# Historic Resource Study

# Brunswick, Maryland

Historical Data

Chesapeake and Ohio Canal National Historical Park

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By

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# Preface

This report describes how the town of Brunswick, Maryland, has been influenced by the Chesapeake and Ohio Canal, and the Baltimore and Ohio Railroad. More attention has been given, however, to the influence of the canal. This has been done for three reasons. First, the major purpose of the study was to discover what tangible structures, buildings, or sites still remain from the canal era. Secondly, before 1890 the influence of the railroad was slight. Thirdly, the records of the canal company for the period 1834-1890 are more complete than those of the railroad company.[1]

The major problem encountered in this study was the scarcity of primary historical material. There are huge gaps in Brunswick's historical record. The first big gap is the period from 1794-1831. The next big gap is from 1835-1860. The last big gap is from 1865-1889. These gaps make up about eighty-six of Brunswick's first 103 years. This study has tried to bring together bits and pieces of primary and secondary material in an attempt to fill in these gaps.

The town of Brunswick has received little attention in National Park Service studies of the canal. It also has received little attention from professional and lay historians in the private sector. No book has been written on the history of Brunswick. The few articles that have been written all lack footnotes. The standard history of Frederick County (which also lacks footnotes) has little to say about the canal period of Brunswick's history. Therefore, the primary value of this historic resource study lies in its effort to bring together what secondary sources have to say about Brunswick while adding some important primary documents that aid in the reconstruction of the history of the town.

This report was made possible by the assistance of two very kind individuals from the Brunswick/Frederick area. Mrs. Mary Margrable of Frederick was very helpful in suggesting secondary sources on Brunswick. Special thanks go to Mrs. Connie Koenig, President of the Brunswick Historical Society for her encouragement and for the information and photographs she kindly provided from her collection on Brunswick.

[1] Many Baltimore and Ohio Company records were destroyed by fire in the late nineteenth century.

## Recommendations

The primary documentation contained in this report was gathered primarily from the Chesapeake and Ohio Canal Papers at the National Archives. Some primary materials were also obtained, however, from the following research facilities: the Frederick County Courthouse, the Washington County Courthouse, the Burr Artz Library in Frederick, the Enoch Pratt Library in Baltimore, and the Library of Congress. The Maryland Historical Society's Baltimore and Ohio Railroad collection was examined, but it proved to be of no value to this study. The collection is very incomplete due to an early fire. On the otherhand, the Brunswick Public Library has a small amount of secondary material that proved useful for this study. The National Park Service's Land Acquisition Office in Frederick was contacted, but it was not able to provide any appreciable amount of information. Therefore, the primary and secondary materials relating to pre-1890 Brunswick have been thoroughly examined and no further historical research is recommended on the canal in this area.

This report cannot offer any recommendations regarding interpretation since there are so few physical remains from the canal era in Brunswick. The General Plan for the Chesapeake and Ohio Canal National Historical Park has designated a one-mile strip along lock thirty as a zone B area. The canal, towpath, and lock will eventually be restored and rewatered. Since all other physical remains near the canal (the Baltimore and Ohio freight yards, the Baltimore and Ohio Roundhouse, and the Baltimore and Ohio Westbound Station) are post-1890 structures and are related to the railroad rather than to the canal, they are of little interpretative value for the national park.

# Chapter I
# Historical Background

The town of Brunswick is located on Maryland Routes 17 and 79 in southwestern Frederick County, Maryland. It is situated on the north bank of the Potomac opposite Loudoun County, Virginia. It occupies a small part of a 3,100 acre tract that was known as "Hawkins Merry Peep-O-Day."[1] This tract was granted by the King of England to John Hawkins of Prince Georges County, Maryland, in 1753. In 1766 a descendant of Hawkins conveyed 1550 acres of this tract to one Thomas Gantt Sr. In 1777 Gantt's son conveyed 201 ½ acres to one Clement Holliday. Holliday in turn conveyed his 201 ½ acres to Leonard Smith in 1780. In 1787 Leonard Smith used a small part of his acreage to establish the small town that eventually became known as Brunswick.[2]

The small town laid out by Leonard Smith in 1787 contained ninety-six lots and was given the name "Berlin."[3] Smith sold at least forty-seven of these lots before his death in 1794.[4] His descendants eventually sold the remaining lots.[5]

