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*The Beall-Dawson House, c. 1815
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SUBURBAN SUMMER RESORTS, 1870-1910

by Andrea Price Stevens

Part II

(Continued from Vol. 24, No. 3)

The Metropolitan Branch of the Baltimore and Ohio Railroad

The first train on the Metropolitan Branch of the Baltimore and Ohio Railroad steamed across Montgomery County on May 23, 1873.³⁸ The line ran 42 3/4 miles from Point of Rocks to Washington; it cost more than three million dollars to build.³⁹

38. A portion of the line opened in 1872 serving Rockville from Washington, D.C. Everett B. Wilson, "Communities along the Metropolitan Branch of the Baltimore and Ohio Railroad," *Montgomery County Story*, Vol. X, No. 1 (November 1966), p. 2.

39. Hiebert and MacMaster, *op.cit.*, p. 210.

The growth of the city of Washington had been too slow to warrant suburbs as remote from the city as Montgomery County was in the 1870's, but the Metropolitan Branch offered the natural route for expansion when growth began. In the meantime, the train provided transportation to the country for those seeking an escape from the city's heat. Washington Grove, the upcounty boarding houses, and Rockville's Woodlawn Hotel were among the summer resorts benefiting directly from the new train line. The Forest Inn was located on the train line, but it is more appropriately included in the section on suburban development.

The Albany Hotel, Washington Grove. The Albany Hotel in Washington Grove was built for visitors to what was described in 1912 as the county's only true summer resort:

"This resort occupies 200 acres of ground and is very pleasantly situated. Among its attractions may be enumerated its Chautauqua program of 12 lectures and concerts, its athletic association, allied with the South Atlantic division of the AAU and furnished with a finely equipped athletic field, its annual athletic carnival, its 10-day camp meeting, conducted by its committee on religious services, and its kindergarten." ⁴⁰

Like the hotel at Bethesda Park, the Albany was a minor attraction, for all of Washington Grove was considered a resort. It began as a camp meeting site.

In 1872, seeking a place they could own and control, Washington, D.C., Methodists traveled throughout Montgomery County. They found a large tract of 268 acres on what was known as Parr's Ridge, an elevation of 600 feet above sea level, straddling what was to be the new railroad line.⁴¹

The selection of a site on the new rail line was fortuitous for several reasons. First, it utilized the new train in a novel way, prompting the B & O to run excursion trains up to events and camp meetings. Secondly, the development of the Grove coincided with the Baltimore and Ohio's temporary policy of encouraging growth along the Metropolitan Branch.

The Washington Grove Camp Meeting Association was formed as a stock corporation, and a charter was granted in 1874 by the Maryland State Legislature. The purpose of the Association was to "obtain and hold land to be used for excursions from Churches, Sunday Schools and other moral and benevolent associations, and to hold camp meetings and other religious meetings in accordance with the usage of the Methodist Episcopal Church."⁴² The capital stock was \$20,000, divided into 1000 shares at \$20 each. One share entitled the owner to the privilege of a tent site; five shares, to a cottage site.

The land was surveyed and laid out in two sections. The first consisted of a grid-patterned series of avenues and service streets for the tents. The heart of the Grove was a seven-sided Circle. At the center of the Circle stood the Tabernacle

40. Board of Home Missions of the Presbyterian Church in the U.S.A., Department of Church and Country Life, *A Rural Survey in Maryland* (Baltimore, MD: 1912), p. 49.

41. T.H.S. Boyd, *The History of Montgomery County, Maryland, from Its Earliest Settlement in 1650 to 1879* (Clarksburg, MD: T.H.S. Boyd, 1879), p. 116.

42. Page Milburn, *Reminiscences of Washington Grove* (October 4, 1927), p. 4.

from which the ministers preached. The Grove was able to draw preachers from Baltimore, Philadelphia, and even New York, as well as from Washington. Many visitors, up to 10,000 on many Sundays, came just to hear their oration.

Families soon found the Grove to be a good place for escape from Washington's humid summers. Their tents were uncomfortable for protracted stays, and they slowly built up cottages, often right around their tents. Consequently, many of the older homes in the Grove today closely resemble tents.

The Albany Hotel was built around 1882 by the Camp Meeting Association. Intended for summer visitors, its dining room also served many of the summer residents. It was a fairly plain building with large porches, cool rooms, a comfortable dining room, and artesian well water. It advertised "Everything First Class, Excellent Cuisine. Every Convenience and only Three Minutes Walk From the Station."⁴³ A barbershop was attached to the Hotel, as was a small store. A farmers' market was held behind the Hotel.

