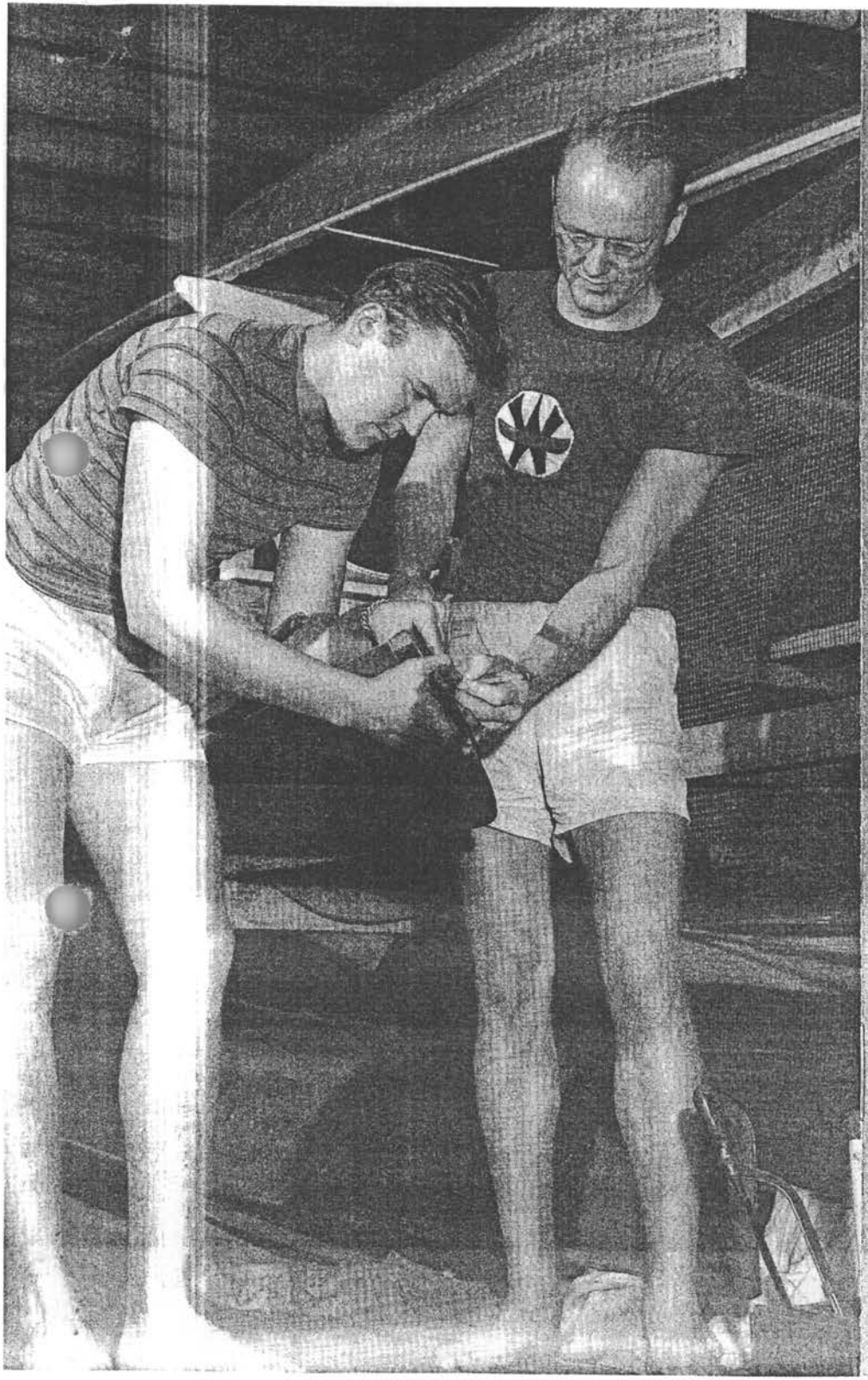
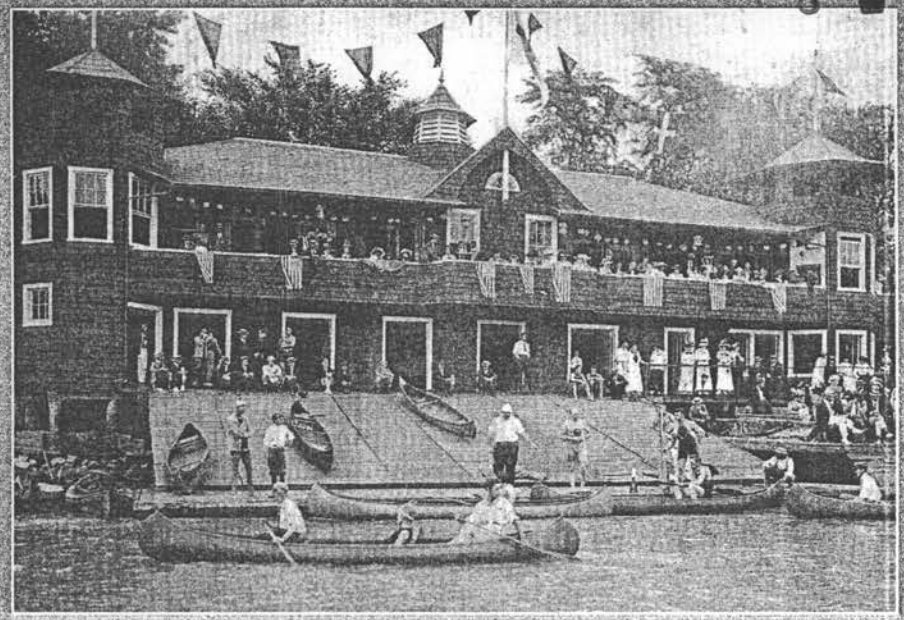




