

AL-IV-A-142

Canada-Viaduct Historic District, (North Mechanic Street Area)

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

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Last Updated: 05-15-2018

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ___
no ___

Property Name: Canada-Viaduct Historic District Inventory Number: AL-IV-A-142
 Address: Multiple City: Cumberland Zip Code: 21502
 County: Allegany USGS Topographic Map: Cumberland, MD-PA-WV
 Owner: Multiple Is the property being evaluated a district? X yes
 Tax Parcel Number: Multiple Tax Map Number: 104 Tax Account ID Number: multiple
 Project: Cumberland Historic Survey Project Agency: City of Cumberland
 Site visit by MHT Staff: ___ no X yes Name: Anne E. Bruder (Reviewer) Date: 2/16/98
 Is the property located within a historic district? ___ yes ___ no

If the property is within a district

District Inventory Number: _____

NR-listed district ___ yes Eligible district ___ yes District Name: _____

Preparer's Recommendation: Contributing resource ___ yes ___ no Non-contributing but eligible in another context ___

If the property is not within a district (or the property is a district)

Preparer's Recommendation: Eligible ___ yes ___ no

Criteria: X A ___ B X C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

The Canada-Viaduct neighborhood developed primarily during the 1880s to 1940s. Its built environment includes residential, commercial, and industrial properties within an urban setting. The community is surrounded by both natural and manmade features, including the Narrows and Wills Mountain on the west, U.S. Route 40 to the north-northwest, Shriver Ridge on the northeast, Bedford Street and downtown Cumberland to the east-southeast, and Wills Creek to the south; the multi-span Baltimore & Ohio Railroad Viaduct cuts through the middle. The main thoroughfares of the neighborhood include North Centre, North Mechanic, and Valley Streets. Historic physical features that add to the neighborhood's unique character include wide sidewalks, manhole covers, remnants of brick streets, and larger physical landmarks such as the Railroad Viaduct, northern railroad tracks, and Blue Spring (AL-IV-A-091). The residential architecture in the Canada-Viaduct neighborhood is mostly vernacular with stylistic influences that were prominent from the 1880s to the 1920s. The neighborhood's vernacular architecture includes popular building forms such as the commonly found mid-Atlantic I-House, Gable Front, workers house or rowhouse, and two-part commercial block. Intermixed around both the residential and commercial

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X Eligibility not recommended ___

Criteria: X A ___ B X C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

Comments: _____

Reviewer: Office of Preservation Services

[Signature]
Reviewer, NR Program

Date

12/13/17

Date

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1

MIHP No: AL-IV-A-142

buildings are the Canada-Viaduct neighborhood's industrial properties. The Canada-Viaduct neighborhood's simple historic features, vernacular built environment, and industrial buildings from the late nineteenth to mid-twentieth centuries supported its former working class population.

Referred to as Olde North Cumberland or the North End, the Canada-Viaduct Historic District grew during the mid-nineteenth and early twentieth centuries. The city of Cumberland became the second largest city in Maryland because of the railroad, steel rolling mills, cotton mills, glass works, and breweries. These industries were attracted to Cumberland because of the area's raw resources and materials. Known as the western-gateway, the city of Cumberland was the starting place for the National Road, and other major transportation systems that increased Cumberland's prosperity with the arrival of the Baltimore & Ohio Railroad in 1842 and the Chesapeake & Ohio Canal in 1850. Unskilled workers and immigrants, including storekeepers and mechanics, made the Canada-Viaduct neighborhood their home to take advantage of these employment opportunities. The Canada-Viaduct neighborhood was an ideal business location for industry, as it was near transportation and dependable water supply for people and businesses. This resulted in a majority of the residential buildings within the Canada-Viaduct Historic District being constructed during the late nineteenth century to early twentieth century. The neighborhood faced certain setbacks, such as Prohibition in 1920, the collapse of the stock market in 1929, and multiple floods, including the disastrous flood of 1936. Within the Canada-Viaduct neighborhood, certain business industries faded, such as coal and glass works, and other businesses took their place, like the auto and lumber industries.

Cumberland's manufacturing strength serviced the United States during World War II. Like many industrial cities after World War II, Cumberland could not maintain the huge worker base during the war years, and eventually many unskilled workers became unemployed. The Canada-Viaduct neighborhood reflected this in its building stock, as residential construction was at an all-time low and buildings disappeared from the urban landscape. Returning veterans took advantage of the G.I. Bill to purchase new housing, while Cumberland received assistance through the Housing Acts of 1949 and 1954 to improve blighted areas and encourage reinvestment. The Federal-Aid Highway Acts sealed the Canada-Viaduct neighborhood's fate, as it made it easier for travelers to bypass the neighborhood altogether. City residents also found it easier to leave the city to find employment, which corresponded with a steady growth of suburban areas. By the 1960s, the Canada-Viaduct neighborhood was in a state of decline and isolated on all four sides. However, this isolation preserved the story of Cumberland's industrial heritage and the Canada-Viaduct's unique vernacular architecture.

The Canada-Viaduct Historic District is recommended for the National Register of Historic Places (NRHP). The district is eligible for listing in the NRHP under Criterion A because of its association with events that have made a significant contribution to the broad patterns of Maryland's urban history. Also, the district is eligible for listing in the NRHP under Criterion C for having architecturally significant building types, periods, or methods of construction. The period of significance of the Canada-Viaduct Historic District spans from 1842 to 1948. The beginning date of the period of significance marks the arrival of the B&O Railroad to the city of Cumberland, which became the catalyst of the city's industrial strength and attracted many other industries that took advantage of the area's raw resources and materials. The period of significance's end date of 1948 reflects the construction date of the latest historic resource that contributes to the Canada-Viaduct Historic District

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 2

MIHP No: AL-IV-A-142

Prepared by: Lorin Farris, Historitecture, LLC

Date Prepared: June 2017

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Canada/Viaduct Historic District Survey Number: AL-IV-A-142
Project: Wills Creek Bridge, AL725B21 Agency: SHA

Site visit by MHT Staff: XX no yes Name _____ Date _____

Eligibility recommended XX Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G
 None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Canada/Viaduct District derives its name from the 19th century railroad viaduct, a major work of engineering in an area characterized by 19th and early 20th century buildings of major local significance. The area was occupied by a brewing company, and railroad support buildings, as well as residential, religious, commercial and industrial buildings. SHA proposes to change the boundary from the verbal description in the original MIHP form, and instead limit it to the property lines, rather than to the railroad right-of-way.

The Canada/Viaduct District is eligible under Criterion C for the National Register of Historic Places, because of the locally significant architectural resources within the district.

Documentation on the property/district is presented in: Project Review and Compliance Files
Prepared by: Jill Dowling/P.A.C. Spero and Company

Anne E. Bruder 2/16/98
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable

Peter Skurky 2/18/98
Reviewer, NR program Date

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
 Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
 Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
 Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
 Early Archaic 7500-6000 B.C.
 Middle Archaic 6000-4000 B.C.
 Late Archaic 4000-2000 B.C.
 Early Woodland 2000-500 B.C.
 Middle Woodland 500 B.C. - A.D. 900
 Late Woodland/Archaic A.D. 900-1600
 Contact and Settlement A.D. 1570-1750
 Rural Agrarian Intensification A.D. 1680-1815
 Agricultural-Industrial Transition A.D. 1815-1870
 Industrial/Urban Dominance A.D. 1870-1930
 Modern Period A.D. 1930-Present
 Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
 Settlement

 Political
 Demographic
 Religion
 Technology
 Environmental Adaptation

IV. Historic Period Themes:

- Agriculture
 Architecture, Landscape Architecture, and Community Planning
 Economic (Commercial and Industrial)
 Government/Law
 Military
 Religion
 Social/Educational/Cultural
 Transportation

V. Resource Type:

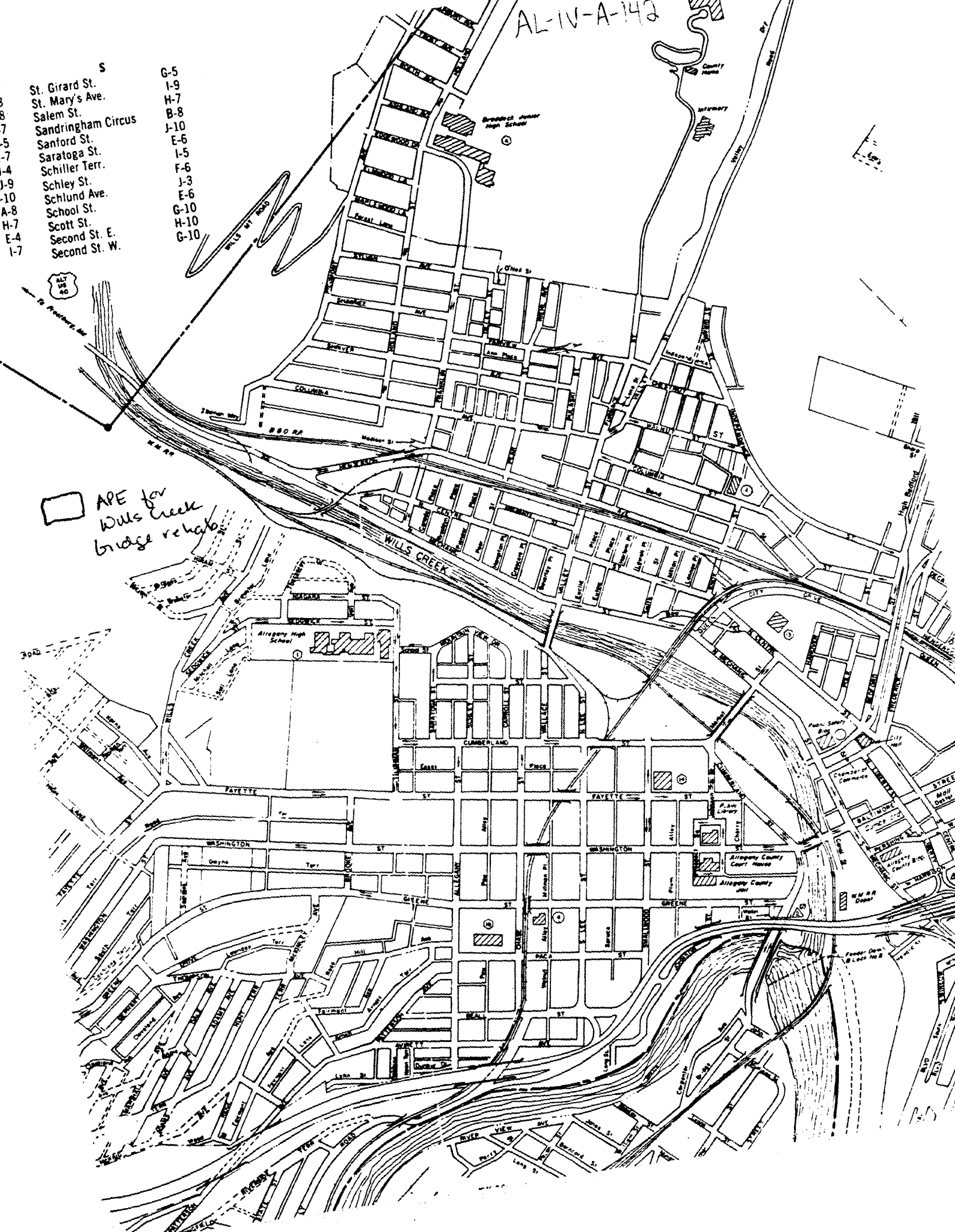
Category: Buildings
Historic Environment: Town/City
Historic Function(s) and Use(s): Industrial/Residential/Religious/Commercial
Known Design Source: None

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- S
- St. Girard St.
- St. Mary's Ave.
- Salem St.
- Sandringham Circus
- Sanford St.
- Saratoga St.
- Schiller Terr.
- Schley St.
- Schlund Ave.
- School St.
- Scott St.
- Second St. E.
- Second St. W.

- G-5
- I-9
- H-7
- B-8
- J-10
- E-6
- I-5
- F-6
- J-3
- E-6
- G-10
- H-10
- G-10

□ APE for
Wills Creek
bridge rehab.



Capsule Summary

AL-IV-A-142

Canada-Viaduct Historic District Cumberland, Maryland

The Canada-Viaduct neighborhood is surrounded by the Narrows and Wills Mountain, U.S. Route 40, Shriver Ridge, Bedford Street, and Wills Creek; the multi-span Baltimore & Ohio Railroad Viaduct cuts through the middle. The main thoroughfares are North Centre, North Mechanic, and Valley Streets. Historic physical features include wide sidewalks, manhole covers, remnants of brick streets, the Viaduct, railroad tracks, and Blue Spring (AL-IV-A-091). The working-class residential vernacular architecture has stylistic influences from the 1880s to the 1920s and building forms include the mid-Atlantic I-House, Gable Front, workers house or rowhouse, and two-part commercial block forms mixed with industrial properties. Unskilled workers and immigrants settled in the neighborhood during the mid-nineteenth and early twentieth centuries to serve Cumberland's railroads, steel mills, cotton mills, glass works, and breweries. As Cumberland's manufacturing strength faded, neighborhood residential construction dropped to an all-time low.

The Canada-Viaduct Historic District is recommended for the National Register of Historic Places (NRHP) under Criterion A for its association with events that have made a significant contribution to the broad patterns of Maryland's urban history and under Criterion C for having architecturally significant building types, periods, or methods of construction. The period of significance of the Canada-Viaduct Historic District spans from the arrival of the B&O Railroad in 1842 to 1948, corresponding with the latest contributing historic resource to the Canada-Viaduct Historic District.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AL-IV-A-142

1. Name of Property (indicate preferred name)

historic Canada-Viaduct Historic District

other Wills Creek Neighborhood, Olde North Cumberland, or the North End

2. Location

street and number North Centre, North Mechanic, and Valley Streets not for publication

city, town Cumberland vicinity

county Allegany County

3. Owner of Property (give names and mailing addresses of all owners)

name multiple ownership

street and number telephone

city, town state zip code

4. Location of Legal Description

courthouse, registry of deeds, etc. Allegany County multiple deeds liber folio

city, town Cumberland tax map 104 tax parcel tax ID number

5. Primary Location of Additional Data

- Contributing Resource in National Register District
 Contributing Resource in Local Historic District
 Determined Eligible for the National Register/Maryland Register
 Determined Ineligible for the National Register/Maryland Register
 Recorded by HABS/HAER
 Historic Structure Report or Research Report at MHT
 Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input checked="" type="checkbox"/> commerce/trade	236
<input type="checkbox"/> site		<input checked="" type="checkbox"/> recreation/culture	36
<input type="checkbox"/> object		<input type="checkbox"/> defense	1
		<input checked="" type="checkbox"/> religion	1
		<input checked="" type="checkbox"/> domestic	1
		<input checked="" type="checkbox"/> education	238
		<input type="checkbox"/> funerary	37
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input checked="" type="checkbox"/> industry	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			5

7. Description

Inventory No. AL-IV-A-142

Condition

excellent deteriorated
 good ruins
 fair altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary

The Canada-Viaduct neighborhood developed primarily during the 1880s to 1940s. Its built environment includes residential, commercial, and industrial properties within an urban setting. The community is surrounded by both natural and manmade features, including the Narrows and Wills Mountain on the west, U.S. Route 40 to the north-northwest, Shriver Ridge on the northeast, Bedford Street and downtown Cumberland to the east-southeast, and Wills Creek to the south; the multi-span Baltimore & Ohio Railroad Viaduct cuts through the middle. The main thoroughfares of the neighborhood include North Centre, North Mechanic, and Valley Streets. Historic physical features that add to the neighborhood's unique character include wide sidewalks, manhole covers, remnants of brick streets, and larger physical landmarks such as the Railroad Viaduct, northern railroad tracks, and Blue Spring (AL-IV-A-091). The residential architecture in the Canada-Viaduct neighborhood is mostly vernacular with stylistic influences that were prominent from the 1880s to the 1920s. The neighborhood's vernacular architecture includes popular building forms such as the commonly found mid-Atlantic I-House, Gable Front, workers house or rowhouse, and two-part commercial block. Intermixed around both the residential and commercial buildings are the Canada-Viaduct neighborhood's industrial properties. The Canada-Viaduct neighborhood's simple historic features, vernacular built environment, and industrial buildings from the late nineteenth to mid-twentieth centuries supported its former working class population.

General Description

The Canada-Viaduct neighborhood, also known as the Wills Creek Neighborhood, Olde North Cumberland, or the North End, is located in the city of Cumberland, the western gateway city and seat of Allegany County, Maryland. Striking physical features include the Narrows and Wills Mountain on the west, Wills Creek on the south, and Shriver Ridge on the northeast. The boundaries of the neighborhood include the Franklin Street Truss Bridge to the west, Route 40 on the north, Bedford Street near City Hall on the east, and Wills Creek on the south. Wills Creek is a 38.6-mile-long tributary of the North Branch Potomac River in Pennsylvania and Maryland. The neighborhood's distinctive setting of both natural and historic man-made boundaries sets it apart from the rest of Cumberland's other historic neighborhoods.

North Centre and North Mechanic Streets serve as the main east-west thoroughfares for the neighborhood and are major thoroughfares from the city's boundaries at the Narrows into the downtown area (Photos 1-2). North Mechanic Street hugs the north bank of Wills Creek and North Centre Street runs parallel to North Mechanic Street. Valley Street is the only major north-south thoroughfare for the neighborhood (Photo 3). Valley Street has historically connected the Canada-Viaduct neighborhood with the rural areas outside of the city limits in Allegany County and neighboring Pennsylvania.

The Canada-Viaduct neighborhood has a mixture of commercial, industrial, and residential buildings within an urban setting. Most of the buildings are one- and two-story buildings, with a few four- to six-story buildings. The residential buildings include single-family residences, workers housing or rowhouses, or apartments. The

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Canada-Viaduct Historic District
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neighborhood has an equal part of small and large industrial buildings, and two-part commercial block buildings (1850-1900). The Canada-Viaduct neighborhood's urban density represents what was needed for the city's rapidly growing population during the late nineteenth and early twentieth centuries. However, suburbanization and the Urban Renewal era of the 1960s to 1980s eventually influenced low-rise and low-density building forms with later construction (Cumberland Preservation District Design Guidelines 2016:33). The neighborhood's two special zoning districts provide for a wide mix of residential and commercial/industrial uses at urban densities that are slightly less intense than the Central Business District Zone (Cumberland Comprehensive Plan 2013:65).

The Canada-Viaduct neighborhood developed primarily from the 1880s to 1940s. Its higher concentration of industrial and service businesses attracted unskilled workers and immigrants, a population that did not have the spare time, means, or representation to demand infrastructure improvements and services from the city. This can be seen throughout the neighborhood's built environment. City improvements mainly focused on paving streets, improving the sewer and water systems due to constant flooding of Wills Creek, businesses being required to build brick sidewalks in front of their establishments, and new streetlights. Lacking public open space for most of its history, the City built a single-block park after razing the Centre Street Public School in 1976 (City of Cumberland 1987:8).

North Centre Street has wide sidewalks, allowing for easy walkability that the current residents continue to enjoy. In 1976, photographic documentation completed of the neighborhood during the city's first architectural survey shows brick sidewalks, cobblestone streets, granite curbs, and single-globe cast-iron streetlights. Most of the brick sidewalks and granite curbs have been replaced by concrete. Knox Street still has remnants of brick-paved areas, but it is mostly covered by asphalt (Photo 4). Otherwise, the cobblestone streets have been covered over with asphalt. Large wood posts with metal snakehead streetlights have replaced single-globe cast-iron streetlights. Electrical power lines continue to line the streets. There are no historic fire hydrants. The manhole covers do appear to be historic but they do not have any inscription or date like most urban manhole covers. The community depends largely on street parking, as there is a lack of individual garages for residential properties. The majority of garages that exist within the neighborhood are associated with service businesses, which appear to be used mainly as loading areas. The modern commercial buildings that were constructed after 1950 have larger parking areas, which have left gaps within the neighborhood's built environment.

The Canada-Viaduct neighborhood does not have grand houses or mansions, elaborate civic buildings, or historic public parks. The largest structures in the neighborhood are industrial in nature, such as the Cumberland Brewing Company, the Cumberland Cement and Supply Company, and the Railroad Viaduct. These buildings and structures sit among residential buildings that housed workers. The vernacular architecture that was constructed in the Canada-Viaduct neighborhood reflects the necessary frugality of the working-class population. The city of Cumberland recognizes that vernacular architecture is often evaluated in a broader context when located within a historic district, than at the individual building level (Cumberland Preservation

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Canada-Viaduct Historic District
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District Design Guidelines 2016:32). Good examples of simplistic vernacular buildings in the Canada-Viaduct neighborhood include 548 North Centre Street, 422 North Mechanic Street, and 520 North Mechanic Street (Photo 5).

Vernacular architecture can best be described as the architecture most people built or used during a specific time period. Although vernacular buildings lack stylistic ornamentation, they are often described as vernacular with stylistic influences. It is also easier to describe vernacular architecture by the building's function, floor plan, or overall building shape. Vernacular buildings are based on building traditions passed down over time and reflect the local skills, technology, and materials of the community in which they are built. Generally, builders and craftspeople, not professional architects, have led the design process (KCI 1999:D-15-16; Lanier and Herman 1997:124, 127, 138, 145, 159, 161). The term vernacular can be applied to a broad range of buildings and structures in Cumberland, including dwellings. In vernacular architecture of the late nineteenth century and early twentieth century in western Maryland, builders commonly began with basic house forms and plans and then applied simplified ornamentation inspired by the fashionable styles of the time, such as Italianate (1860-1880), Second Empire (1870-1890), Queen Anne (1880-1890), Shingle (1880-1910), Colonial Revival (1890-1930), and Prairie (1900-1920) (Cumberland Preservation District Design Guidelines 2016).

Ornamentation, when present, was simple and a building may have only exhibited one or two features, usually the most obvious characteristics of a style. Characteristics of the vernacular style with Italianate influences include a decorative cornice with large brackets, and good examples in the Canada-Viaduct neighborhood include 522-526 North Mechanic Street, 534 North Centre Street, and 550 North Mechanic Street (Photo 6) (Cumberland Preservation District Design Guidelines 2016:34; McAlester 2006:211). Architectural details of the vernacular style with Second Empire influences include a mansard roof with a decorative cornice and dormer windows, and good examples in the Canada-Viaduct neighborhood include 403 North Mechanic Street, 426 North Centre Street, and 317 North Centre Street (Photo 7) (Cumberland Preservation District Design Guidelines 2016:46; McAlester 2006:240).

The vernacular style with Queen Anne influences features can include mass-produced spindle work, decorative shingles, or a turret or tower (Cumberland Preservation District Design Guidelines 2016:47; McAlester 2006:263). Good examples of the vernacular style with Queen Anne influences in the Canada-Viaduct neighborhood include 416 North Mechanic Street, 424 North Mechanic Street, and 319-321 North Centre Street (Photo 8). Architectural details of the vernacular style with Shingle influences often have a front gable clad by wood or slate shingles, and good examples of this style include 612 and 614 North Centre Street, 12 Smith Street, and 413 North Mechanic Street (Photo 9) (Cumberland Preservation District Design Guidelines 2016:48; McAlester 2006:289).

The vernacular style buildings with Colonial Revival influences often have a decorative cornice with dentils, ornate entry with pilasters or transom, asymmetrical façade, and windows topped with cornices (Cumberland

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Preservation District Design Guidelines 2016:49; McAlester 2006:321). Good examples of the vernacular style with Colonial Revival influences in the Canada-Viaduct neighborhood include 429 North Centre Street and 611 North Centre Street (Photo 10). The vernacular style with Prairie influences usually have hipped roofs with large overhanging boxed eaves, front porches with Craftsman style columns, and emphasis on horizontal lines (Cumberland Preservation District Design Guidelines 2016:50; McAlester 2006:439). Good examples of the vernacular style with Prairie influences in the Canada-Viaduct neighborhood are 552-554 North Mechanic Street, 18 Valley Street, and 410 North Mechanic Street (Photo 11).

Common building forms in the Canada-Viaduct neighborhood included the I-House (1800-1930), Gable Front type (1860-1945), and Cumberland workers house or rowhouse. One of the most common iterations of vernacular domestic architecture in the mid-Atlantic is the I-House (Cumberland Preservation District Design Guidelines 2016:52). A simple, rectangular building, the I-House features a relatively tall, thin profile (as seen from the end), two stories with a long, narrow main floor plan one room deep, and a side-gable roof (McAlester 2006:96). The façade is commonly symmetrical and may feature a one-story porch running the façade's length. Owners sometimes adapted the modest I-House's façade to be more fashionable with the addition of stylistic elements found in Georgian, Federal, or Greek Revival houses (Foster 2004:73-74; KCI 1999:D-15). Good examples of the I-House building type in the Canada-Viaduct neighborhood include 626 North Mechanic Street, 110 Eutaw Place, and 732 North Mechanic Street (Photo 12).

As part of the Craftsman movement, the Gable Front house type was popular between 1910 and 1930 (Cumberland Preservation District Design Guidelines 2016:53). This residential building type can be found as early as 1860 and as late as 1945. For the Canada-Viaduct neighborhood, the Gable Front building type could be simplified for workers housing, or have subtle ornamentation for the middle class. Well suited for narrow urban lots, the Gable Front building type's simplified and boxy ornamentation is characterized with Gothic Revival, or Carpenter Gothic, influences (McAlester 2006: 309). Most of the Gable Front type buildings within the Canada-Viaduct neighborhood have two-and-one-half stories, an asymmetrical façade, and are two-bays in width and two-bays in length. Façades have enclosed front gables with patterned and colorful slate cladding. Other ornamentation is usually located on full-length or entry front porches. Good examples of the Gable Front house type in the Canada-Viaduct neighborhood include 443 North Centre Street, 546 North Centre Street, and 318 and 322 North Mechanic Street (Photo 13).

The Cumberland workers house, or rowhouse, is a vernacular style and building type within the Canada-Viaduct neighborhood (Cumberland Preservation District Design Guidelines 2016:56). These residences were intended for workers in nearby industries. Influenced by rowhouses in Baltimore, worker housing in Cumberland typically had subtle stylistic elements and were constructed in pairs. Common architectural characteristics of workers houses have two or two-and-one-half stories, two or three bays in width, have low-pitch shed roofs, and asymmetrical facades. More decorative features may include full-length front porches, two-story hexagonal bay windows with pediment or conical roofs, and dormer windows. Examples of workers

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housing in the Canada-Viaduct neighborhood include 527 North Centre Street, 542 and 544 North Centre Street, and 531 and 533 North Mechanic Street (Photo 14).

The Canada-Viaduct neighborhood has many industrial properties that are remnants of the city's industrial era (Cumberland Preservation District Design Guidelines 2016:62). Some of the industrial buildings in the neighborhood serve alternative functions or are vacant. Most of the larger and older industrial buildings are located between North Centre Street and the railroad tracks. Smaller industrial buildings, such as storage warehouses or auto garages, are located along North Mechanic Street and its various cross-streets. Dependent on gravity for processing goods, the industrial buildings from the late nineteenth-century in the Canada-Viaduct neighborhood were tall and had multiple windows. Industrial buildings from the early to mid-twentieth-century were more technologically advanced and had horizontal processing, which resulted in horizontally oriented buildings with fewer windows. Industrial buildings in the Canada-Viaduct neighborhood with these characteristics include the industrial building at North Euclid Place, Murphy's Furniture Mart Inc., at 321 Milton Place, and Cumberland Cement & Supply Co., at Lowell Place (Photo 15).

Many of the commercial buildings in the Canada-Viaduct neighborhood are described as two-part commercial block buildings (1850-1900) (Cumberland Preservation District Design Guidelines 2016:38). The two-part aspect of the building identifies public and private spaces in the building. The ground floor will have a public function for retail or services, and the upper floors have a private function for residences or offices. It was popular to upgrade the public portions of these buildings to adapt to changing style preferences, such as remodeling storefront facades and interiors, but upper floors were often ignored. The two-part commercial block building type typically had Queen-Anne influences if they were constructed during the last three decades of the nineteenth century. Instead, later commercial buildings exhibited less ornamentation and focused on order. The Canada-Viaduct neighborhood's two-part commercial block buildings are typically brick, have asymmetrical facades with the first story having an off-centered entry and an adjacent large display window or bay window. Ornamentation usually included heavy cornices at the first story and roof parapet, and arched windows with keystones at the upper stories. Good examples of two-part commercial block buildings in the Canada-Viaduct neighborhood include 455-457 North Centre Street, 311-315 North Centre Street, and 436-442 North Centre Street (Photo 16).

Within the Canada-Viaduct neighborhood, there are significant buildings, structures, and places that contribute to the neighborhood's identity and landscape. Recognizing the significance of these places can help strengthen a community's bond with the built environment. These special places include the churches (Trinity Evangelical Lutheran Church [AL-IV-A-109]; Zion German Reformed Church; Fort Recovery Inc. [formerly the Beth Jacob Synagogue] (Photos 17-19), the Centre Street United Methodist Church [AL-IV-A-115] and St. Patrick's Catholic Church [AL-IV-A-108]), the Railroad Viaduct (Photo 20), Canada Hose House (AL-IV-A-111) (Photo 21), Blue Spring (AL-IV-A-091) (Photo 22), Cumberland Brewing Company (Photo 23), and service businesses

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Canada-Viaduct Historic District
Continuation Sheet

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(Photo 24) such as Zimmerla Machine Works. Three and four story commercial properties define the area closest to downtown Cumberland (Photos 25-26).

Historic or Current Name	Street No.	Date	C/NC	Map	Parcel
MURPHY'S FURNITURE	316 BOW ST	c.1946	C	104	7131
MASTERPIECE HAIR AND NAILS	261 CENTRE N ST	c.1885	C	104	7216
CARPET OUTLET	302 CENTRE N ST	c.1875	C	104	7191
309 NORTH CENTRE ST	309 CENTRE N ST	c.1959	NC	104	7222
MURPHYS FURNITURE	310 CENTRE N ST	c.1948	C	104	7192
311 NORTH CENTRE ST	311 CENTRE N ST	c.1900	C	104	7225
313-315 NORTH CENTRE ST	313 and 315 CENTRE N ST	c.1880	C	104	7225
317 NORTH CENTRE ST	317 CENTRE N ST	c.1860	C	104	2086
319 NORTH CENTRE ST	319 CENTRE N ST	c.1910	C	104	2087
321 NORTH CENTRE ST	321 CENTRE N ST	c.1910	C	104	2088
323 NORTH CENTRE ST	323 CENTRE N ST	c.1920	C	104	7226
TRINITY LUTHERAN CHURCH	326 CENTRE N ST	1849	C	104	7194
327 NORTH CENTRE ST	327 CENTRE N ST	c.1950	NC	104	7226B
CENTRE ST UNITED METHODIST CHURCH	406 CENTRE N ST	c.1910	C	104	7195B
ARCHWAY STATION	408 CENTRE N ST	c.1910	C	104	2114
412-414 NORTH CENTRE ST	412 and 414 CENTRE N ST	c.1890	C	104	7196
413-415 NORTH CENTRE ST	413 and 415 CENTRE N ST	c.1880	C	104	7229
417 NORTH CENTRE ST	417 CENTRE N ST	c.1890	C	104	7229
BETH JACOB TEMPLE	418 CENTRE N ST	1924	C	104	7197
419 NORTH CENTRE ST	419 CENTRE N ST	c.1890	C	104	2089
426 NORTH CENTRE ST	426 CENTRE N ST	c.1890	C	104	2116
428 NORTH CENTRE ST	428 CENTRE N ST	c.1890	C	104	2117
429 NORTH CENTRE ST	429 CENTRE N ST	c.1900	C	104	2090
430 NORTH CENTRE ST	430 CENTRE N ST	c.1900	C	104	2118
432-434 NORTH CENTRE ST	432 and 434 CENTRE N ST	c.1880	C	104	2120 \ 7198
FLURSHUTZ HOUSE	435 CENTRE N ST	c.1900	C	104	2092
436-442 NORTH CENTRE ST	436-442 CENTRE N ST	c.1890	C	104	7199
437 NORTH CENTRE ST	437 CENTRE N ST	c.1895	C	104	2092

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439 NORTH CENTRE ST	439 CENTRE N ST	c.1890	C	104	2093
441 NORTH CENTRE ST	441 CENTRE N ST	c.1910	C	104	7241B
443 NORTH CENTRE ST	443 CENTRE N ST	c.1860	C	104	2094
444 NORTH CENTRE ST	444 CENTRE N ST	c.1860	C	104	2126
445 NORTH CENTRE ST	445 CENTRE N ST	c.1890	C	104	2096
446 NORTH CENTRE ST	446 CENTRE N ST	1907	C	104	2127
450 NORTH CENTRE ST	450 CENTRE N ST	c.1890	C	104	2129
451 NORTH CENTRE ST	451 CENTRE N ST	c.1900	C	104	2097
455-457 NORTH CENTRE ST	455 and 457 CENTRE N ST	c.1865	C	104	7244
456 NORTH CENTRE ST	456 CENTRE N ST	1901	C	104	2130
500 NORTH CENTRE ST	500 CENTRE N ST	c.1959	NC	104	7201
502-510 NORTH CENTRE ST	502-510 CENTRE N ST	c.1967	NC	104	7202
505 NORTH CENTRE ST	505 CENTRE N ST	c.1925	C	104	7248
509 NORTH CENTRE ST	509 CENTRE N ST	c.1950	NC	104	7250
515 NORTH CENTRE ST	515 CENTRE N ST	c.1892	NC	104	7253
521-525 NORTH CENTRE ST	521 and 525 CENTRE N ST	c.1900	C	104	7254
527 NORTH CENTRE ST	527 CENTRE N ST	c.1900	C	104	7255
528 NORTH CENTRE ST	528 CENTRE N ST	c.1880	C	104	2135
529 NORTH CENTRE ST	529 CENTRE N ST	c.1880	C	104	7256
530 NORTH CENTRE ST	530 CENTRE N ST	c.1880	C	104	2134
531-533 NORTH CENTRE ST	531 and 533 CENTRE N ST	c.1924	C	104	2098
534 NORTH CENTRE ST	534 CENTRE N ST	c.1890	C	104	2137B
536 NORTH CENTRE ST	536 CENTRE N ST	c.1880	C	104	7204
538-540 NORTH CENTRE ST	538 and 540 CENTRE N ST	c.1910	C	104	2141
542-544 NORTH CENTRE ST	542 and 544 CENTRE N ST	c.1890	C	104	7205
546 NORTH CENTRE ST	546 CENTRE N ST	c.1910	C	104	2142
548 NORTH CENTRE ST	548 CENTRE N ST	c.1880	C	104	2143
549 NORTH CENTRE ST	549 CENTRE N ST	c.1912	NC	104	7259
601 NORTH CENTRE ST	601 CENTRE N ST	c.1915	C	104	7266
603 NORTH CENTRE ST	603 CENTRE N ST	c.1890	C	104	2106
605 NORTH CENTRE ST	605 CENTRE N ST	c.1890	C	104	2107
606 NORTH CENTRE ST	606 CENTRE N ST	c.1910	C	104	7207
607 NORTH CENTRE ST	607 CENTRE N ST	c.1900	C	104	2108B
609 NORTH CENTRE ST	609 CENTRE N ST	c.1900	C	104	2109B