Little is known about the early period of Berlin's history (1787-1832). It can be assumed, however, that Berlin prospered because of its location near the river and very early became a small trading center. One source claims that "long before either railroad or canal was constructed Berlin had a flouring mill and considerable trade with the surrounding country."[6] Another source claims that long before 1822 a ferry was operating between Berlin and adjacent Loudoun County, Virginia.[7]

By 1832 Berlin was considered large enough for the establishment of a post office. With the establishment of the post office, the name "Berlin" was changed to "Barry." The change was made so that the Berlin post office would not be confused with another Maryland town also called Berlin.[8] The name "Barry" however, apparently did not catch on well with the town's citizens. Thus while "Barry" was used in reference to the post office, "Berlin" remained the popular name of the town.[9]

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[1] Dorothy U. Strathern, *Barry-Berlin-Brunswick: A Brief History* (Brunswick: Potomac Foundation, 1970), p. 6. Strathern says that before English settlement in the area, the land on which Brunswick now stands "was claimed by the Susquehanna Indians." p. 1.
[2] Ibid., p. 7.
[3] See Appendix A, Plat 1 for original plat map of Berlin recorded at the request of Leonard Smith on January 11, 1793.
[4] Frederick County Land Records, W.R. 7, folios 535, 536, 581, 595, 598, 599, 607; W.R. 8, folios 437, 438, 439, 443, 444, 450, 456, 501, 502, 503, 540, 544, 602, 654; W.R. 10, folios 2, 7, 52, 62, 77, 78, 79, 82, 228, 327, 610; W.R. 11, folios 289, 290, 293, 294, 456. Strathern says that "a total of forty-five" lots were sold "during the lifetime of the founder." p. 7.
[5] Strathern, p. 7.
[6] Thomas John Chew Williams and Folger McKinsey, *History of Frederick County, Maryland*, 2 vols. (Baltimore: L. R. Titsworth and Company, 1910; reprint ed., Baltimore: Regional Publishing Company, 1967), p. 239.
[7] David H. Brown, "The Bridges of Berlin," *Brunswick Blade-Times*, June 2, 1955.
[8] Strathern, p. 8.
[9] Proof that "Berlin" remained the popular name for the town can be found in various letters located in the Chesapeake and Ohio Canal Company papers at the National Archives.

The year 1832 marked the beginning of a second distinct period in the history of the town laid out by Leonard Smith in 1787. This period in Berlin's history should be called the Early Canal Period and its dates can be assigned as from 1832-1860. Not only was a post office established in 1832, but also in that year land condemnation proceedings were initiated for the establishment of right-of-ways [*sic*] through the town for both the Chesapeake and Ohio Canal, and the Baltimore and Ohio Railroad.[10]

The story of the conflict between the Chesapeake and Ohio Canal Company and the Baltimore and Ohio Railroad is well–known. From June 1828 until January 1832 a series of injunctions had prevented both enterprises from proceeding with construction north of the Point of Rocks.[11] Immediately following a court decision in January 1832 which opened the way for construction beyond the Point of Rocks, both the railroad and the canal companies started condemnation proceedings for right-of-ways from the Point of Rocks to Harpers Ferry.

The records of the Baltimore and Ohio Railroad for the early 1830's are incomplete, but the records of the Chesapeake and Ohio Canal show that the railroad company dealt with at least some of the same landowners in the Berlin area that the canal company also had to deal with.[12] Immediately south of the town of Berlin, the canal company awarded Joseph Cromwell $1,450 for twenty-one acres of land. Immediately north of the town of Berlin, the canal company awarded Mrs. Emerentienne Corbally $1,440 for forty-eight acres of land.[13] Also north of the town of Berlin (on the riverside of the canal) the company purchased a sizeable portion of land from Joseph Waltman.[14]

Within the town of Berlin, the canal company purchased a total of thirteen lots.[15] Lots number one and number two were purchased from David and Elizabeth Williard of Washington County. The company purchased lot number three from Perry and Ann Hilliary of Frederick County. Lots thirty-five, thirty-six, thirty-seven, thirty-eight were purchased from John and Sarah Stambock of Prible County, Ohio. Lots sixty-four, sixty-five, sixty-six, sixty-seven, sixty-eight, and ninety-six were purchased from John and Fanny McPherson of Frederick County.[16]

In most instances deeds were not drawn up and recorded for lots purchased within Berlin until several years after the canal was in operation within the town.[17] For example, the deed for town

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[9] Alfred Cruger, Resident Engineer, Chesapeake and Ohio Canal, to the President and Board of Directors of the Chesapeake and Ohio Canal Company, May 27, 1832, Chesapeake and Ohio Canal Papers, Record Group 79, National Archives, Washington, D.C.