The Washington Canoe Club

3700 WATER STREET, NW, WASHINGTON, DC 20007

ZONING COMMISSION
District of Columbia
CASE NO.02-30
EXHIBIT NO.350

Submitted by
John Helm

prob. influenced by MF *canoue*, MF & F *canoe*, fr. Sp *canoa*) of earlier *canoa*, *canow*, fr. NL *canoa*, fr. Sp, from 15th cent. Arawakan *canoa* (form recorded by Columbus), of Cariban origin; akin to Galibi *canaoua*, Chayma & Cumanagoto *canagua*, *canahua*, Carib & Macusi *canaoa*] 1: a long and narrow boat that is sharp at both ends, has curved sides, is usu. built of lightweight materials (as bark, hide, canvas, light wood, or light metal), and is usu. propelled by hand-driven paddles although sometimes mounting a sail or sails 2: a synchronized swimming stunt executed with arched back, head and heels above water, and hands at hip level propelling the body forward by sculling

canoe \ə'\ *vb* canoed; canoed; canoeing; canoes *vi* 1: to paddle a canoe: manage a canoe 2: to go or travel in a canoe (*canoe* across the lake) *vt*: to transport in a canoe (munitions being *canoed* across the river)

Cover: The Washington Canoe Club building, was designed by George P. Hales in 1904. July 4th is traditionally celebrated with a flotilla, that paddles downstream to watch the fireworks display. Here is that day in 1910.

Right: The green shingled boathouse may once have been painted red. Around 1940 it became the green it is today. The two towers of the boathouse offer excellent views of the Potomac.



THE BUILDING

In 1904, when Theodore Roosevelt was president, a group of canoe enthusiasts gathered at the edge of the Potomac, not far from where the northern end of Key Bridge is today, and began to build an extraordinary structure. The architect was Georges P. Hales, and the Washington Canoe Club was clearly conceived by people who knew not only how it would look from the Potomac—striking— but knew how the building needed to work for its purpose—which it does, superbly.

When the club was established, there was a limit of 100 members, and money was raised to construct the building by benefit performances and dances. *The Washington Post* held a contest to raise subscriptions; the $1000 first prize was won by the club and used for the building fund.

Tradition holds that the clubhouse was built by the members, using salvaged timbers and lumber from burned barns. It is an excellent example of shingle-style architecture. Despite numerous floods and ice jams, the building has retained its integrity. In the 1950s, ice floes pushed the building five feet downstream, but the structure was jacked up and returned to its original location.



Left: The ballroom is the scene of club festivities. In past years monthly dances, wrestling matches, holiday parties, and banquets were held in this cavernous room. For 1905, the decorations included a paper canoe hung from the wainscotted ceiling

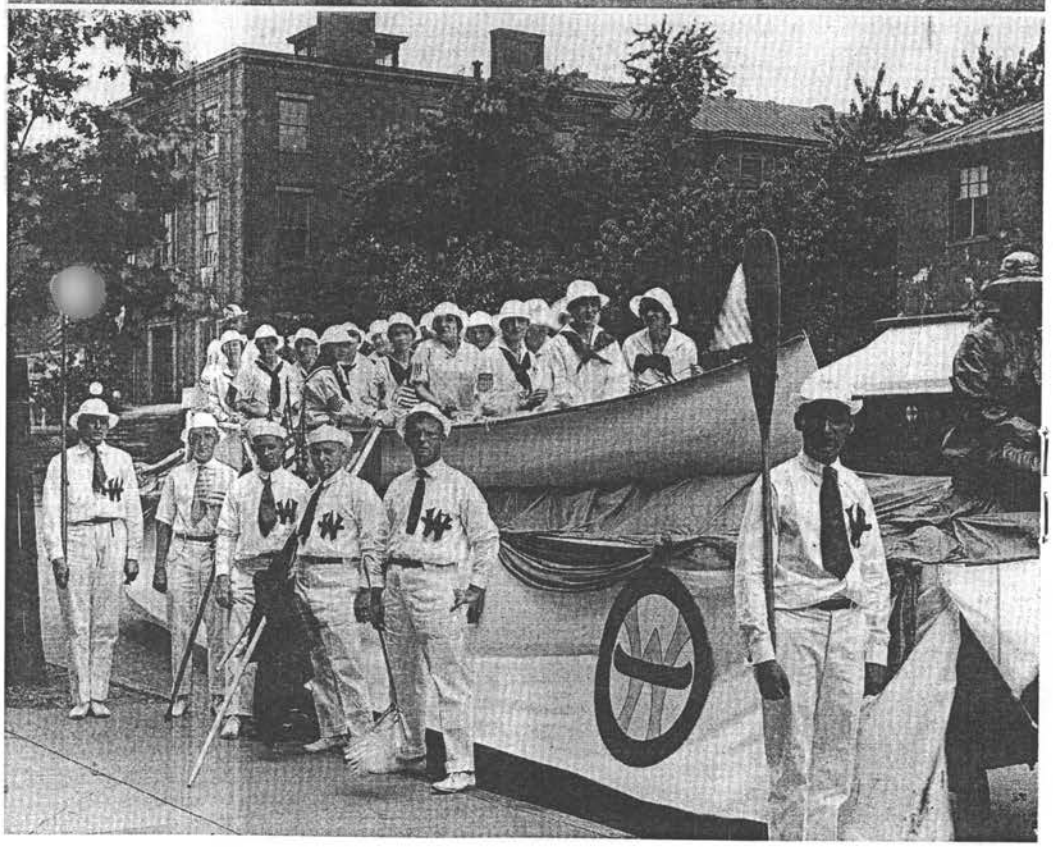
Following spread: The Potomac river at Georgetown was once lined with boathouses and sometimes filled with ice. Downriver (to the right) from the Washington Canoe Club is Dempsey's Boat Club; upstream is Pop Warner's.