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611 NORTH CENTRE ST	611 CENTRE N ST	c.1880	C	104	2110
612-614 NORTH CENTRE ST	612 and 614 CENTRE N ST	1912	C	104	7208
613-615 NORTH CENTRE ST	613 and 615 CENTRE N ST	1907	C	104	2110
617 NORTH CENTRE ST	617 CENTRE N ST	c.1900	C	104	2110
618 NORTH CENTRE ST	618 CENTRE N ST	c.1880	C	104	2146
619 NORTH CENTRE ST	619 CENTRE N ST	c.1890	C	104	2111
620 NORTH CENTRE ST	620 CENTRE N ST	c.1880	C	104	2147
621 NORTH CENTRE ST	621 CENTRE N ST	c.1935	NC	104	7271
624-626 NORTH CENTRE ST	624 and 626 CENTRE N ST	1910	C	104	2149
625 NORTH CENTRE ST	625 CENTRE N ST	c.1972	NC	104	7272
628-630 NORTH CENTRE ST	628 and 630 CENTRE N ST	1910	C	104	2150
632 NORTH CENTRE ST	632 CENTRE N ST	c.1994	NC	104	2151
CUMBERLAND BREWING CO.	637 CENTRE N ST	c..1940	C	104	7273
638 NORTH CENTRE ST	638 CENTRE N ST	c1900	C	104	2153
710 NORTH CENTRE ST	710 N CENTRE ST	c.1996	NC	104	7214
CUMBERLAND BREWING CO.	711 CENTRE N ST	1904	C	104	7273
PAGE'S ICE CREAM I	735 CENTRE N ST	2001	NC	104	7115
CUMBERLAND CITY OF	CENTRE N ST	c.1976	NC	104	7203
46 LOWELL PLACE	46 LOWELL PLACE	c.1920	C	104	7227
12 CRESCENT PLACE	12 CRESCENT PL	c.1895	C	104	2132
14 CRESCENT PLACE	14 CRESCENT PL	c.1895	C	104	2131B
8-10 CRESCENT PLACE	8 and 10 CRESCENT PL	c.1900	C	104	2133B
PARCEL 7242 EUCLID PLACE	EUCLID N PL (UNNUMBERERD)	c.1930	C	104	7242
110 EUTAW PLACE	110 EUTAW PL	c.1895	C	104	2092
10-12 HAMPTON PLACE	10 and 12 HAMPTON PL	c.1900	NC	104	2141
9-11 HAMPTON PLACE	9 and 11 HAMPTON PL	c.1910	NC	104	2138
105 KNOX ST	105 KNOX ST	c.1955	NC	104	7023
113 KNOX ST	113 KNOX ST	c.1930	C	104	7022

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113 LENNOX PLACE	113 LENNOX PL	c.1900	C	104	18
301-303 NORTH MECHANIC ST	301 and 303 MECHANIC N ST	c.1955	NC	104	7133
307 NORTH MECHANIC ST	307 MECHANIC N ST	c.1955	NC	104	7132
312-314 NORTH MECHANIC ST	312 and 314 MECHANIC N ST	c.1880	NC	104	7100
318 NORTH MECHANIC ST	318 MECHANIC N ST	c.1880	C	104	2230
322 NORTH MECHANIC ST	322 MECHANIC N ST	c.1880	C	104	2228
328 NORTH MECHANIC ST	328 MECHANIC N ST	c.1880	C	104	2226
CANADA HOSE COMPANY AL-IV-A-111	400 MECHANIC N ST	1845	C	104	7101
401 NORTH MECHANIC STREET	401 MECHANIC N ST	c.1920	C	104	7128
BLUE SPRING	402 MECHANIC N ST	NA	C	104	7102
ZION REFORMED CHURCH	403 and 405 MECHANIC N ST	1911	C	104	7127
408-410 NORTH MECHANIC STREET	408 and 410 MECHANIC N ST	1917	C	104	2224
412-414 NORTH MECHANIC STREET	412 and 414 MECHANIC N ST	c.1880	C	104	7103
413 NORTH MECHANIC STREET	413 MECHANIC N ST	c.1900	C	104	2253
415 NORTH MECHANIC STREET	415 MECHANIC N ST	c.1890	C	104	7125
416 NORTH MECHANIC STREET	416 MECHANIC N ST	1901	C	104	7104
418 NORTH MECHANIC STREET	418 MECHANIC N ST	1909	C	104	7105
422 NORTH MECHANIC STREET	422 MECHANIC N ST	c.1860	C	104	2223
424 NORTH MECHANIC STREET	424 MECHANIC N ST	c.1890	C	104	2222
429 NORTH MECHANIC STREET	429 MECHANIC N ST	c.1920	C	104	7118
434 NORTH MECHANIC STREET	434 MECHANIC N ST	c.1910	C	104	7107
435-437 NORTH MECHANIC STREET	435 and 437 MECHANIC N ST	1905	C	104	2251
436 NORTH MECHANIC STREET	436 MECHANIC N ST	c.1900	C	104	2221
438 NORTH MECHANIC STREET	438 MECHANIC N ST	c.1900	C	104	2220B
439-441 NORTH MECHANIC STREET	439 and 441 MECHANIC N ST	c.1910	C	104	7115
440 NORTH MECHANIC STREET	440 MECHANIC N ST	c.1900	C	104	2199
445 NORTH MECHANIC STREET	445 MECHANIC N ST	c.1910	C	104	2125B \ 7113
446 NORTH MECHANIC STREET	446 MECHANIC N ST	1906	C	104	7109
447 NORTH MECHANIC STREET	447 MECHANIC N ST	c.1910	C	104	2249B

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500 NORTH MECHANIC STREET	500 MECHANIC N ST	c.1955	NC	104	7176
510 NORTH MECHANIC STREET	510 MECHANIC N ST	c.1890	C	104	2196
514 NORTH MECHANIC STREET	514 MECHANIC N ST	c.1890	C	104	2195
516-518 NORTH MECHANIC STREET	516 and 518 MECHANIC N ST	c.1910	C	104	2194 / 2193
519 NORTH MECHANIC STREET	519 MECHANIC N ST	c.1930	C	104	7137
520 NORTH MECHANIC STREET	520 MECHANIC N ST	c.1900	C	104	2192
522 NORTH MECHANIC STREET	522 MECHANIC N ST	c.1880	C	104	2199
524 NORTH MECHANIC STREET	524 MECHANIC N ST	c.1900	C	104	2199
526 NORTH MECHANIC STREET	526 MECHANIC N ST	c.1880	C	104	2199
KELLER PROPERTY HO	527 MECHANIC N ST	1880	C	104	2246
528-530 NORTH MECHANIC STREET	528 and 530 MECHANIC N ST	1900	C	104	7175
MCINTOSH HOUSE	531 and 533 MECHANIC N ST	c.1860	C	104	2245
532 NORTH MECHANIC STREET	532 MECHANIC N ST	c.1910	C	104	2188
535 NORTH MECHANIC STREET	535 MECHANIC N ST	c.1880	C	104	2244
536 NORTH MECHANIC STREET	536 MECHANIC N ST	c.1905	C	104	7174
537 NORTH MECHANIC STREET	537 MECHANIC N ST	c.1880	C	104	2244
538 NORTH MECHANIC STREET	538 MECHANIC N ST	c.1999	NC	104	2187
539-541 NORTH MECHANIC STREET	539 & 541 MECHANIC N ST	c.1880	C	104	2242
542 NORTH MECHANIC STREET	542 MECHANIC N ST	c.1905	C	104	2186
544 NORTH MECHANIC STREET	544 MECHANIC N ST	c.1910	C	104	2185
550 NORTH MECHANIC STREET	550 MECHANIC N ST	c.1900	C	104	2184
552 NORTH MECHANIC STREET	552 MECHANIC N ST	c.1912	C	104	2183
554-556 NORTH MECHANIC STREET	554 and 556 MECHANIC N ST	c.1910	C	104	2182
555 NORTH MECHANIC STREET	555 MECHANIC N ST	c.1925	NC	104	7139
608 NORTH MECHANIC STREET	608 MECHANIC N ST	c.2000	NC	104	2178
609-611 NORTH MECHANIC STREET	609 and 611 MECHANIC N ST	c.1940	C	104	7141
613-615 NORTH MECHANIC	613 and 615 MECHANIC N ST	1915	C	104	2239

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Historic or Current Name	Street No.	Date	C/NC	Map	Parcel
STREET					
617-619 NORTH MECHANIC STREET	617 and 619 MECHANIC N ST	c.1900	C	104	2239
625 NORTH MECHANIC STREET	625 MECHANIC ST	c.1920	C		
626 NORTH MECHANIC STREET	626 MECHANIC N ST	c.1880	C	104	2174
631 NORTH MECHANIC STREET	631 MECHANIC N ST	c.1948	NC	104	7143
632 NORTH MECHANIC STREET	632 MECHANIC N ST	c.1880	C	104	2173
634 NORTH MECHANIC STREET	634 MECHANIC N ST	c.1900	C	104	2172
638 NORTH MECHANIC STREET	638 MECHANIC N ST	c.1880	C	104	2171
640-642 NORTH MECHANIC STREET	640 and 642 MECHANIC N ST	c.1902	C	104	2170
643 NORTH MECHANIC STREET	643 MECHANIC N ST	c.1989	NC	104	7146
646 NORTH MECHANIC STREET	646 MECHANIC N ST	c.1910	C	104	2168
648 NORTH MECHANIC STREET	648 MECHANIC N ST	c.1910	C	104	2167
650 NORTH MECHANIC STREET	650 MECHANIC N ST	c.1955	NC	104	7171
700-702 NORTH MECHANIC STREET	700 and 702 MECHANIC N ST	1907	C	104	7170
704-706 NORTH MECHANIC STREET	704 and 706 MECHANIC N ST	1907	C	104	7169
708-710 NORTH MECHANIC STREET	708 and 710 MECHANIC N ST	c.1900	NC	104	2166
712 NORTH MECHANIC STREET	712 MECHANIC N ST	c.2000	NC	104	2166
714 NORTH MECHANIC STREET	714 MECHANIC N ST	c.1937	C	104	7168
730 NORTH MECHANIC STREET	730 MECHANIC N ST	c.1920	NC	104	7166
732 NORTH MECHANIC STREET	732 MECHANIC N ST	c.1870	C	104	7165
738 NORTH MECHANIC STREET	738 MECHANIC N ST	c.1890	C	104	2164
740-742 NORTH MECHANIC STREET	740 and 742 MECHANIC N ST	c.1910	NC	104	2163
321 MILTON PLACE	321 MILTON PL	c.1920	C	104	7224
TWO WAY RADIO SERV	NECESSITY ST	c.1910	NC	104	7261
TWO WAY RADIO SERVICE INC	PEAR ST	c.1935	C	104	7263
12 SMITH STREET	12 SMITH ST	c.1890	C	104	2113
8-10 SMITH STREET	8 and 10 SMITH ST	c.1900	C	104	2111B
105-107 VALLEY STREET	105 and 107 VALLEY ST	c.1910	C	104	776
109-111 VALLEY STREET	109 and 111 VALLEY ST	c.1910	C	104	775

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11 VALLEY STREET	11 VALLEY ST	c.1928	C	104	781
112-116 VALLEY STREET	112-116 VALLEY ST	c.1861	C	104	7246
15-17 VALLEY STREET	15 and 17 VALLEY ST	c.1905	C	104	780
114 BEDFORD STREET/101 NORTH CENTRE STREET	114 BEDFORD ST	1915	C	104	7179B
122 BEDFORD STREET	122 BEDFORD ST	c.1900	C	104	7009B
124 BEDFORD STREET	124 BEDFORD ST	c.1895	C	104	0001B
128 BEDFORD STREET	128 BEDFORD ST	c.1900	C	104	7010B
132 BEDFORD STREET	132 BEDFORD ST	c.1910	C	104	0002B
146 BEDFORD STREET	146 BEDFORD ST	2001	NC	104	7014B
152 BEDFORD STREET	152 BEDFORD ST	c.1905	C	104	7016B
154 BEDFORD STREET	154 BEDFORD ST	c.1920	C	104	6
156-158 BEDFORD STREET	156 and 158 BEDFORD ST	c.1905	C	104	0007B / 8
160 BEDFORD STRET	160 BEDFORD ST	c.1905	C	104	0009B
119 NORTH CENTRE STREET	119 CENTRE N ST	c.1900	NC	104	7181B
NICKLE BUILDING	121, 123, 125, 127 CENTRE N ST	1914	C	104	7182B
131 NORTH CENTRE ST	131 CENTRE N ST	c.1875	C	104	7183
137-139 NORTH CENTRE STREET	137 and 139 CENTRE N ST	c.1900	C	104	0067B
HABIG BUILDING	151 CENTRE N ST	1913	C	104	7187
156-158 NORTH CENTRE STREET	156 and 158 CENTRE N ST	c.1910	C	104	7214B
160-162 NORTH CENTRE STREET	160 and 162 CENTRE N ST	c.1910	C	104	7215B
163-165 NORTH CENTRE STREET	163 and 165 CENTRE N ST	c.1900	C	104	7190B
164-166 NORTH CENTRE STREET	164 and 166 CENTRE N ST	c.1910	C	104	7216B
167 NORTH CENTRE STREET	167 CENTRE N ST	c.1900	C	104	7191
168 NORTH CENTRE STREET	168 CENTRE N ST	c.1910	C	104	7217B
169 NORTH CENTRE STREET	169 CENTRE N ST	c.1900	C	104	7192
172-178 NORTH CENTRE STREET	172, 174, 176, 178 CENTRE N ST	c.1898	C	104	7218B 7219B
182-184 NORTH CENTRE STREET	182 and 184 CENTRE N ST	c.1900	C	104	0069B 0070B
183 NORTH CENTRE STREET	183 CENTRE N ST	c.1895	C	104	7040

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186 NORTH CENTRE STREET	186 CENTRE N ST	c.1900	C	104	0071B
HARRY FOOTER BUILDING	188, 190, 192, 194, 196 CENTRE N ST	1909	C	104	71
198 NORTH CENTRE STREET	198 CENTRE N ST	c.1910	C	104	7222B
200-202 NORTH CENTRE STREET	200 and 202 CENTRE N ST	c.1900	C	104	75 / 76B
St. Patrick's Catholic Church	201 CENTRE N ST/ Garage Building (Northwest)	c.1920	C	104	7193
St. Patrick's Catholic Church	201 CENTRE N ST/ School Building (West)	c.1920	C	104	7193
St. Patrick's Catholic Church	201 CENTRE N ST/ Priest's Residence (East)	c.1880	C	104	7193
St. Patrick's Catholic Church	201 CENTRE N ST/ Church Building	1851	C	104	7193
St. Patrick's Catholic Church	201 CENTRE N ST/ Sisters of Mercy Building (Southwest)	1867	C	104	7193
204 NORTH CENTRE STREET	204 CENTRE N ST	c.1890	C	104	0077B
206 NORTH CENTRE STREET	206 CENTRE N ST	c.1890	C	104	0078B
208 NORTH CENTRE STREET	208 CENTRE N ST	c.1900	C	104	0079B
212 NORTH CENTRE STREET	212 CENTRE N ST	c.1895	C	104	0080B
Centre Street U.M. Church	217 CENTRE N ST	1871	C		
228-236 NORTH CENTRE STREET	228, 232, 234 CENTRE N ST	1923	C	104	7224B
238 NORTH CENTRE STREET	238 CENTRE N ST	c.1898	C	104	0081B
240 NORTH CENTRE STREET	240 CENTRE N ST	c.1910	C	104	0081B
242 NORTH CENTRE STREET	242 CENTRE N ST	1909	C	104	0082B
244 NORTH CENTRE STREET	244 CENTRE N ST	c.1890	C	104	0082B
107-109 HANOVER STREET	107 and 109 HANOVER ST	c.1890	C	104	0044B
111 HANOVER STREET	111 HANOVER ST	c.1890	C	104	0045B
113 HANOVER STREET	113 HANOVER ST	c.1874	C	104	0047B
114 HANOVER STREET	114 HANOVER ST	c.1900	C	104	7041B
115 HANOVER STREET	115 HANOVER ST	c.1900	C	104	0048B
116 HANOVER STREET	116 HANOVER ST	c.1911	C	104	0064B
117 HANOVER STREET	117 HANOVER ST	2017	NC	104	0049B
118 HANOVER STREET	118 HANOVER ST	c.1900	C	104	0063B
119 HANOVER STREET	119 HANOVER ST	c.1900	C	104	0050B
120 HANOVER STREET	120 HANOVER ST	c.1900	C	104	0062B

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121 HANOVER STREET	121 HANOVER ST	c.1905	C	104	0051B
122 HANOVER STREET	122 HANOVER ST	c.1900	C	104	0061B
123 HANOVER STREET	123 HANOVER ST	c.1891	C	104	0052B
124 HANOVER STREET	124 HANOVER ST	c.1900	C	104	0060B
126 HANOVER STREET	126 HANOVER ST	c.1900	C	104	0059B
127 HANOVER STREET	127 HANOVER ST	c.1900	C	104	0053B
129 HANOVER STREET	129 HANOVER ST	c.1900	C	104	0054B
131 HANOVER STREET	131 HANOVER ST	c.1900	C	104	0055B
133-135 HANOVER STREET	133 and 135 HANOVER ST	c.1900	C	104	0056B 0057B
107 POLK STREET	107 POLK ST	c.1925	C	104	7023B
108-110 POLK STREET	108 and 110 POLK ST	c.1885	C	104	0032B
109 POLK STREET	109 POLK ST	c.1905	C	104	0030B
111 POLK STREET	111 POLK ST	c.1910	C	104	0029B
119-121 POLK STREET	119 and 121 POLK ST	c.1900	C	104	0027B
123 POLK STREET	123 POLK ST	c.1914	C	104	0024B
125 POLK STREET	125 POLK ST	c.1905	C	104	0023B
126 POLK STREET	126 POLK ST	c.1889	C	104	0033B
127 POLK STREET	127 POLK ST	c.1905	C	104	0022B
129 POLK STREET	129 POLK ST	c.1960	NC	104	0021B
130 POLK STREET	130 POLK ST	c.1910	C	104	0034B
131-133 POLK STREET	131 and 133 POLK ST	c.1924	C	104	0021B 0020B
134 POLK STREET	134 and 136 POLK ST	c.1910	C	104	0035B 0036B
135-137 POLK STREET	135 and 137 POLK ST	c.1910	C	104	0019B 0017B
138-140 POLK STREET	138 and 140 POLK ST	c.1915	C	104	0037B
141-143 POLK STREET	141 and 143 POLK ST	c.1910	C	104	0014B
144 POLK STREET	144 POLK ST	c.1915	C	104	0038B
145 POLK STREET	145 POLK ST	c.1910	C	104	0013B
146 POLK STREET	146 POLK ST	c.1915	C	104	0039B
147 POLK STREET	147 POLK ST	c.1910	C	104	0012B
148-150 POLK STREET	148 and 150 POLK ST	c.1898	C	104	0041B 0043B
149 POLK STREET	149 POLK ST	c.1910	C	104	0011B

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Historic or Current Name	Street No.	Date	C/NC	Map	Parcel
153 POLK STREET	153 POLK ST	c.1898	C	104	0010B
117 VALLEY STREET	117 VALLEY ST	c.1955	NC	104	7245
18 VALLEY STREET	18 VALLEY ST	c.1912	C	104	7134
19 VALLEY STREET	19 VALLEY ST	c.1906	C	104	779
21 VALLEY STREET	21 VALLEY ST	c.1947	NC	104	778
RAILROAD VIADUCT	RAILROAD VIADUCT	1851	C		

8. Significance

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Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates	1842-1948	Architect/Builder
Construction dates	1842-1948	

Evaluation for:

National Register

Maryland Register

not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

Referred to as Olde North Cumberland or the North End, the Canada-Viaduct Historic District is a residential, commercial, and industrial neighborhood that grew during the mid-nineteenth and early twentieth centuries. The city of Cumberland became the second largest city in Maryland because of the railroad, steel rolling mills, cotton mills, glass works, and breweries. These industries were attracted to Cumberland because of the area's raw resources and materials. The city of Cumberland was the starting place for the National Road and other major transportation systems that increased Cumberland's prosperity with the arrival of the Baltimore & Ohio Railroad in 1842 and the Chesapeake & Ohio Canal in 1850.

Unskilled workers and immigrants, including storekeepers and mechanics, made the Canada-Viaduct neighborhood their home to take advantage of these employment opportunities. The Canada-Viaduct neighborhood was an ideal business location for industry, as it was near transportation and a dependable water supply for people and businesses. This resulted in a majority of the residential buildings within the Canada-Viaduct Historic District being constructed during the late nineteenth century to early twentieth century. The neighborhood faced certain setbacks, such as Prohibition in 1920, the collapse of the stock market in 1929, and multiple floods, including the disastrous flood of 1936. Within the Canada-Viaduct neighborhood, certain business industries faded, such as coal and glass works, and other businesses took their place, like the auto and lumber industries.

Cumberland's manufacturing strength serviced the United States during World War II. Like many industrial cities after World War II, Cumberland could not maintain the huge worker base during the war years, and eventually many unskilled workers became unemployed. The Canada-Viaduct neighborhood reflected this downturn in its building stock, as residential construction was at an all time low and buildings began to disappear from the urban landscape. Returning veterans took advantage of the G.I. Bill to purchase new housing, while Cumberland received assistance through the Housing Acts of 1949 and 1954 to improve blighted areas and encourage reinvestment. The Federal-Aid Highway Acts sealed the Canada-Viaduct neighborhood's

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fate, as it eventually made it easier for travelers to bypass the neighborhood altogether. city residents found it easier to leave the city to find employment, which corresponded with a steady growth of suburban areas. By the 1960s, the Canada-Viaduct neighborhood was in a state of decline and isolated on all four sides. However, this isolation preserved the story of Cumberland's industrial heritage and the Canada-Viaduct's unique vernacular architecture.

Resource History and Historic Significance

Cumberland Historic Context: The Queen City

From a colonial wilderness outpost and frontier fort to Maryland's second largest city, Cumberland has long stood at one of the most important crossroads in the United States, connecting the Atlantic ports and the Maryland piedmont with the Allegheny Plateau and the abundance of the Great West. Propelling its fortunes was the city's easy access to abundant natural resources, most notably coal, lumber, iron ore, and clay. As a result of its topography and resources, Cumberland enjoyed one of the earliest and most sophisticated transportation networks in the fledgling republic. The early federal government completed the National Road between Cumberland and Wheeling, Virginia (now West Virginia) in 1818. The Baltimore & Ohio (B&O) Railroad arrived in 1842 and the Chesapeake & Ohio (C&O) Canal in 1850.

The confluence of waters made the Cumberland area an ideal home for native peoples for centuries. Early settlers included Germans, Swiss-Germans, and Scot-Irish from Pennsylvania. Then in 1754, English merchants established Fort Cumberland. The Fort served as a key outpost on the Potomac River during the French and Indian War (1756-1763). General Edward Braddock departed Fort Cumberland on his unsuccessful attempt to take Fort Duquesne (now Pittsburgh); George Washington accompanied him. The British troops abandoned Fort Cumberland in 1765, but settlement continued. By 1787, the City incorporated. Benefitting from abundant natural resources, the City became a hub of a multi-modal transportation network. (Cumberland Preservation District Design Guidelines 2016).

Driving this expansion in transportation was "the Big Vein," a 14-foot-thick seam of bituminous coal in the Georges Creek Valley, of western Allegany County. This coal was clean-burning and had a low sulfur content, making it ideal for ocean steamers, riverboats, locomotives, steam mills, and machine shops. Coal production became the region's most important industry, sustained a railroad boom, and led many heavy industries to locate in Cumberland. For instance, by 1890, five railroads served the city, employing more than 2,000 people. These railroads transported goods from the East to the West, and agricultural products, steel, and coal was transported from the West to the eastern cities. Railroad-related industries were also major employers in Cumberland. Between 700 and 1,000 men were employed while constructing the B&O's rolling mill, which was completed in 1870. By 1873, 750 men were producing 2,500 tons of steel rails every month. In an associated development, a merchant bar mill employed 300 men who produced a wide variety of iron products.

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(Stegmaier et al. 1976:212). With the B&O Railroad as a secure anchor within Cumberland, the city's industrial and supporting businesses prospered.

But as the railroad network increasingly connected Cumberland to the nation, the city became less immune to national economic downturns. As a recession took its toll in the mid 1870s, the city suffered as coal shipments declined one-third in 1876 and the rolling mill closed. Business credit dried up and many went bankrupt and families lost their homes before the economy began to recover in 1878. The rolling mill reopened 1879, but after 1883, the B&O began purchasing rails from other manufacturers before closing the mill 1888. The mill reopened briefly before closing permanently in 1893 (Stegmaier et al. 1976:215).

Despite the closure of the mill, Cumberland grew in the 1880s. During the period from 1880 to 1930, glass manufacturing played a significant role in the growth of Cumberland. Surrounded by multiple transportation links, an ample supply of fuel from nearby coal mines, and sand deposits near Hancock, Maryland, which were among the best in the world, Cumberland became the ideal location for the glass industry. These glassmakers further fueled the economy through their use of local coal and their need for native pure silica sandstone to make the glass. Glass production began as early as 1816 when Roger and Thomas Perry built a glass factory on Paca Street, located to the South where the North Branch of the Potomac River meets Wills Creek (City of Cumberland 1987). But the industry soon declined as a result of two factors. First, the city lacked skilled glass workers, as most manufacturers dealt with hand-blown stemware that required extensive training and patience (Allegheny High School 2007). Because work conditions were difficult for glassworkers, as they had to face extreme heat, smoke, dust-filled air, and meet specific quotas to receive maximum wages, it became easier for workers to find employment at other nearby manufacturing plants that did not require lengthy apprenticeships (Allegheny High School 2007). Second, fires were common due to poor building construction and a lack of safety protocols. Large glassmaking enterprises were just too difficult to sustain. Small glass blowing enterprises sprung up to replace larger plants, but most were short-lived with exception of the Queen Glass Company (Stegmaier et al. 1976:318-319).

A dramatic increase of Cumberland's population resulted in real estate expansion and urban modernization in the 1890s. Between 1887 and 1910, the city's population grew from approximately 11,000 to 24,000 residents, or 118% (Weaver 1987). New housing construction focused on the north end, such as the Canada-Viaduct neighborhood, and the south end. As a result of this residential boom, the Cumberland Electric Railroad completed a trolley line from the center of the city to Narrows Park in June 1891 before expanding to south Cumberland and connecting with electric railroads in the Georges Creek area over the following decade. The Cumberland Electric Railroad merged with Cumberland Electric Company on May 7, 1922. The company soon changed its name to Potomac Edison (Stegmaier et al. 1976:336). From 1892 to 1956, the Potomac Edison Company and its predecessors had large car barns located in the 300 block of North Centre Street in the Canada-Viaduct neighborhood (1892-1956 Sanborn Maps). The city's growth continued through the national depression and disastrous downtown fires that occurred in 1893. The city's population grew from 12,729 to

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17,128 in the 1890s (Stegmaier et al. 1976:220-221). Always a small minority, the African American population of Allegany County represented about 3 percent of the population from 1890 through 1970. Segregation forced them to turn to their own churches and fraternal orders for organized social activity. Regular interracial social contact, however, was never established in the modern era (Stegmaier 1976 et al.:270-271).

Cumberland's abundance of natural resources—such as bituminous coal, iron ore, sandstone, limestone, and timber—fed the city's growing industrial center during the first quarter of the twentieth century (Cumberland Preservation District Design Guidelines 2016). This ample supply of industrial jobs and the arrival of another major railroad, the Western Maryland Railway, in 1906, grew the city's population by an additional 4,711 over the next decade. During this period, the city's industrial economy included twenty-nine factories, mills, and foundries. It also had two business colleges, nine banks, and two telephone companies competing for customers (Stegmaier et al. 1976:221). From 1910 to 1920, the city grew from 21,839 to 29,837 people mostly due to the annexation of outlying areas near industrial tracts and new housing projects such as the Egypt and Camp Hill neighborhoods, respectively.

The city's economic prosperity continued during the 1920s due to the early efforts of the Cumberland Development Company, formed by leaders of the city's Chamber of Commerce. The Cumberland Development Company raised funds and sought out suitable industrial sites to entice companies to build in Cumberland. After all, the city was an ideal location for manufacturers because of its dependable fuel supply with the West Virginia and Maryland coalfields and adequate water source from the Potomac River. Thus the Chamber of Commerce and the Cumberland Development Company lured two new companies to the city: the Kelly-Springfield Tire Company and the Celanese Corporation (Chamber of Commerce n.d.).

In 1916, the Cumberland Development Company enticed the Kelly-Springfield Tire Company with a \$750,000 pledge to establish a plant. The company's move to Cumberland was a way to consolidate its Akron and Wooster, Ohio, plants and to modernize its facilities (Keller 1976). The following year, 200 men began building the new plant located near the Cumberland business district at the end of Kelly Boulevard and occupied eighty-five acres (Chamber of Commerce n.d.). The first plant building was finished in 1918 and by 1920 the main factory building, intake building, pump house, boiler house, garage, hospital, and laboratory were complete. In 1921, the Kelly-Springfield Tire Company produced its first tire at its Cumberland plant (Baldwin, Feldstein, Schwartz 1980). The company was valued at over \$7 million and regularly employed some 2,100 men and women (Chamber of Commerce n.d.). The company specialized in tires and tubes, and could produce almost anything rubber. The Kelly-Springfield Tire Company contained industrial buildings, a worker hotel, and single-family detached worker housing in Cumberland (Keller 1976). Cumberland's Kelly-Springfield Tire plant remained in operation for approximately 65 years until it closed in 1987 (Library of Congress 1995). Afterwards, Allegany County acquired the plant with the purpose of redeveloping the site as an industrial center. Four of the original buildings, the factory building, powerhouse, cement house, and cooling tower were demolished or altered.

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One individual who played a vital role in bringing the Kelly-Springfield Tire Plant to Cumberland was Thomas Footer, founder of the Footer's Dye and Cleaning Works (Baldwin, Feldstein, Schwartz 1980). The company originally began in 1870 in the basement of a building located on South Centre Street. Footer expanded the company's facilities in 1900 to Liberty and Mechanic Streets. In 1904, Footer expanded again with a new plant location on South Mechanic and Howard Streets (Baldwin, Feldstein, Schwartz 1980). Nearly 500 employees worked in the Cumberland plant, which was the largest of its kind in the United States. The company's branch offices were located in twenty cities until the company closed in 1937 (Chamber of Commerce n.d.).

Fabric defined another of Cumberland's major industries in the 1920s. In 1917, the U.S. War Department asked the Dreyfus brothers, Camille and Henry, to establish a plant in America to produce dope (a plasticized lacquer) for treating aircraft wings (Chamber of Commerce n.d.). The war ended before the Cumberland plant was completed. Thus the plant was mothballed and the market for dope eventually dried up. But the facility later was reconfigured for the production of synthetic fibers and yarns and became the first commercially operating plant of the American Cellulose & Chemical Manufacturing Company (Amcelle) when it opened in 1924 (Baldwin, Feldstein, Schwartz 1980). In 1926, the company immediately began expanding its operations with a weaving setup, and a dyeing and finishing plant (Stegmaier et al. 1976:323-29). The company changed its name to the Celanese Corporation of America in 1927 (Stegmaier et al. 1976:232-233). The company employed over thirty-two hundred people and had a value of more than eighteen million dollars (Chamber of Commerce n.d.).

Footer's Dye and Cleaning Works, the Celanese Corporation, and the Kelly-Springfield Tire Company easily absorbed displaced workers from the declining glass-making, brewing, coal mining and railroad industries, all of which were once located in the city's older neighborhoods, particularly the Canada-Viaduct neighborhood (Baldwin, Feldstein, Schwartz 1980). Additionally, these large manufacturers spurred the development of new neighborhoods on the city's west end, including The Dingle in which several management personnel built plush new homes (Cumberland Preservation District Design Guidelines 2016). The manufacturers especially improved Cumberland's connectivity between communities and places of work. Such was the case with The Dingle, where at first it was connected by a bus and then the trolley line from downtown (Stegmaier et al. 1976:325, 335). The Canada-Viaduct neighborhood also had trolley lines on both Centre and Mechanic Streets connecting its worker population to their employers.

As it did in many industrial cities, the Great Depression crippled Cumberland's economy and development. Industries involving coal, glass, beer, tinplate, and textiles were hit hard and many went into bankruptcy or did not have the resources to bounce back from unpredictable events such as fires and natural disasters. Moreover, the epic flood on St. Patrick's Day, 1936, compounded the misery as it inundated large sections of downtown and the North End, including the Canada-Viaduct neighborhood. Cumberland's huge population of laborers now depended on a few larger employers for stability, notably the Celanese Corporation, the Kelly-Springfield Tire Company, the railroads, and the West Virginia Pulp and Paper Company (Allegany High School 2001).

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Other forms of employment came from the federal government through the Civilian Conservation Corps (CCC) and the Works Progress Administration (WPA) of President Franklin Roosevelt's New Deal program (Cumberland Preservation District Design Guidelines 2016). Downtown Cumberland projects from these New Deal programs included general infrastructure improvements, removing surplus streetcar tracks, and clearing debris from Wills Creek (Allegheny High School 2001).

During World War II, Cumberland was an ideal city to support the war effort because of its extensive manufacturing and transportation infrastructure. World War II returned prosperity to the Kelly-Springfield Tire Company and the Celanese Corporation, and the railroads profited by transporting war supplies, soldiers, and even the general public since many had to leave their automobiles in the garage as the government rationed gasoline (Cumberland Preservation District Design Guidelines 2016). Newly employed residents of these industries spent their earnings at thriving Cumberland downtown businesses, such as the larger department stores of Sears & Roebuck and Montgomery Ward, or at the smaller specialty shops located on Centre, Mechanic, and Liberty streets (Cumberland Preservation District Design Guidelines 2016). After World War II, these downtown businesses continued to be the main shopping destination for the entire region. However, when the government's war contracts ended, so did many of the jobs within the railroad and manufacturing industries.

Cumberland's older neighborhoods, like the Canada-Viaduct neighborhood, declined. In 1934, the Federal Housing Administration (FHA) was created to insure long-term mortgages and modernize building standards (Lachin 2012). The G.I. Bill of Rights further supported the American dream towards homeownership by providing veterans opportunities for college education, job training, and low interest home mortgages (Kelly 2015). The Housing Acts of 1949 and 1954 offered assistance to city governments to improve or remove blighted areas and encourage reinvestment. The Federal-Aid Highway Acts provided further funding to states for improved transportation infrastructure. Between 1950 and 1960, Cumberland's population dropped from 37,000 to 33,000, and about 3,200 of those individuals, semi-skilled and unskilled, were unemployed (Henry 1961).

With suburban expansion and urban decline, local, corner businesses, like those found in Cumberland-Viaduct neighborhood, gave way to larger chains in suburban shopping centers. The trend prompted the organization of the Cumberland Urban Renewal Agency (CURA) in July 1962. CURA's goal was to slow down the mass urban exodus that began in the 1950s (Freudenheim 1977; Miller 1978). CURA planned to remove "blight" along the southern edges of the West Side Neighborhood and the Central Business District with the construction of the Cumberland Thruway (originally U.S. Route 40, later U.S. Route 48, and now Interstate 68), which provided better access to the perimeter of the city. Other projects meant to improve Cumberland's infrastructure included Queen City Drive and the Bedford Street Bridge. Through CURA, the city undertook specific projects meant to retain the urban population and attract downtown economic development. These projects included the John F. Kennedy Apartments (1967), the Holiday Inn Hotel (now Ramada, 1972), the Cumberland Shopping Center (1975), the pedestrian mall of Baltimore Street (1976), and the Public Safety Building (1985). The pedestrian

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mall of Baltimore Street was especially important, as it was meant to attract businesses back to downtown that could not compete with new suburban shopping centers (Freudenheim 1977).

Unfortunately, through CURA, the city lost many significant historic buildings, most notably the magnificent Queen City Hotel and Railroad Station (Scarupa 1974). The urban renewal project was meant to create hundreds of jobs and revive the downtown district, but instead it displaced hundreds of small businesses and residents, which caused a great loss in the city's tax base (Freudenheim 1977). The Preservation Society of Allegany County tried to convince CURA of the advantages of restoration and preservation of Cumberland's downtown buildings (Freudenheim 1977). As a reaction to the demolition of many historic buildings in the downtown, the Preservation Society of Allegany County nominated the Washington Street Historic District to the National Register of Historic Places in 1973 (Cumberland Historic Preservation Guidelines 2005). Preservationists were also able to save the 1904 post office and the federal courthouse building, which were threatened by demolition for a vehicular crossing over the B&O railroad tracks (Scarupa 1974). By 1974, the city passed its first preservation ordinance (Cumberland Historic Preservation Guidelines 2005).