Chautauqua Assemblies were introduced at Washington Grove in 1902 when camp meetings had become less popular, but these, too, were discontinued by the 1920's. The last camp meeting was held in 1924. The Hotel was torn down, after having fallen into disrepair.

Woodlawn Hotel. As the county seat, Rockville had several hotels which were patronized from the mid to late nineteenth century by salesmen and travelers as well as by those who had to spend more than one day in Rockville for county-related business. Washington House, Montgomery House, the Kleindeinst Hotel (destroyed by fire in 1873, rebuilt in 1879, and renamed the Corcoran), and the Hodges House were all doing business before the resort era. Although they later capitalized on Rockville's elevated, healthy location which drew summer boarders by the mid 1880's, only one Rockville hotel was built and managed primarily for the summer resort trade: the Woodlawn Hotel.

The Woodlawn had an inauspicious beginning. It was put up for auction before its construction was completed. In a legal document dated April 18, 1887, the property was described:

"The brick building has been artistically designed by a skilled architect for a Summer Boarding House and with its natural surroundings will make one of the most attractive suburban resorts in the vicinity of Washington ..."⁴⁴

Mrs. Mary J. Colley, proprietress of the Clarendon Hotel in Washington, D.C., purchased the property jointly with Mr. Charles W. Bell in 1889. The Hotel, along with eight acres of land, cost the buyers \$6000. They spent another \$4000 completing the Hotel for the summer season of 1890.⁴⁵ The Woodlawn Hotel became a social center for the city of Rockville, with numerous notices in the *Sentinel* of charity luncheons for local churches, and so forth. To increase patronage from Washington, D.C., Mrs. Colley advertised the Woodlawn in Henry Copp's promotional pamphlet "How to Get

43. Rosalie Hardy Shantz, *Grove Gatherings* (Washington Grove, MD: The Woman's Club of Washington Grove, 1975), p. 4.

44. Montgomery County Land Records, Liber JA 4, Folio 303.

45. *Montgomery County Sentinel*, April 19, 1889.

Health, Wealth, Comfort: Peerless Rockville." This piece is a stunning example of Victorian advertising prose written to make the reader believe that Rockville was heaven on earth. In fact, Copp's intention was to sell lots in the new West End Park, a residential development. In order to convince Washingtonians to consider Rockville, Copp claimed that, despite Rockville's 16-mile distance from the city, when places just three miles away such as Anacostia, Mount Pleasant, and Georgetown were measured by travel time, Rockville was, in fact, the closest to the business center. Copp stated: "As a summer resort and all-the-year-round place of residence, Rockville stands without rival. An altitude of five hundred feet, unapproached train service, and an organized community of about fifteen hundred people, are the claims upon which its superiority is based."⁴⁶

Despite the popularity of the Woodlawn through the 1890's, it faced hard times by 1906. Its owners were heavily in debt, and again the Hotel had to be sold at auction. A full-page notice in the Judgement Record described the Hotel as a large and handsome brick building with 40 rooms.⁴⁷ The Hotel had running water and gas fixtures and porches on all three floors. Behind the Hotel were a stable and carriage house and a two-story building with a laundry and servants' quarters. The advertisement mentioned the convenient location of the Hotel, ironically adding that the streetcar would be completed right to the front door within 18 months. For the potential purchaser, possible uses were cited for the Hotel: "This is a very desirable property for a Hotel, Sanitarium, or School, as it is so close to Washington ... is solidly built as to be equally desirable for winter as for summer occupancy."⁴⁸

Dr. Ernest Luther Bullard, a professor of neurology and psychiatry, purchased the Hotel in 1909 to establish a private sanitarium. Renamed the Chestnut Lodge it opened in 1910 and has earned a reputation as one of the finest private institutions of its kind. Chestnut Lodge, without its old porches, remains in a park-like setting reminiscent of its heyday as a summer resort hotel.

Fleet Staley Boarding House and Beauty Spot. There were numerous boarding houses throughout the county. Some were built especially for that purpose, while others were private homes during the winter with rooms to rent in the summers. Nearly every "resort area" in the county had boarding houses, from Rockville to Washington Grove. Not in themselves resort hotels, they contributed to the seasonal resort industry by providing rooms to visitors and bringing revenue to the individual communities where they were located.