The Washington Canoe Club incorporates the complex massing and continuity of surface that characterize shingle-style architecture. The river façade displays a handsome five-part building anchored at either end by octagonal towers and surmounted by a hipped roof. The diamond composition of the central projecting pavilion is particularly sophisticated. The sweeping horizontality of the building is enhanced by the contrast between the white framing of the doors and windows and the dark green of the building.

The interior spaces have changed very little over the years. The generous open space of the ballroom is impressive; a massive corbelled brick fireplace is located at the center of the north wall. There is a raised bandstand located within the projecting gabled bay to the south and the board room has dropped beams and paneled ceilings. The grill room on the first floor is decorated with a cartoon frieze by Felix Mahony (1867–1939), a cartoonist for the *Washington Star* and founder of the National Art School. It shows charter members of the club and was painted in 1910. Charles Lundmark restored the paintings in 1981 following floods that totally immersed the first floor of the building.







Upper left: Reg Rutherford skates in front of the Washington Canoe Club. Behind him is the Aqueduct Bridge that crossed the Potomac River until Key Bridge replaced it in 1923.

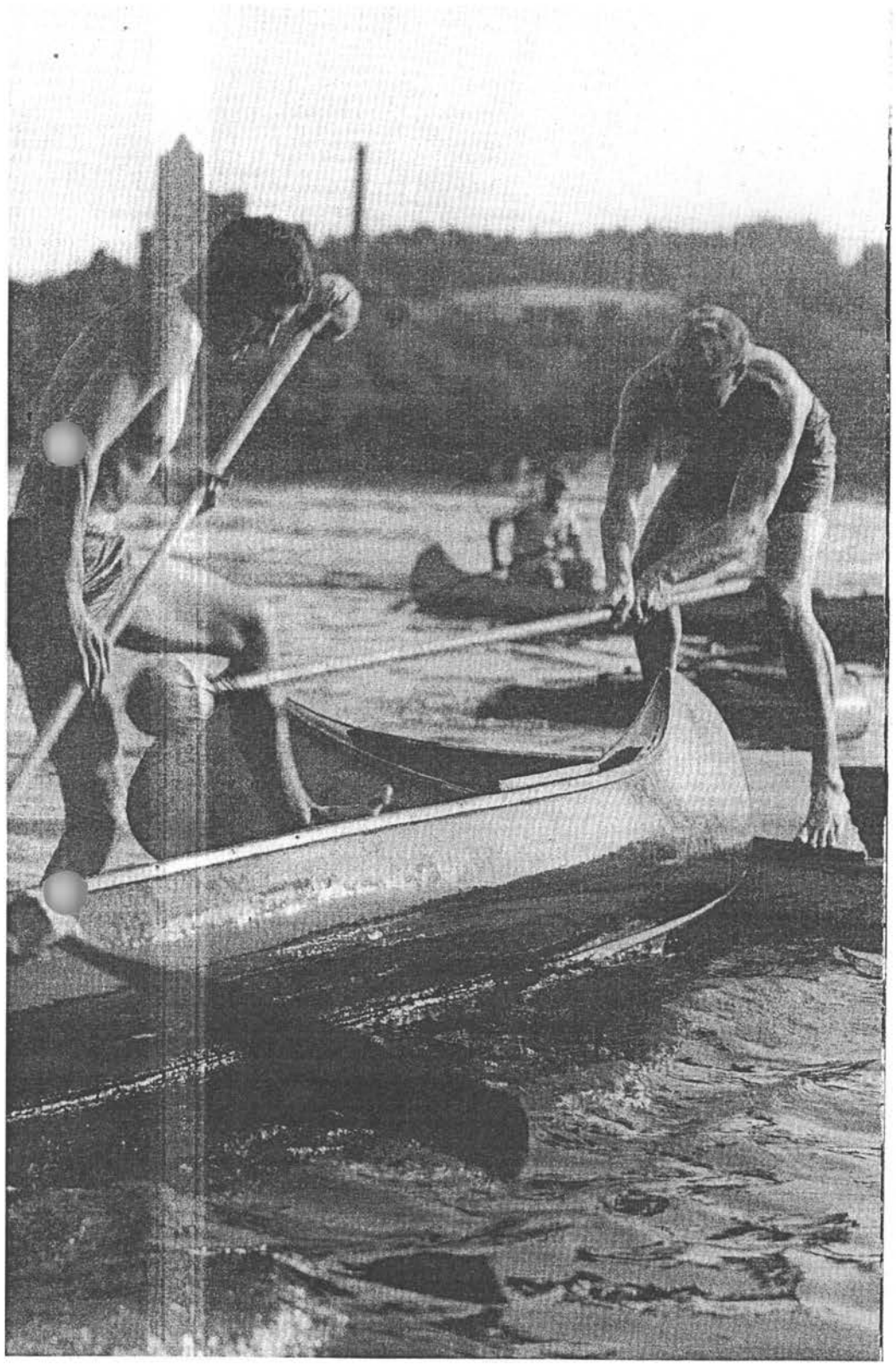
Lower left: The Washington Canoe Club participated in a parade down Constitution Avenue to welcome home the first Olympic paddlers from Paris in 1924. Women were admitted to the club as associate members in 1950.