Although Cumberland's semi-skilled and unskilled workers had little opportunity after many of the manufacturing plants closed or laid off thousands of workers in the 1950s, the area witnessed an influx of new residents with higher educational backgrounds and skills. These highly skilled workers preferred to live in new housing in suburban developments on the edges of town, such as White Oak Manor Subdivision and LaVale (Weaver 1987). These technicians, engineers, physicists, chemists, and other scientists, many with Ph.D.'s, were coming to work at the Allegany Ballistics Laboratory (ABL) at Rocket Center, West Virginia, and Pinto, Maryland, a short ten miles southwest of Cumberland. In 1944, during World War II, the Bureau of the Navy established Allegany Ballistics Laboratory (ABL) to manufacture ammunition (Weaver 1987). Management of ABL later be transferred to the United States Office of Scientific Research and Development (OSRD). The ABL built propulsion devices and engines for the solid-rocket industry. In 1961, over 2,000 people were employed at ABL (Henry 1961). Today the ABL facility employs 1,000 people, is a member of the Federal Laboratory Consortium, and is operated by Alliant Techsystems under contract with the Naval Sea Systems Command (NAVSEA).

Cumberland's economic health during the postwar period depended on even fewer, large-scale manufacturing plants. By the late 1970s to the early 1980s, the recession, deindustrialization, and globalization caused massive layoffs and the eventual closing of the Celanese Corporation, the Pittsburgh Paint and Glass Company, and the Kelly-Springfield Tire Company (Weaver 1987). By 1980, Cumberland's population had declined to 25,993 from the loss of economic opportunity and people moving away from the Cumberland area (Weaver 1987).

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Canada-Viaduct District Historic Context

Canada-Viaduct is one of Cumberland's earliest neighborhoods. Its rise in the nineteenth century to its decline in the mid-twentieth century mimicked the larger narrative of Cumberland. As a result of the neighborhood's long history and multitude of uses, Canada-Viaduct today hosts an astonishing array of architectural resources, among the most diverse collection of building forms and styles in Cumberland.

The Canada-Viaduct Historic District is named after the historic Canada Company Firehouse, more commonly known as the Canada Hose House, located on North Mechanic Street east of Wills Creek and southwest of Smith Street, as well as B&O's large, nineteenth-century railroad viaduct that spans the neighborhood near the hose house. The historic district is bounded by the Franklin Street Truss Bridge to the west, Route 40 on the north, Bedford Street near City Hall on the east, and Wills Creek on the south.

The Canada-Viaduct neighborhood is located in an area referred to as Olde North Cumberland or the North End (City of Cumberland 1987). This residential-industrial neighborhood dates to Cumberland's beginnings in 1787 by an act of the Maryland General Assembly (City of Cumberland 1987). The Canada-Viaduct neighborhood has some of the earliest developed sections in Cumberland, which centered around the confluence of Wills Creek and the North Branch of the Potomac River. The early settlement of Cumberland depended on the water supply from Blue Spring (AL-IV-A-091), a natural spring located on Mechanic Street on the banks of Wills Creek. Blue Spring served as a gathering place for the community as residents retrieved their daily water for themselves and their animals (Blue Spring N.D.).

Cumberland in 1806

The 1806 map of the city of Cumberland (Figure 1) shows how the Canada-Viaduct neighborhood evolved into a grid pattern (City of Cumberland 1806). Only the northwest portion of the neighborhood was subdivided into smaller urban-sized lots. The remainder of neighborhood consists of a central portion that is not marked on the 1806 Map, and the northeast portion comprises six large tracts of land. The early layout of the neighborhood on the map shows Mechanick Street (currently North Mechanic Street) as the major thoroughfare that connected the city of Cumberland from the northwest to the southeast. The lots that were south of Mechanick Street were irregularly shaped before they reached the Race Way tributary to the southeast. Northeast of Mechanick Street were two other parallel east-west thoroughfares, which were Jefferson (currently North Centre Street) and Maddison streets (currently Henderson Boulevard) (City of Cumberland 1806).

The 1806 map also shows Valley Street only connecting to Mechanick and Jefferson streets (City of Cumberland 1806). To the east of Valley Street were six large tracts of land. The area west of Valley Street was not marked on the 1806 Map. The remaining cross streets in the northwest portion of the neighborhood resemble the neighborhood as it is laid out today. However, most of the cross streets had different names. From

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west to east, the cross streets were West Alley (disappears at a later date), Chestnut Alley (Franklin Street), White Oak Alley (Canada Place), Hickory Alley (Brooklyn Place), Huckleberry Alley (Pioneer Place), and Pear Alley (Pear Street). Beyond Pear Alley, the following cross streets only extended between Mechanick and Jefferson streets' they were Apple Alley (later renamed Hampton Place, but disappeared at a later date), Peach Alley (Crescent Place), and Bridget Alley (Beverly Place) (City of Cumberland 1806). The Canada-Viaduct neighborhood grew north and west from Mechanick Street during the early nineteenth century (City of Cumberland 1806).

During the nineteenth century, many German and Irish immigrants settled in the Canada-Viaduct neighborhood, as it was close to their places of work with the B&O Railroad and the C&O Canal. The neighborhood's population primarily consisted of the working class; therefore the homes were modest and simple. However, certain blocks in the Canada-Viaduct neighborhood contain larger brick homes, reflecting that at least some of the residents were quite prosperous.

Canada-Viaduct Neighborhood's Industrial Beginnings

Although the Canada-Viaduct neighborhood was not the main business district in Cumberland, there were many specialty shops on Centre, Mechanic, and Liberty Streets (Cumberland Preservation District Design Guidelines 2016). Mechanic Street was designated as the location for the town's increasing number of tradesmen and artisans (Weaver 1987). In 1843, many mechanics settled along Mechanic Street to serve the highway travelers when the National Road was relocated from Greene Street and Braddock Road to Mechanic Street (Cumberland Preservation District Design Guidelines 2016). Shops and storekeepers in the Canada-Viaduct neighborhood also served the needs of the farming population through substantial gristmills, and businesses included tanneries, blacksmith shops, drug stores, hatters, lawyers, and furniture makers.

Much of the development of the Canada-Viaduct neighborhood was linked to railroads. Indeed, to this day CSX trains rumble through the neighborhood frequently on the B&O's former Cumberland-Chicago mainline or across the viaduct on the old mainline to Grafton, West Virginia. On the opposite bank of the Wills Creek, the Western Maryland Scenic Railway continues to run steam-powered excursion trains on the former Western Maryland Railway.

The arrival of the B&O Railroad in 1842 played a major factor in the shaping of the Canada-Viaduct neighborhood. In 1851, the tracks cut perpendicularly through the neighborhood to the east. The railroad viaduct (Figure 2) was a major work of engineering and a dominant visual landmark within the Canada-Viaduct neighborhood as it carried the Baltimore & Ohio's original mainline and route to St. Louis in an arc over the busy streets of Cumberland. Originally, the viaduct was constructed of brick and hosted a single track. In 1909, the railroad expanded the viaduct into a double-tracked concrete viaduct. The railroad had to construct a temporary wooden trestle on the east side of the brick viaduct during its expansion (Feldstein 2006; Keller

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1976; Cumberland Drawing Index 1908:2412). CSX later returned the viaduct to single-track operation to ease the sharp curve.

Fire Prevention

On April 14, 1833, a fire started in a cabinet shop on Mechanic Street. The fire destroyed most of the buildings and log cabins along the east side of Wills Creek, rendering 700 people homeless, or about 60 percent of Cumberland's population (Weaver 1987). Within a year's time, the town was rebuilt and municipal improvements soon followed, such as the paving of Mechanic Street with cobblestones and ordinances requiring that businessmen install sidewalks in front of their businesses (Weaver 1987). Residents also improved their water supply to assist with fighting fires by constructing walls around Blue Spring on Mechanic Street in the Canada-Viaduct neighborhood (Weaver 1987).

After the fire of 1833, Cumberland took fire safety more seriously by supporting a volunteer fire company. Although the Cumberland Fire Engine Company, also known as the Canada Company, was organized at the Newman's Hotel three years earlier, the Company lacked firefighting equipment or the organization to handle large-scale fires. From 1837 to 1839, the town council appropriated \$30 for the Canada Company to build a structure to house fire-fighting equipment, as well as funds to purchase four ladders, three hooks, four axes and a gooseneck fire engine (City of Cumberland 1987). Until the building was constructed, the new fire engine and the members of the Canada Company met at the Wither's Tannery near Bow and Hex Alleys (1887 Sanborn Map).

By 1840, the Canada Company was incorporated and in 1845 the Canada Hose House was completed at North Mechanic Street, next to the Blue Spring. The Canada Hose House, also known as Cumberland Hose Company No. One (Figure 3, AL-IV-A-111), is the oldest firehouse in Cumberland (Pratt and Dorsey 1977). During the 1850s, the company continued to receive funds from the town, or through active membership, for new and improved fire engines and equipment

By 1873, the boundaries of the Canada-Viaduct neighborhood began to take shape partially due to the railroad tracks that surrounded the neighborhood to the north, east, and west (Simon J. Martenet's Map of City of Cumberland, Maryland, 1873, Figure 4). The northeast portion of the neighborhood had a grid pattern similar to the northwest portion. The major east-west thoroughfare of Jefferson Street was changed to Centre Street and Mechanick Street to North Mechanic Street. The Cumberland & Pennsylvania Railroad sliced through the northwest cross streets, which isolated Madison Street to the north of the tracks. More cross streets began to appear east of Valley Street, including Goodmans Alley (currently Euclid Place), Hay Alley (currently Eutaw Place), and Witts Alley (currently Smith Street). More cross streets appeared northeast of Centre Street, such as Model Alley (Harlem Place), Diebold Alley (Lowell Place), Flurys Alley (Milton Place), Decker Alley (Lennox Place), and Hummers Alley (Knox Street). The central portion of the Canada-Viaduct neighborhood began to

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develop into large lots of irregular size and shape. Other various streets began to appear during the 1870s. Located to the north of the neighborhood near the railroad tracks was Bayland Alley (Necessity Street), a through-street from Pear Alley (Pear Street) to Valley Street. There was also Bow Alley to the southwest, Hay Street to the northeast, and Centre Street's angular curve into North Mechanic Street at the northwest.

In addition to shaping the neighborhoods, the railroads helped support a variety of industries in the Canada-Viaduct neighborhood. Tanneries enjoyed a long history in Allegany County, specially around Cumberland. Forty-five men worked in a Cumberland branch, which was one of seven tanneries within forty-three miles of the city, all under the direction of one big regional company. The Canada-Viaduct neighborhood had at least two tanneries that took advantage of having close access to the Race Way tributary and Wills Creek. Wither's Tannery at Bow Alley had been established in the neighborhood since the 1840s, and R. Shauwecker's Tannery on North Mechanic Street prior to the 1880s (Sanborn Map 1887). During the busy months of April and May, as many as 2,000 people in the tristate area were employed as bark peelers or teamsters, or in other jobs related to the tanning industry.

The neighborhood was also well represented in the city's glass industry. Among the largest firms were the Warren Glass Works Company, located in south Cumberland, and the Cumberland Glass Works, located on North Mechanic Street in the Canada-Viaduct neighborhood. Both companies employed about 25 workers in 1885 (Stegmaier et al. 1976:215). By the 1920s, during the peak of production, over 1,000 people were employed by the glass industry (Allegany High School 2007). However, as noted earlier, fire was a constant problem for Cumberland's glass industry, especially in the Canada-Viaduct neighborhood. The Wellington Glass Factory on North Mechanic Street burned down on February 29, 1920. On July 9, 1926, a fire destroyed the Queen City Glass Company at 400 North Centre Street and a fire of "suspicious origin" burned down the Potomac Glass Company plant on April 29, 1929. Displaced workers simply moved from one glass factory to the next before eventually moving to new industries altogether. (Stegmaier et al. 1976:318-319).

Breweries and liquor distilleries expanded in Cumberland during the 1880s and 1890s following an influx of British miners and German brewers. Many of Cumberland's breweries were established in the Canada-Viaduct neighborhood, such as the Cumberland Brewing Company, the German Brewery Company aka Queen City Brewing Company, J. Himmler's Distillery, William Himmler's Brewery, Cumberland Malt House, G. Stucklauser's Brewery, and John H. Zink's Brewery. Breweries were a significant industry for Cumberland and started as early as the 1870s (City of Cumberland 1987). Established in 1890, the Cumberland Brewing Company was the first major brewery in Cumberland (Allegany High School 2007). The brewery operated in a large brick building on North Centre Street that was the former site of the Center Street Cumberland Cotton Mill (Allegany High School 2007). The Cumberland Brewing Company employed over 100 workers and produced seventy-five thousand barrels annually. With the passage of the Eighteenth Amendment of the U.S. Constitution in 1917 and the enforcing Volstead Act, the Cumberland Brewing Company switched to manufacturing a cereal-based brew that contained less than one-half percent alcohol (Baldwin, Feldstein,

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Schwartz 1980). Many other breweries followed similar switches by selling ice, soft drinks, and non-alcoholic beer. However, neither of these drinks proved a satisfactory replacement for their former beverage (Stegmaier et al. 1976:317). When the Twenty-First Amendment repealed prohibition 1933, the breweries switched back to beer. Most of the beer produced in Cumberland was sold in the local region, including Allegany, Garrett, Washington, and Frederick Counties (Allegany High School 2007).

The area's largest and most important brewery, the German Brewing Company, was established along Wills Creek in the Cumberland-Viaduct neighborhood in 1901. With a capacity of 75,000 barrels, it employed 75 to 100 people. In 1917, at the height of wartime anti-German sentiment, the German Brewing Company changed its name to the Liberty Brewing Company; it eventually changed back to its old name after the close of the war (Stegmaier et l. 1976: 217; Allegany High School 2007). This was not the final name change, as during World War II, the German Brewing Company changed its name again, this time permanently, to the Queen City Brewery (Allegany High School 2007). The Queen City Brewing Company purchased the Cumberland Brewing Company in 1958, and the North Mechanic Street plant stayed in operation until 1969. By 1974, the Queen City Brewing Company ceased production at its Market Street location (Allegany High School 2007). Local breweries began to close due to the higher cost of grain, the beer tax, and the consolidation of the brewing industry (Allegany High School 2007). The Queen City Brewing Company sold the name of their beer, known as "Old German Beer", and their formula to Iron City, a Pittsburgh brewer. By January 1975, the Queen City and the German breweries were demolished (Allegany High School 2007).

Education

In the late 1880s, families depended on the Second Ward Public School, located near 302 North Centre Street, for their children's education. The two-story brick school building with wood-framed cupola was heated by a furnace. It had a large schoolyard with a separate brick building to the rear of the property that served as a water closet. By 1915, the Centre Street Public School (Figure 5), formerly known as the Second Ward Public School, was remodeled and the utility systems were modernized with the installation of steam heat, electricity for lights, indoor plumbing for separate bathrooms, and fire escapes on both sides of the building (1941 Sanborn Map). The Centre Street Public School, which operated since before 1900, closed its doors when the remodeled West Side School opened in the fall of 1976. The old school was then torn down and the land was repurposed for a neighborhood playground.

Late-Nineteenth Century: Residential, Commercial, and Industrial Development

By 1887, the city's centennial year, the Canada-Viaduct neighborhood's street grid took shape and the Race Way tributary flowed through the northeast and southeast portions of the neighborhood (Sanborn Map 1887, Figures 6-8). The 1887 Sanborn map shows the built environment of the Canada-Viaduct neighborhood, which mostly included two-story, wood-framed dwellings that averaged between 310-370 feet in width. Between

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Hickory and Hummers alleys (later known as Brooklyn Place and Knox Street) there was a high concentration of brick dwellings located along North Centre Street (Sanborn Map 1887).

Specific industries grew in pockets within the Canada-Viaduct neighborhood. In 1887, there were multiple railroad support buildings to the northwest, breweries and distilleries along Wills Creek, and coal yards near the northeast portion of the neighborhood along the railroad tracks (Sanborn Map 1887). The breweries and distilleries in or near the Canada-Viaduct neighborhood included J. Himmler's Distillery, William Himmler's Brewery, and Cumberland Malt House to the southwest of North Mechanic Street, and the G. Stucklauser's Brewery at 216 North Mechanic Street. There were four or five coal yards located in the northeast portion of the neighborhood between Model and Flurys alleys, including D. Lynn's Coal Yard, Halls Coal Yard, G.M. Rawling Coal Yard, and the H. Flury & Son Wood and Coal Yard. Larger industrial complexes located to the northwest of North Mechanic Street were the Cumberland Glass Works and George's Creek & Cumberland (GC&C) Railroad Yard and Round House (Sanborn Map 1887).

The 1887 Sanborn map shows there were various businesses located along Wills Creek and the Race Way tributary to the south-southeast (Sanborn Map 1887). Behind the Canada Hose House, along Wills Creek, was the M. Gerbic Soap Factory. There were two tanneries: the Wither's Tannery at Bow Alley that had close access to the Race Way tributary and R. Shauweckers Tannery near 280 North Mechanic Street that had access to Wills Creek. There were multiple stables that supported residences and businesses within the Canada-Viaduct neighborhood. At the corner of North Centre Street and Witts Alley (Smith Street), there were three large stables known as Smith's Boarding. Smaller businesses also supported the general population in the neighborhood, including a cooper shop at 305 Huckleberry Alley, a tobacco shop at 217 North Centre Street, a barber at 231 North Centre Street, and a blacksmith at 268 North Mechanic Street. There was enough business to support four butcher shops, three carpenters, and four grocers (Sanborn Map 1887).

In 1892, most of the neighborhood's new buildings were residential (Sanborn Map 1892, Figures 9-11). There were twenty-nine new brick houses and six wood-frame houses constructed along North Centre and Mechanic streets. Businesses expanded and improved their buildings in the neighborhood. The Cumberland Glass Company doubled its footprint. The George's Creek & Cumberland Railroad Round House and Shops expanded with a large lumber shed. Many businesses changed ownership during the short time period between 1887 and 1892 (Sanborn Map 1887 and 1892). The William Himmler Brewery became the John H. Zink's Brewery. The Payne Spring Tanning Company took over and expanded the Wither's Tannery at Bow Alley. The five coal yards reduced to four, and at least three of them changed ownership. The Cumberland Malt House was destroyed by fire in 1890 (Sanborn Map 1892).

There were also new industrial buildings constructed in the Canada-Viaduct neighborhood in 1892 (Sanborn Map 1892). The Cumberland Brewing Company expanded the old and vacant Cumberland Cotton Mill at the northern corner of the neighborhood. The Cumberland Ice Company had plans to construct a wood-frame

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building that was ironclad on all four sides along the railroad tracks at the 250 block of North Centre Street. At 217 North Centre Street, the Cumberland Electric Railway Company tore down the G.M. Rawling's Coal Yard to construct a large one-story, wood-frame, ironclad building. During this time period, butcher shops and slaughterhouses were beginning to appear along Wills Creek. H.B. Woolf's Slaughter House built a one-story, wood-frame building near 360 North Mechanic Street and the F.A. Blaul Butcher constructed a series of wood-frame buildings at 250-252 North Mechanic Street (Sanborn Map 1892).

By 1897, new construction continued to expand within the Canada-Viaduct neighborhood (Sanborn Map 1897, Figures 13-15). There were over thirty new wood-frame residential buildings and fourteen new brick buildings constructed. Many businesses continued to expand their existing buildings in the Canada-Viaduct neighborhood. These included the Cumberland Glass Company, George's Creek Cumberland Railroad Round House and Shops, Cumberland Brewing Company (Figure 12), and Cumberland Ice Company. The coal industry's presence in the neighborhood was decreasing, as there was only one coal yard left in operation. The G. Stucklauser's Brewery was no longer in operation at its North Mechanic Street location. There continued to be a soap factory behind the Canada Hose House but in 1897 it became the E. Jahn's Soap Factory.

By 1897, there were three new businesses along the tracks at Bayland Alley (Necessity Street), between Pear and Goodmans alleys (Pear Street and Euclid Place) (Sanborn Map 1897). These new buildings were for the William Leonard and Sons Feed Mill, the Maryland Glass Etching Works, and the Sash Door and Blind Work House. Multiple butcher/slaughter businesses were starting to grow at North Mechanic Street along Wills Creek. The E.A. Blaul Butcher building was still at North Mechanic Street. The J.C. Young Slaughter House utilized existing buildings at 288-286 North Mechanic Street. The J. Bachman's Slaughter House behind 220-222 North Mechanic Street was the only new construction on North Mechanic Street. Lastly, the Hirsh Brothers Wool Pulling Company used a former Bark Shed to establish its business at the rear of 280 North Mechanic Street (Sanborn Map 1897).

Early Twentieth Century: Residential, Commercial, and Industrial Development

By 1904, the Canada-Viaduct neighborhood was becoming more residential, with supporting small businesses nearby and industrial facilities arranging themselves on the outer edges of the neighborhood (Sanborn Map 1904). The new residential buildings included sixteen brick houses and twenty-five wood-frame houses or secondary buildings. At least eight of the sixteen new brick houses were constructed on North Mechanic and Centre streets and replaced older wood-frame houses. One of the brick residential buildings at 216 North Mechanic Street replaced the old G. Stucklauser's Brewery Building (Sanborn Map 1904, Figures 16-18).

Some of the more established businesses continued to expand in the early 1900s. The Cumberland Brewing Company took over an entire block at the northern corner of North Centre Street by continuing to expand its large industrial complex of beer cellars, bottling works, freezers, icehouses, pump rooms, and storage buildings

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(Sanborn Map 1904). It is probable that a beer garden at the western intersection of North Centre and Mechanic streets was an enterprise of the Cumberland Brewing Company. The Maryland Glass Etching Works doubled the size of its buildings by expanding into a neighboring parcel, causing the demolition of 323 and 327 North Centre Street. The Cumberland Electric Railway Company replaced two buildings at 229 and 231 North Centre Street to build a large, one-and-one-half story, wood-frame, ironclad building for its new car barn, repair, and paint shop. The company also doubled the size of their building at 217 North Centre Street for use as a storage barn. The Payne Spring Tanning Company appears to have completed a large renovation of its building complex at the corner of Hex Alley and North Centre Street, and also constructed a large, three-story brick building for wool storage that fronted North Centre Street (Sanborn Map 1904).

Unfortunately, the year of 1904 was not kind to some of the smaller businesses in the Canada-Viaduct neighborhood. The William Leonard & Sons Feed Mill was no longer in business on Pear Alley, and the Sash Door & Blind Work House wood-frame building was no longer present (Sanborn Map 1904). The Hirsh Brothers Wool Pulling Company and the J.C. Slaughter house, located at 286-288 North Mechanic Street, were no longer standing. The E. Jahn's Soap Factory, located behind the Canada Hose House at North Mechanic Street, was replaced by a small slaughter house and stables. The only substantial slaughter houses in the neighborhood continued to be E.A. Blaul & Son Butcher and the H.B. Woolf's Slaughter house on North Mechanic Street. Instead, three smaller slaughter houses were established along Wills Creek. The long lasting Smith's Boarding stables were no longer standing near 244 ½ North Centre Street and the lot was prime for development (Sanborn Map 1904).

From 1904 to 1910, the Canada-Viaduct neighborhood continued to grow and there were substantial changes that occurred to the neighborhood's nomenclature (Sanborn Map 1904 and 1910). Bayland Alley, the street located in the industrial area along the railroad tracks to the north of the neighborhood was changed to Necessity Street. Also, Witt Alley was changed to Smith Street. Prior to 1910, the southeastern portion of Race Way tributary was filled to allow for more development near Wills Creek and the Railroad Viaduct. Most of this new construction in the Canada-Viaduct neighborhood was spread throughout the neighborhood, except for an area near Huckleberry Alley, which had ten new residential buildings and four new smaller commercial buildings (Sanborn Map 1910, Figures 19-21). The majority of the new construction in the Canada-Viaduct neighborhood was residential, with twenty-six new brick houses and seven wood-frame houses. There were also nine, new wood-frame commercial buildings.

In 1910, only a few larger businesses expanded their buildings. The Cumberland Brewing Company built a large freezing room that fronted Chestnut Alley (Sanborn Map 1910). The Payne Spring Tanning Company buildings at Hex Alley and North Centre Street were no longer standing, except for their latest building expansion that included a large, three-story brick building that fronted North Centre Street. This was now the Queen City Garage, one of the first auto-industry related businesses to appear in the Canada-Viaduct neighborhood. The industrial area along the railroad tracks continued to attract new businesses; new industrial

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construction included the Star Dye Works building, at 9 Necessity Alley, and the Cumberland Junk Company building, along Valley Street and the railroad tracks. The Peerless Laundry building was the only new commercial building constructed near North Mechanic Street, which was located in the new area where Race Way tributary was filled (Sanborn Map 1910).

During the 1920s, the Canada-Viaduct neighborhood saw a residential building boom, with thirty-five new houses (Sanborn Map 1921, Figures 22-24). The highest concentrations of new residential buildings were near Goodmans Alley (Euclid Place) with six buildings, and near Necessity and Valley streets, with eight buildings. During the 1920s, many of the residents living in the Canada-Viaduct neighborhood were listed in the U.S. Federal Census as being laborers, and it is possible that they worked at one of the two, newly arrived industries: the Kelly-Springfield Tire Company or the Celanese Corporation.

In the 1920s, the larger industrial businesses within the Canada-Viaduct neighborhood were still thriving enough to expand their storage spaces, and build garages or repurpose older stables to store delivery vehicles. Surprisingly, even with the passing of the Eighteenth Amendment, the Cumberland Brewing Company expanded its building closer to the railroad tracks along Chestnut Alley with the construction of a larger storage building and auto garages. The Cumberland Electric Railway Company expanded its car barn and repair shop at 231 North Centre Street (Sanborn Map 1921).

During the same time, many of the industrial buildings along the railroad tracks changed ownership or businesses altogether. The Maryland Glass and Etching Works was replaced by the H. Buchanan & Sons Lumber Company and Planing Mill building, at 549 North Centre Street. Buchanan also had two large lumber sheds parallel to the railroad tracks (1921 Sanborn Map). The Cumberland Junk Company became the William Foundry & Machine Works, and adjacent to this business was the new W.R. King Barrel Factory building. New ownership of the Cumberland Ice Company became the Deneen Little Ice Company. Near Valley and Necessity streets, the Building Supply Company, a large industrial complex, replaced four wood-frame buildings. Between 1910 and 1921, the last remaining coal yard, the T.M. Richard's Coal and Wood Yard, was no longer in operation (Sanborn Map 1910 and 1921). The auto-industry continued to grow in the Canada-Viaduct neighborhood. The Queen City Garage became Glisan's Garage and the building's footprint doubled.

In 1921, the original street names were changed to their modern street names (Cumberland Drawing Index 1921:3231). The building numbering system throughout the neighborhood was changed from 400-180 going east to west to 720-260 going east to west (Sanborn Map 1921). During the 1940s, the Canada-Viaduct neighborhood saw less residential building growth and more construction of service or industrial buildings (Sanborn Map 1941). Throughout the neighborhood, the last remaining stables were converted into auto houses or private garages. The neighborhood's new construction was geared more towards commercial and auto-industry related buildings than new residential buildings. Although only seven new residential buildings were

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constructed between 1921 and 1941, there were at least eighteen new commercial and auto-industry related buildings constructed during this time period (Sanborn Map 1910 and 1921).

Mid-Twentieth Century: Residential, Commercial, and Industrial Development

The great St. Patrick's Day flood of March 17, 1936, caused devastating damage to downtown Cumberland and the Canada-Viaduct neighborhood. During the first two weeks of March, heavy rainfall and melting snow swelled the region's streams and creeks. By March 16, a major storm that originated in Texas moved in a northeasterly direction and reached Cumberland. The storm's heaviest rainfall occurred on March 17. With two weeks of rain, thawing snow, and this most recent deluge, the Potomac River rose significantly, preventing Wills Creek from emptying its flood-swollen waters. By the morning of March 17, authorities notified property owners along Mechanic Street to prepare for high water (Feldstein 2009:56). Residents took the usual steps of boarding up windows, placing sandbags, and moving merchandise and belongings to higher places, not realizing that the water exceeded the levels of the last disastrous flood in 1924 (Feldstein 2009:57). By early evening, Mechanic, Centre, and Liberty streets were flooded with two feet of water. The B&O Viaduct was the only way to move to and from the West Side due to floodwaters inundating the city's bridges (Feldstein 2009:58). The flood tore away the banks of Wills Creek by as much as twenty feet on both sides. On March 19, the Cumberland Evening Times reported that many houses within the "Island" of the Canada-Viaduct neighborhood were flooded and the residents were evacuated (Cumberland Evening Times March 19, 1936). Many buildings, foundations and secondary buildings such as garages and out-houses along the Wills Creek were damaged or washed away (Feldstein 2009:61). The floodwaters reached above first floor windows of the buildings on North Mechanic Street. The aftermath of the flood left buildings and streets inundated by debris and made roads impassable.

The St. Patrick's Day disaster made it clear that the city needed to be proactive to prevent the reoccurrence of flooding along Wills Creek. Cumberland experienced six major floods during its history, but it was the floods of 1924 and 1936 that caused the most severe damage (Blitz 1964). Flood control became a paramount issue. Planning for the flood control project began during the aftermath of the 1936 flood. However, the United States entry into World War II postponed construction (Weaver 1987). The Army Corps of Engineers worked on the flood control project from March 1949 to May 1959 and cost \$18,000,000 (City of Cumberland 1987). The project involved the demolition of 120 buildings (many in the Cumberland-Viaduct Neighborhood), the modification and paving of the Wills Creek channel, the removal of five bridges, the rebuilding of four bridges, the widening, straightening, and deepening of the channel of the Potomac River's North Branch, the building of the Savage River Dam, and the modification of sewer and storm water drainage facilities in Cumberland and Ridgeley, West Virginia (Baltimore Sun May 10, 1959). The project also involved the construction and installation of a sophisticated pumping system, which was designed to prevent flooding during heavy rain. The project was designed to protect Cumberland against floods 28 percent greater than the maximum flood on

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record, which was the 1936 flood (U.S. Army Corps of Engineers 2015). The Army Corps of Engineers estimates that the flood control project has prevented \$38,225,000 of flood damage up to fiscal year 2014 (U.S. Army Corps of Engineers 2015). The Cumberland flood control project was a huge benefit to the city and the Canada-Viaduct neighborhood. However, it was one of the major public works projects that triggered the community's isolation from surrounding neighborhoods.

The Wills Creek flood control project was the largest of the numerous changes that effected the Canada-Viaduct neighborhood in the 1940s. The residential area from Pioneer Place to the corner of North Centre and Mechanic streets saw the least changes with zero new residential construction (Sanborn Map 1941, Figures 26-28). However, there was the construction of a new auto garage near Canada Place (formerly White Oak Alley), a new paint warehouse at 631 North Mechanic Street, and the beer garden at the corner of North Centre and Mechanic streets was replaced by a gas station. The emergence of the automobile-related industries took a toll on the residential buildings during the 1940s. Each block, from Hampton Place to Hex Alley, had a new auto repair shop (Sanborn Map 1941). At Eutaw Place (formerly Hay Alley) and North Mechanic Street, there was a large new auto repair shop and garage that replaced three residential buildings. Once located at the triangular lot of Bow and North Mechanic streets, a used car lot replaced six residential buildings.

At the same time, the southeast industrial area along the tracks and the railroad viaduct witnessed changes that focused more on building supplies, large equipment, general storage, and auto services. The large Building Supply Company building near Harlem Place (formerly Model Alley) became the Cumberland Cement and Supply Company (Sanborn Map 1941). The Cumberland Electric Railway Company buildings were now owned by the Potomac Edison Company. The Deneen Little Ice Company buildings near Eutaw Place (formerly Hay Alley) were gone. The Glisan's Garage buildings (Figure 25) near North Centre Street and Hex Alley were also gone and replaced by two larger storage buildings. Along Wills Creek, most of the slaughter house buildings had been demolished, including H.B. Woolf's Slaughter House and the E.R. Blaul & Son Butcher. One former slaughter house building situated behind the Canada Hose House at North Mechanic Street was converted into an auto repair shop (Sanborn Map 1941). The Peerless Laundry Building, once located along Wills Creek and the Railroad Viaduct, was gone as well. The destructive flood of 1936 could have been the cause of these buildings disappearing, as they were all located on the edge of Wills Creek.

Between 1921 and 1941, the Cumberland Brewing Company expanded its warehouse at an adjacent lot to its main complex and constructed an overlook for easier access between properties (Sanborn Map 1921 and 1941). The Star Dye Works building on Necessity Street doubled in size. Most interestingly, the lumber industry dominated a northern portion of the Canada-Viaduct neighborhood. The Buchanan Lumber Company and Planing Mill expanded its building at 549 North Centre Street, quadrupled its lumber sheds and constructed another Planing Mill along the railroad tracks, and had two large areas along the railroad tracks for lumber piles that were anywhere from three feet to eleven feet high (Sanborn Map 1941).

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By 1956, the Canada-Viaduct neighborhood's growth hit a plateau (Sanborn Map 1956, Figures 29-31). One residential building and five commercial buildings were constructed in the neighborhood, and at least seven residential buildings were demolished. The Cumberland Brewing Company did not expand its buildings; neither did the Buchanan Lumber Company and Planing Mill or the Cumberland Cement & Supply Company. The only small expansion that occurred was the paint warehouse at 631 North Mechanic Street. Existing buildings were repurposed for new businesses. The Star Dye Works building was now used for mattress manufacturing. One of the three Potomac Edison Company buildings, located at 329 North Centre Street, was demolished. The auto service industries were still growing but slowly within the Canada-Viaduct neighborhood. There was a radiator shop constructed at 453 North Mechanic Street and a new auto parts garage was built near 105 Knox Street. However, the demolition of the auto repair shop buildings located behind the Canada Hose House at North Mechanic Street probably indicates that the older auto repair shops were not able to compete with the newer businesses (Sanborn Map 1956).

Water Lines and Street Paving

The residential growth of the neighborhood gave the city more of a reason to improve the Canada-Viaduct neighborhood's infrastructure. In 1921, the city made improvements through the installation of water lines on Mechanic Street. The city laid 1,700 feet of a 12-inch water main, 240 feet of a 60-inch water main, 60 feet of a 4-inch connection to fire hydrants, three new manholes, and five fire hydrants (Cumberland Drawing Index 1921:3231). Additionally, the city paved or repaved streets along the neighborhood's main thoroughfares and side streets in 1923–1924, 1928, and 1929 (Cumberland Drawing Index 1923:2121, 3604, 5631; Ibid 1924: 537; Ibid 1928:5524; Ibid 1929:959). In stark contrast to the 1920s, the Canada-Viaduct neighborhood seemed to have only North Mechanic and Centre streets repaved in 1935 (Cumberland Drawing Index 1935:6318, 7932).

Religious Institutions in the Canada-Viaduct Neighborhood

Many religious denominations met within the Canada-Viaduct neighborhood, but early on they often worshiped in residential buildings or meeting houses. Among the first churches built in the Canada-Viaduct neighborhood was the German Lutheran Church, currently Trinity Evangelical Lutheran Church (AL-IV-A-109), located at 328 North Centre Street (Hansrote 1970). Before the church was built, the congregation held its services in the Canada Hose House on Mechanic Street. Earlier in 1853, the church site was purchased for \$600. The church and its secondary buildings cost \$2,000 and were finished in the summer of 1854.

German Lutheran Church

Over the years, the church building was renovated and had multiple rear additions. In 1887, the only official church building in the neighborhood was the German Lutheran Church at the corner of Witt Alley and North Centre Street (Sanborn Map 1887). The 1887 Sanborn Map shows the church building had a rectangular plan

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and twenty-foot high elevations. It was three bays in width and four bays in length, had a small rear addition, and the steeple was not present. By 1910, the church building had its fifty-foot high steeple and improvements were made to the interior, such as a heat-stove and gaslights (Sanborn Map 1910). Before 1921, the gas lighting changed to electric lighting and the small rear addition was expanded into a much larger addition equivalent to the church's nave. By 1949, the German Lutheran Church's name was changed to the Trinity Evangelical Lutheran Church (1949 City Directory). The church building had upgraded its heating system, installed electrical lights, and constructed a second large rear addition for a gym.

