

Each morning and afternoon a freight car transported supplies. The arrival of the cars from the city was an event comparable to the arrival of the daily train in a small town. Medicine, needed in an emergency, could be ordered by telephone from a downtown drug store and would be delivered by the conductor of any car. A box was maintained on Connecticut Avenue for this purpose.

The railway operated at a loss. In addition, the charter provided that the railway should bear half the expense of maintenance of the two bridges it crossed. Thus the Chevy Chase Land Company paid for the initial cost of these structures and half of the upkeep costs. In 1895 the railway merged with the Washington And Georgetown Railway to form the Capital Transit Company. In later years, many Chevy Chase citizens felt the trip downtown by streetcar called for a bit of courage and daring. The reason for the trepidation was the necessity for the streetcars to cross the Klinge Valley and Calvert Street bridges, which had become quite dilapidated. Chevy Chase citizens had been trying to have these bridges repaired or replaced with steel. Efforts to have the Klinge Valley bridge replaced finally succeeded, and the new bridge was completed in 1932. Construction of a new Calvert Street bridge began the next year.

The electric streetcar or trolley provided public transportation on Connecticut Avenue until 1935 and on Wisconsin Avenue until they were discontinued in the District around 1962. Until 1919 the fare was a nickel, or six tokens for a quarter. The fare increased to 7 cents in 1919, 8 cents or 4 tokens for 30 cents in 1920; 10 cents or 4 tokens for 30 cents in 1930; 13 cents in 1948; 15 cents in 1950; 17 cents in 1952; 20 cents in 1954; and a quarter in 1960. Streetcar service was supplemented by bus service starting in 1922. The first buses seated 20 passengers. Express bus service began in 1925; the fare was a quarter.

The Elizabeth V. Brown School

The Chevy Chase School, located on land now occupied by the Chevy Chase Community Center and the Chevy Chase Library, on Connecticut Avenue between McKinley and Northampton Streets, was renamed for Elizabeth Virginia Brown in 1915. She was born in St. Louis, Missouri, and educated in District schools. She taught in the primary schools of the District from 1886 to 1888 and the Washington Normal School from 1888 to 1904, and was Director of Primary Instruction in the D.C. Schools from 1904 until her death on July 28, 1915.

The school was built on land donated to the District government by the Chevy Chase Land Company and opened its doors in March 1898. The students came from considerable distances to attend, including Kensington and Cabin John in Maryland. When it opened there were 25 students ranging in age from six to sixteen years. Miss Ella Given, who was the first teacher and principal until 1933, was a remarkable community leader. Without her the residents might never have become a closely knit and civically conscious group. The association dedicated a plaque to her memory.

In 1898 the school building had four rooms, outside pump and toilets, and a wooden plank walk crossing the mud to enter the school. In the rear were dense thickets. “Such was the place where I elected to teach, for I had asked for the assignment,” said Miss Given. “I strongly suspect that my request was granted because no one else wanted to teach in such a lonely spot . . . but with me it was a case of love at first sight . . . a choice which I was never to regret.” She organized the first Home and School Association in 1909 in the Malcom home on Northampton Street. The organization was success from the beginning, bringing about a better understanding between parents and teachers, hence better and happier students. The school was expanded to eight rooms in 1910 and sixteen rooms in 1919. A big party was held in 1923 to celebrate the twenty-fifth anniversary of the school.

The number of students continued to increase and portable buildings were erected: one in 1921, one in 1925, one in 1926, five in 1928, and one in 1929. To ease the pressure of overcrowding, in 1928 attendance was restricted to D.C. residents. The Chevy Chase Citizens Association asked Congress to build more schools. By 1929 portable buildings covered the entire playground: there were 300 children in portable buildings and 960 in the school’s 16 rooms, which had a capacity of 640, forty to a classroom. Portable buildings were also constructed in 1928 at Connecticut Avenue and Grant Road, now the site of the Murch School. In the same year, two portable buildings were built at Northampton Street and Broad Branch Road, now the site of the Lafayette Elementary School. As a last resort, schools were placed on half-day sessions to accommodate the large number of students.

Fighting for more schools took a long time. Eventually, in 1931, the opening of the Benjamin W. Murch School began to ease the overcrowding. It was not until the Alice Deal and Lafayette schools were built that the E.V. Brown School was able to operate with no part-time classes and no portable buildings. Enrollment at the E.V. Brown school decreased rapidly after the new schools opened. The school was closed in 1942, and the building was used by the Office of Price Administration during World War II. After the war, the citizens succeeded in obtaining the building for a community center and the Chevy Chase Branch Library. In 1968 the building was torn down and replaced by the present library building and adjoining community center.

Lafayette Elementary School is known for its academic excellence, talented teachers, and engaged parent community. In 1978 the building underwent extensive expansion with the addition of an early childhood wing and the conversion of the original school space to an open space concept. The school site shares its grounds with Lafayette Park and the Lafayette Recreation Center, affording children plenty of room to play and explore outdoors.