THE SPORTING AGE

The Washington Canoe Club represents the culmination of recreational trends and attitudes rooted in the nineteenth century. In the 1850s, American society shifted from agrarian to manufacturing and urban centers expanded. Industrialization spawned increased leisure time that set the stage for the development of sports and recreation as we know them today.

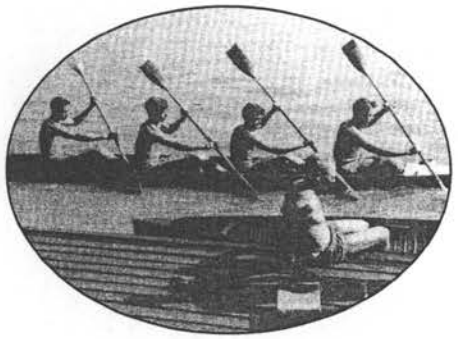
By 1890, the interest in sports of all kinds was at its height. Transportation improvements made the country accessible to city dwellers, who took to fishing, canoeing, and camping with a vengeance.

While boats similar to canoes and kayaks have been used since very early times, their recreational use in Europe and America flourished in the nineteenth century.



Left: Bill Havens, Jr., 15 year National Tilting champion, battles Howard Vess of Dempsey's Boat Club. Bill's fencing expertise gave him an advantage.

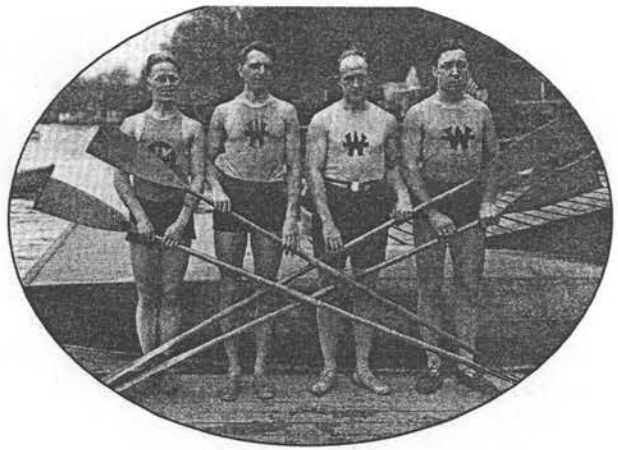
Right: The Junior team leaves the club dock and Ebbie Trilling behind.



In 1867, the Royal Canoe Club, founded in England in 1866, held its first flatwater race. The New York Canoe Club was founded in 1871. Canoeing became a craze. The location of Washington D.C. beside the Potomac made canoeing an appealing activity. As the southernmost of the east coast canoe clubs of the early twentieth century, the Washington Canoe Club enjoyed a longer season than its northerly counterparts.

When the club was founded in 1904, its charter stated its mission as "mutual improvement, the promotion of physical culture, and the art of canoeing." At the beginning, canoeing was not the only activity. The club sponsored wrestling matches, boxing, bowling, swimming, track, and water polo competitions. Club members and teams won national and city-wide events. *The Christian Science Monitor* in 1913 wrote that "... in the winter, ladies' nights, dances, receptions, minstrel shows, and theater parties serve to keep the membership interested."

Right: In 1916 the Washington Canoe Club Senior boat included H. T. Knight, R. Rutherford, K. M. Knight, and C. H. Wagner. They are all wearing the club uniform: blue shorts, white jersey, and the club insignia.



Washington Canoe Club U.S. Olympic Canoe and Kayak Team Members

Norman Bellingham (1984, 1988, 1992)

Jack Brosius (1972)

Ruth DeForest (1952)

Linda Dragan (1972, 1976, 1980)

Francine Fox (1964, 1968)

David Halpern (1984)

Mark Hamilton (1988)

Alexandra Harbold (1992, 1996)

Michael Harbold (1988, 1992, 1996)

Theresa Haught (1980, 1988)

Charles Havens (1924)

Frank Havens (1948, 1952, 1956, 1960)

William Havens, Jr. (1940, 1948)

Karl Knight (1924)

Harry Knight (1924)

Hank Larcombe (1924)

Charles Lundmark (1960)

Bruce Merritt (1984, 1988)

Sandor Nyerges (1988)

Gloriane Perrier (1960, 1964)

Nancy Purvis (1972)

William Schuette (1952, 1956)

Dan Schnurrenberger (1984)

Edward Trilling (1940)

Denis Van Valkenburgh (1964)

Andreas Weigand (1968, 1972, 1976, 1980)