Zion German Reformed Church

In 1911, the Canada-Viaduct neighborhood saw the construction of its most ornate building, the Zion German Reformed Church, located at 405 North Mechanic Street. The cornerstone of the Zion German Reformed Church was laid on Sunday, October 1, 1911 (Miller 1978). The Zion Church of Cumberland was organized in 1867, and in 1871 the Zion Congregation purchased a church on North Liberty Street from the Presbyterian Congregation. The Zion Congregation sold the Liberty Street church in November 1910, which was razed to make way for the Liberty Theatre. The Potomac Lodge #100, A.F. and A. Masons completed the laying of the Zion Church's cornerstone at North Mechanic Street. On March 30, 1911, the Zion Congregation purchased the old Smith Hotel property on North Mechanic Street and had it raised to build the adjacent rectory building at 403 North Mechanic Street (Miller 1978, Figure 32). The first minister to live in the rectory was Reverend Gottlieb Reusch (Keller 1976). The church later changed its name to the Zion United Church of Christ at an unknown date (Miller 1978).

The designer of the Zion German Reformed Church and rectory building was local architect Wright Butler (Keller 1978). Although Butler is most known for his design of the Allegany County Courthouse, large residences on Washington Street in the West Side Historic District, and most of the Cumberland Brewing Company buildings, his design of the Zion Church is notably the most ornate building in the entire neighborhood. The Zion Church was the only church building Butler ever designed. Characteristic of his residential work, Butler designed the Zion Church in the Gothic Revival style, which had notable features he frequently used, including a blind arcade, corbelled brick arches, and heavy stone lintels and sills at the ground level. Through the use of bright red brick and angular lines, the Zion Church is reminiscent of the Gothic Revival architect William Butterfield (Keller 1978).

It is also possible that the house at 413 North Mechanic Street is associated with the Zion Church and was designed by Butler as well; it has similar features to the church building with its heavy stone sills on the façade, red brick walls, and a single corbelled brick arched window with stone keystones and leaded stained glass (Keller 1976). Butler combined elements of different styles for his designs but gravitated more towards the Romanesque style. Common elements of his designs included brick or concrete block as an exposed building material, brick arches with stone quoins, stone keystones, stone lintels and sills, slate shingled gable or mansard

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roofs, heavy cornices, hipped dormers, tower-like projecting bays, diamond paned windows, oversized windows, bay or oriel windows, elliptical windows, pediment entries, and blind arcades (Keller 1976).

Beth Jacob Synagogue

During the 1920s, the Canada-Viaduct neighborhood began to attract a diverse population. In 1925, the Canada-Viaduct neighborhood became home to Beth Jacob Synagogue, located at 418 North Centre Street. Cumberland had a total of four synagogues at one time, with the oldest continuously operating synagogue in Maryland being the B'er Chayim, built in 1866 and located at South Centre and Union streets (Boorstein 2014). A Mr. Rosenthal, of Baltimore, and John T. Tyler were able to raise funds for the Beth Jacob Synagogue. Beginning in 1921, the two men asked various Cumberland merchants to donate merchandise to be sold at a bazar to raise funds for the synagogue. Evidently, they raised enough money to begin the construction of the synagogue in the mid-1920s.

On May 24, 1925, the Orthodox Jewish Congregation was named Beth Jacob Synagogue and the following day the cornerstone for the building was laid at North Centre Street. There was a large program organized around the setting of the new synagogue's cornerstone, including a procession that formed on South Mechanic Street with the B&O Band, the synagogue's congregation, and their friends. Rabbi Coblentz of Baltimore led the synagogue's first prayer and Rabbi Morris Baron led the rest of the service. Cumberland Mayor Thomas W. Koon attended the program and praised the congregation for taking their place among the houses of worship in Cumberland (Miller 1978). It is unclear when the Beth Jacob congregation left the synagogue at North Centre Street, but at some point the Celanese plant began using the building as its Union Hall (Faith Presbyterian Church n.d.). When the Celanese plant moved south, the Union Hall building was left vacant. In 1983, the building was purchased and refurbished by the Koinonia Presbyterian Church (from the Greek word for fellowship). The building was sold in 1993 to Fort Recovery Inc., a substance abuse center, which continues to use the building today.

Centre Street United Methodist Church

Located at 217 North Centre Street, the Centre Street United Methodist Church, earlier known as the Centre Street Methodist Episcopal (M.E.) Church, was constructed in 1874 in the Gothic Revival style. As early as 1782, Methodist circuit riders came to present day Allegany County to find new members (Hansrote 1970; AL-IV-A-115). Around 1785, the Methodists worshipped in a log structure, which was built by the Lutherans and used by other churches (Miller 1978; 178). By 1799, the Methodist purchased land at the corner of Fayette and Smallwood Streets on the west side of Wills Creek to build their first church building, a wood-framed structure that was 25 feet by 35 feet (Miller 1978; 179; Hansrote 1970; AL-IV-A-115).

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In 1816, the congregation purchased property at 217 North Centre Street and constructed a second church building that was made of brick, one-and-one-half stories, and 36 feet by 45 feet. The congregation purchased more property at the North Centre Street location in 1829 with the goal to further enlarge the building's footprint (Hansrote 1970; AL-IV-A-115). In 1837, the 1816 church building was enlarged with a fifteen-foot rear addition and a full, second story (Miller 1978; 179). At the cost of \$6,000, this third church building was torn down in 1848 to construct the fourth church building, which was twice the size at 50 feet by 80 feet (Hansrote 1970; AL-IV-A-115).

Prior to the 1848 construction, in 1847, the African-American members of the Centre Street M.E. Church decided to separate from the white congregation and build their own church. African-American members had attended services at the Centre Street M.E. Church for many years and had to sit in the gallery space to worship (Lowdermilk 1878; 485). The new congregation elected a board of trustees who were identified as "free men of color", which included Nathaniel Burgee, Philip Only, Jacob Mitchell, William Hamilton, John Page, John Murdock, and Henry Robinson, and received the help of Father Golden of Baltimore, its first pastor (Curtis 1998; 151). The new M.E. Church, which was first called the African Methodist Episcopal Church, was completed at the end of 1848 (Curtis 1998; 152). The church was built on a lot in Magruder's Addition, located at the corner of Decatur and Frederick Streets. The 1848 brick building was enlarged twice before being rebuilt in 1892, when it was renamed the Metropolitan A.M.E. Church (Curtis 1998; 152).

By 1869, the committee from the Centre Street M.E. Church justified the need to build another Methodist Church, which was located at Gay Street and Oldtown Road for the Kingsley Chapel. On May 1, 1871, the Centre Street M.E. Church began demolition of its church building to begin the construction of its fifth and present day church building. James W. Sowders of Cumberland constructed the new Methodist church building for \$23,500 (Miller 1978; 179). During construction, the congregation worshipped in Good Tern Piers Hall at 86 Baltimore Street and the Methodist Protestant Church on Bedford Street. The new church's cornerstone was laid in August 1871, and was dedicated in 1874 (Miller 1978; 179). The 1874 church building was enlarged in 1912, and the Francis Ashbury Hall addition was constructed in 1928, along with the installation of a new pipe organ (Hansrote 1970; AL-IV-A-115).

St. Patrick's Catholic Church

The beginnings of St. Patrick's Catholic Church in the Canada-Viaduct neighborhood goes back to the 1790s, when the congregation was first known as St. Mary's Church (Hansrote 1970; AL-IV-A-108). As early as the 1750s, Catholics were known to have traveled from Southern Maryland to the Fort Cumberland area with early English, Scottish, and Irish settlers (Saint Patrick – Cumberland n.d.). In 1790, missionary priests founded the first congregation. The first structure that the congregation worshipped in was a log structure constructed in 1791 and that was located on the far southeastern corner of the church's current grounds (Hansrote 1970; AL-IV-A-108). By 1838, the log structure was replaced by a small brick structure, and that same year a rectory was

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constructed (Lafort 1914; 87). Over the next seven years, the congregation further expanded the church building, with a forty-foot addition to the front in 1843, and an altar, steeple, organ, and bell in 1845 (Miller 1978; 189).

The congregation continued to grow with the influx of workmen, and their families, who came to build the B&O Railroad and the C&O Canal. Cumberland's rapid growth in the southern section of the city required the need of a new church building (Lafort 1914; 88). The St. Mary's Church was changed to St. Patrick's to appeal more to the growing Irish population, while the growing German population appealed to the new S.S. Peter and Paul's Parish, completed in 1849 (Lafort 1914; 87 & 88). St. Patrick's Church, as it is known today, had its cornerstone laid in 1849 (Miller 1978; 189). The dedication of the building, including its new name as St. Patrick's, took place on November 23, 1851.

St. Patrick's Catholic Church was constructed in the Greek Revival style and its building form was modeled after the Church of the Sacred Heart in Dublin, Ireland (Saint Patrick – Cumberland n.d.). At the cost of \$12,000, the church building was designed by Irish architect/builder John Tehan, who also designed St. John's Catholic Church in Frederick, Maryland (Grove 1928). At a cost of \$1,300 in 1859, the new church building received a steeple (Miller 1978; 189). In 1867, the construction of St. Edward's Academy, located near the southwestern corner of the church's grounds, was completed to hold the congregation's school for boys and girls, which was run by the Sisters of Mercy (Miller 1978; 189; Lafort 1914; 88). It is probable that the Priest's Residence building, designed in the Italianate style and located to the east of the church building, was constructed during the 1880s when the Brothers of Mary came to Cumberland to take charge of the school in 1882 (Miller 1978; 189).

In 1883, St. Patrick's Catholic Church was consecrated. Some interior improvements to the church building occurred in 1898 with the inclusion of a baptistery, marble altar rail, three marble altars, two side chapels, and a sanctuary (Hansrote 1970; AL-IV-A-108). In 1904, a large hall building was constructed at the southeastern corner of St. Patrick's grounds, which would later be expanded and called Carroll Hall (Lafort 1914; 88). This building was demolished sometime between 1970 and 1993 for a church parking lot (HistoricAerials.com 1993; Hansrote 1970; AL-IV-A-108). Sometime between 1910 and 1926, the large four-story school building was constructed to the west of the church building (1910 Sanborn Map; Miller 1978; 189).

St. Patrick's Church building was redecorated and improvements were made on its school building in 1947 (Hansrote 1970; AL-IV-A-108). During the 1960s, the church received modern improvements, including a new heating system in 1966, and a brick perimeter wall was constructed in 1967 that replaced an iron fence and gates. In 1969, numerous changes occurred to the interior, which included the removal of the altar rail, the application of interior paint and carpet, the lowering of the crucifixion painting over the main altar, the installation of new pews and altar, and the addition of a door entry on the rectory side (Hansrote 1970; AL-IV-A-108).

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Residents of the Cumberland-Viaduct Neighborhood

The Hiser family can provide a general overview about the people who lived and worked in the Canada-Viaduct neighborhood during the late nineteenth and early twentieth centuries. In 1870, at the age of twenty, William G. Hiser (b. 1850) was living in Frederick, Maryland, with another family (U.S. Federal Census 1870). William was born in Maryland to German parents. In 1875, William married Mary McIntosh (b.1852). Before 1880, William G., Mary, and their two sons, William F. (b.1876) and Harry E. (b.1878), made their way to Cumberland where the elder William opened up his own cooperage (U.S. Federal Census 1880). Cumberland's Canada-Viaduct neighborhood was an ideal place to own a barrel-making business because of the many nearby breweries and distilleries. Many of the people living around the Hiser family were laborers who worked as farmers, butchers, tanners, carpenters, shoemakers, and boatmen. Many were born in Maryland, Pennsylvania, Virginia, West Virginia, and New York. At least 18 percent of the Hiser family's neighbors were immigrants coming from Germany, Prussia, Ireland, and one family was from Nassau, Bahamas (U.S. Federal Census 1880).

In 1897, the City Directory shows that William G. had a cooper shop at 305 Huckleberry Alley (Pioneer Place). By 1900, William G. and Mary owned a house at 11 Valley Street with five of their children—Roger (b.1881), Raymond (b.1882), Grace (b.1885), Golde (b.1890), Anevea (b.1896)—and Mollie's mother, Clara McIntosh (1897 City Directory; U.S. Federal Census 1900). William G.'s oldest son, William F., was working for him as a driver for the family barrel business. William F. and Raymond both started off as drivers for the family business before becoming coopers themselves (Figure 33). From 1899 to 1901, William F. rented a house at 19 Valley Street next to his family. William G.'s neighbors lived on Goodmans Alley and Mechanic Street. They were all white and owned their properties. Many households on average had four children, along with extended family members and boarders. None of the women were employed outside the home. Some of the men had various service jobs, such as drivers, day laborers, bakers, clerks, and agents. Others specifically worked in the nearby grocery, saloon, glass works, and steel mills (U.S. Federal Census 1900). Many people were born in Maryland, Pennsylvania, Ohio, Virginia, and West Virginia. Fewer than ten percent of people living around the Hiser family had foreign-born parents, all of whom were born in Germany.

The 1909 Cumberland Directory shows that William G. purchased another house for his family at 286 N. Centre Street that was just beyond the Railroad Viaduct (1909 City Directory; U.S. Federal Census 1910). Sometime after the Hiser family made this move to North Centre Street, William F. moved out of 19 Valley Street and rented the house at 11 Valley Street from his father. William F. settled there with his wife and son. Raymond Hiser then began renting 19 Valley from his father and lived there with his wife and children (1909 City Directory; U.S. Federal Census 1910). The City Directories show that from 1909 to 1917 both William F. and Raymond were working as coopers for their father's business at Huckleberry Alley (1909 and 1917 City

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Directory). However, the 1910 Census also shows William F. was working as a brakeman with the steam railroad, which makes it appear as if he needed to supplement his salary (U.S. Federal Census 1910).

In 1910, the Hiser family's neighbors near North Centre Street were all part of the white working-class. Their neighbors included a conductor for the railroad, a clothing store seamstress, a drugstore clerk, an engineer for a brewery, cabinetmakers for a furniture factory, an agent for a tea company, a traveling salesman, and a metal straightener who worked at the nearby foundry (U.S. Federal Census 1910). All but one head of the household was born in Maryland, Pennsylvania, West Virginia, Maine, or Massachusetts. The one immigrant family was from Germany. Only fourteen percent of people living near the Hiser family had foreign-born parents, and most of them were from Germany or Ireland (U.S. Federal Census 1910). Annie Brooks, an African-American woman, lived with the Hiser family in 1910 and worked as their private cook. Born in West Virginia, Annie was a 55-year old widow who could not read or write. Her parents were both born in Virginia, and she was the only African-American living in this part of town. There were no other families nearby that had domestic servants living with them under the same roof, let alone an African-American. However, it is possible that other families had hired domestic servants but did not live with them under the same roof.

By 1920, Annie Brooks no longer lived with the Hiser family. William G. Hiser was now a widower and continued to live at 286 North Centre Street with some of his adult children. At the age of 79, William G. was listed as being a manager of a gravel factory. The family likely converted the barrel-making business into a supply company after the Eighteenth Amendment made alcohol illegal. The area around the Hiser household continued to be a white, working-class population. All but one head of the household was born in Maryland or Pennsylvania. There was one Russian Jewish family living near the Hiser family, and the head of that household was Rabbi Siegel (U.S. Federal Census 1920). Most people were employed by nearby industries, including the steel mill, railroad, foundry, dye works, brick factory, or machine shops. Others worked more in the commercial and service industries, such as a tailor, grocer, doctor's clerk, housekeeper, dressmaker, real estate broker, music teacher, jeweler, and even a paperhanger at a paper store.

By 1941, the William Hiser Cooper Shop had evolved into the William Hiser Supply Company, which occupied two large warehouses on Pioneer Place (formerly Huckleberry Alley). The Hiser family no longer owned the shop on Pioneer Place in 1956. This was around the time that Cumberland's industrial dominance was in a state of decline, especially once federal contracts ended after World War II. Transportation improvements to roads and the federal highway system made it easier for people to live and work outside of the city of Cumberland.

Isolation of the Canada-Viaduct Neighborhood

There were several major public works projects that contributed to profound physical changes within the Canada-Viaduct neighborhood. During the 1930s, the Cumberland Mayor and Council worked with the State Roads Commission to consider alternatives that eliminated the railroad grade crossings at both Harrison and

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Franklin streets. In 1931, Mayor Thomas Koon announced that the Maryland State Roads Commission constructed a bridge over the B&O railroad tracks in the vicinity of Franklin Street in the Canada-Viaduct neighborhood (Cumberland Evening Times February 21, 1931). This also appears to be around the same time as discussions about the possibility of opening another highway through the city using Highland and Front streets from the Narrows to Baltimore Avenue. However, the Great Depression and World War II delayed this new highway system. Yet the discussions revived during Cumberland's urban renewal project. The Franklin Street Truss Bridge was built by the State of Maryland and included an overhead structure that ran diagonally from Franklin Street to a point near the intersection of Centre and Mechanic streets. The bridge's purpose was not only to eliminate the grade crossing, but also to allow motorists to bypass Cumberland with the hope of eliminating traffic in Canada-Viaduct and downtown (City of Cumberland). The Franklin Street Truss Bridge was completed in March or April of 1933 (Cumberland Evening Times March 26, 1958).

Urban Renewal was the next large public works project that affected the neighborhood. In 1962, the "Urban Renewal Recommendations Report" for Cumberland identified specific areas that needed renewal action (Cumberland Preservation District Design Guidelines 2016:28). The Plan was intended to stabilize population and economic decline by finding new ways to encourage economic development within the city. The area identified with the most blighted or deteriorated structures was between Wills Creek and the B&O railroad, specifically the southern edges of the Canada-Viaduct neighborhood and the neighboring Central Business District. City officials and planners promoted the proposed Cumberland Thruway (I-68) as a way to eliminate blight and improve access to downtown.

Cumberland's traffic problem was evident during this time period, as drivers could only use U.S. 40, the National Road, to travel through western Maryland (Maryland State Highway Administration [MDSHA] 1991:5). The city's narrow streets and high volume of railroad traffic caused delays and congestion. Although the urban renewal plan promoted the rehabilitation and conservation of certain areas, other areas, such as the southern half of the Canada-Viaduct neighborhood and the Central Business District, were predominantly chosen for slum clearance and redevelopment, land acquisition, public improvement, and land disposition. These urban renewal efforts provided the city a blank canvas for the proposed Cumberland Thruway (Figure 34). Many residential buildings within the Canada-Viaduct neighborhood during or after this period were altered by the application of vinyl siding and/or windows, removing the building's historic materials and workmanship (Figure 35). Some commercial buildings with original storefronts were also modified in an attempt to compete with new commercial complexes within Cumberland (City of Cumberland).

Construction of the Cumberland Thruway began on June 10, 1965, and was opened to the public on December 5, 1966 (Cumberland News June 10, 1965; Cumberland News December 5, 1966). The Cumberland Thruway made it easier for motorists to move over rather than through downtown. Residents could now travel with ease around the Canada-Viaduct neighborhood and the Central Business District to do their shopping in any of the nine new shopping centers in the nearby suburbs (Scarupa 1974: SM6). Further exacerbating the situation, in

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1984 the Maryland State Highway Administration chose a freeway alignment that paralleled US 40. Construction began May 25, 1987 and was completed on August 2, 1991 (MDSHA 1991:5; Raitz and Thompson 1996:331). During this project, the Franklin Street Truss Bridge, which had been the northern landmark for the Canada-Viaduct neighborhood since 1932, was rehabilitated in 1989 (Christman 2013). The Cumberland Thruway and the new freeway alignment of U.S. 40 caused businesses in the Canada-Viaduct neighborhood to be cut off from their customers (Beyers 1992).

9. Major Bibliographical References

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(See continuation sheets Number 9 Pages 1-7)

10. Geographical Data

Acreage of surveyed property 55.6 Acres
Acreage of historical setting 55.6 Acres
Quadrangle name CUMBERLAND

Quadrangle scale: 1:24,000

Verbal boundary description and justification

(See continuation sheet Number 10 Page 1)

11. Form Prepared by

name/title	Lorin Farris (MA), Architectural Historian		
organization	Historitecture, LLC	date	May 2017
street & number	P.O. Box 181095	telephone	303-390-1638
city or town	Denver	state	CO

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

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Maryland Historical Trust Maryland Inventory of Historic Properties Form

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Canada-Viaduct Historic District
Continuation Sheet

Number 9 Page 7

1953 *Religious Foundations in Cumberland*. WHILBR, www.whilbr.org, accessed on March 29, 2017.

Whetzel, Dan

2011 *Images of America: Allegany County*. Arcadia Publishing.

2011 The Cumberland Narrows: Portal to the National Road. Mountain Discoveries. Electronic Document, <http://www.mountaindiscoveries.com/stories/pdf/ss2004/narrows.pdf>, Accessed on May 24, 2017.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. AL-IV-A-142

Canada-Viaduct Historic District
Continuation Sheet

Number 10 Page 1

Geographical Data: Verbal Boundary Description, continued.

Beginning at the southwest corner of Parcel 2183 and continuing to the northeast by 63 feet, going 44 feet to the northwest crossing over North Mechanic Street until the north side of North Centre Street. Continue northeast by 62 feet to the southwest corner of Parcel 7273. Follow the north side of Parcel 7273 for 410 feet, then north by 18 feet, and then southeast by 746 feet crossing over Pear Street. Continue to the northeast by 93 feet, then southeast by 607 feet crossing over Valley Street. Continue northeast by 26 feet and southeast by 1,047 feet crossing over Knox Street. Continue northeast by 49 feet and southeast by 202 feet. Follow the southeast side of Parcel 7022 by 161 feet before crossing over Queen City Drive and continuing to the southeast for 338 feet to the east boundary of Parcel 7195. Continue southeast by 862 feet to the east side of Bedford Drive. Continue along Bedford Drive to the southwest by 729 feet and cross over to the southwest side of North Centre Street. Continue 146 feet to the southwest along the southeast side of Parcel 7004B (parking lot), turning northwest and continuing 1,068 feet to the northwest, along the southwest (rear) sides of the parcels along North Centre Street. Continue north by 70 feet, crossing over Row Street and turning to the northwest before Parcel 7224B. Continue northwest by 260 feet along the north side of Row Street to the Railroad Viaduct. Continue southwest by 285 feet following the Railroad Viaduct and continue to the west by 65 feet crossing the Railroad Viaduct. On the north side of Wills Creek, continue northwest by 2,670 feet until the southwest corner of Parcel 2183, which is before the Old Rail Bridge over Wills Creek.

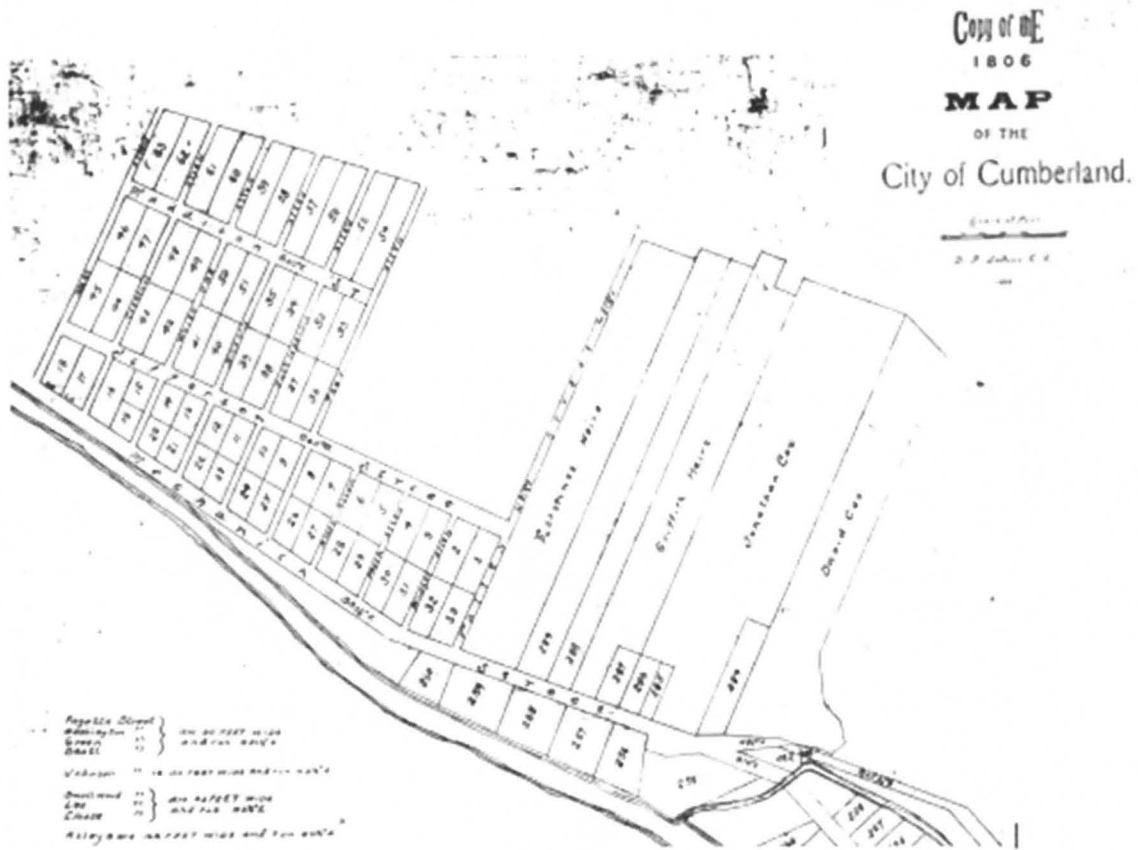


Figure 1. 1806 Map of the City of Cumberland (City of Cumberland)



Figure 2. Baltimore and Ohio Viaduct across Wills Creek, Photo 1865 (City of Cumberland)



Figure 3. Canada Hose Company, Photo 1636 (City of Cumberland)

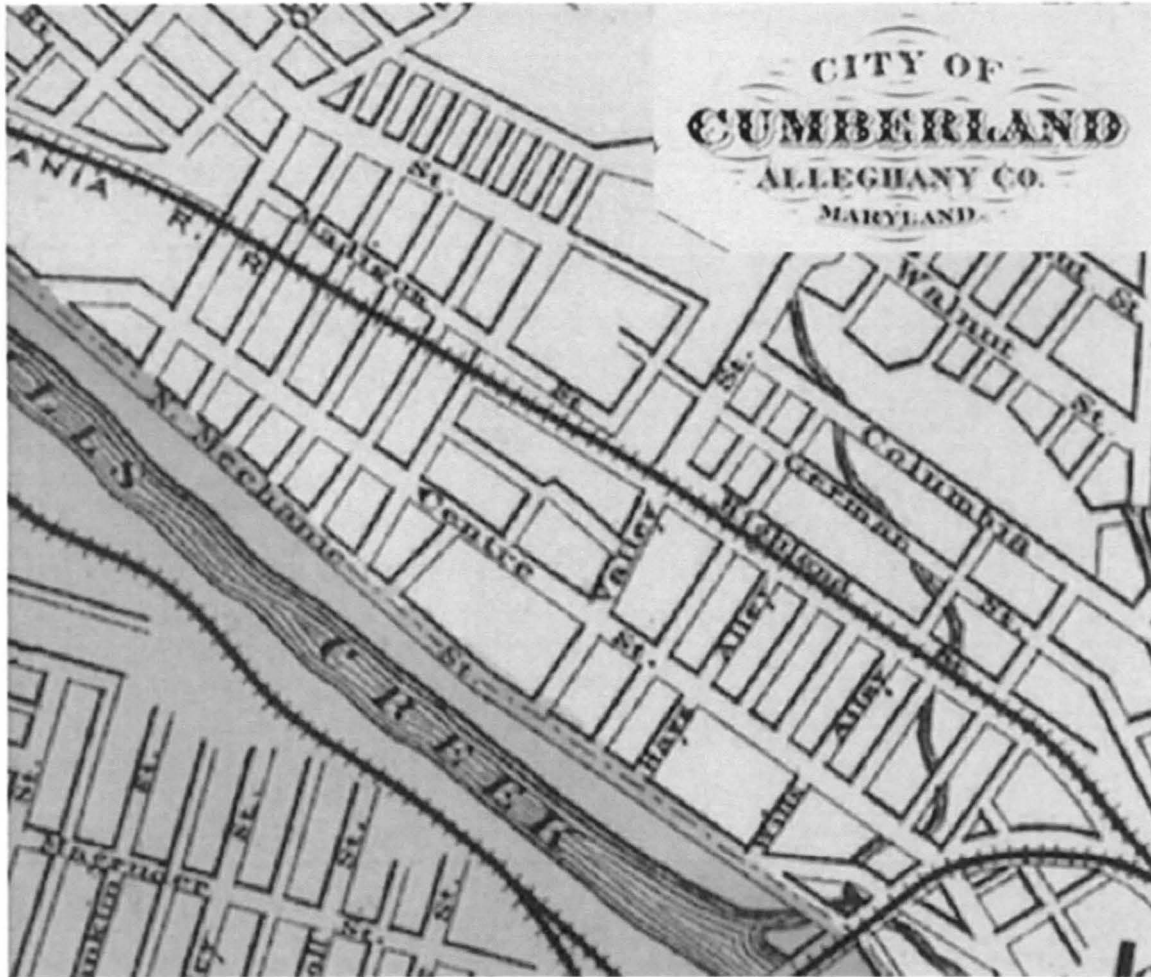


Figure 4. 1873 Simon J. Martenet's Map of City of Cumberland, Maryland (Library of Congress)

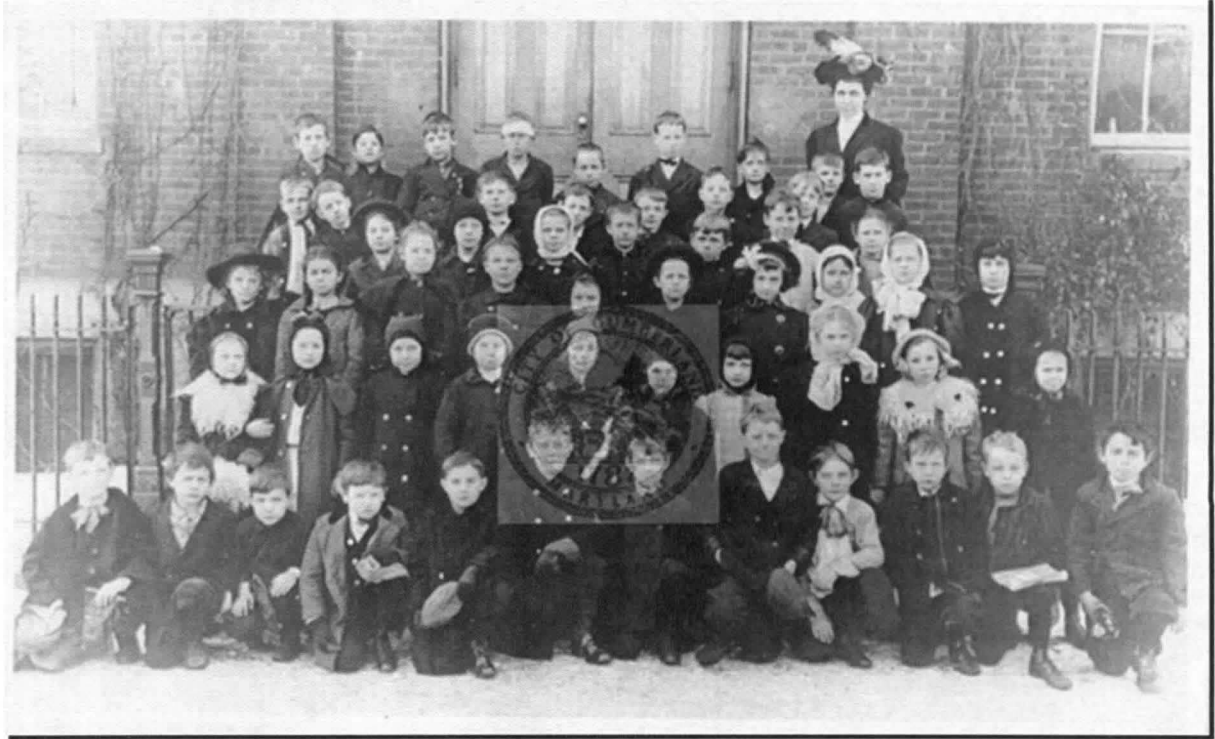


Figure 5. Centre Street School, 3rd Grade (City of Cumberland)