Among the few boarding houses for which histories have been recorded was the one built, owned, and operated by Mary Jane and Fleet Staley, a Frederick County couple. The Staleys bought a former tobacco plantation near Boyds and Bucklodge in 1886. They borrowed money from a Horace Waters and built a commodious but small hotel, with a wide, curving porch on two sides, and they developed a park, the Beauty Spot.⁴⁹ The Beauty Spot had a place for picnics, swings, and a small pond which Staley made

46. Copp, *op.cit.*, p. 8.

47. Equity No. 2234, Judgement Record, Montgomery County Courthouse, 1906.

48. Mrs. Neal Fitzsimons, "Woodlawn Hotel - Chestnut Lodge Sanitarium," *Montgomery County Story*, Vol. 17, No. 4 (November 1974), p. 5.

49. Peg Coleman, "Fleet Staley Boarding House and Beauty Spot," Report of Sugarloaf Regional Trails, submitted to Maryland Historical Trust (January 1979), p. 3.

by building a dam at Ten Mile Creek. The dam was closed in the fall so that the lake would fill. The ice from the lake was stored in the ice house for summer use.

Staley's boarding house and other similar small summer hotels located "up county" drew Washingtonians with small advertisements in the city newspapers. The high elevation, lack of disease and mosquitoes, and isolation from the noise and pollution of the city appealed to summer boarders. The Metropolitan Line of the B & O Railroad encouraged tourist business, and Fleet Staley would meet trains in his horse-drawn wagons.

With the advent of automobiles, a week in the country was not limited to locations directly on rail lines, and most of the local boarding houses went out of business.

Suburban Development

Montgomery County's early suburbs were built by real-estate developers, many of whom first marketed their locations as resorts. Several of these speculators built hotels as part of their plans. The hotels were to serve several purposes: to provide rooms for prospective purchasers, to lure others to the area with the establishment of a socially recognized hotel, and to provide another form of income for the developer. Hotels were built in Bethesda, Chevy Chase, and Forest Glen for these purposes. The Baltzleys' ventures at Glen Echo, described in Part I, are also an example of resorts built by real-estate developers.

Bethesda Park. In 1891, Montgomery County had three major trolley lines which ran from the city to locations originally connected with resorts. The Rock Creek Railway was Francis Newlands' device for opening Connecticut Avenue to his new Chevy Chase properties, including the Chevy Chase Inn. The Glen Echo Electric Railroad was chartered by the Baltzleys to bring prospective property owners to Glen Echo. The third major trolley line, the Tenallytown and Rockville Railroad Company, was given a charter in 1890 to extend the line of the Georgetown and Tenallytown (which by 1890 had electric cars running along Wisconsin Avenue to Friendship Heights) to Alta Vista by way of Rockville Pike and Old Georgetown Road.⁵⁰ Both of these streetcar companies were owned by General Richard Drum, a local county resident. Drum purchased over 50 acres of land at the end of the trolley line for an amusement park. Bethesda Park opened in 1891. The Hotel was built for summer visitors in 1892 at a cost of \$15,000.

The Bethesda Park Hotel was a three-story frame structure, measuring 230 feet by 75 feet, with a stone-pier foundation and a central brick chimney. The two upper floors contained rooms for guests, and the lower floor had a partially enclosed dining room and parlors and smoking rooms. It was built in the "Queen Anne" style with rustic trimmings and wide verandas.⁵¹ The Hotel was located off of Old Georgetown Road on Sonoma Road (behind what is now the Bethesda Woman's Club).

Bethesda Park advertised that it was the "Handsomest Park in America" ... and "The Biggest Success Ever Known." It was reputed to have had a ferris wheel and

50. Hiebert and MacMaster, *op.cit.*, p. 223.

51. *Montgomery County Sentinel*, October 12, 1894, and *The Evening Star*, October 9, 1894, cited in William Allman, "Bethesda Park. An Examination of Amusements and Suburban Development in the 1890's," unpublished (December 11, 1978), p. 9.

roller coaster, dance hall, a small zoo and a botanical garden.⁵² Balloon ascensions were launched near the Hotel. Changing events were held each week during the summer. Free concerts, operetta performances, and other extravaganzas were scheduled to keep patrons interested in return visits. For example, the first week of July 1893 featured a visit by Colonel Boone and Millie Carlotta and their troops of trained lions.⁵³

To discourage unwanted guests, the park advertised that it "catered to white people only."⁵⁴ Since many of the concerts were free, the management must have felt such a warning necessary.