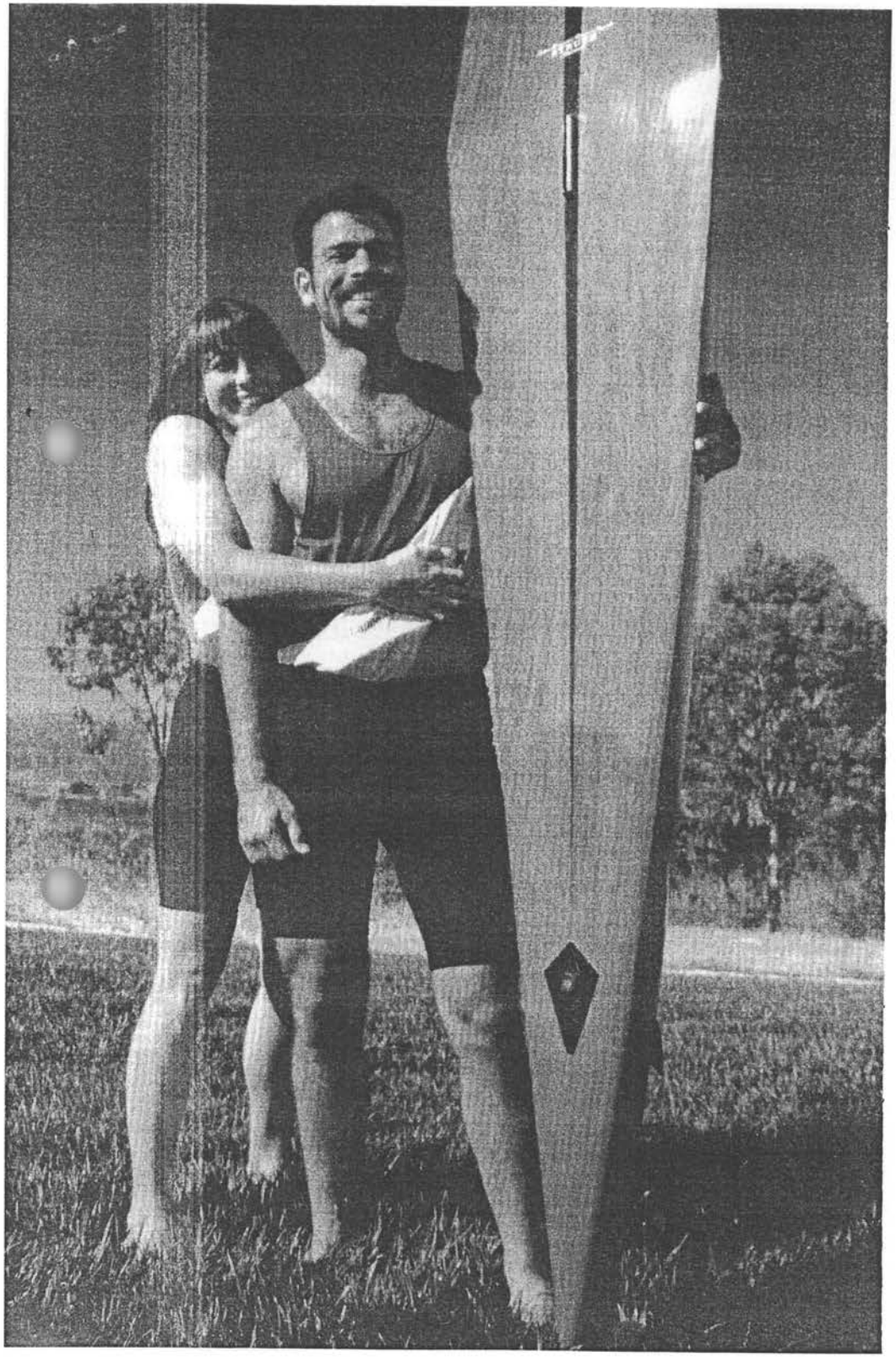
Peter Weigand (1968)

Al Whitney (1972)

THE OLYMPICS

The Washington Canoe Club is significant for its role in the development of flatwater canoe racing in Olympic competition. The club, competing for the United States, and introducing the sport as a demonstration event at the 1924 Olympics in Paris, won three of the six events raced. The team was made up of Charles Havens, Karl Knight, Harry Knight, and Hank Larcombe. Because only six countries had teams, flatwater racing did not become an Olympic sport until 1936. A formidable precedent was set in 1924 and the Washington Canoe Club has lived up to it by qualifying athletes for all but the 1936 Olympic canoe and kayak team since the sport was officially included in the Olympic games. The club has produced numerous national champions and Olympic medal winners. Frank Havens' 1948 Silver and 1952 Gold medals, the Silver medal won by Francine Fox and Gloriane Perrier in 1964, and Norman Bellingham's gold medal in the 1988 Olympic Games were highlights for the club.

The club is presently designated a "Center of Excellence" by the United States Canoe and Kayak Team (USCKT), the national governing body for the sport of Olympic flatwater racing, and Olympians and Olympic hopefuls train at the club.



Left: Alexandra and Michael Harbold began their paddling careers on separate coasts. The Hawaii and Rockaway Beach paddlers met at training camp, began training on the Potomac at the Washington Canoe Club, and got married in 1991.

Back cover: Frank and Bill Havens, 1946, repairing a "peanut" the favored single and team boat at the time. Four generations of the Havens family have paddled and mended craft from the earliest days of the Washington Canoe Club.