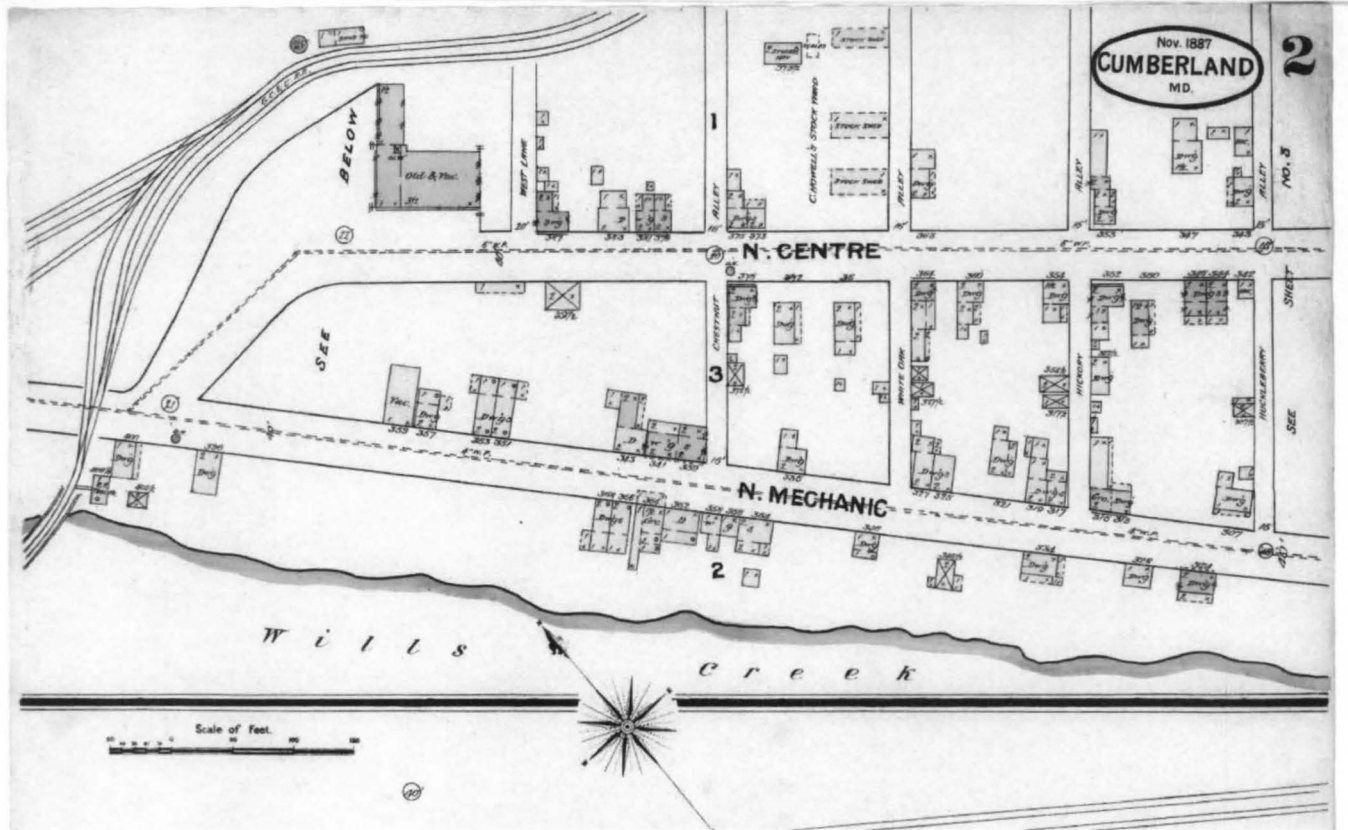


Figure 6. 1887 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

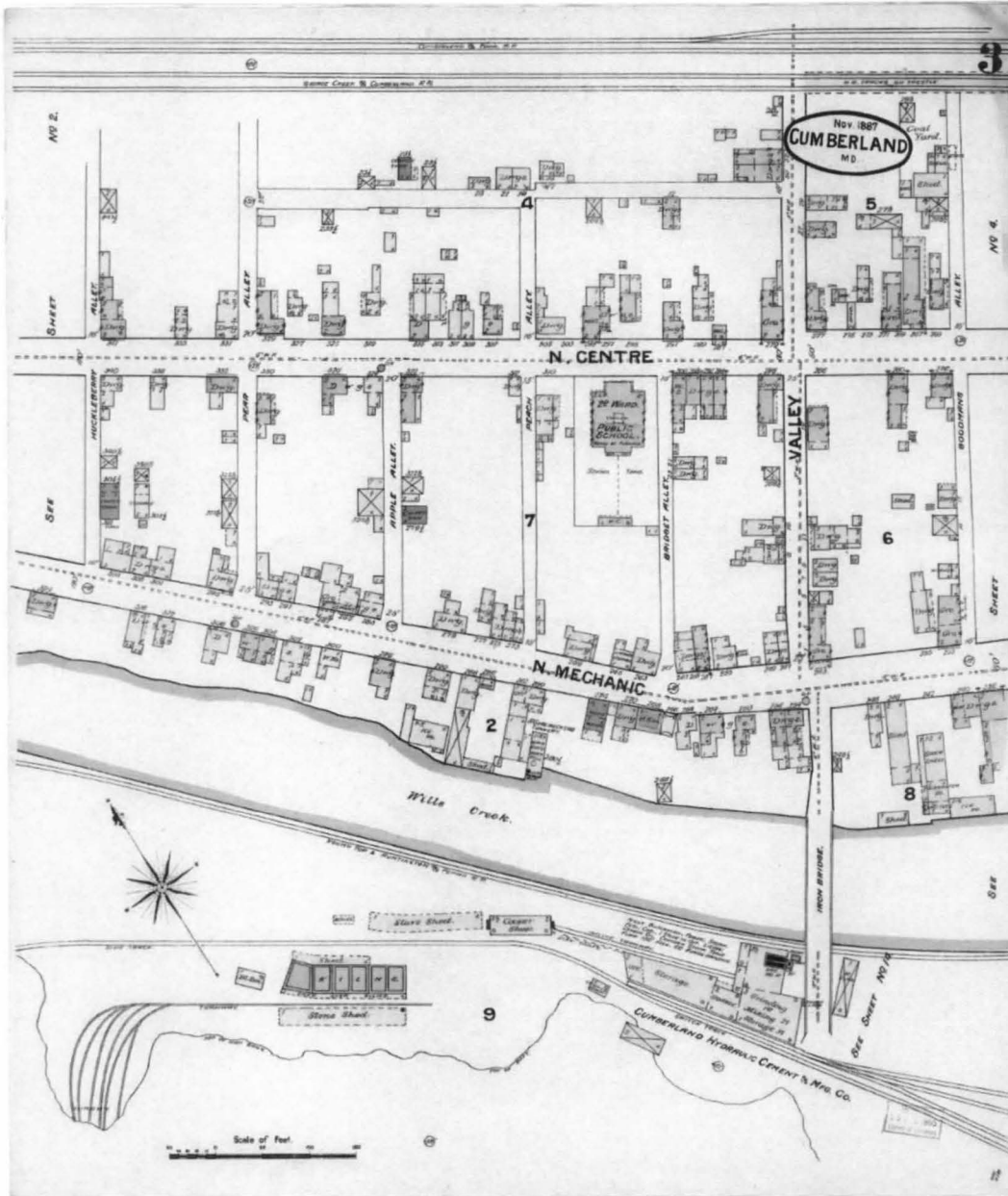


Figure 7. 1887 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

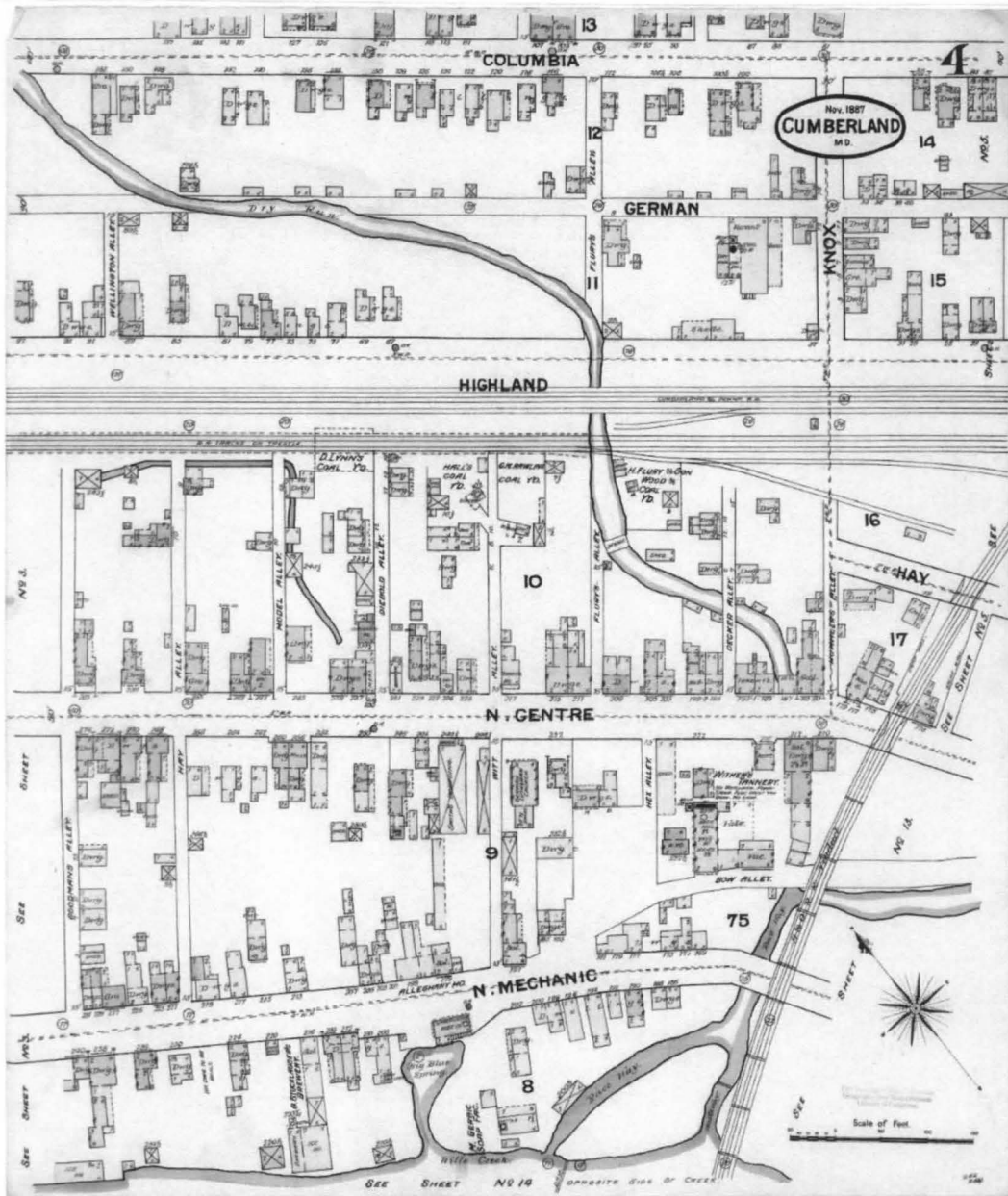


Figure 8. 1887 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

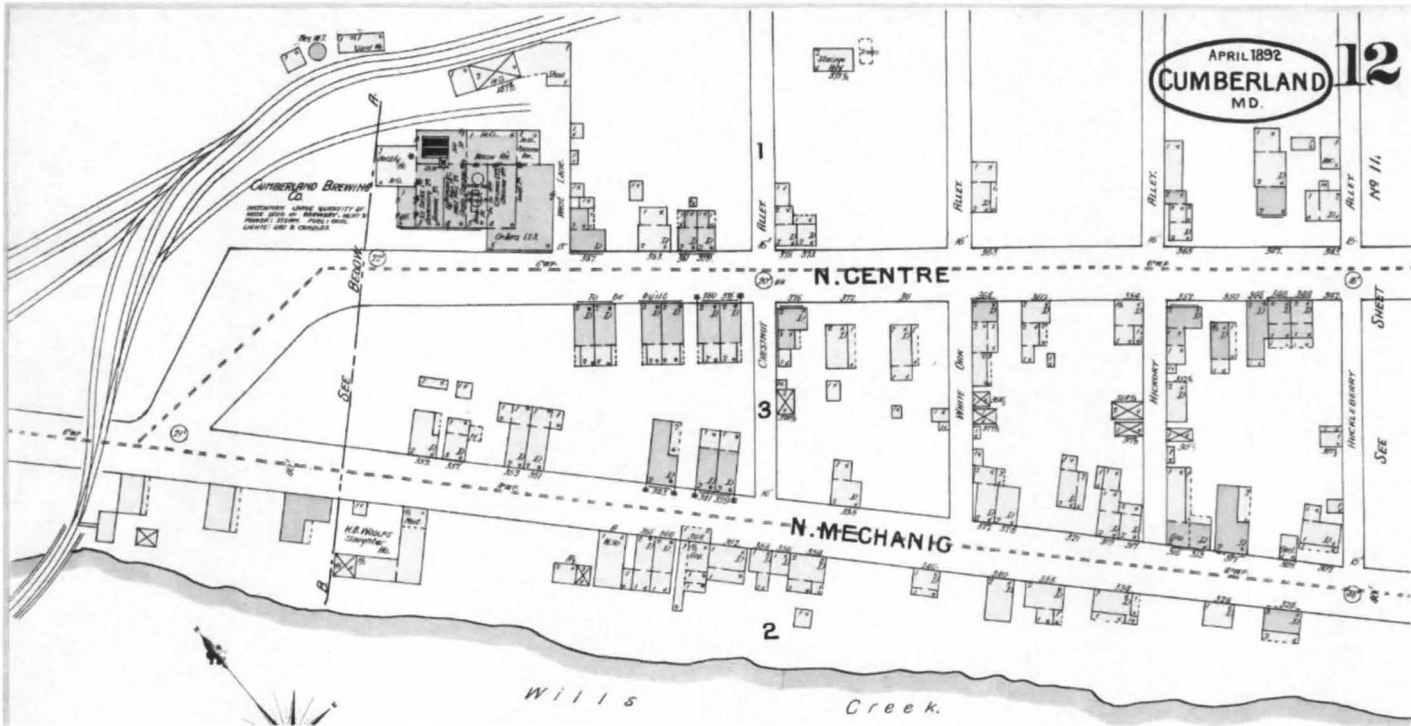


Figure 9. 1892 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

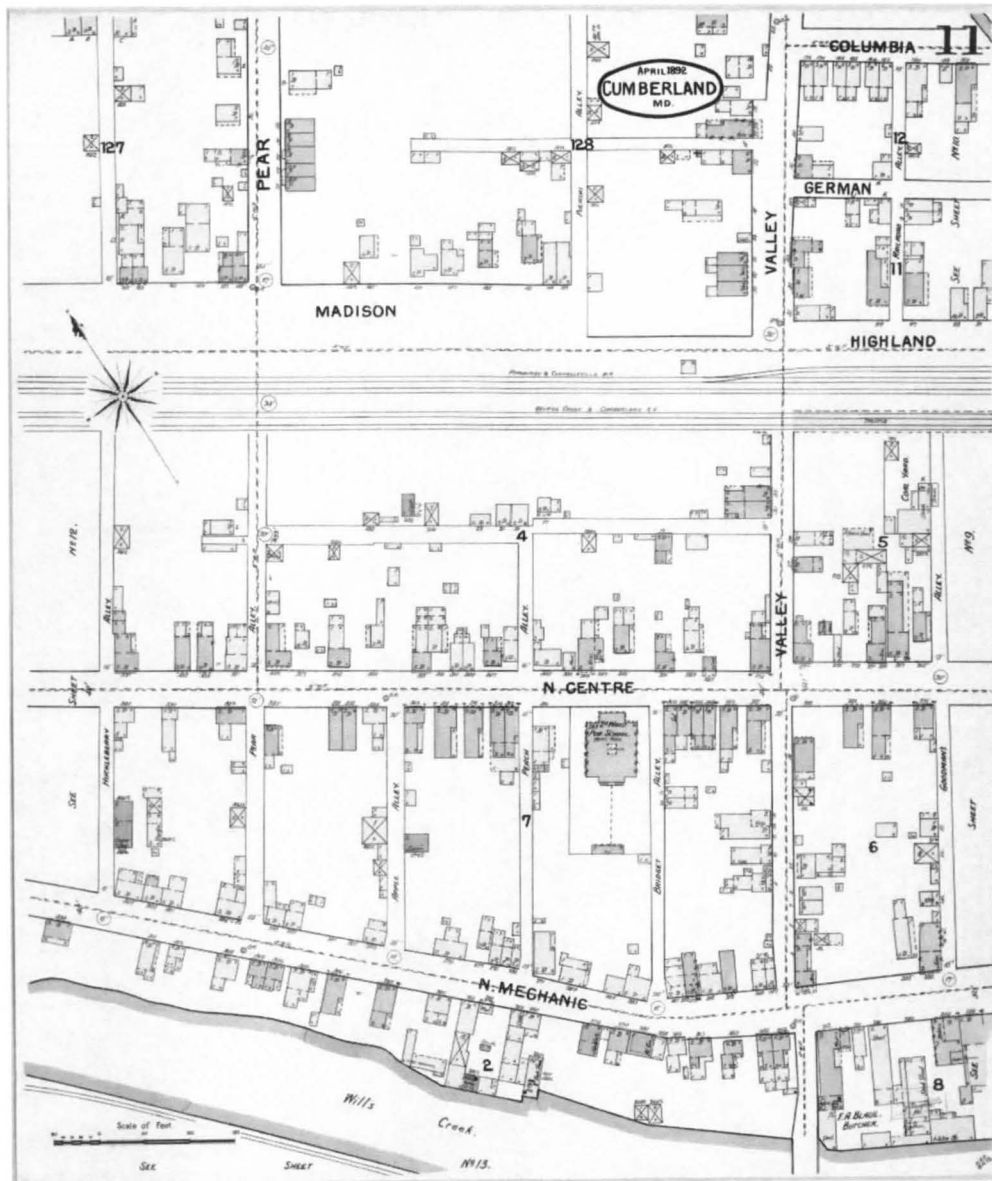


Figure 10. 1892 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

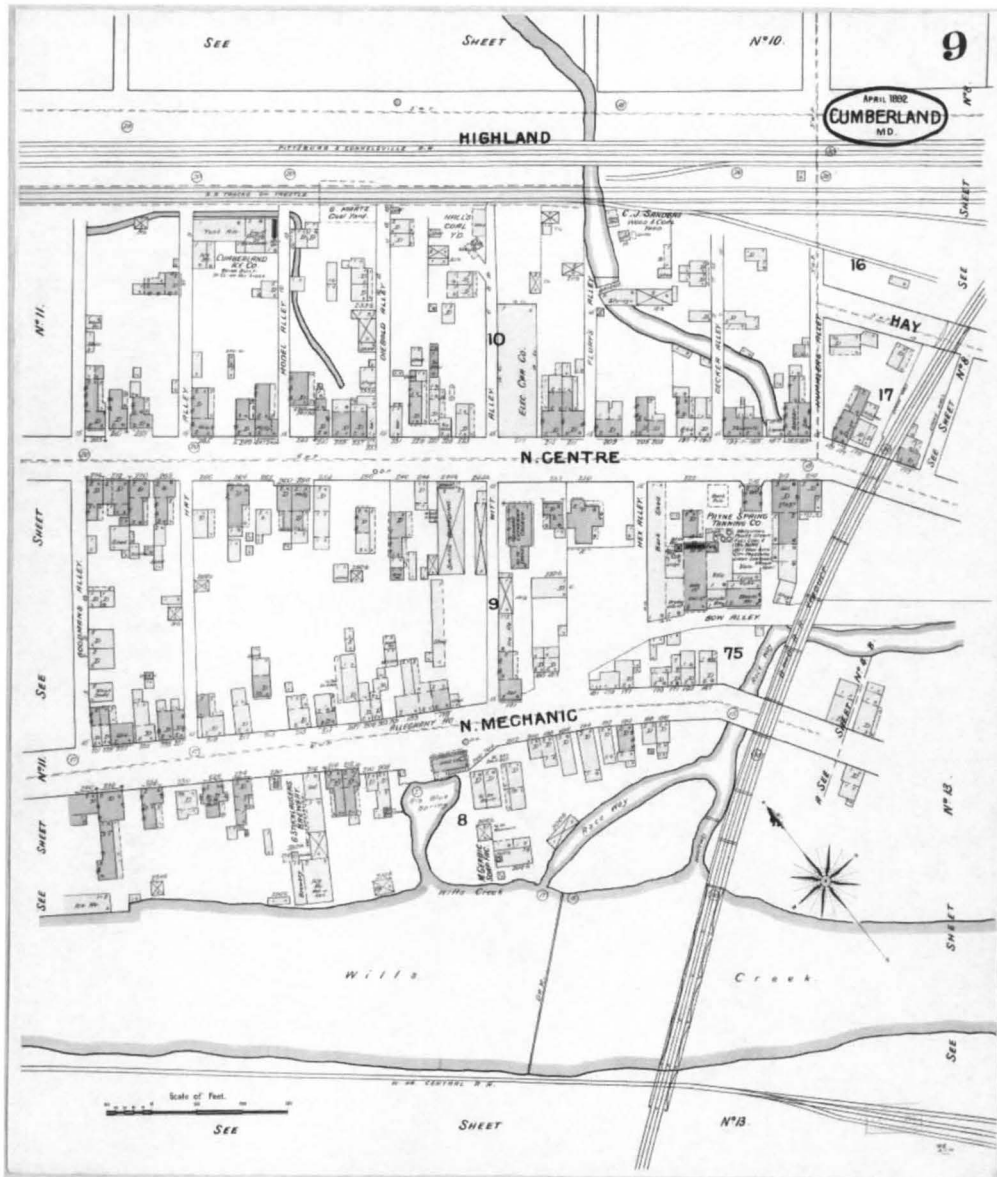


Figure 11. 1892 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)



Figure 12. Cumberland Brewing Company on North Centre Street in 1895, Photo 1222
(City of Cumberland)