The Bethesda Park Hotel was destroyed by fire on October 8, 1894. The fire was attributed to faulty electrical wiring;⁵⁵ it also damaged several other buildings. The Park remained in operation through the summer season of 1896. On September 29 of that year, a severe hurricane toppled trees on the remaining park structures.⁵⁶ With the loss of the Park as an end-of-the-line attraction, the streetcar company made plans to continue the line to Rockville.

The Forest Inn. The Forest Inn has had one of the most unusual histories of the county hotels, as its building remains standing, having been used for a hotel, gambling casino, girls' seminary, and national medical center.

The Forest Glen Improvement Company, a speculative group, acquired extensive land on both sides of the Baltimore and Ohio rail line in 1887. The company decided to lure prospective customers to the area by constructing a hotel known as Ye Forest Inne, in which they could stay while looking over the area and selecting a lot to purchase. The Inn was also envisioned as a summer resort hotel with summer houses for those who worked in town and commuted on the train line.⁵⁷ For the design of the Inn, and probably that of one or two model homes, the company employed T.F. Schneider, a young Washington architect who had opened his office in 1883.⁵⁸

Schneider selected a site for the Inn on the highest elevation on the northwest side of the glen. A series of rambling roads was built to circle around and to the west of the Inn.⁵⁹ Across the wide glen was the railroad station where visitors from Washington arrived.

52. Doree Germaine Holman, *Old Bethesda* (Gaithersburg, MD: Franklin Press, 1956), p. 52.

53. *The Washington Post*, July 2, 1893.

54. *The Washington Post*, June 25, 1893.

55. *The Evening Star*, October 9, 1884, and *Montgomery County Sentinel*, October 12, 1894, cited in William Allman, p. 14.

56. LeRoy O. King, *100 Years of Capital Traction, The Story of Streetcars in the Nation's Capital* (Dallas, TX: Taylor Publishing Co., 1969), p. 42.

57. Keyes, Lethbridge, and Condon, *Feasibility Study, National Park Seminary Site Preservation, Forest Glen, Maryland* (Washington, D.C., 1973), p. 10.

58. Schneider's contribution to Forest Glen and to Washington is well worth noting; he designed and built approximately 2000 houses in Washington, D.C.

59. Keyes, Lethbridge, and Condon, *op.cit.*, p. 15.

The Inn was L-shaped with the entrance section about 200 feet long and the wing extending back about 100 feet. The Inn was designed in the shingle style and featured shingle siding with horizontal bands that were a continuation of the window bands. Other exterior decorative details were created by panels of diagonal wood strips. In the gable over the main entrance "Ye Forest Inne" was spelled out in a panel of stained glass. A covered veranda circled the entire building except for the south corner.

The interior had a wide central entrance hall with a gracious half-turn staircase with two landings opposite the door and against the rear wall. The dining room was to the east and bedrooms lined the corridor to the west and along the southwest corridor to the ends of the building. Except for the large stairhall on the second floor, the space was divided into 32 rooms. Toilets and baths were in the south corner where the first floor veranda was terminated. The large ornate fireplaces still remain, but the staircase has been removed.⁶⁰

For several years, the Inn enjoyed a reputation as one of Washington's livelier resorts. An excerpt from the Sunday, June 25, 1893 edition of *The Washington Post* typifies the Inn's social standing:

"Breezes from Forest Glen

The inn, delightfully situated at this place, has proven an attractive resort for many Washingtonians, Philadelphians, and Baltimoreans. It has been opened this season under the management of Mr. William A. Woods, of Baltimore.

On Wednesday evening the guests of the Inn were entertained by an open-air concert, contributed by a quartet of dark-skinned minstrels. After the performance, refreshments were served upon the wide piazza.

The hop given on the 17th at the inn was attended by many young people from Rockville, Takoma, and Washington, who tripped the "light fantastic," etc., into the wee sma' hours. ... The proprietor of the inn has many enjoyable plans for July 4 - cat walks, flag-raising, and similar amusing entertainments, including a tournament.

Mr. Bonsal, the manager of the inn, while engaged in bowling in the alley, had a sudden attack of heart trouble, but after a short illness has recovered without serious results. The bowling alley, combined with billiards and pool, has afforded great pleasure to the guests of the hotel."

Unfortunately, the summer of 1893 was the Inn's last. With that year's recession and land bust, the Forest Glen Improvement Company could not attract enough purchasers to stay in business. In addition, the Inn was handicapped by the uncomfortable distance from the Baltimore and Ohio Railroad station, over one-half mile across the glen. The street railroad station in Silver Spring was a full three miles away.