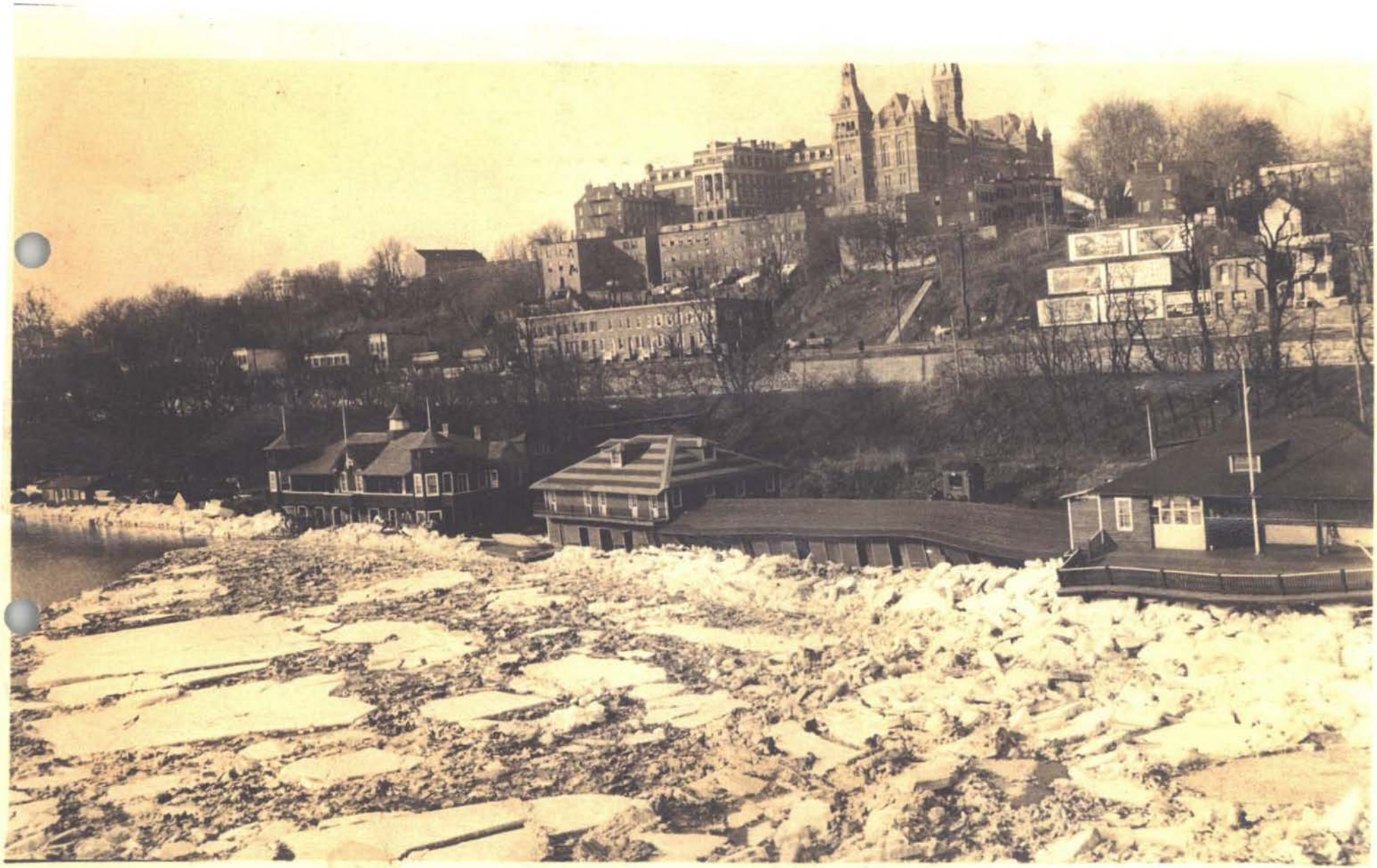
THE WASHINGTON CANOE CLUB TODAY

Today, as it nears its 100th anniversary, the Washington Canoe Club continues its strong traditions of excellence in canoeing. Young athletes are introduced to flatwater canoe racing, and are provided instruction and coaching to help them develop their potential in the sport. Club members continue to be involved in administration and organization of canoeing at the national level. Athletes are keeping the Olympic flame in focus as the Games draw near. The club continues to provide the support and encouragement that have been the trademark of the most prominent club in the history of U.S. canoeing to all its athletes—whether Olympic Gold medalist or weekend recreational paddler.

The Washington Canoe Club was designated a District of Columbia landmark in January 1973.

In March 1991, it was designated an historic building with the National Register of Historic Places, and placed on the D.C. inventory of historic sites in the United States.

The text of this publication has been freely adapted from the excellent report written by Betty Bird in 1989. Her carefully researched account was enhanced by interviews with Dusty Rhodes, Frank Havens, and Jack Brosius.
Edited by Frances Smyth / Designed by Margaret Bauer



