing the county deed and plat books, were researched for the purpose of tracing the chain of title for the Glen Echo Park property.

Washington, D.C. Columbia Historical Society.

The John Clagett Proctor Collection and Society Vertical Files primarily contain press clippings on the history of Glen Echo.

_____. Martin Luther King, Jr., Memorial Library. Washingtoniana Collection, Vertical Files, Glen Echo.

These files contain Washington-area press clippings and other materials relating to the history of Glen Echo, primarily from the 1930s to the 1970s.

_____. Robert A. Truax Collection (private). Inspection Report, Capital Transit Company, Glen Echo Park, Glen Echo, Maryland, July 1934, Marsh & McLennan, Insurance, Incorporated, New York, Chicago.

The Truax Collection contains a fire insurance map and inspection report prepared by Marsh & McLennan in July 1934. It is the only available one of its kind that could be found during research for this study.

Printed Documents

Glen-Echo-on-the-Potomac: The Washington Rhine. [1891].

The Glen Echoan, Devoted To Glen Echo and The Glen Echo Chautauqua, Located at Glen-Echo-On-the-Potomac, Five Miles From Washington, The Washington Rhine. [Washington, ca. 1892].

Woman's Executive Committee. The National Chautauqua of Glen Echo. Washington, [1891].

These documents provide considerable data on the Baltzley real estate and resort development at Glen Echo and the National Chautauqua of Glen Echo during the early 1890s.

Newspapers

Montgomery County Sentinel.

Washington Evening Star.

Washington Herald.

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Scattered articles from these newspapers provide data on the operation and development of Glen Echo during the Chautauqua, amusement park, and federal government ownership periods.

SECONDARY SOURCES

Books

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Fancher, Pauline. Chautauqua: Its Architecture and Its People. Miami, 1978.

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King, LeRoy O. 100 Years of Capital Traction: The Story of Streetcars In the Nation's Capital. [Washington], 1972.

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Morrison, Theodore. Chautauqua: A Center for Education, Religion, and the Arts in America. Chicago, 1974.

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Portrait and Biographical Record of the 6th Congressional District, Maryland. New York, 1898.

Webb, William W., et al. Centennial History of the City of Washington, D.C. Dayton, 1892.

Wilmeth, Dan B. Variety Entertainment and Outdoor Amusements: A Reference Guide. Westport, Connecticut, 1982.

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Technical Documents

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Miscellaneous Materials

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The documents prepared by Armstrong, Barton, Brown, and Ross provide data on the development of National Park Service planning and development of the park during the 1970s.

ARCHITECTURAL DRAWINGS

The National Park Service has construction drawings for the "Crystal Pool" (1931), "Spanish Ballroom" (1933), and "Administration/Arcade Complex" (1940). The original drawings are on file in the National Capital Region Office, and copies have been sent to Glen Echo Park and the Denver Service Center, Northeast Team, at Falls Church, Virginia. Microfilm copies of the drawings are on file in the Denver Service Center's Technical Information Center.

The Cook Collection, which is on microfilm at Glen Echo Park, contains several construction drawings. These include: undated floor plans for the refreshment stands in the "pool area" and for the "B & B Catering Service;" foundation plans for the "Cuddle-Up" (1946); and installation plans for a transformer vault and other electrical equipment (1948).