The land and improvements were sold to John Irving Cassedy and his wife, Vesta. Owners of the Norfolk Junior College, the Cassedys had been looking for a site for a new school when they happened to meet Schneider, who directed them to the Forest Glen property. The Cassedys opened their new school, National Park Seminary, in September 1894.

60. *Ibid.*, p. 24.

Cassedy immediately began an innovative building program. By 1907, there were 25 school structures, many small service structures, and two major additions to the Inn. The school was sold in 1916 to Dr. James E. Ament. During his ownership, particularly in the first decade, many of the buildings were considerably enlarged and altered. In the late 1930's, the school was acquired by Roy Tasco Davis, Ament's son-in-law.

With the beginning of World War II the Army had to expand its medical facilities, and, in 1942, the United States Government took the entire site of the National Park Seminary except for the home economics practice house.

Chevy Chase Inn. Originally named the Spring Hotel, the Chevy Chase Inn was one of the first major construction efforts in the new village of Chevy Chase. It was built in 1893 by the Chevy Chase Land Company as part of its promotion to introduce the better classes of Washington to the new suburb.

Chevy Chase was the most ambitious land development up to that time in Washington's history. Over one and one-half million dollars were spent purchasing lands along Connecticut Avenue from the Dupont Circle area to two miles beyond the District Line. Along this land, Francis Newlands and his Chevy Chase Land Company built an electric street railway and with it the two bridges over Rock Creek at Calvert Street and Klinge Road. All this to reach Maryland and develop a new kind of suburb:

"It was to be a totally planned subdivision on 250 acres located just outside the District so that its residents would be able to vote."⁶¹

Because of his personal financial strength, Newlands was able to ride out the financial crash of 1893 and even continue operation in a deficit situation for nearly 30 years thereafter.

For five cents, Washingtonians could ride the new streetcar out Connecticut Avenue to the Inn. The gardens were landscaped and included outdoor bowling alleys. The Inn advertised "Music every evening. Plenty of amusement. Lovely surroundings. The Great Specialty is the Dollar Table d'Hote dinner, served from 5 to 8."⁶²

The society editors of *The Washington Post* wrote of the Inn in 1895 in an article on where Washington "stay-at-homes" spent their leisure: "Within the past year or two, several new suburban resorts have been established, and their popularity indicates that they are filling a long-felt need. ... The Chevy Chase Inn, with boating on its little lake, is one of the most popular resorts."⁶³ The little lake was also part of Newlands' merchandizing plan.

"An amusement park was designed around the lake and on hot summer evenings the open streetcars were filled to capacity; the passengers, unwittingly, were potential buyers of lots and houses in the Village! A bandstand was constructed which was a masterpiece of beauty and glamour! Its design was that of a mammoth seashell, with hundreds of electric lights sparkling from its interior, which was painted a pale and delicate blue. Some thirty or forty musicians of the United States

61. Roderick S. French, "Chevy Chase Village in the Context of the National Suburban Movement, 1870-1900," *Records of the Columbia Historical Society*, Vol. 49 (1973-74), p. 321.

62. *The Washington Post*, July 21, 1895, p. 16.

63. *The Washington Post*, August 4, 1895, p. 16.

Marine Band appeared each evening in full and colorful regalia. ... For the last half of the program, which was dance music only, the musicians have walked down the hill from the bandstand to a large, rustic dance pavillion overlooking the Lake. ...

In addition to the concerts, which were free, there were other paid attractions, such as boating, bowling, horseback and pony riding. There was a gaily decorated merry-go-round for the children, a shooting gallery for the grown-ups, and enormous boat-swings that went high in the air. There were no games of chance, no rowdyism, but rather an atmosphere of dignity and quiet pleasure.⁶⁴

While the elegant Inn prospered during Washington's hot and sticky summer months, it sat vacant during the winter. Taxes, maintenance, and overhead apparently left the owners with a mere \$300 profit for a single summer's operation by 1895.⁶⁵ In an effort to make the Inn more profitable, the Chevy Chase Land Company leased it in October 1895 to Miss Lea M. Bougliny who established a Young Ladies Seminary.⁶⁶ The school closed after one term, but the idea was a good one. The next year, the Inn was leased by the Chevy Chase College for Young Ladies, which later changed its name to the Chevy Chase Junior College.