Submitted by John Helm



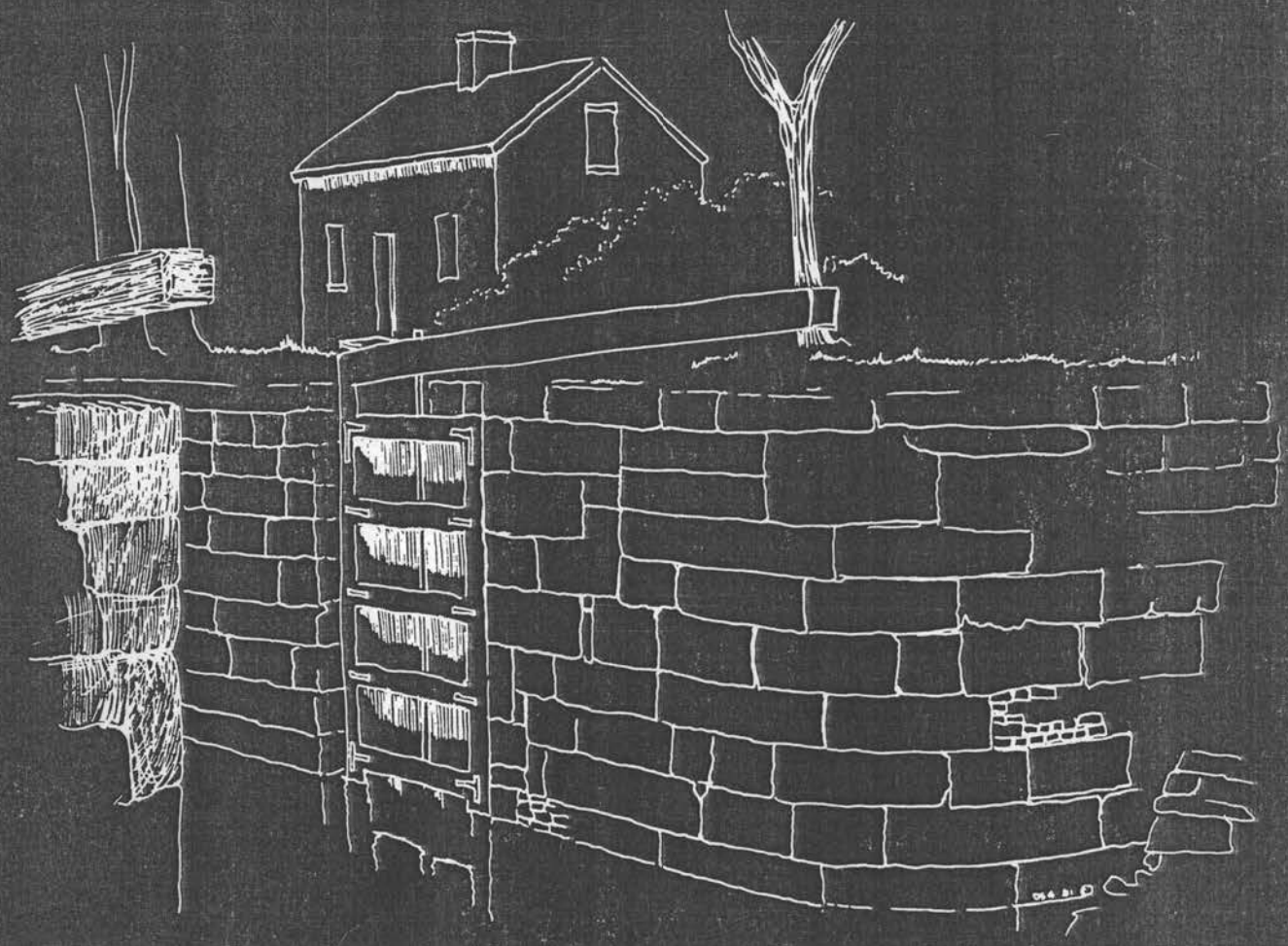


JANUARY 21, 1996 FLOOD CREST CHARLES ADAMS

Depository Item

C & O Canal

The Making of a Park



U.S. Department of the Interior

National Park Service

Submitted by John Helm

C & O CANAL

THE MAKING OF A PARK

Barry Mackintosh

History Division
National Park Service
Department of the Interior
Washington, D.C.

1991

UNCLE SAM BUYS A CANAL

In 1901 the Senate Committee on the District of Columbia, chaired by Sen. James McMillan of Michigan, engaged four of the nation's most distinguished design professionals to study and recommend improvements to Washington's park system. Architects Daniel H. Burnham and Charles F. McKim, landscape architect Frederick Law Olmsted, Jr., and sculptor Augustus Saint-Gaudens composed the Senate Park Commission or McMillan Commission, as it became known. Charles Moore of the Senate committee's staff served as secretary to the commission and editor of its influential report, *The Improvement of the Park System of the District of Columbia*.

The McMillan Commission is best remembered for reviving and extending Pierre Charles L'Enfant's plan for the monumental core of the capital. But its report went on to recommend significant parkland additions and enhancements well beyond the central city, extending south to Mount Vernon and northwest to Great Falls. Even though the Chesapeake and Ohio Canal was still in commercial use, the commission viewed it as a picturesque recreational amenity for its proposed "Potomac Drive":

> Without interfering with the future utilization of the water power, the surroundings of the Great Falls on both sides of the river should, in our opinion, be converted into a national park, to be connected with the city by a continuous river drive. The beauty of the scenery along the route of this proposed noble river-side improvement is so rare and, in the minds of the Commission, of so great value not only to all Washingtonians, but to all visitors, American and foreign, that it should be safeguarded in every way. No buildings should be allowed between the drives and the river, and no change should come to pass in the character of the canal that will tend to transform its primitive character and quaint beauty. The canal has a charm of its own, as, half disclosed and half revealed, it winds among the trees; and not the least part of this charm, so desirable to be preserved, is the slow, old-fashioned movement of the boats and of the people on and near this ancient waterway. Already the canal is used, aside from the navigation of commerce, by pleasure seekers in canoes, and by excursion parties in various craft. More and more will the canal thus be used as an attractive route between the populous city and the natural charms of the picturesque region between Cabin John Bridge and Great Falls. The preservation and continuance of the canal in its original character will thus add elements of gayety and life to a scene much to be enjoyed by the passers-by on the neighboring and upper roadways.[1]

There was no immediate response to the commission's Potomac Drive proposal, but it was not forgotten. Nor was the concern that had caused the

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[1]U.S. Congress, Senate, Committee on the District of Columbia, *The Improvement of the Park System of the District of Columbia* (Washington: Government Printing Office, 1902), p. 96.

took this into account in their reconnaissance and recommendations, reported to Delano by John Nolen:

> There was unanimous agreement that the Canal should be preserved as a recreational waterway of great scenic and historical value for the full distance between Washington and the Monocacy and perhaps to Point of Rocks. . . . We further concluded that the restoration of the canal as a scenic waterway was an ideal work relief project of almost boundless proportions. The lock gates and sills in most cases need complete rebuilding, banks and revetments require extensive cleaning and reconditioning and lock houses and other supplementary facilities should be put in shape for active use. We even considered the necessity of resetting all the stones in the Monocacy bridge which is badly out of line due to frost action and settlement of one pier.[19]