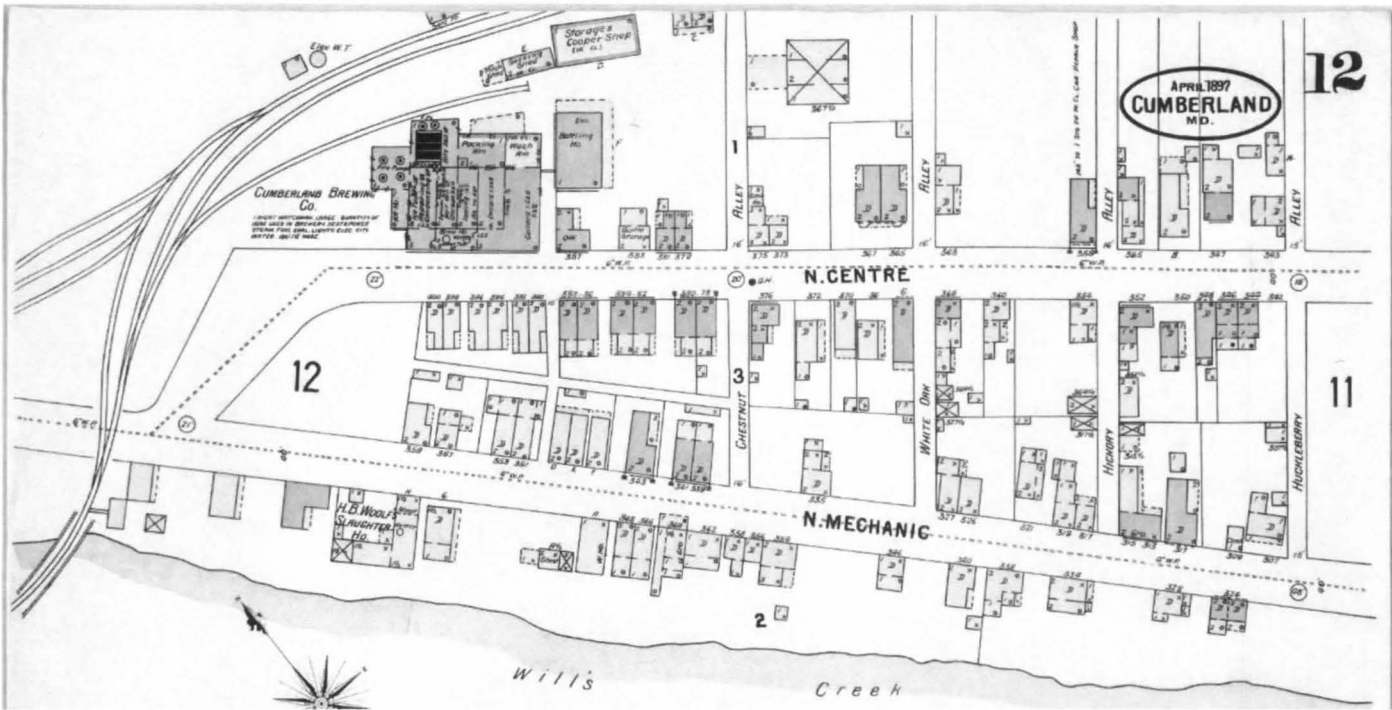


Figure 13. 1897 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

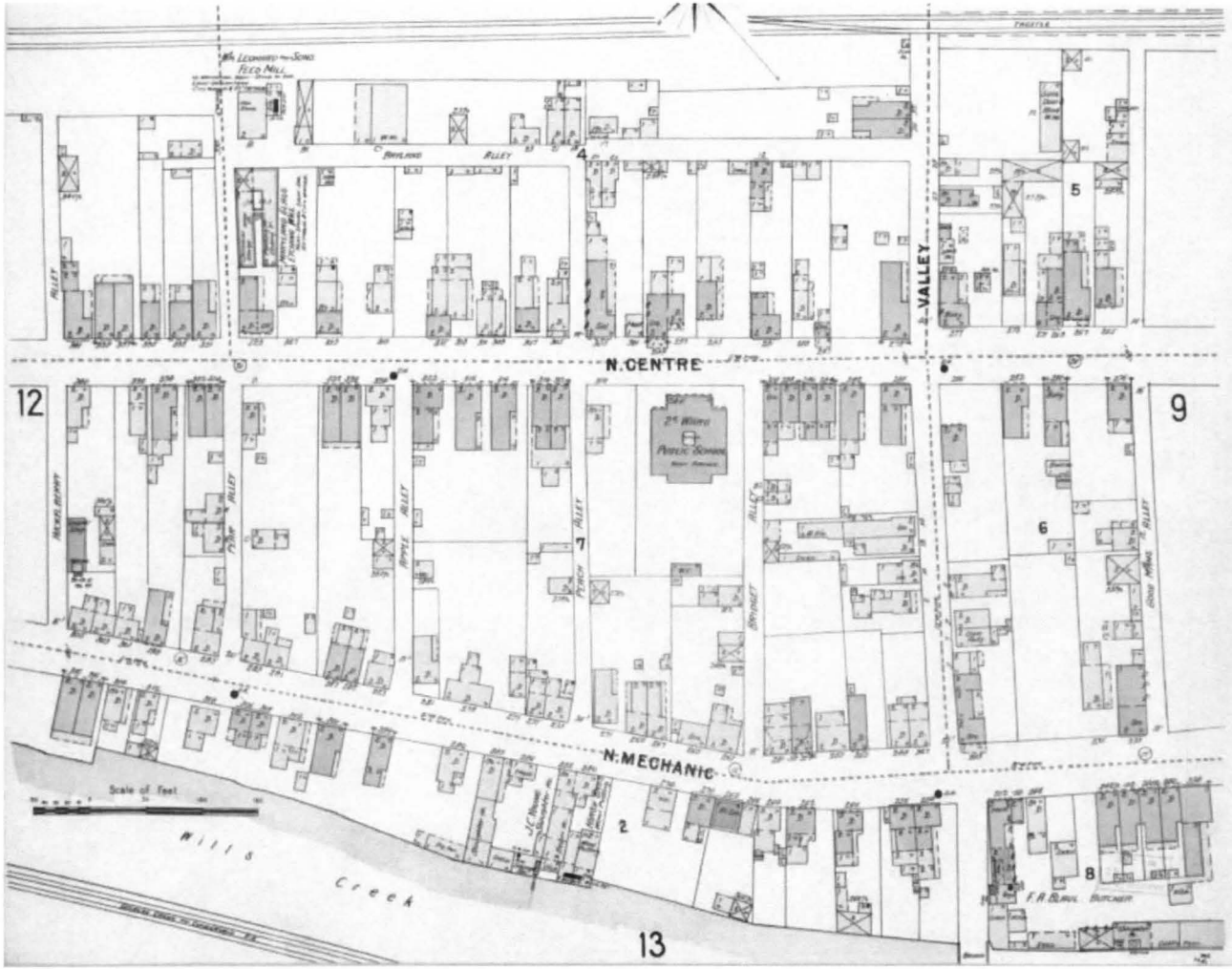


Figure 14. 1897 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

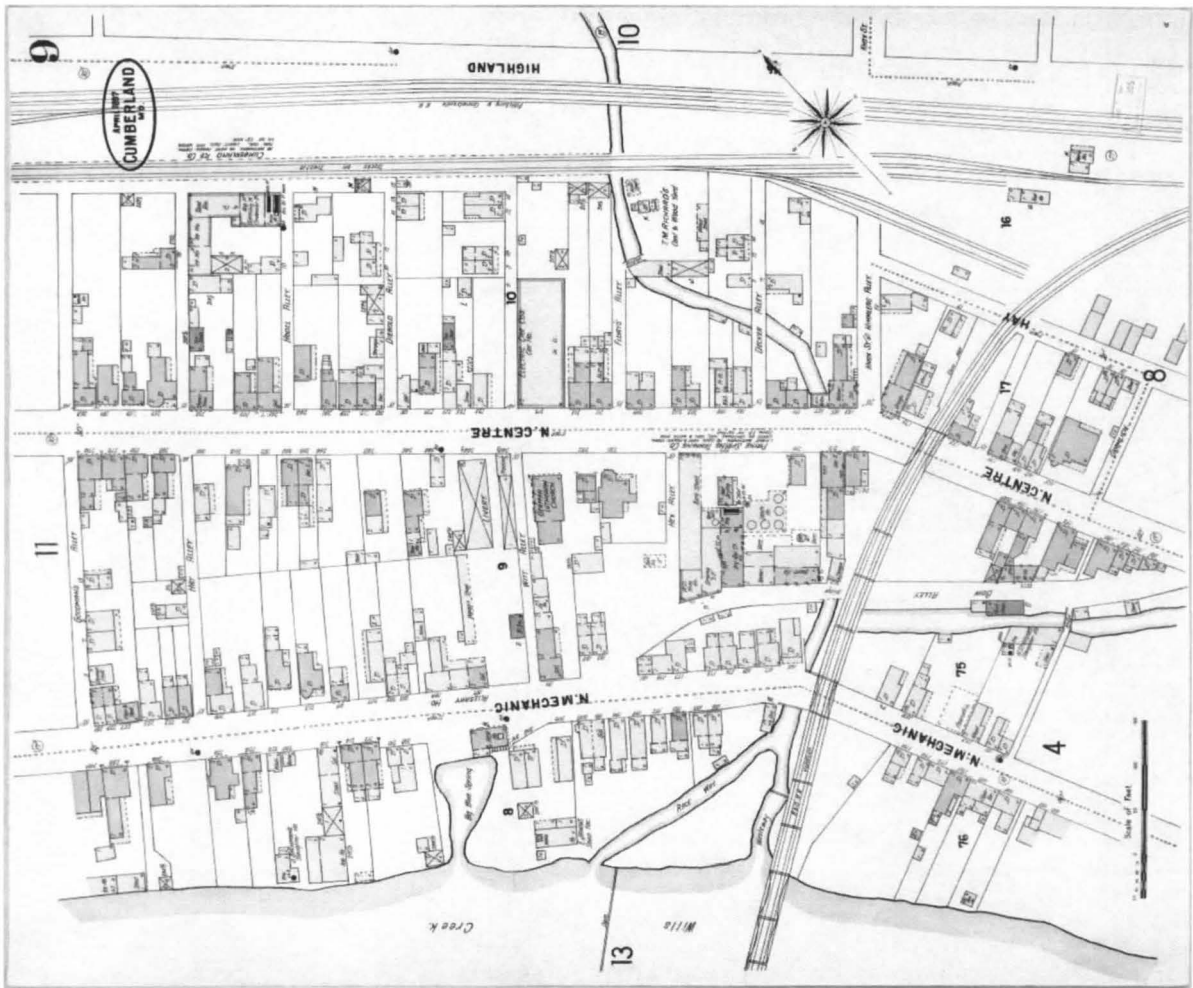


Figure 15. 1897 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

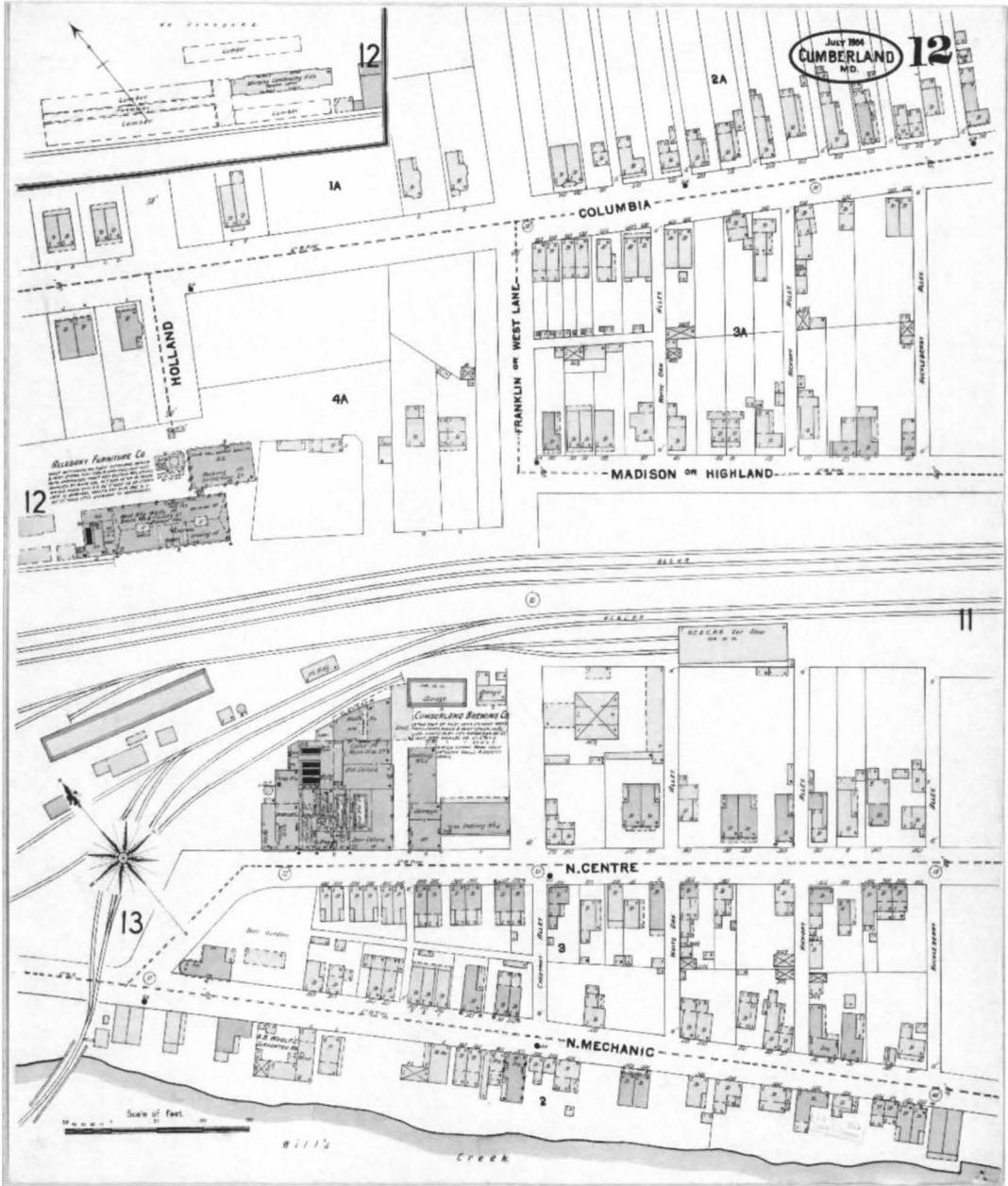


Figure 16. 1904 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

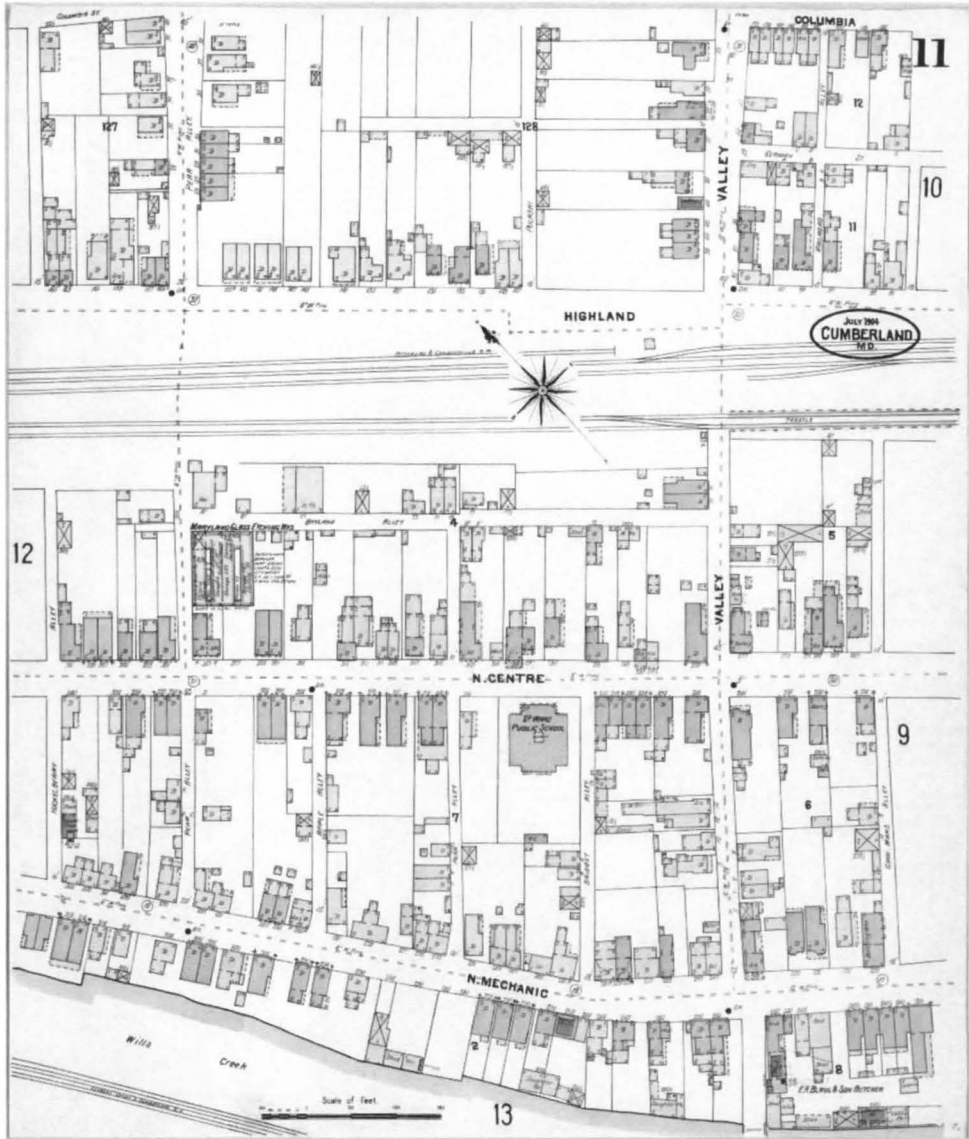


Figure 17. 1904 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

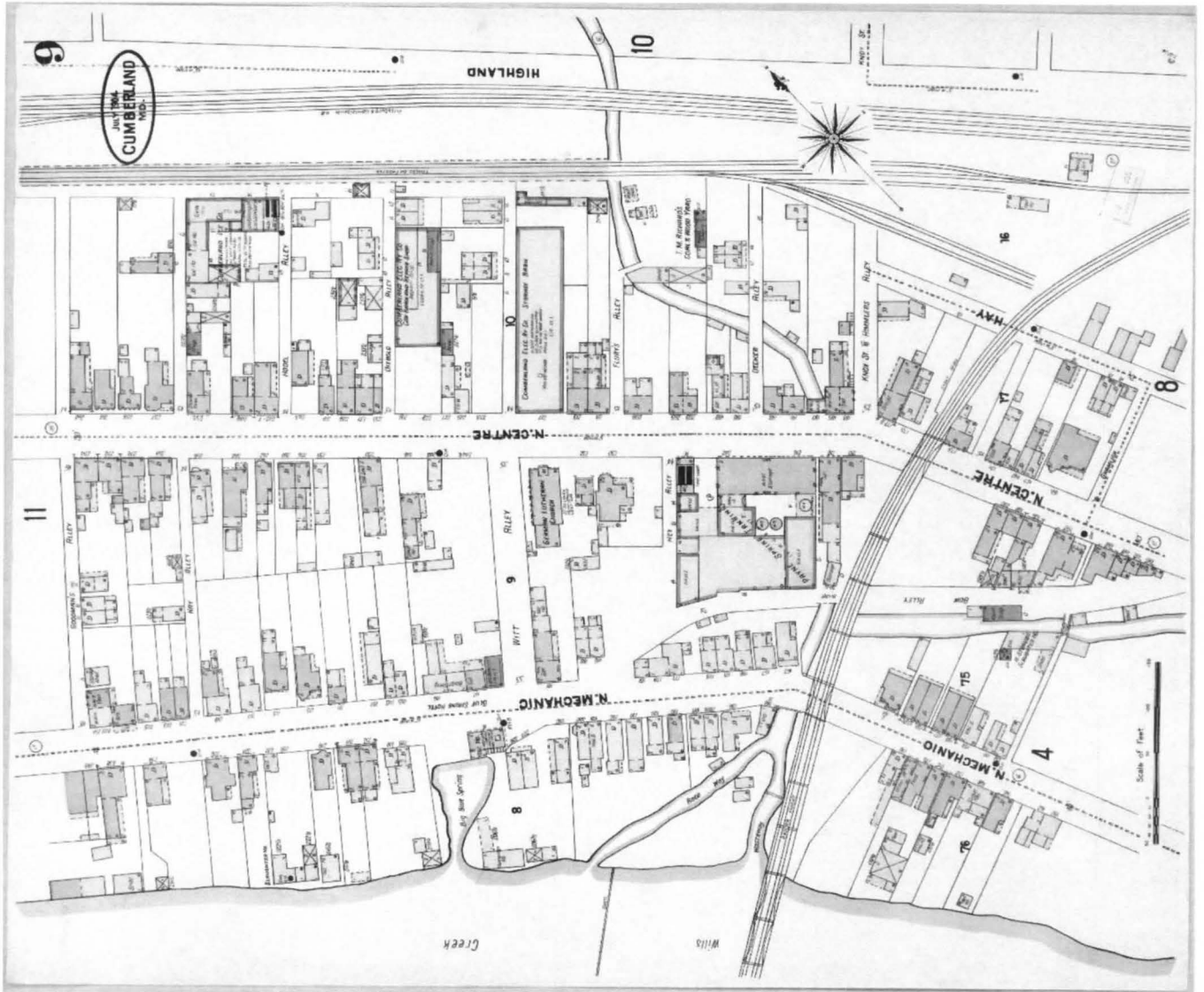


Figure 18. 1904 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

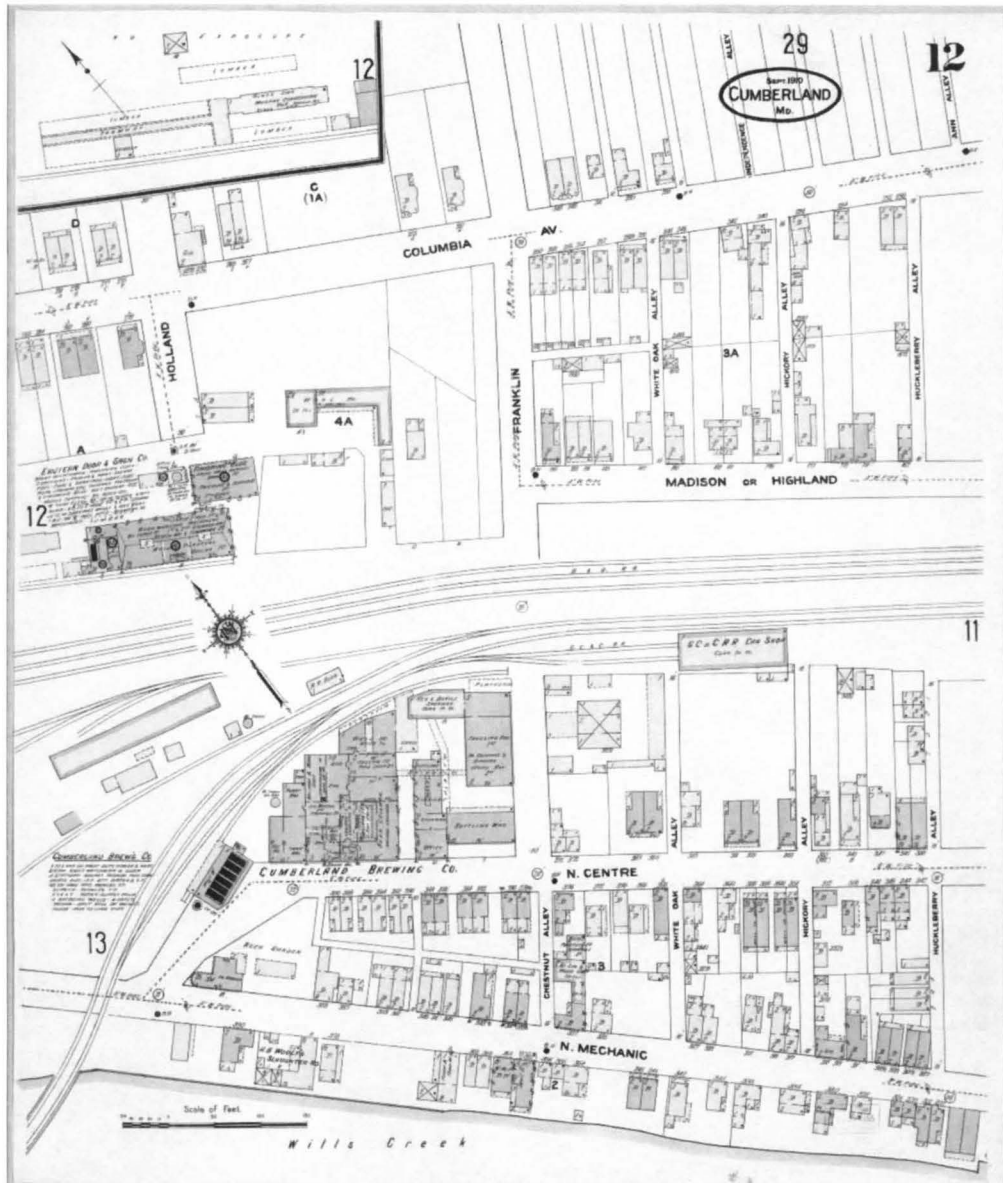


Figure 19. 1910 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

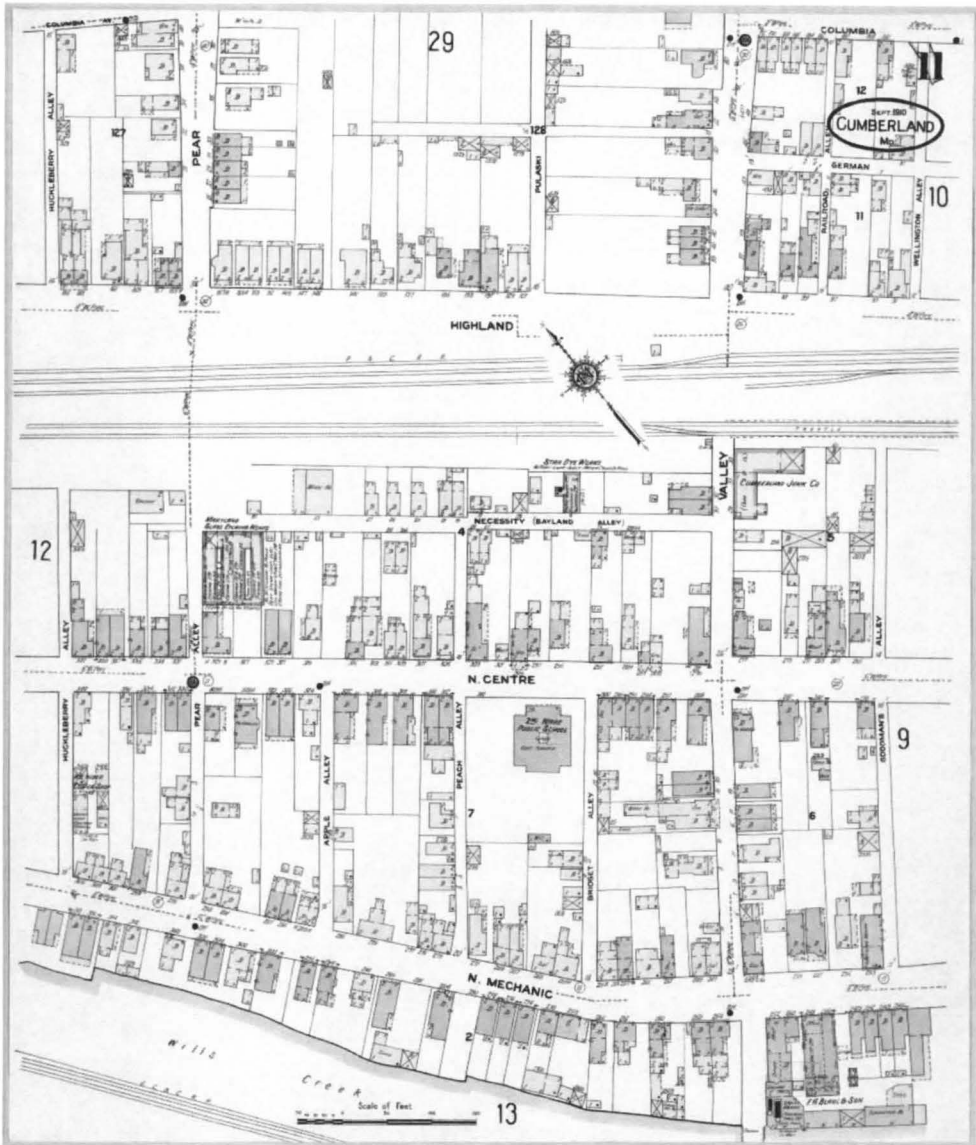


Figure 20. 1910 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

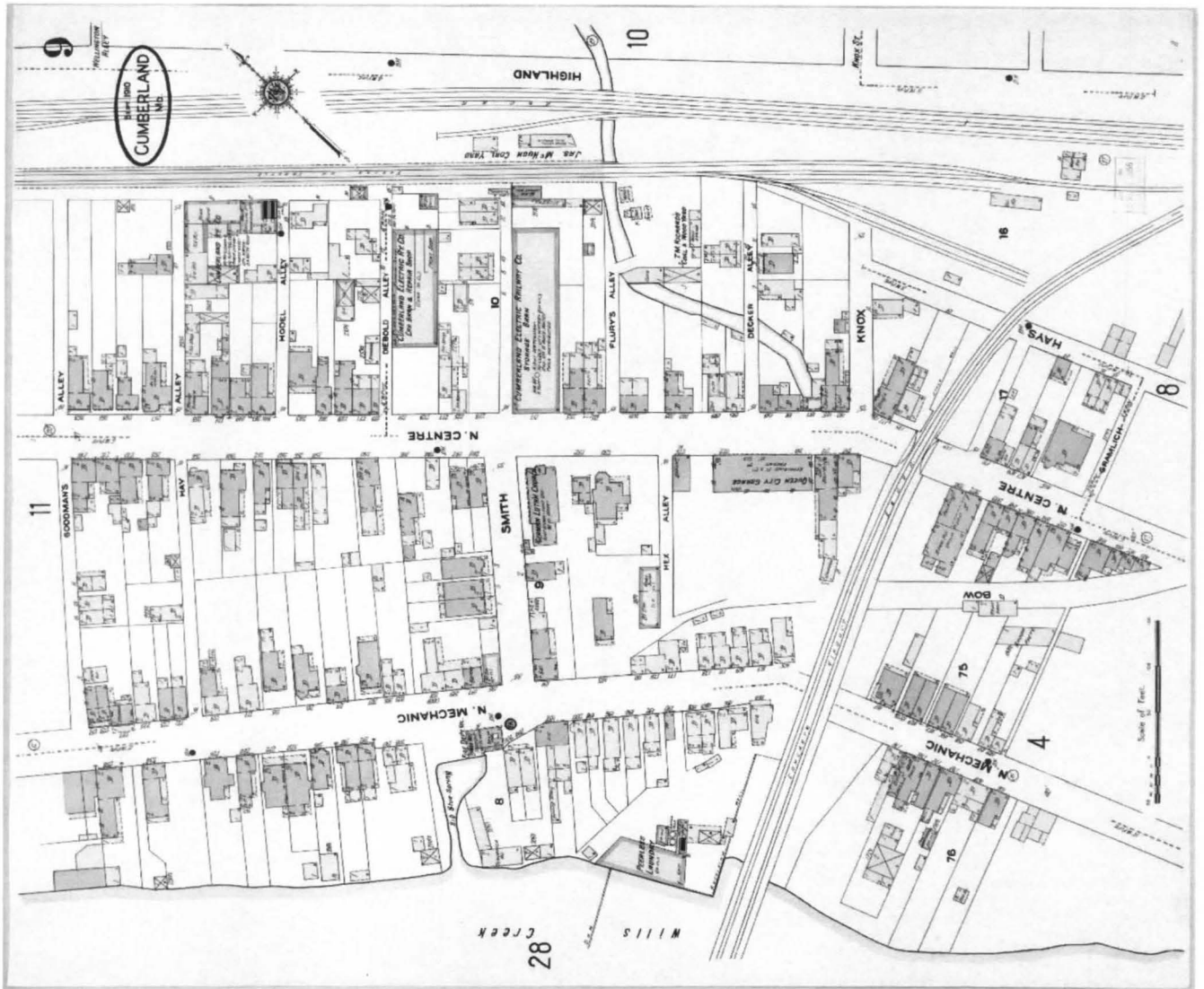


Figure 21. 1910 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

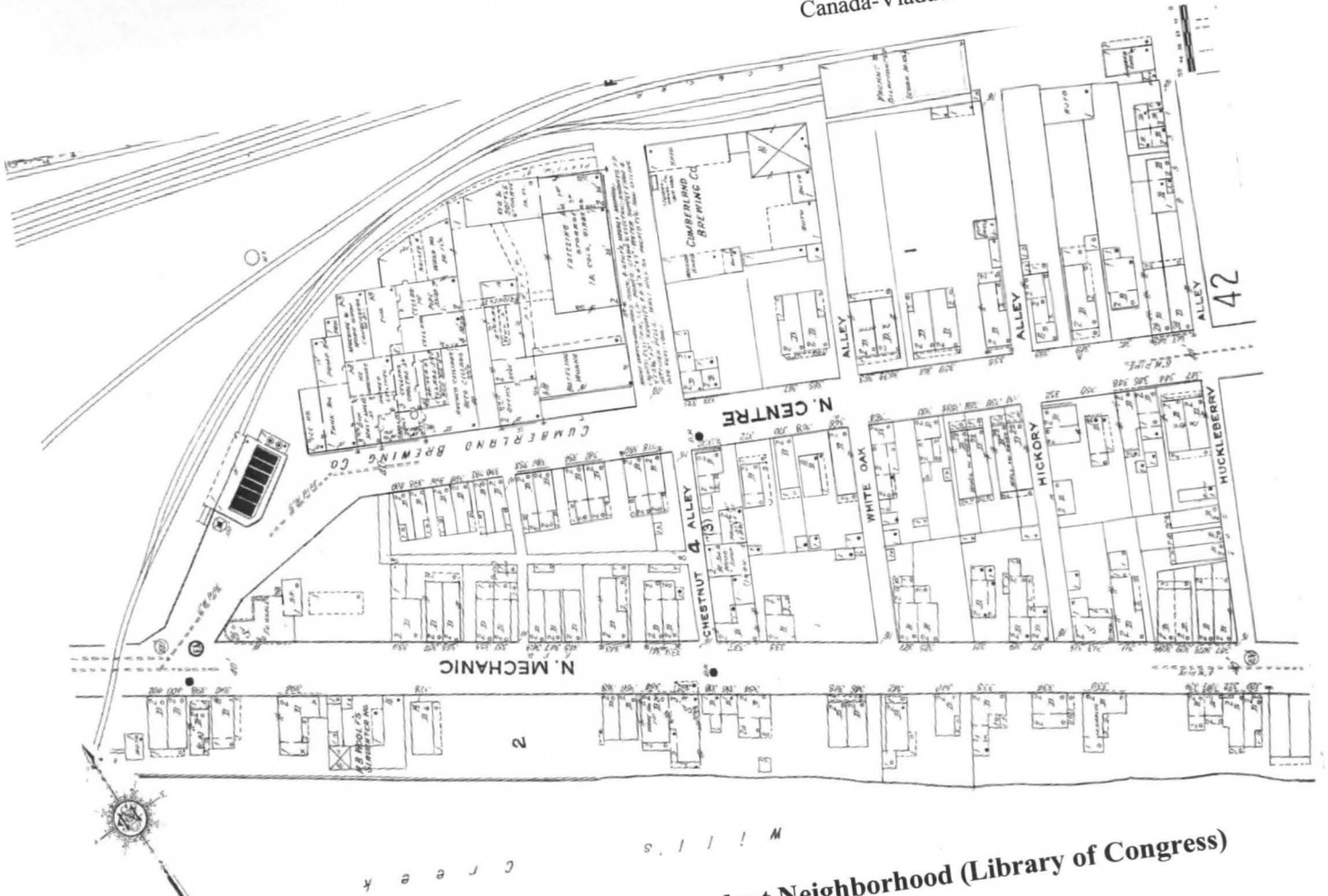


Figure 22. 1921 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)



Figure 23. 1921 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)



Figure 24. 1921 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)



**Figure 25. Glisan's Garage, site of Murphy's Furniture Store on North Centre Street ,
Photo 925 (City of Cumberland)**

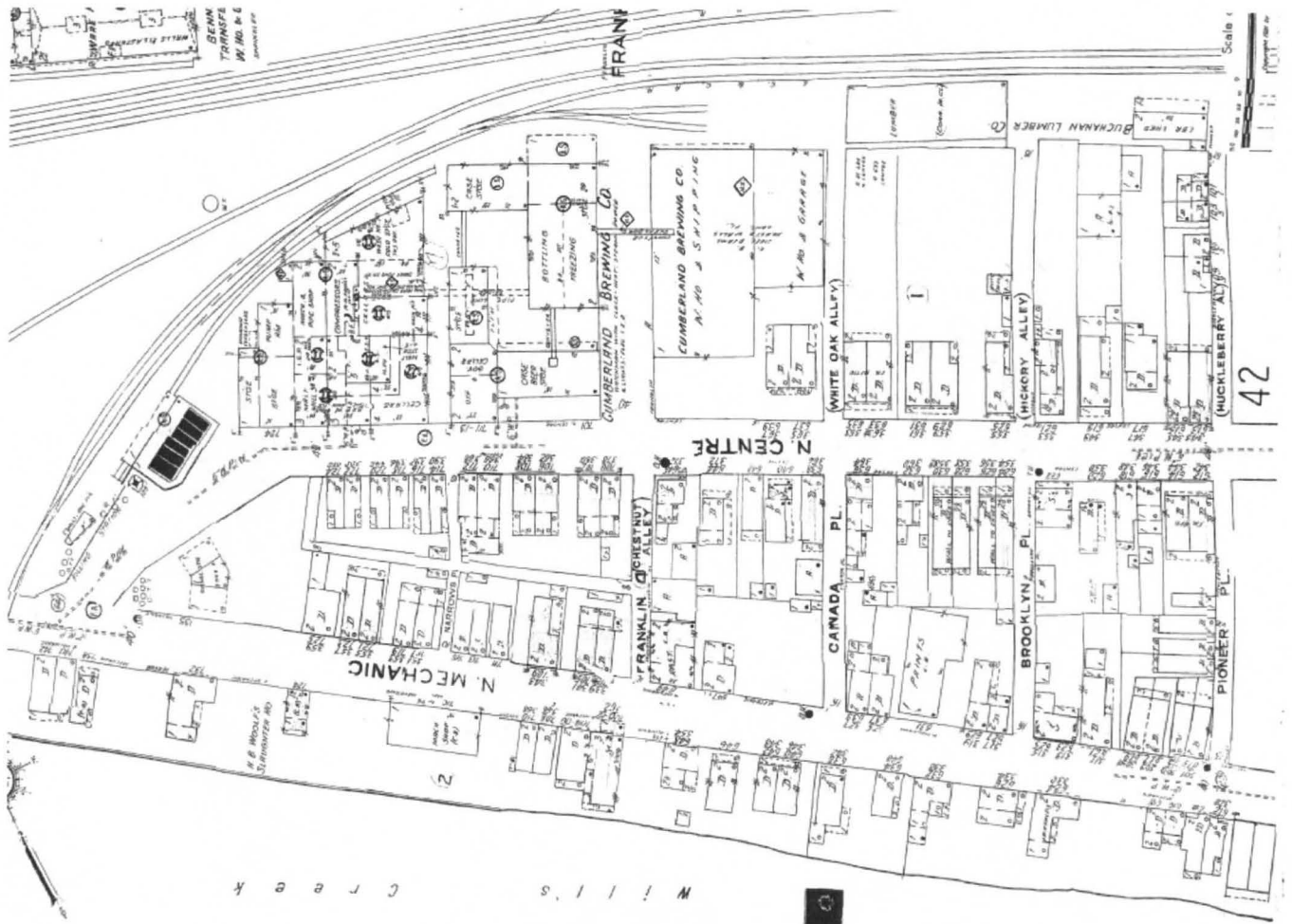


Figure 26. 1941 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)



Figure 27. 1941 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)



Figure 28. 1941 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)

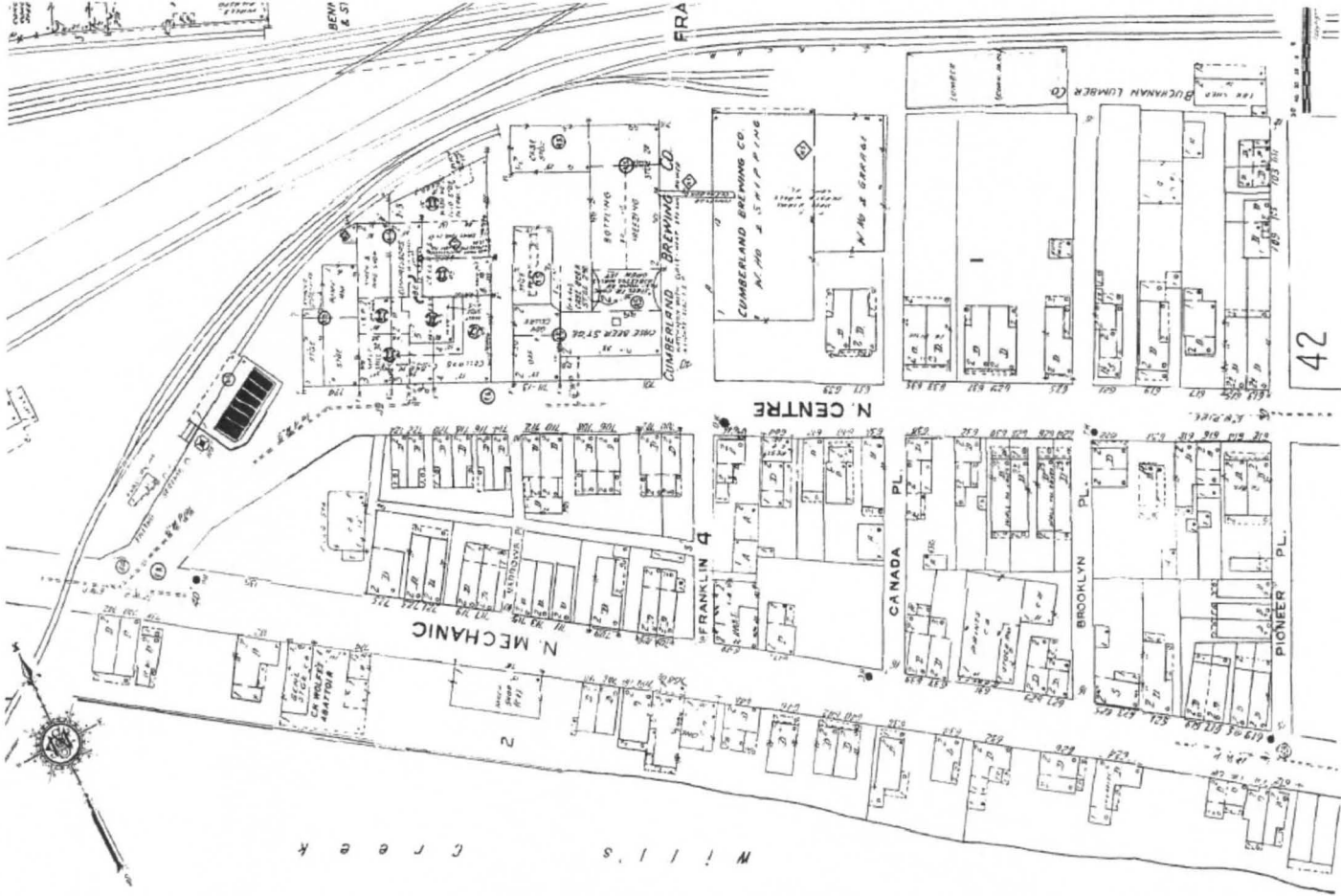


Figure 29. 1956 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)



Figure 30. 1956 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)



Figure 31. 1956 Sanborn Map of the Canada-Viaduct Neighborhood (Library of Congress)



Figure 32. Old Smith Hotel Demolished c.1910 for the New Zion German Reformed Church, Photo 1173 (City of Cumberland)



Figure 33. William Hiser's Express Wagon, c.1900, Photo 1887 (City of Cumberland)

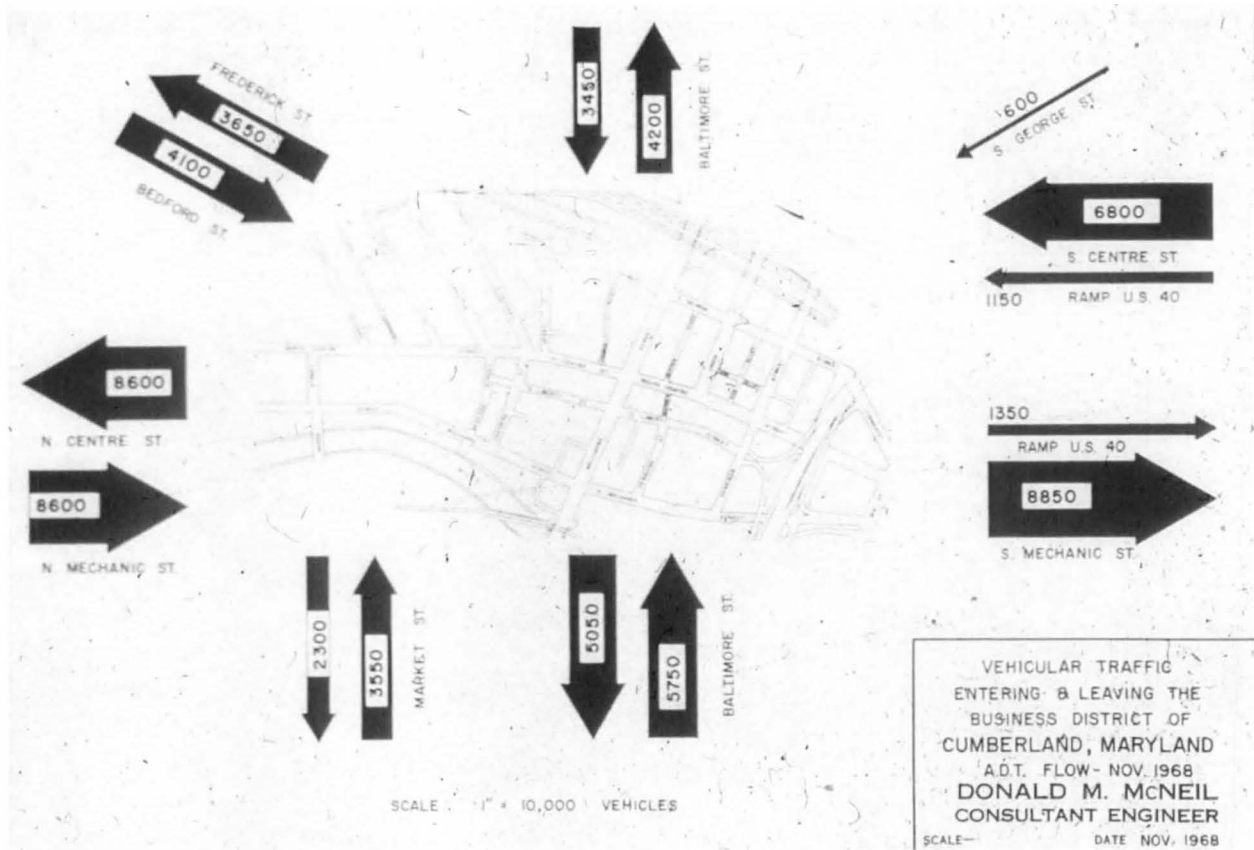


Figure 34. Cumberland Urban Renewal Agency Graphic Showing Vehicular Traffic in Cumberland 1968 (City of Cumberland)

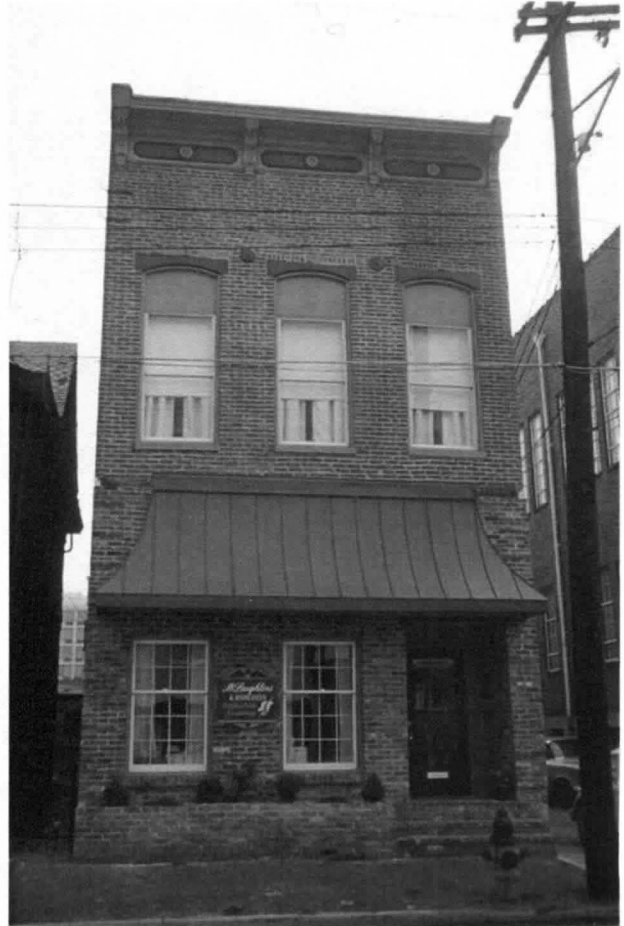
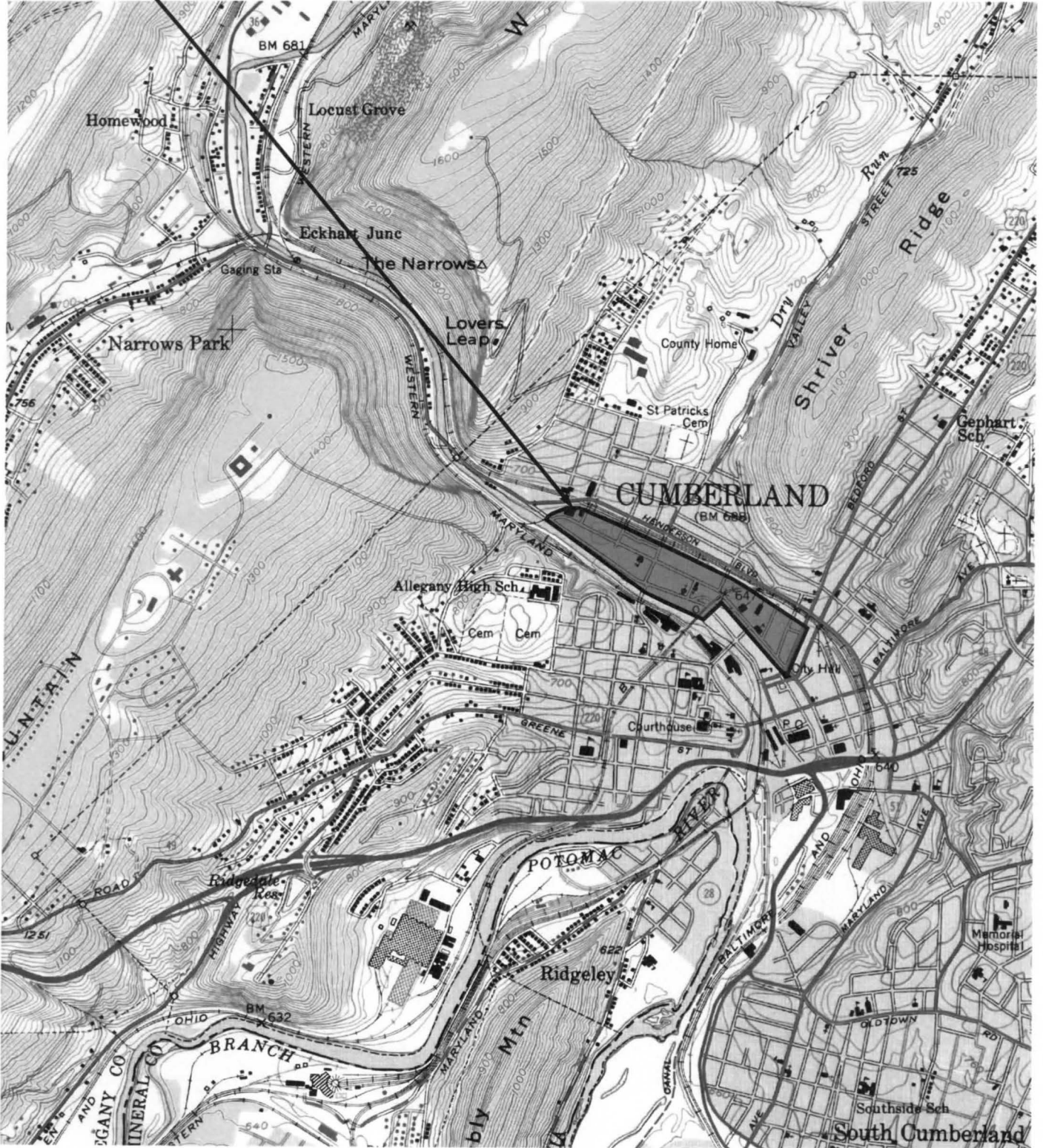