At some time after the new college took over the Inn during the winters, the Inn ceased operations as a hotel and restaurant altogether. The College remained in operation for over 50 years, closing in 1950. The 12-acre property was then purchased by the National 4-H which leased it to the Department of Defense until 1959. After that time, the Inn was partially restored by the 4-H as part of its building program for its new headquarters. The major funding for the reconstruction was contributed by the J.C. Penney Company, and the new main administration building, which is built around the old inn, bears Penney's name.

Chevy Chase Lake remained a popular recreation area for many years after the Inn closed. The Lake was leased by the Chevy Chase Land Company to private managers who maintained a dancing pavilion and, until 1918, concession stands. The Lake was filled in during the late 1920's after the dam broke, damaging some of the property and making the area hazardous.

Despite growth between 1890 and 1910 in the parts of Montgomery County closest to Washington, D.C., when the Wheaton and Bethesda Districts doubled and tripled their populations, the rate of growth for the county as a whole was fairly slow.⁶⁷ More than 90 percent of the 1912 population still earned its living directly or indirectly from the soil.⁶⁸ And, although by that time the farm land in the Bethesda District had been nearly eliminated by developers and speculators, the real suburban growth in the county occurred later, in the 1920's, after World War I.

64. Edith Claude Jarvis, "Old Chevy Chase Village," *Montgomery County Story*, Vol. XII, No. 4 (November 1969), p. 4.

65. *Montgomery County Sentinel*, undated clipping in files of Montgomery County Historical Society.

66. *The Tribune*, Bethesda, MD, April 23, 1976.

67. Hiebert and Macmaster, *op.cit.*, p. 247.

68. *Ibid.*, p. 241.

Little wonder that local historians have not found a causal relationship between the 1890 resorts and the 1920's building boom. Viewed singly, the resorts appear to be typical late Victorian amusements, likely to be found outside any urban area. As a group, they provide insight into early methods of suburbanization. In the case of Montgomery County, they helped to introduce potential residents to the better qualities of suburban living.

At the very least, a study of the hotels offers information on how middle-class Washingtonians spent their summers, which was out of the city if possible. If they could not rent rooms for weekends or months, they could spend an afternoon or evening at an amusement park.

In 1893, there were no fewer than three such parks, easily accessible by street-car: at Chevy Chase Lake, Bethesda Park, and at the Cabin John Bridge Hotel. Other resorts encouraged patronage by bicyclists who would pedal from the city to the Forest Inn and Cabin John and probably to Rock Springs. For organized sports, Washington Grove had the largest offerings, but Chevy Chase and the Forest Inn had bowling lanes and the Chevy Chase Inn had its lake for boating.

The most popular entertainment for all ages was music. Nearly every hotel advertised special programs of concerts. Even the Baltzley's promotional materials stressed the planned open-air concerts. As a popular drawing card, Bethesda Park held three free concerts each Sunday, and the Cabin John Bridge Hotel had its famed orchestrion in addition to its outdoor band concerts.

Food was nearly as important as amusements to most advertisers. The Chevy Chase Inn noted its price with its public notice, and the Cabin John Bridge Hotel was well-known for its house specialties. The Glen Echo Cafe consisted almost entirely of dining rooms. Perhaps the emphasis on food indicated a realization on the parts of the resort managers that their hotels existed at the whims of their patrons; their locations were critical to their futures. If visitors thought the resorts were too close to the city to justify taking rooms, then at least the resort managers could hope for visitors to take their meals there.

Certainly the county's resort hotel did not develop in a vacuum. It may be assumed that the Cabin John Bridge Hotel was visited by every potential developer since it was the county's first real resort. It featured fine food, lavishly landscaped grounds, and unusual architecture. The deceptively simple Second Empire facade gave few clues to the ornate rear.

The Baltzleys may have sensed a need to compete with the already successful neighboring hotel by constructing the Cafe in its extravagant rustic style. More likely, they planned in a world of their own, more influenced by the hotels of the U.S. National Parks and their rough-hewn casual atmosphere. The other widely traveled developer, Francis Newlands, built the Chevy Chase Inn in a style reminiscent of a Southern plantation. He too seemed to be less influenced by local architecture.

Two of the hotels were constructed in the shingle style: the Rock Springs Hotel (1884) and the Forest Inn (1887). While it is known that T.F. Schneider designed the Forest Inn, the architect for Rock Springs has not been identified. Yet Rock Springs was one of the earliest examples of the shingle style in the area. This style was characterized by a uniform covering of shingles, small-paned windows, broad gable ends, round turrets, and broad verandas.⁶⁹ Photographs of the better-known examples -

69. Keyes, Lethbridge, and Condon, *op.cit.*, p. 24.