The planners determined that any parkway road above Great Falls should be on the Virginia side of the river, crossing to Maryland between Goose Creek and the Monocacy. "To parallel the canal with a highway would destroy much of its scenic and recreational value and filling it in would destroy its historic value," Nolen warned.[20]

Delano relayed the planners' findings and recommendations to Roosevelt, who asked that NCP&PC and NPS representatives begin active negotiations for purchase of the canal.[21] Before doing so, however, it was necessary to investigate the legal status of the property. "Incidentally it has occurred to me that the R.F.C. [Reconstruction Finance Corporation] have probably had various negotiations with the Baltimore & Ohio Railroad in regard to federal aid, and that this question of the government acquiring title to the canal might be included in the general bargain," Delano wrote Ickes on August 27. "But even so, it is important to know how much the Baltimore & Ohio Railroad has to sell, and whether the title they could give is of any value to the Government unless the States of Maryland and Virginia authorize the sale."[22]

The President remained actively involved in the discussions. "Why not ask the Department of Justice to investigate the B.&O's. title to the canal?" he wrote Ickes four days later. As it did so, NPS and NCP&PC officials drafted an executive order that would allocate $4 million under the Emergency Relief Appropriation Act of 1935 for land acquisition and Civilian Conservation Corps work along the Potomac to Harpers Ferry. The

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[19]Memorandum, Nolen to Delano, May 31, 1935, GWMP/C&O file 500-10, RG 328.

[20]Ibid.

[21]Memorandum, Ickes to Acting NPS Director Arthur E. Demaray, June 7, 1935, C&O file 650.03, RG 79.

[22]Letter, Delano to Ickes, ibid.

more likely. *The Cumberland* was dedicated there on July 11, 1976. The park later acquired the land on which the boat sat and issued a special use permit to C & O Canal, Cumberland, for its "operation." Rewatering never occurred and the boat remained high and dry (after holes were drilled in its bottom to drain collected water). *The Cumberland* has nevertheless served a useful interpretive purpose, for it more nearly approximates a historic canal packet than do the floating barges downstream. It is the centerpiece of "Canal Days," an annual festival sponsored by C & O Canal, Cumberland.

In 1973 the park opened a small visitor center in Hancock. In 1985 it acquired space in the former Western Maryland Railway Station in Cumberland, close by the buried canal terminus. Both visitor facilities received good historical exhibits and have been effective dispensers of information to upper canal users.

Park visitors have been served by several concessions. GSI (now Guest Services Inc.) operated the Georgetown barge until 1972. It continues to rent canoes, boats, and bicycles at the Harry T. Thompson Boat Center, next to the canal tidelock at the mouth of Rock Creek, and it operates a food concession at Great Falls. Fletcher's Boathouse, between the canal and river above Georgetown, has long rented canoes, boats, and bicycles to park patrons. So has the Swain family at Swains Lock, the next above Great Falls. The Parks and History Association, a nonprofit cooperating association serving most National Capital Region parks, sells publications and other park-related items at the Georgetown, Great Falls, Hancock, and Cumberland visitor centers. The proceeds help support park interpretation and other visitor services.

The Park Service works hard to compile visitor statistics, which help buttress requests for funds and staff by showing how many people are using the parks. The Chesapeake and Ohio Canal National Historical Park poses a major challenge in this regard, for its elongated nature and abundance of uncontrolled access points make accurate counts impossible. The park's counting method in the mid-1980s resulted in figures of 4,900,841 total visits in 1986 and 6,048,335 in 1987. The method was then revised, producing presumably more realistic figures of 2,074,721 in 1988, 1,991,207 in 1989, and 1,965,828 in 1990. (All figures are for visits rather than individual visitors, who may be counted repeatedly as they appear at different times and in different places.)

Whatever the totals, there is no doubt about the continuing disparity of public use within the park. In 1990 the Palisades District, extending only one-sixth of the park's length, counted 1,499,028 visits--more than three-quarters of the total. Palisades had 48,360 visits per mile (concentrated most heavily in Georgetown and at Great Falls), while the rest of the park had 3,030 visits per mile. Although some might wish for a more equitable

dispersion of visitors, this pattern is to be expected given Palisades' relationship to the Washington metropolitan area and the special scenic and recreational appeal of the canal's restored section. And for those seeking a different kind of park experience, the relative solitude of the upper canal is highly desirable.

A few visitors travel the full length of the canal, using the hiker-biker campgrounds en route. More travel over extended distances, some of them also camping for a night or two. Other campground users are drawn primarily by the river's recreational opportunities. The park recorded 42,998 overnight stays by such visitors in 1990. Of course, the great majority of visitors come for less than a day at a time to walk, cycle, fish, boat or canoe, watch birds, and otherwise enjoy small segments of the park.

All of them, from the casual day-tripper to the full-length tramper, are beneficiaries of an extraordinary public commitment to preserve 184 miles of canal and riverfront in largely undeveloped condition. President Franklin D. Roosevelt and Justice Douglas played key roles leading to this outcome, as did farsighted members of Congress, Interior Department officials, and conservation groups. Like most great things, the Chesapeake and Ohio Canal National Historical Park was achieved only with great effort. Recalling the opposition and envisioning what might have befallen Maryland's Potomac riverbank, Gilbert Gude, who sponsored the successful park bill in the House, still marvels at the park's existence. Others involved with the struggle and those who just enjoy this special place today might well echo Gude's assessment: "Amazing."[4]

[4]Interview with Gude, Nov. 20, 1989.