Lafayette's student body has grown exponentially in recent years. Today, with more than 650 students, Lafayette is the largest public elementary school in the District. More than 90 percent of Lafayette students are in-boundary and reside in Chevy Chase.

To accommodate the growing needs of the community, as of 2011, Lafayette offers four pre-kindergarten classes, and depending on enrollment, has four or five classes each for kindergarten through the fifth grade. In 2007, Lafayette added three portable trailers to accommodate its growing student body, and in 2009, the sixth grade was moved from Lafayette to the Alice Deal middle school. Even with these changes, Lafayette still faces space challenges associated with its ever-growing student body.

Under the "open space" concept, with no formal walls between the classrooms, since 1978. The original goal was to create open areas within the school for collaborative learning and educational activities. However, this construction is appropriate for a much smaller student body than Lafayette's current enrollment. Many of these open spaces are now used for classrooms and other teaching spaces. There have been several initiatives over the years to build walls at Lafayette. Due to budget constraints and other considerations, these initiatives have never been realized.

Even with the rise in enrollment, Lafayette continues to maintain its small class sizes and curricular focus on arts integration, where elements of visual art, music, and performance come together in every classroom to enhance learning in all subject areas.

Lafayette is the only Changing Education Through the Arts ("CETA") certified school in Washington, D.C. Through the CETA program, Lafayette has a partnership with the Kennedy Center, where Lafayette teachers attend a program of workshops, followed by artist visits to individual classrooms. Teachers learn arts integration strategies using their own classroom activities as the foundation. Nationally recognized artist educators provide professional development workshops and teacher coaching activities relating arts activities to the standards in reading, language arts and mathematics. Lafayette and its families are dedicated to education through the arts, and the Lafayette Home and School Association ("HSA") funds one of Lafayette's two dedicated art teachers with contributions collected from school parents.

Lafayette holds special activities each year, including a Spring Fair and Fall Festival, which are open to the community. Each of these events is organized by Lafayette staff, teachers, and parents, and funds raised are used for special programs, renovations, and other projects at Lafayette that are not otherwise covered by the D.C. public school system budget. Through these and other activities, Lafayette serves not only as an educational institution, but also as a participant and leader in community life.

The Religious Community

Eight edifices, four located at or within sight of the Chevy Chase Circle, are centers of activities serving the religious needs of the community. Some churches were established before the association; some were built less than thirty years ago.

The pioneer church is All Saint's Episcopal Church, which had its beginning as a mission of St. John's Episcopal Church of Bethesda in 1897. Services were first held in a small one-room schoolhouse on Grafton Street facing the Circle. The Cornerstone of the present Parish Hall was laid on June 13, 1901, and services began that December. A church bell purchased by popular subscription was rung for the first time on Easter morning, April 12, 1903.

The Chevy Chase Presbyterian Church was first formed in the home of Henry Martin on Brookville Road, and cottage prayer meeting services were held in various residences. The church was officially organized in the Chevy Chase Library with twenty-

three charter members on January 26, 1908. Ground was broken for the first building at the Circle on July 7, 1910, and the first service was held Christmas Day, 1910. This building, facing Connecticut Avenue and known as the Old Chapel, remained in service until May 1959, when it was torn down. In 1924 the trustees had a watering trough in front of the Church relocated at a cost of \$175.

The Blessed Sacrament Church was started as a mission of St. Ann's Church of Tenleytown, and from the papers of Monsignor Thomas G. Smyth, long the pastor, it was learned that the first services were held in the Chevy Chase Library on the first Sunday of April 1910. About fifty people were present, and the collection amounted to \$9.60. A stucco chapel was dedicated in July 1911. The cornerstone of the new church was laid in 1924.

In the book called Faith Fulfilled, Dr. Edward O. Clark, who served as pastor from 1924 to 1956, tells us that the Chevy Chase Baptist Church was organized in December 1923. Services were first held in the Chevy Chase Theatre. A chapel was built on Western Avenue in 1925, and the present church edifice erected in 1949.

A few blocks south of the Circle stands the Wesley Methodist Church, which had its origin in 1828 at Fifth and F Streets, N.W. Land was purchased in 1921 at Connecticut Avenue on Jocelyn Street, where services were first held in a large tent. The church building on Jocelyn Street was consecrated October 25, 1925, and the new sanctuary was completed and dedicated December 15, 1957.

At Connecticut Avenue and Everett Street is St. Paul's Lutheran Church. The cornerstone was laid in 1931, and services were held for many years in the basement. This imposing Gothic church in limestone was dedicated in January 1958.

A few blocks west of the Circle on Western Avenue is the attractive edifice of the Church of Jesus Christ of Latter-Day Saints, erected by members of the Chevy Chase ward. The building was completed and dedicated on November 16, 1952, free of debt, in accordance with church policy. .

One of the newest edifices in the community is Temple Sinai on Military Road. The cornerstone of this contemporary structure was laid in October 1956, and the first services were held on December 13, 1957.