Figure 35. Commercial Building unsympathetically Renovated in 1974 (City of Cumberland)

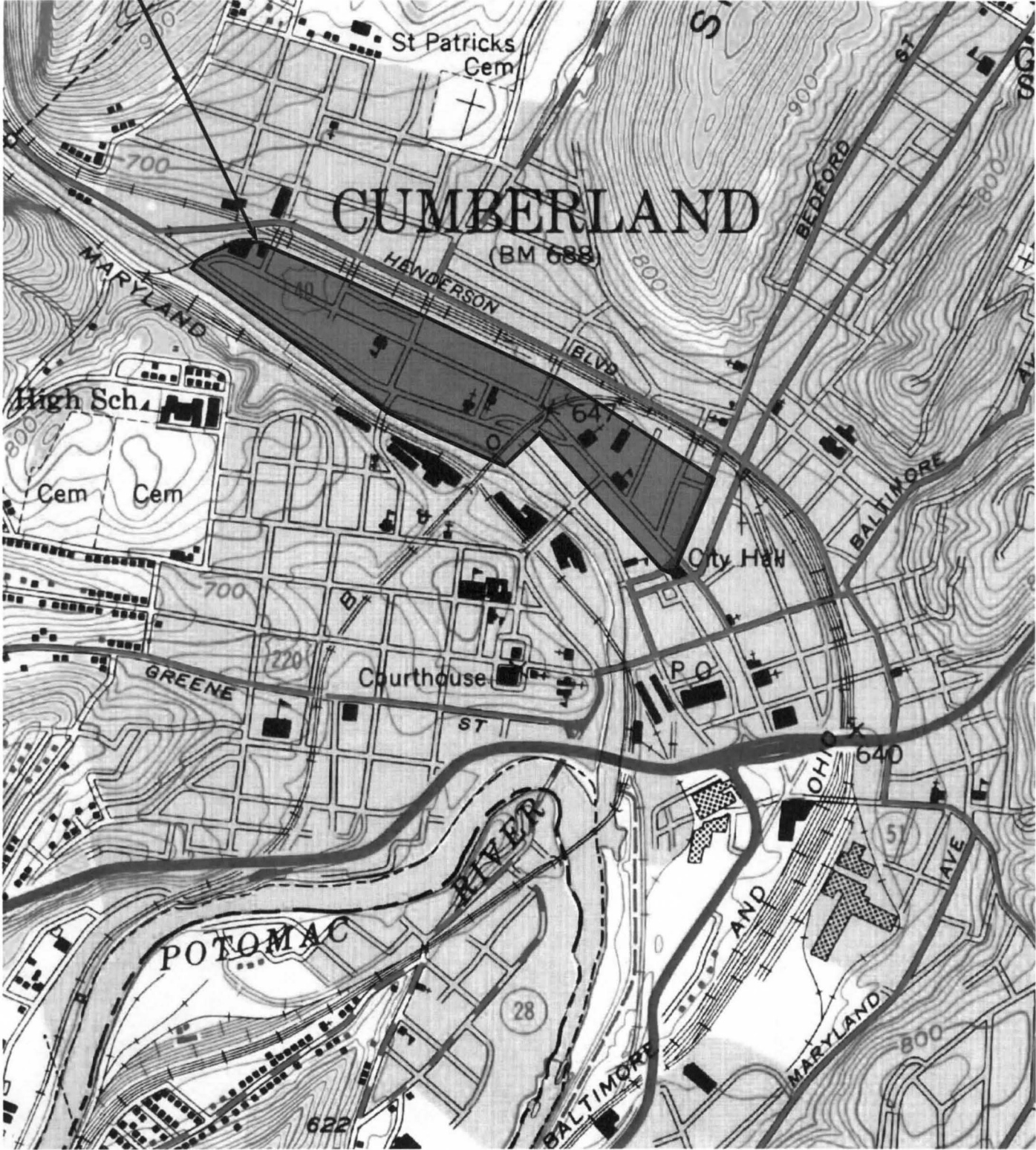
Quad Map (CUMBERLAND 1:24,000)

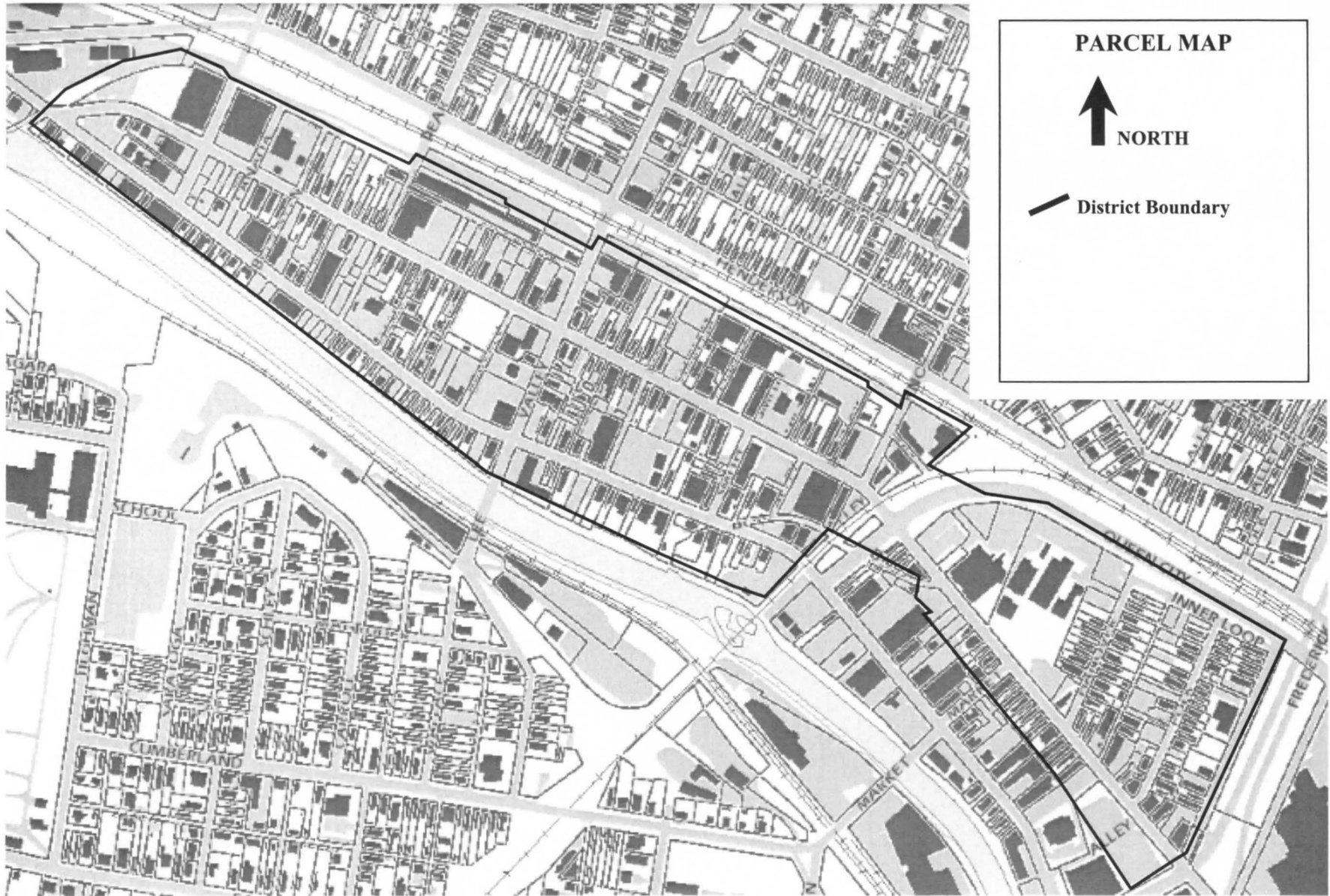
AL-IV-A-142
Canada-Viaduct Historic District
Cumberland, Maryland 21502
MD SHPO

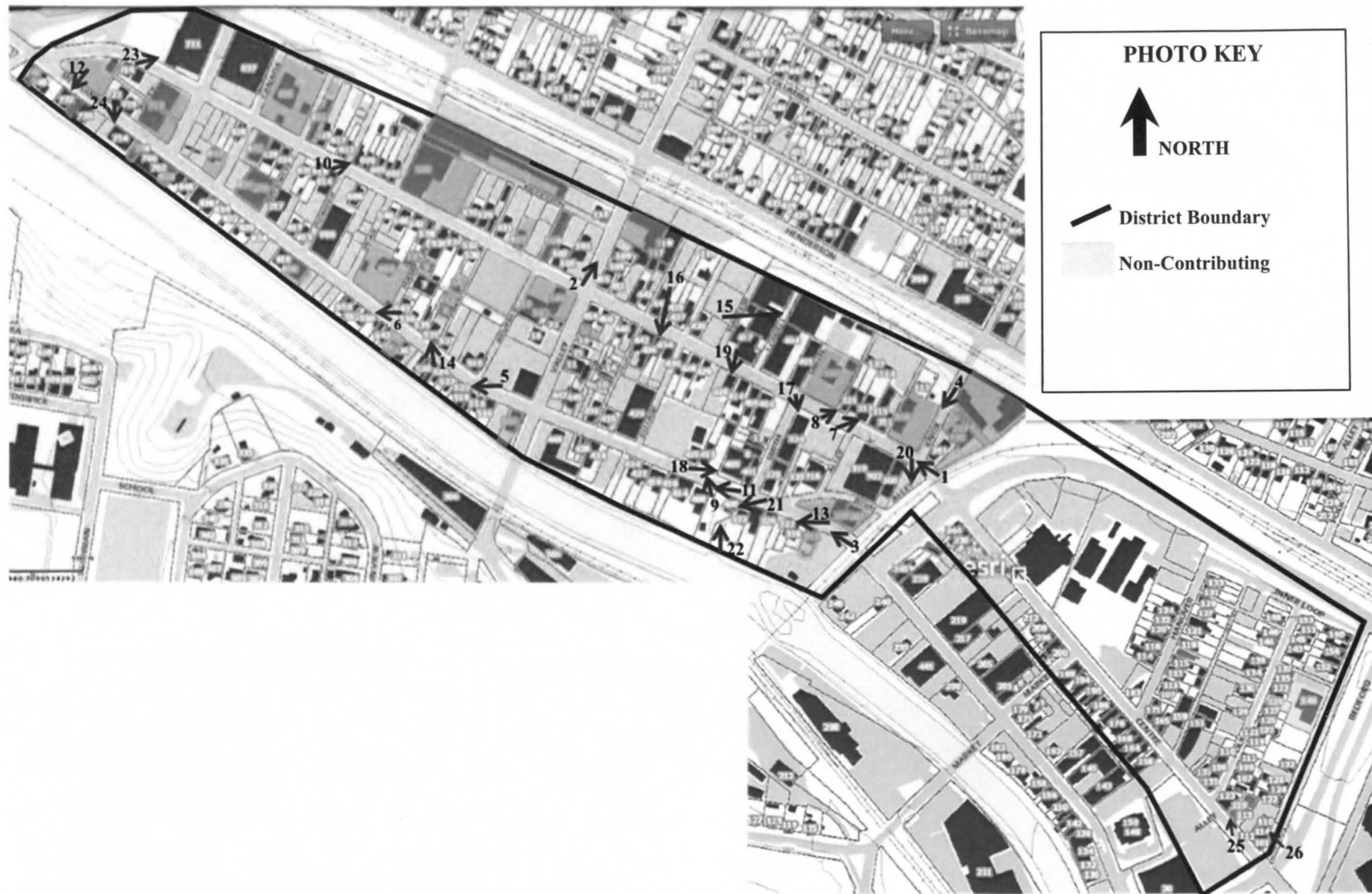


Quad Map (CUMBERLAND 1:12,000)

AL-IV-A-142
Canada-Viaduct Historic District
Cumberland, Maryland 21502
MD SHPO







PHOTOGRAPH LOG

MIHP No. AL-IV-A-142
Canada-Viaduct Historic District
Allegany County, Maryland
Photographer: Brian Clevon
March 11, 2017

Prints meet the National Register's seventy-five-year archival standard. They were printed using an Epson Stylus Photo 1400 inkjet printer, with Epson Ultra Premium Glossy Paper and Epson inks.

1. AL-IV-A-142_2017-03-11_001, Canada-Viaduct Historic District, View of North Centre Street, Looking Northwest
2. AL-IV-A-142_2017-03-11_002, Canada-Viaduct Historic District, View of Valley Street, Looking Northeast
3. AL-IV-A-142_2017-03-11_003, Canada-Viaduct Historic District, View of North Mechanic Street, Looking Northwest
4. AL-IV-A-142_2017-03-11_004, Canada-Viaduct Historic District, Brick Sidewalk and Street on Knox Street, Looking South
5. AL-IV-A-142_2017-03-11_005, Canada-Viaduct Historic District, Example of Vernacular Building, 520 North Mechanic Street (1900), Looking West
6. AL-IV-A-142_2017-03-11_006, Canada-Viaduct Historic District, Example of Vernacular Building w/Italianate Style Influences, 550 North Mechanic Street (1900), Looking Southwest
7. AL-IV-A-142_2017-03-11_007, Canada-Viaduct Historic District, Example of Vernacular Building w/Second Empire Style Influences, 317 North Centre Street (1860), Looking Northeast
8. AL-IV-A-142_2017-03-11_008, Canada-Viaduct Historic District, Example of Vernacular Building w/Queen Anne Style Influences, 319 and 321 North Centre Street (1910), Looking Northeast
9. AL-IV-A-142_2017-03-11_009, Canada-Viaduct Historic District, Example of Vernacular Building w/Shingle Style Influences, 413 North Mechanic Street (1900), Looking North
10. AL-IV-A-142_2017-03-11_010, Canada-Viaduct Historic District, Example of Vernacular Building w/Colonial Revival Style Influences, 611 North Centre Street (1900), Looking Northeast
11. AL-IV-A-142_2017-03-11_011, Canada-Viaduct Historic District, Example of Vernacular Building w/Prairie Style Influences, 410 North Mechanic Street (1915), Looking West
12. AL-IV-A-142_2017-03-11_012, Canada-Viaduct Historic District, Example of the I-House Building Form, 732 North Mechanic Street (c.1870), Looking South
13. AL-IV-A-142_2017-03-11_013, Canada-Viaduct Historic District, Example of Gable Front Building Form, 318 & 322 North Mechanic Street (1880), Looking West
14. AL-IV-A-142_2017-03-11_014, Canada-Viaduct Historic District, Example of Workers House Building Form, 531 & 533 North Mechanic Street (c.1860), Looking North
15. AL-IV-A-142_2017-03-11_015, Canada-Viaduct Historic District, Example of Industrial Building, Cumberland Cement & Supply Co., Lowell Place (c.1920), Looking Northeast
16. AL-IV-A-142_2017-03-11_016, Canada-Viaduct Historic District, Example of Two-Part Commercial Block Building, 436-442 North Centre Street (1890), Looking South

17. AL-IV-A-142_2017-03-11_017, Canada-Viaduct Historic District, Trinity Evangelical Lutheran Church, 326 North Centre Street (1875), Looking South
18. AL-IV-A-142_2017-03-11_018, Canada-Viaduct Historic District, Zion German Reformed Church, 403 North Mechanic Street (1911), Looking East
19. AL-IV-A-142_2017-03-11_019, Canada-Viaduct Historic District, Fort Recovery Inc./Beth Jacob Synagogue, 418 North Centre Street (1924), Looking South
20. AL-IV-A-142_2017-03-11_020, Canada-Viaduct Historic District, B&O Railroad Viaduct (1851), Looking South
21. AL-IV-A-142_2017-03-11_021, Canada-Viaduct Historic District, Canada Hose House (1845), Looking Southwest
22. AL-IV-A-142_2017-03-11_022, Canada-Viaduct Historic District, Blue Spring, Looking North
23. AL-IV-A-142_2017-03-11_023, Canada-Viaduct Historic District, Cumberland Brewing Company, 711 North Centre Street (1900/c.1940), Looking Northwest
24. AL-IV-A-142_2017-03-11_024, Canada-Viaduct Historic District, Service Building, 714 North Mechanic Street (1937), Looking South
25. AL-IV-A-142_2017-06-17_025, Canada-Viaduct Historic District, 119 North Centre Street (1900), Non-Contributing, Looking Northeast
26. AL-IV-A-142_2017-03-11_026, Canada-Viaduct Historic District, 114 Bedford Street (c.1915), Looking North



AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT HISTORIC
DISTRICT

B. CLEVEN 3/11/2017

0001

#1 OF 26



AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT HISTORIC DISTRI

B. CLEVEN 3/11/2017

0002

#2 OF 26



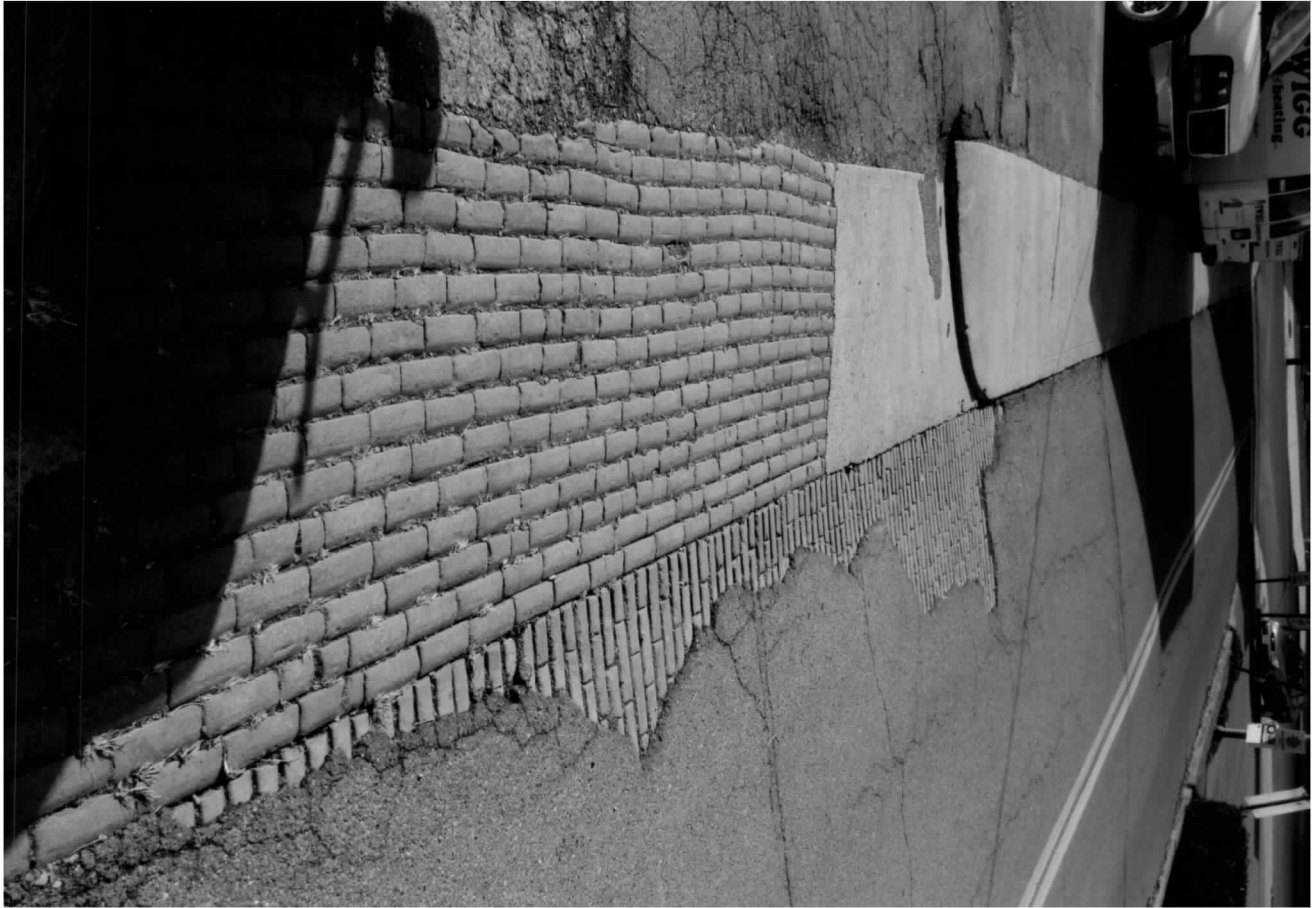
AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT

0003

B. CLEVEN 3/11/2017

3 OF 26



AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0004

B. CLEVEN 3/11/2017

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MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0005

B. CLEVEN 3/11/2017

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MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0006

B. CLEVEN 3/11/2017

#6 OF 26



AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0007

B. CLEVEN 3/11/2017

#7 OF 26



AL-IV-A-142

MD ALLEGANY COUNTY CANADA - VIADUCT
HISTORIC DISTRICT 0008

B. CLEVEN 3/11/2017

#8 OF 26



AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0009

B. CLEVEN 3/11/2017

#9 OF 26



AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0010

B. CLEVEN 3/11/2017

#10 OF 26



AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0011

B. CLEVEN 3/11/2017

#11 OF 26



Caron East
SURVEYING
SUPPLIES

AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0012

B. CLEVEN 3/11/2017

#12 OF 26



AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0013

B. CLEVEN 3/11/2017

#13 OF 26



AL-IV-A-142

MD ALLEGANY COUNTY CANADA - VIADUCT
HISTORIC DISTRICT 6014

B. CLEVEN 3/11/2017

#14 OF 26



AL-W-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0015

B. CLEVEN 3/11/2017

#15 OF 26



AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0016

B. CLEVEN 3/11/2017

#16 OF 26



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HISTORIC DISTRICT 0017

B. CLEVEN 3/11/2017

#17 OF 26



AL-IV-A-142

MD. ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0018

B. CLEVEN 3/11/2017

#18 OF 26




Port Recovery
Inc.

AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0019

B. CLEVEN 3/11/2017

#19 OF 26



AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0020

B. CLEVEN 3/11/2017

#20 OF 26

CUMBERLAND HOSE CO. NO. 1



AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0021

B. CLEVEN 3/11/2017

#21 OF 26



AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0022

B. CLEVEN 3/11/2017

22 OF 26

CUMBERLAND BREWING CO.



AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0023

B. CLEVEN 3/11/2017

#23 OF 26



ZIMMERLA
MACHINE
WORKS

AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0024

B. CLEVEN 3/11/2017

#24 OF 26



AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0025

B. CLEVEN 6/17/2017

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AL-IV-A-142

MD ALLEGANY COUNTY CANADA-VIADUCT
HISTORIC DISTRICT 0026

B. CLEVEN 6/17/2017

26 OF 26

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC
Canada

Verdict

AND/OR COMMON
North Mechanic Street Area

2 LOCATION

STREET & NUMBER

CITY, TOWN
Cumberland

___ VICINITY OF

CONGRESSIONAL DISTRICT

6th

STATE
Maryland

COUNTY
Allegany

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

Telephone #:

STREET & NUMBER

CITY, TOWN

___ VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Allegany County Courthouse

Liber #:

Folio #:

STREET & NUMBER

Washington Street

CITY, TOWN

STATE

Cumberland

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Maryland Historic Sites Survey (individual buildings)

DATE

1975

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Maryland Historical Trust

CITY, TOWN

STATE

Annapolis

Maryland

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Canada/Viaduct district adjacent to the central business district of the City of Cumberland is a mixed-use district of residences, commercial buildings, and churches. It has a mixed architectural character. Two-story, pitched-roof, brick row houses coexist with 2½ story, brick and shingled houses with ornamented gables and oriels. Many bracketed, shed-roofed buildings appear in this district of tightly defined streetscapes. Brick is the predominant building material. Most intrusions are in the form of parking lots and gaps although incompatible commercial facades and automotive facilities such as gas stations have begun to erode the historic character of the district.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input checked="" type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES	BUILDER/ARCHITECT
----------------	-------------------

STATEMENT OF SIGNIFICANCE

South of Henderson Avenue, Centre and Mechanic Streets--narrow, winding streets once known as "cowpath roads"--are filled with nineteenth and early twentieth-century buildings of major local significance. Some buildings of log construction are believed to be late eighteenth century survivals. The traditional mixed-use streets in the city, these streets provide strong continuity from past to present. The viaduct, a significant nineteenth-century structure, much noted by early travelers to the area, is a major resource as are the picturesque engine house on North Mechanic Street and the Cumberland Brewing Company buildings on North Centre Street. Near the city limits at the Narrows stands a mileage post surviving from the era when Cumberland was the eastern terminus of the National Road. Polk and Hanover Streets, the last remaining residential streets in the central business district, are pleasing for their tightly defined streetscapes and provide an excellent opportunity for downtown housing.

The Canada/Viaduct district derives its name from the nineteenth-century railroad viaduct and the historic Canada Company Firehouse--both of which are contained within the district. Containing most of North Centre and North Mechanic Streets, Polk Street, and Hanover Street, this district is close to the Downtown/Baltimore Street district. They are separated by intrusions in the form of parking lots, gaps, and incompatible modern buildings such as the John F. Kennedy Homes which form part of the southern boundary of the district. (F-1)

The viaduct cuts perpendicularly through the district. Built of brick in the mid-nineteenth century and enlarged and covered with concrete in 1909, the viaduct is a major work of engineering within the district. The arched structure with its nine spans is also a dominant visual landmark. The proposed extension of the Queen City Drive will run parallel to the Baltimore and Ohio Viaduct along North Centre and North Mechanic Streets altering the historic character of the area. (F-2)

The Canada Hose House at Blue Spring north of the viaduct is one of the most important buildings in the district. Firehouses, as a group, are among the most interesting and picturesque buildings in Cumberland. The Canada Hose House, as the oldest, surviving firehouse in the city, is an important element in the group. Built in 1845, the two-story, brick building with its pitched roof, brackets under the eaves, and arched windows on the second floor is an important element in Cumberland's cityscape. An examination of early photographs indicates that the building has undergone few exterior changes. Only the double entrance doors and lettering have changed. Inappropriate repairing and repainting methods have damaged the soft brick of this early structure. Its environment is considerably enhanced by the brick paving in front and alongside the firehouse. (F-3)

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Collection of Herman J. Miller
2. Lowdermilk's History of Cumberland, p. 262.
3. City of Cumberland Building Permits.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

The Canada/Viaduct district extends from its northern boundary--the B & O Railroad tracks--south to Will's Creek; and east from the northern property line of the John F. Kennedy high-rise apartment building between North Mechanic and North Centre Streets to the northern side of North Centre and the southern edge of Bedford Street from North Centre Street to the B & O Railroad; and west to the city limits near the Narrows.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE

Genevieve P. Keller

ORGANIZATION

Land and Community Associates

DATE

July 19, 1976

STREET & NUMBER

1410 Holly Road

TELEPHONE

804-295-3880

CITY OR TOWN

Charlottesville

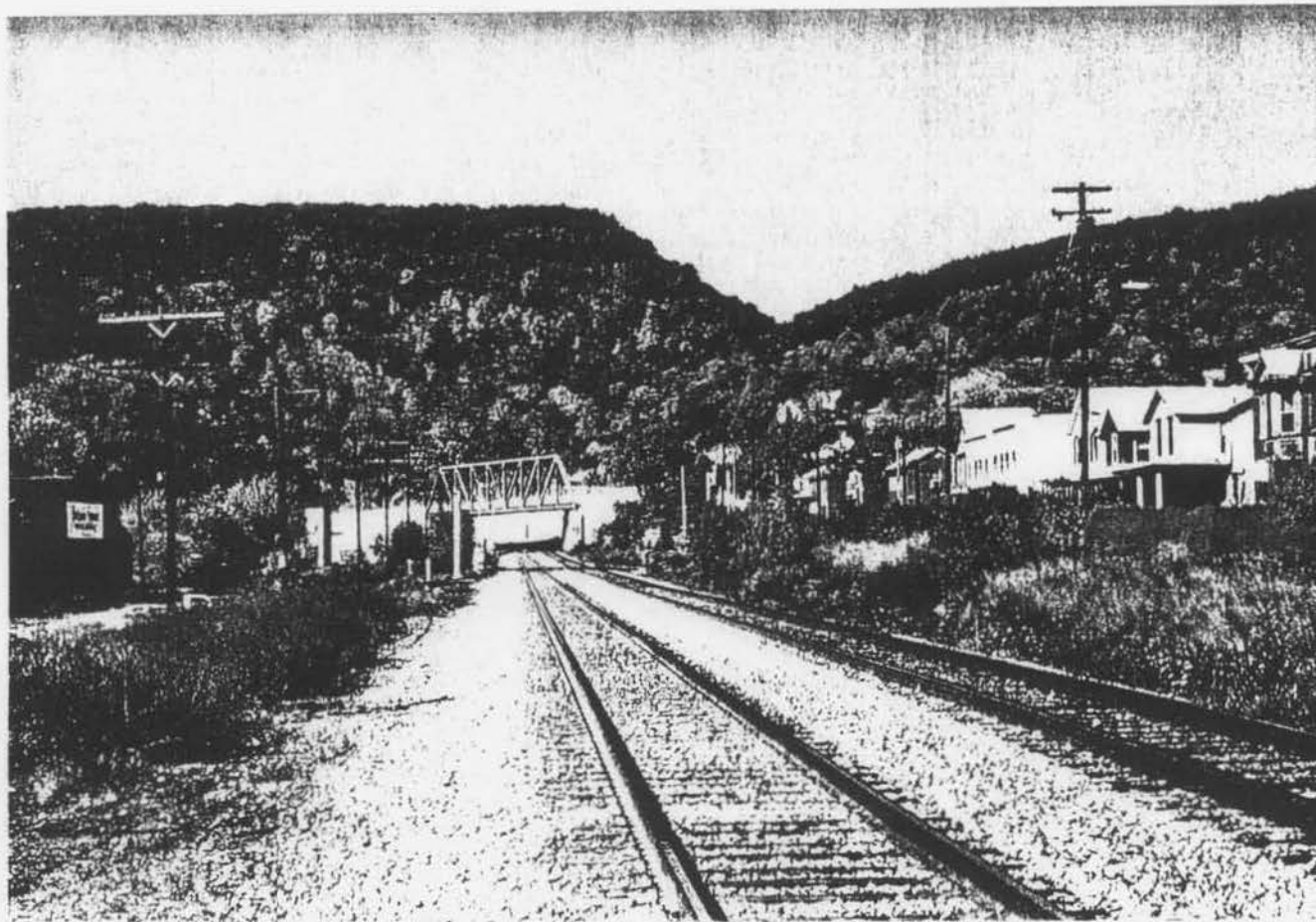
STATE

Virginia

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438



Location of Former Turnout along CSXT Mainline
(looking north)

Photo 6 of 6

1994

AL-IV-A-142

8. SIGNIFICANCE

Statement of Significance Continued

Opposite Blue Spring at 411 North Mechanic Street stands a 2½ story, stucco-covered house of log construction. (F-4) It is possibly one of the houses Lowdermilk mentions as dating from the 1780's: "There was also a large log house at the Blue Spring which is standing (1876), just above the Cumberland Hose Company's house on North Mechanic Street, and one or two a short distance further up the road."² The house specifically mentioned may also have been the old Post Office Building demolished in 1917. The house at 531-533 North Mechanic Street is probably among the others. (F-5) This log house is 2½ stories tall and covered with synthetic siding. The steep, pitched roof, and deep, inset windows indicate that this house is, as tradition has it, a log house. Other frame houses (including houses covered with synthetic siding) along North Mechanic Street may be of log construction.

The Canada/Viaduct district also has high concentrations of early nineteenth century brick buildings similar to the Federal style rows of houses in many old cities. The 200 block of North Centre Street is such a street. Although details such as the windows and doorways have been altered, this row between 200 and 216 North Centre Street still possesses a large degree of architectural integrity and is of significance as one of the earliest remaining blocks in the city. (F-6) The parapet end walls are distinctive as are the brick sidewalks in front of the houses. These two and 2½-story, brick houses with their steep, pitched roofs were the successors to the log houses built by early Cumberlanders. These brick houses are probably among those, mid nineteenth century travelers called "large and prosperous." (F-7) Other early brick houses occur on Mechanic Street, the narrow, winding street once part of the National Road which had its eastern terminus at Cumberland. Brick houses such as the ones at 153 and 520 North Mechanic Street lined the National Road in the nineteenth century. (F-8 and F-9) One of the rare three-story, Greek Revival buildings with the eyebrow windows is at 424 North Centre Street within the Canada/Viaduct district. Although it has an exposed party wall covered with a cement stucco wash and an early twentieth-century porch, the house is still an important building in the district. Unfortunately, this building is one of those being considered for demolition by the Community Development Program. All of these buildings are depicted in plan view on the 1858 map of the city. (F-10)

Many German people lived in this district as in other sections of the city but a substantial number of Irish Catholics attracted by both the railroad and the canal immigrated to Cumberland. St. Patrick's Catholic Church on North Centre Street served this community and other Catholics in Cumberland. This Greek Revival Church replaced a log structure known as St. Mary's. This temple form church with ornamented pediment and Ionic columns was built in 1851. The steeple was added in the late nineteenth century. The steeple lessened the authenticity of the classical design but has made the old church even more of a visual landmark. The church and adjacent buildings--Italianate convent, rectory, and Carroll Hall; the former LaSalle Institute--are important cultural resources in the Canada/Viaduct district. (F-11)

The district is composed of characteristic streetscapes of these early buildings interspersed with the popular bracketed, shed-roofed buildings. Those such as the one at 522 North Mechanic Street are the dominant house type in the district. Unappreciated by the local population, they are threatened buildings--considered too old to be modern yet too new to be worthy of preservation. (F-42)

8. SIGNIFICANCE

Statement of Significance Continued

Near the end of the survey, the bracketed, shed-roofed building at 216 North Mechanic Street (F-13) was demolished to make way for a parking lot for the adjacent Maryland Electric Company, a 1½ story, brick building with a false Dutch stepped facade. (F-14) The demolition has caused a gap in the once harmonious streetscape. (F-15)

Other streetscapes in the district are similarly threatened. The east ends of both Polk and Hanover Streets are scheduled for demolition in conjunction with the proposed extension of the Queen City Drive. Polk Street, a street laid out in the early nineteenth century, is a delightful mix of simple nineteenth and early twentieth century buildings. (F-16 and F-17) Much of Hanover Street developed between 1858 and 1875. A mix of simple Greek Revival houses and bracketed, shed-roofed buildings, and one grand, 2½ story, mansard roofed, Second Empire style building. This combination of styles creates a fine, varied, and yet compatible streetscape. (F-18 and F-19). North Centre and Mechanic Streets will also be affected by the Queen City Drive expansion. It will require the demolition of the Himmler house, a turn-of-the-twentieth-century, brick and shingled house at 251 North Mechanic Street and Joe's Viaduct Restaurant, the characteristic, bracketed, shed-roofed building at 249 North Mechanic Street. (F-20)

The Cumberland Brewing Company complex at the intersection of North Centre and North Mechanic Streets are probably the most significant buildings in the district. The southern part of the building encloses the mid-nineteenth-century cotton factory. The brewing company buildings, most of which were designed by Wright Butler, are an impressive block of brick buildings. The corbelled brick detailing and low relief brick arches are characteristic of some of the early work of architect Wright Butler.³ (F-21) Cumberland, for most of the nineteenth and twentieth-centuries, had a number of breweries. In this German populated city, breweries were an important cultural institution. Two major breweries-- the Cumberland Brewing Company and the Old German Brewing Company operated in the city for most of this century. The two companies merged before closing several years ago. Today, only the plant of the Cumberland Brewing Company remains. These important buildings are beginning to deteriorate from neglect and lack of use. It is imperative that these valuable buildings be put to some good use soon. Opposite the brewery complex on North Centre Street is a characteristic row of the popular shed-roofed buildings. The southern two have corbelled brick detailing similar to that of the brewery and may have been built as worker housing. (F-22)

Another significant commercial building remaining in the district is the old meat market which F. H. Blaul built at 446 North Mechanic Street in 1906. The four-story, brick building contains its three bay facade within a triple arcade articulated in brick. The fourth floor windows reinforce the effect of the arches. Double hung, 1/1 sash windows appear on the second and third floors. Wide lintels and sills mark the third floor windows while brick jack arches accent the second floor. The first floor has been altered with glass block and large picture windows. The Blaul Building is, however, an important commercial building within the district. (F-23)

Smaller, neighborhood commercial buildings such as the Lichtenstein Drug Store Building at 261 North Centre Street also occur in the district. This

8. SIGNIFICANCE

Statement of Significance Continued

building dates from the 1890's and is a refined version of the popular, bracketed, shed-roofed building. This five-sided building with its inset corner and parapet end walls has a heavy, projecting cornice with brackets. Four segmental arched windows mark the front facade. Only metal awnings have altered the shop front which retains its original cornice, leaded glass transoms, and wooden aprons beneath the plate glass windows. The vacant building is beginning to deteriorate but is an important element in the Canada/Viaduct streetscape. (F-24)

Many pleasant residences occur in this mixed-use district. The 2½ story, brick house at 621 Mechanic Street was a popular, late nineteenth-century house form. (F-25) The intersecting gabled house with its elliptical window in the street gable, three bay front facade, and decorative lintels also appears in the West Side District. (See District H) The building at 324 North Centre Street used as the Trinity Lutheran Church Kindergarten is another late nineteenth-century house in the district. The house has characteristics of both the Italianate and Queen Anne styles. The porch posts and brick label moulds indicate a relationship with the Italianate style while the large-scale massing of the house, five-sided, two-story, bay window with conical shaped roof, and multiplicity of roof lines is more indicative of the Queen Anne style so popular in Cumberland. This eclectic house may have been built as early as the 1870's and remodeled about twenty years later. (F-26)

Typical, early twentieth-century, builder-type houses are also a vital part of the district. Houses such as the one at 646 North Mechanic Street appear in every section of Cumberland. These substantial 2½ story, brick houses with their slate shingled gables, and Palladian windows were popular, middle-class housing in this city. (F-27) Although the Canada/Viaduct district is a mixed commercial and residential area, it still has a number of well maintained buildings of both types. On Centre Street, in particular, adapted residential buildings have been adapted to commercial use and mixed building styles have been successfully integrated into the streetscape. The block between 435 and 441 North Centre Street, for example, consists of two early twentieth-century, Colonial Revival style houses flanking a bracketed, shed-roofed antique store, and an early Federal style brick residence. Such a mix is characteristic of this district. (F-28) Early buildings have also been successfully remodeled. The simple, brick Greek Revival house at 445 North Centre Street was altered in the early twentieth century when a conical-roofed, five-sided, two-story bay window was attached to the northwest facade giving the house more of a Queen Anne character. (F-29)

Some commercial renovations have been less sympathetic. The remodeling of the old Richards' farm equipment building at 119 North Centre Street into a clothing boutique has obliterated almost every original detail of the building. (F-30) A simple, shed-roofed building has been changed into a metal grillwork facaded monster--incompatible with its neighbor, the Nickel Building at 127 North Centre Street. Although the first floor facade of this building has been insensitively altered, the upper floors retain their original character and details. The bracketed cornice with its row of dentils, the blind oculus windows, the stone sills and lintels are all popular elements of the early twentieth century. Built by builder Harry Campbell for H. Nickel in 1914, the building still sports along the frieze the original lettering identifying it as the Nickel

8. SIGNIFICANCE

Statement of Significance Continued

Building.⁵ This five-sided, three story, brick building is an interesting street-scape element wrapping around the Polk and Centre Street corner as it does. (F-31)

Popular, local architect Wright Butler was very active in the Canada/Viaduct district. While few of his buildings in this area rival his Romanesque style courthouse or fine homes on Washington Street in the West Side district (See District H), he designed several pleasant and noteworthy buildings. The Habig Building at 151 North Centre Street is a Butler design. A four-story, brick building, the Habig Building combines Butler's favorite commercial Romanesque style with the popular, bracketed shed-roofed building form. Familiar Butler details such as brick arches, stone quoins at the corners, and stone keystones appear in this 1913 building.⁶ The first floor facade has been altered but the original details remain on the upper level. Unlike many commercial buildings, this one has not had the high ceilings dropped resulting in the alteration of the fine large windows on the second and third floors. (F-32) Like the Nickel Building, it retains its original lettering identifying it as the Habig Brothers' establishment. Both buildings are important landmarks.

The attached row houses Butler designed for Harry Footer between 188 and 196 North Centre Street create a harmonious and varied streetscape.⁷ Employing a combination of his favorite motifs, Butler arranged a unified, symmetrical composition. Using a basic 2½ story, slate shingled mansard roofed house, he placed three-sided, conical-roofed, two-story bay windows standing like towers at the ends of the row. The towers flank a flat, two-bay wide, brick wall topped with a squat, hip-roofed dormer set into the mansard. In the center of the row, he employed a characteristic house form--alternating two-story, bay windows capped with large gabled dormers. The composition of this delightful row built in 1909 is both skillful and delightful. The characteristic Butler elements--hipped dormers, slate shingled gables, stone lintels and sills, diamond paned windows, and tower-like bay windows--are all present. (F-33)

A number of houses in the district could well be the work of architect Wright Butler in the 1890's or the early twentieth century. The Flurshutz house at 435 North Centre Street is one of these houses. Having characteristics of both the Queen Anne and Colonial Revival styles, this house is typical of Butler's work. Butler also designed the Flurshutz commercial building (now demolished on Center Street) and was a friend of the family.⁹ It is reasonable to assume that this 2½ story brick and shingle house could be a Butler design as well. (F-34) The 2½ story brick house at 186 Centre Avenue is also similar to documented Butler buildings. The blind arcade in the ½ story, oversized windows and shingled tower are familiar Butler elements. (F-35) The two-story concrete block house at 150 North Mechanic Street is believed to have been designed by Wright Butler for early-twentieth century, black physician Sturgeon Sparks. Dr. Sparks was especially active during the influenza epidemic of 1918.¹⁰ The house was probably built between 1906 and 1913 when Butler freely used concrete block as an exposed building material. The heavy lintels and sills, mansard roof, tower-like projecting bay, pedimented entry, and heavy cornice are popular Butler details. (F-36) The 2½ story, brick house at 163 North Mechanic Street was built in the late nineteenth century as the residence of the manager of the gas works (now demolished) located on North Mechanic Street. The massing, attic oriel, tower-like dormer, squat hipped dormer, and elliptical windows

8. SIGNIFICANCE

Statement of Significance Continued

appear often in Butler's work. This house, unsympathetically covered with inappropriate signs, could also be the work of Wright Butler. (F-37)

The only church known to have been designed by Butler appears in the Canada/Viaduct district. The Zion Reformed Church, an early English medieval revival building, also contains elements which are characteristic in his residential work: a blink arcade, corbelled brick arches, and heavy stone lintels and sills on the basement story. The building is at the end of the British tradition begun by Gothic Revival architect William Butterfield of harsh red brick churches of stark colors and harsh angular forms. Like many late Victorian architects, Butler combined elements of different styles and even new motifs for which there were no strict historical precedents in this 1911 church.¹¹ (F-38) Butler designed the adjacent parsonage at 403 North Mechanic Street in the same year. Reverend Gottlieb Reusch was the first minister to live in the house.¹² The two-story, brick, mansard-roofed house is a simple, undistinguished building similar to many homes of the period. A narrow, two-bay wide house, it has few typical Butler elements other than the oversized first floor window and the bracketed cornice. The original porch has been replaced. (F-39)

The Canada/Viaduct district is a special, mixed-use area of Cumberland. Residences, commercial buildings, and churches coexist creating interesting streetscapes. It is representative of Cumberland's architecture from the late eighteenth-century log houses through twentieth century residential and commercial styles. Most of the intrusions at present are gaps and parking lots resulting from both an active urban Renewal Authority and private business initiative. At the north end, however, are automobile oriented facilities such as gas stations. (F-40) Such intrusions are in contrast to the pleasant historic character of this area with its fine old houses, distinctive commercial buildings, and brick sidewalks. (F-41)

9. MAJOR BIBLIOGRAPHICAL REFERENCES Continued

4. City of Cumberland, Building Permit #1500.
5. Ibid, #3931.
6. Ibid, #3797.
7. Ibid, #2452.
8. Interview with citizen liaison Herman J. Miller, Spring, 1976.
9. Ibid.
10. Ibid.
11. City of Cumberland, Building Permit #2960.
12. Ibid, #2961.

CANADA/VIADUCT DISTRICT

Descriptions and documentation from previous architectural surveys of buildings appear in the attached appendix:

Bedford StreetMaryland Historical Trust Code

122
132

A1-IV-039
A1-IV-040

Mechanic Street, North

Canada Hose House

A1-110

ARCHITECTURAL AND HISTORIC SURVEY
CITY OF CUMBERLAND, MARYLAND
DISTRICT DIGEST AND SUPPLEMENT

LAND AND COMMUNITY ASSOCIATES
CHARLOTTESVILLE, VIRGINIA
1976

AL-1V-A-142

AL-IV-A-142

The Canada-Viaduct district includes the following streets with inclusive street numbers: 101-to the Will's Creek Bridge on North Centre Street, 105-147 Hanover Street, 307-Will's Creek Bridge on North Mechanic Street, 107-150 Polk Street, and 110-160 Bedford Street (even nos. only).

HOUSE#	SUPPLIER OF PLANS	BUILDER	ORIGINAL OWNER	SOURCE	DATE
416		John Cameron	Marcellus Martin	#12	1901
418	George Bowman	George Bowman	Marcellus Martin	#2549	1909
429				M1875	
434				M1875	
435-437			Mrs. W. D. Walton	#1214	1905
446			F.H. Blaul	#1500	1906
501	Harry Campbell	Harry Campbell	John Shoher	#3183	1912
520				M1858	
533				M1875	
538				M1858	
613-615	William Hizer	William Hizer	William Hizer	#4064	1915
616				M1875	
649-651			W. P. Parker	#1780	1906
702-706				M1858	
702-706		J. P. Ruppert	Henry Gerdeman	#1919	1907
626				M1858	

POLK STREET

107	T. W. Biddle	Roy L. Pitzer	J.O.U.A.M. Hall	#7845	1925
109	Ralph Rizer	Billing & Martin	Ralph Rizer	#2940	1911
127	W. T. Taylor	W. T. Taylor	Richards Brothers	#247	1901
128				M1875	
131-133			Conrad Frey	#1920	1907
135-137	W. T. Taylor	W. T. Taylor	William Neubiser	#3198	1912
141-143	George Bowman		William wilson	#2932	1911
144				M1858	
144	John Billings	Thomas Eyerman	Thomas Eyerman	#3540	1913

AL-IV-A-142

HOUSE#	SUPPLIER OF PLANS	BUILDER	ORIGINAL OWNER	SOURCE	DATE
445				M1858	
446	Aaron May	Aaron May	Aaron May	#1930	1907
456	George Sansbury	Silas Wise	William Hiser	#210	1901
509				M1875	
536				M1875	
548				M1875	
600-602				M1875	
611				M1875	
612-614	Harry Campbell	John Vandegrift	Clifton White	#3168	1912
613-615	George Sansbury	F. J. Tanser	Margathea Lapp	#1908	1907
620				M1858	
622				M1858	
624-626	Wright Butler	Walter Wolverton	George Himmler	#2646	1910
628-630	Wright Butler	Walter Wolverton	George Himmler	#2646	1910
634				M1875	
Cumberland Brewing Co.			Cotton Mill ***	M1875	c1869
"		Augustus Fogtman	Cumberland Brewing Co.	#858	1904

HAY STREET

213-225	Joseph Glick	Joseph Glick	Joseph Glick	#4341	1916
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MECHANIC STREET, NORTH

34	Wright Butler		George Young	#1777	1907
149 or 151				M1875	
153 or 155				M1875	
157 or 159				M1875	
173				M1875	
224				M1875	
334				M1858	
403	Wright Butler		Rev. Gottlieb Ruesch	#2961	1911
409	Wright Butler	Harry Campbell	Zion Germ. Reform Ch.	#2960	1911
408-410		John Vandegrift	Mrs. L. Himmler	#4496	1917

AL-IV-A-142

REPRESE. .TIVE BUILDINGS--DISTRICT F: CANADA/VIADUCT

HOUSE#	SUPPLIER OF PLANS	BUILDER	ORIGINAL OWNER	SOURCE	DATE
<u>CENTRE STREET, NORTH</u>					
101	J. E. Speicher	W. J. Morley	John N. Frantz	#4057	1915
127	Harry Campbell	Harry Campbell	H. Nickle	#3931	1914
151	Wright Butler		Joseph Habig	#3797	1913
183				M1858	
				M1875	
188-196	Wright Butler	Aaron May	Harry Footer	#2452	1909
200				M1858	
202				M1858	
204				M1858	
206				M1858	
209			St. Patrick;s Cath. Ch.	misc.	1851
216				M1858	
217			Centre Street Meth. Ch.	M1875	1871
228-236	Hazelwood & Clauson	H. W. Allen	Braddock Realty Co.	#6474	1923
238				M1858	
240				M1875	
242	Scott Kelso	J. McLaughlin	Scott Kelso	#2455	1909
244				M1875	
246				M1858	
249	J. E. Spiker	Wright Richardson		#3709	1913
252	Aaron May	Aaron May	John M. Street	#4688	1919
427			Theodore A. Thumel	#1400	1905
441	Wright Butler	W. T. Martin	William P. Rizer	#3692	1913
315				M1858	
324			Trinity Lutheran Ch.	M1858	1849
413				M1858	
415				M1858	
" "	Facade alteration		George Young **	#629	1901
418	J. B. Brower, Jr.	Darr and Cookerly	Beth Jacob Anshe Concr.	#7060	1924
419				M1858	
424				M1858	
429				M1858	
432				M1858	
434				M1858	
436-442				M1875	
437				M1858	
443				M1858	
444				M1875	

AL-IV-A-142

DIGEST KEY

- * Alteration, addition
- ** Interim
- # City of Cumberland Building Permit
- M Map
- CEM City Engineering Map
- HJM Herman J. Miller
- DN Cumberland Daily News
- ET Cumberland Evening Times
- ph. col. Photographic collection
- clip. Undated newspaper clipping
- T&W Thomas & Williams, History of Allegany County
- misc. Several sources, common knowledge, tradition

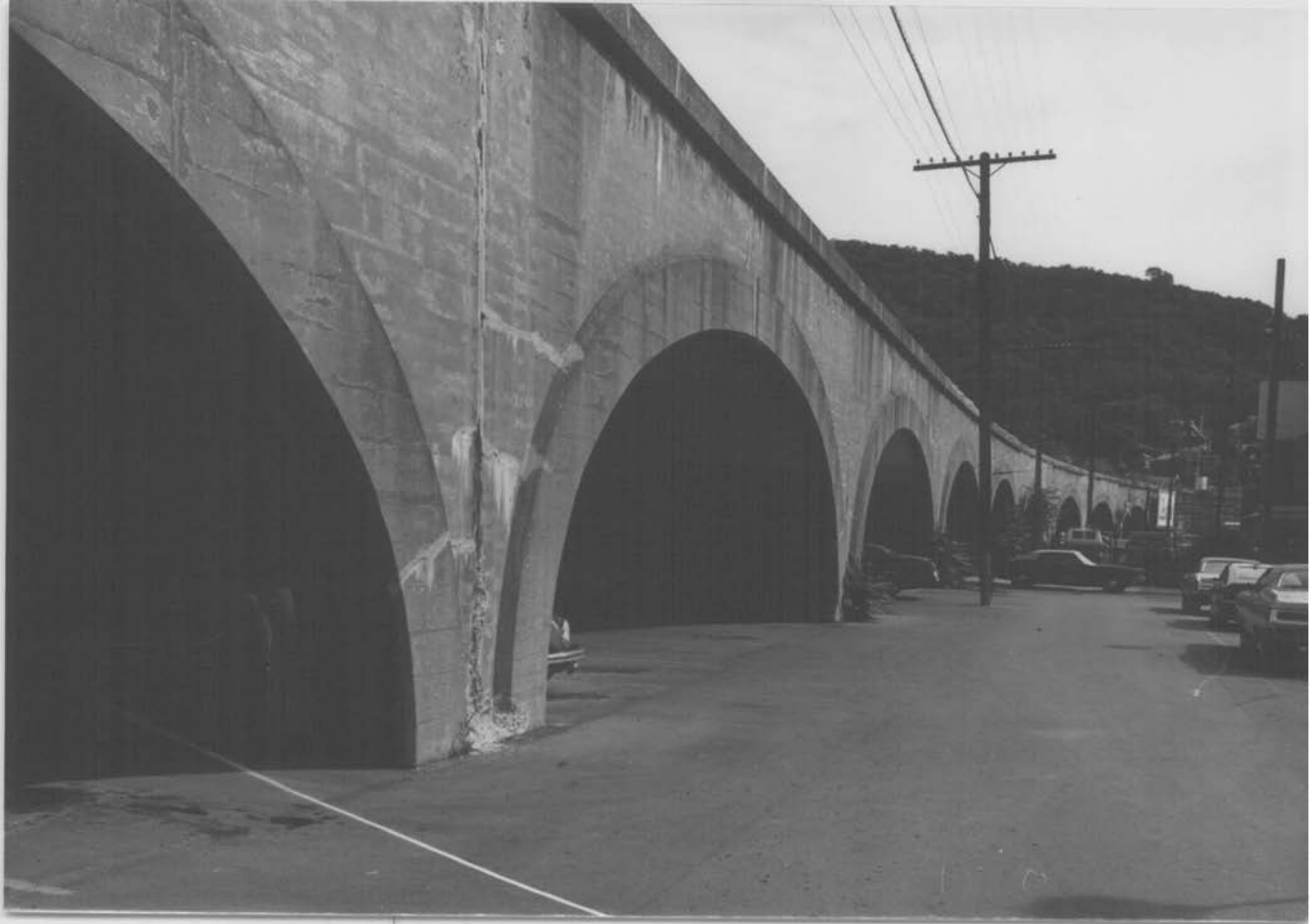
AL-IV-A-142

The following pages contain documented information about representative buildings within the district. This information was useful in determining ages of buildings and in identifying the architects and builders who were active within the district in certain periods. A notation of M1858 is the earliest documentation contained in the digest. Although a number of the buildings existed prior to 1858--some as early as 1790. Pre-1858 is a convenient early date to use for the remaining log, Federal, and Greek Revival style buildings built in Cumberland before the Civil War. These buildings as a group are the major surviving physical record of Cumberland's early history. A notation of M1875 indicates that a building was constructed between 1858 and 1875.

AL-IV-A-142

DISTRICT F--CANADA/VIADUCT
LIST OF 35 MM. COLOR SLIDES
AND 5" X 7" BLACK AND WHITE PHOTOGRAPHS

- F-1 135 N. Mechanic St.
- F-2 B & O Railroad Viaduct
- F-3 Canada Hose House, N. Mechanic St.
- F-4 411 N. Mechanic St.
- F-5 531-533 N. Mechanic St.
- F-6 200-216 N. Centre St.
- F-7 214-216 N. Centre St.
- F-8 153 N. Mechanic St.
- F-9 520 N. Mechanic St.
- F-10 424 N. Centre St.
- F-11 205 N. Centre St.
- F-12 522 N. Mechanic St.
- F-13 216 N. Mechanic St. (demolished, summer, 1976)
- F-14 220 N. Mechanic St.
- F-15 224 N. Mechanic St.
- F-16 10-18 Hanover St.
- F-17 10-18 Hanover St.
- F-18 Polk St.
- F-19 Polk St.
- F-20 249-251 N. Mechanic St.
- F-21 711 N. Centre St.
- F-22 700 Block, N. Centre St.
- F-23 445 N. Mechanic St.
- F-24 261 N. Centre St.
- F-25 621 N. Mechanic St.
- F-26 324 N. Centre St.
- F-27 646 N. Mechanic St.
- F-28 435-441 N. Centre St.
- F-29 445 N. Centre St.
- F-30 119 N. Centre St.
- F-31 127 N. Centre St.
- F-32 151 N. Centre St.
- F-33 188-196 N. Centre St.
- F-34 435 N. Centre St.
- F-35 186 N. Centre St.
- F-36 150 N. Mechanic St.
- F-37 163 N. Mechanic St.
- F-38 Zion Reformed Church, N. Mechanic St.
- F-39 403 N. Mechanic St.
- F-40 Gas Station. N. Centre St.
- F-41 Sidewalk (in front of 541 N. Mechanic St.)
- F-42 500 Block, N. Mechanic St.)



12-IV-A-142

F-2

B&O RAILROAD VIADUCT
VIEW NORTHEAST ACROSS
N. MECHANIC ST.

J.T. KELLER
SPRING, 1976



AL-IV-A-142

F-1
JFK HOMES
135 N. MECHANIC ST.
NORTHEAST ELEV.
J.T. KELLER
SPRING, 1976



A2-IV-A-142

F-3
CANADA HOSE HOUSE
EAST ELEVATION
N. MECHANIC ST.

J.T. KELLER
SPRING, 1976



A-IV-A-142

F-4

411 NORTH MECHANIC ST.
SOUTHWEST ELEV.

J.T. KELLER
SPRING, 1976



AL-IV-A-142

F-5

531-533 NORTH MECHANIC
SOUTH ELEV.

J. T. KELLER
SPRING, 1976



AZ-IV-A-142

F-6
200-216 N. CENTRE ST.
NORTHEAST ELEV.

J.T. KELLER
SPRING, 1976



NO
STREET
SIDE
WALK

R-14-A-142

F-7

214-216 N. CENTRE ST.
NORTHEAST ELEV.

J. T. KELLER
SPRING, 1976



AL-IV-A-142

F-8

153 N. MECHANIC ST.
SOUTHWEST ELEV.

J.T. KELLER
SPRING, 1976



AZ-IV-A-142

F-10
424 N. CENTRE ST.
NORTHEAST ELEV.

J.T. KELLER
SPRING, 1976



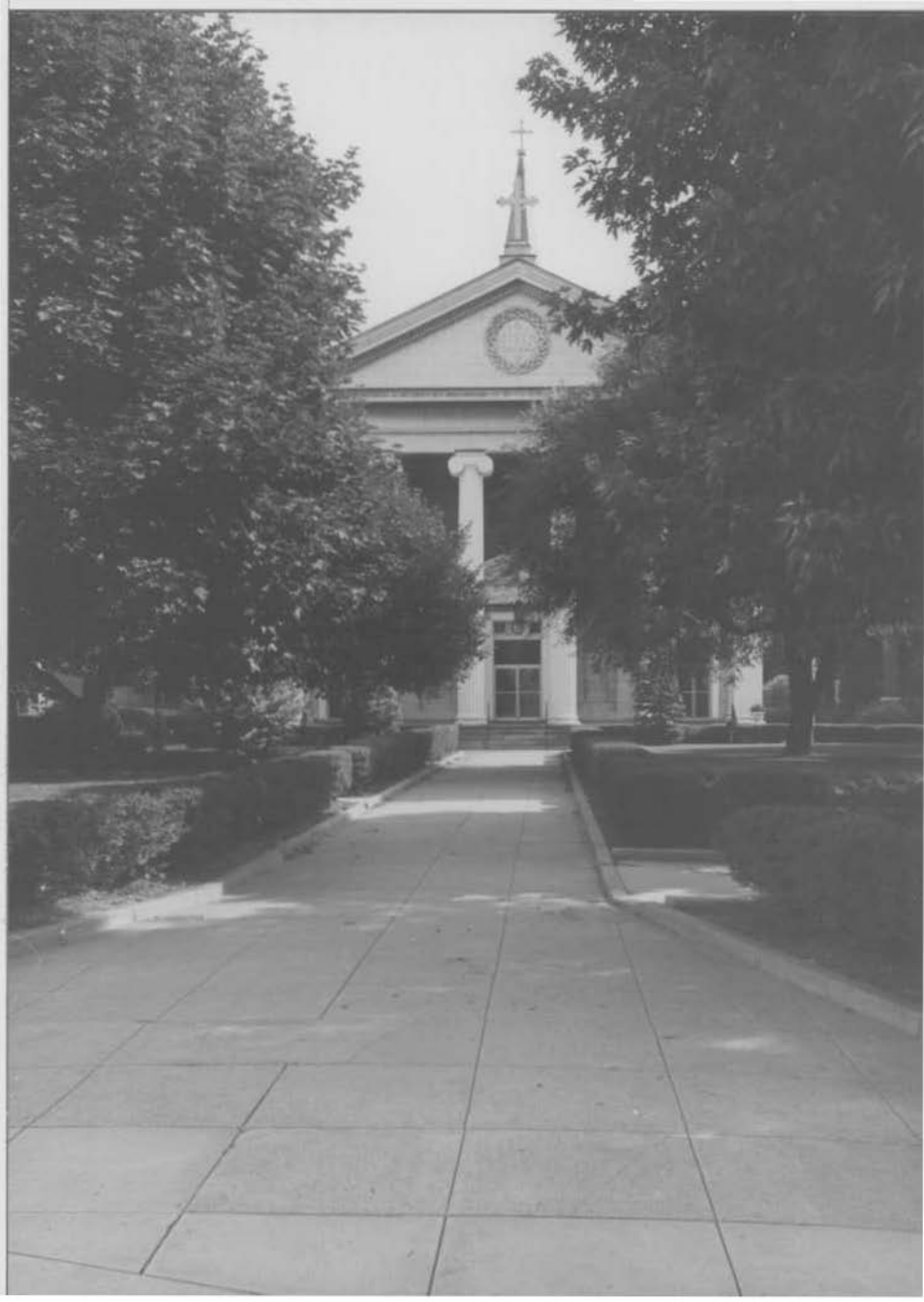
12-IV-A-142

F-9

520 N. MECHANIC ST.

NORTHEAST ELEV.

J.T. KELLER
SPRING, 1976



AZ-IV-A-142

F-11
205 N. CENTRE ST.
SOUTH ELEV.

J.T. KELLER
SPRING, 1976



AL-IV-A-142

F-12

522 N. MECHANIC ST
NORTHEAST ELEV.

J.T. KELLER
SPRING, 1976



AL IV-A-142

F-13
216 N. MECHANIC ST.
(DEMOLISHED, 1976)
NORTH ELEV.

J. T. KELLER
SPRING, 1976

MARYLAND
ELECTRIC CO.

NO
PARKING
HERE

222

CHAMPION
LEAD PIPES



AZ-IV-A-142

F-1A

220 N. MECHANIC ST.

NORTH ELEV.

J.T. KELLER
SPRING, 1976



AZ-IV-A-142

F-15

214-224 N. MECHANIC ST.
NORTH ELEV.

J.T. KELLER
SPRING, 1976



AL-IV-A-142

F-16

POLK ST.-VIEW WEST

SPRING, 1976

J. T. KELLER



AZ-IV-A-142

F-19

11-19 HANOVER ST.

NORTHWEST ELEV.

J.T. KELLER
SPRING, 1976



R-IV-A-142

F-20
249-251 N. MECHANIC ST.
SOUTHWEST ELEV.

J. T. KELLER
SPRING, 1976



AZ-IV-A-142

F-17

SOUTH SIDE OF POLK ST.

SPRING, 1976

J.T. KELLER



A-IV-A-142

F-18

10-18 HANOVER ST.

SOUTHWEST ELEV.

J.T. KELLER

SPRING, 1976



Liberty Trust
WIDE WARE BRICK
ENTRANCE 24 HOUR SERVICE

BREW

STUCE

HOUSE

AL-IV-A-142

F-21
CUMBERLAND BREWING CO.
711 N. CENTRE ST.
SOUTHWEST ELEV.

J. T. KELLER
SPRING, 1976



AZ-IV-A-142

F-22

100 BLOCK, N. CENTRE ST.

LOOKING NORTHWEST

J.T. KELLER

SPRING, 1976



A2-IV-A-142

F-23
446 N. MECHANIC ST.
NORTHEAST ELEV.

J.T. KELLER
SPRING, 1976



AZ-IV-A-142

F-24
261 N. CENTRE ST.
SOUTHWEST ELEV.

J.T. KELLER
SPRING, 1976



12-14-A-142

F 26
324 N. CENTRE
NORTH ELEV.

J. T. KELLER
SPRING, 1976



F-25
621 N. MECHANIC ST.
SOUTHWEST ELEV.

J. T. KELLER
SPRING. 1976

AL-IV-A-142



A-1V-A-142

F27

646 N. MECHANIC ST.

NORTHEAST ELEV.

J. T. KELLER
SPRING, 1976



F-28
435-441 N. CENTRE ST.
SOUTHWEST ELEV.

J.T. KELLER
SPRING, 1976

NR-14-A-142

NICKEL BUILDING

Moore
PAINTS
PAINT SERVICE

COMPARE! OUR COLOR

Moore
PAINTS

PAINTING SERVICE AND EQUIPMENT

BUILDER PAINT & SUPPLY CO.

Moore
PAINTS



12-14-A-142

F-31
127 N. CENTRE ST.
SOUTHWEST ELEV.

J. T. KELLER
SPRING, 1976



HABE BROTHERS

WAREHOUSE

EMERSON CENTER

ONE WAY

AL-IV-A-142

F-32
151 N. CENTRE ST.
SOUTHWEST ELEV.

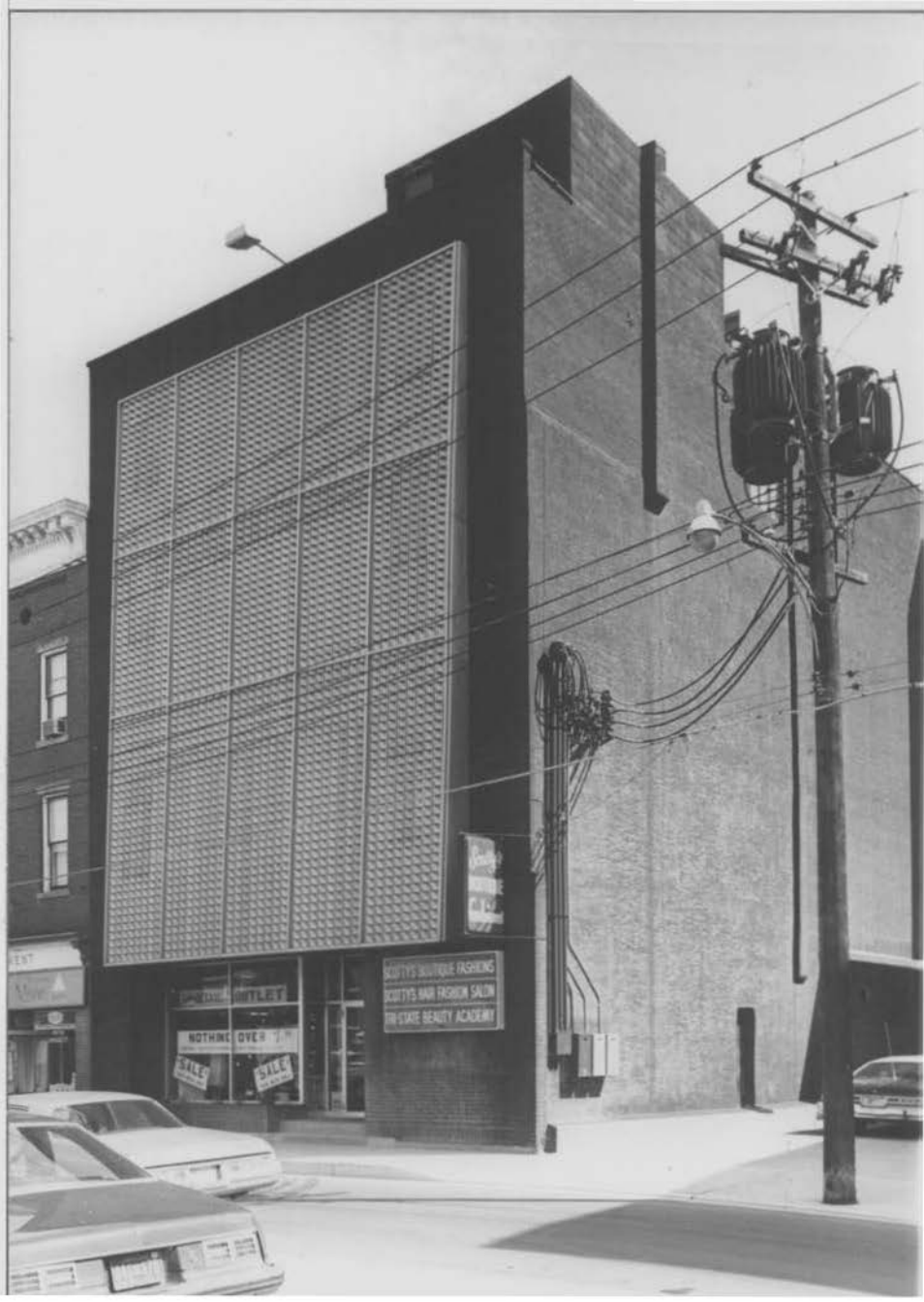
J.T. KELLER
SPRING, 1976



AL IV-A-142

F-29
445 N. CENTRE ST.
SOUTH ELEV.

J. T. KELLER
SPRING, 1976



SCOTT'S BOUTIQUE FASHING
SCOTT'S BAR FASHION SALON
THREE STATE BEAUTY ACADEMY

NOTHING OVER

SALE

SALE

AL-IV-A-142

F-30
119 N. CENTRE ST.
SOUTH ELEV.

J. T. KELLER
SPRING, 1976



AZ-IV-A-142

F-33

188-196 N. CENTRE ST.
NORTH ELEV.

J. T. KELLER
SPRING, 1976



AL-IV-A-142

F-34
435 N. CENTRE ST.
SOUTH ELEV.

J.T. KELLER
SPRING, 1976



F-36
150 N. MECHANIC ST.
NORTHEAST ELEV.

J.T. KELLER
SPRING, 1976

R-10-A-142



F-35
186 N. CENTRE ST.
NORTHELV.

J.T. KELLER
SPRING, 1976

R-14A-142



AZ-N-A-142

F-37
163 N. MECHANIC ST.
SOUTHWEST ELEV.

J.T.KELLER
SPRING, 1976



12-N-A-142

F-38
ZION REFORMED CHURCH
N. MECHANIC ST.
SOUTH ELEV.

J.T. KELLER
SPRING, 1976



AL-IV-A-142

F-39
403 N. MECHANIC ST.
SOUTHWEST ELEV.

J.T. KELLER
SPRING, 1976



MOCO

CAR
WASH

WASHES
CLEANS
WAXES
& POLISHES

WASHES
CLEANS
WAXES
& POLISHES

57

57

57

57

ALV-4-142

F-40
N. CENTRE ST.
SOUTH ELEV.

J.T. KELLER
SPRING, 1976



AL-IV-A-142

F-41

SIDEWALK IN FRONT
OF 541 N. MECHANIC ST.
VIEW SOUTHEAST

J.T. KELLER
SPRING, 1976



TELE
OVER
STAGE

AL-IV-A-142

F-42

500 BLOCK, N. MECHANIC ST.
SOUTH ELEV.

J.T. KELLER
SPRING, 1976