[10] Alfred Cruger, Resident Engineer, Chesapeake and Ohio Canal, to the President and Board of Directors of the Chesapeake and Ohio Canal Company, May 27, 1832, Chesapeake and Ohio Canal Papers, Record Group 79, National Archives, Washington, D.C.

[11] Walter S. Sanderlin, *The Great National Project: A History of the Chesapeake and Ohio Canal* (Baltimore: The John Hopkins Press, 1946), pp. 62, 84-89.

[12] Cruger to President and Board of Directors, May 27, 1832. See Appendix A, Plat 2, for 1832 maps showing proposed Baltimore and Ohio line from the Point of Rocks to Harpers Ferry.

[13] Cruger to President and Board of Directors, May 6, 1832.

[14] See Appendix A, Plat 3: Mackall map drawn in 1890 from original deeds.

[15] Ibid. See also Appendix A, Plat 4: Tracing of Original 1787 pla [sic] indicating 13 lots purchased from 1836-1846 by the C & O Canal Co.

[16] Frederick County Land Records H.S. 6, folio 357; H.S. 4, folio 27; W.B.T. 4, folio 181; H.S. 14, folio 330.

[17] The deed with David and Elizabeth Williard was dated March 9, 1836, and recorded March 21, 1838; the deed with Perry and Ann Hilliary was dated October 8, 1836, and recorded December 9, 1836; the deed with John and

lots one and two was not drawn up until 1836 and was not recorded until 1838. At the time it was drawn up, it stated that these two lots were already in the "possession of the Chesapeake and Ohio Canal Company" and were in fact presently "occupied by" the "canal and one of the locks thereof."[18] Since the canal went into operation in Berlin around 1834 the delay in the drawing up and recording of deeds is difficult to explain. The delay could have been caused, however, by an apparent difficulty encountered by canal officials in locating the various owners of lots in Berlin. For example, the Resident Engineer attending the condemnation proceedings in 1832 wrote that he "count [*sic*] not distinctly ascertain" the ownership of "one or two town lots in Berlin."[19] Apparently, deeds were never drawn up and recorded for several town lots within the canal's right-of-way at Berlin.[20]

After the canal went into operation between the Point of Rocks and Harpers Ferry in 1834, commercial activity in Berlin probably centered around lock thirty which occupied lots one and two in the town. The contract for the construction of lock thirty had first been awarded to Obadiah Gordon on March 14, 1832. Gordon commenced worked [*sic*] on the lock in June 1832. In August 1832, however, the contract with Gordon was "declared abandoned." It was relet in September 1832 to Andrew Small who recommenced work on the lock in October 1832. The lock was completed in October 1833 at a total cost of $11,694.51.[21]

The first lockkeeper for lock thirty is not known. There was in fact no lockhouse at lock thirty until 1836. Early that year the canal company became interested in a house and lot (number three) owned by Perry and Ann Hilliary. By the time the company was ready to purchase the property however, the Hilliarys had apparently sold the house (but not the land) to Robert Kimble. Therefore, when the canal company finally decided to purchase the property in October 1836, it had to deal with two sellers: the Hilliarys and Kimble.[22]

No records have been left to document the enterprises that operated in Berlin during the very early years of the canal's operation in the town. There can be little doubt, however, that the opening of the canal did breathe new life into the town. Its population increased according to one source to "500 or more" by the time of the Civil War.[23]

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Sarah Stambock was dated March 9, 1846, and recorded May 22, 1846; the deed with John and Fanny McPherson was dated March 28, 1840, and recorded October 2, 1841.

[18] Frederick County Land Record H.S. 6, folio 357.

[19] Cruger to President and Board of Directors, May 6, 1832.

[20] See Appendix A, Plat 4. Some illiterate landowners may have been convinced by canal officials to abandon their land without going through the proper legal formalities. For example, an illiterate person referred to as Widow Ridenbaugh claimed in a 1833 petition (written for her by Joseph L. Smith) that she had been induced by canal "engineers and contractors" in 1832 to abandon her house "near Berlin" and "rent another one" rather than seek "an injunction against the company." A year later she had yet to be paid for the original house which she said was worth $150.00. Joseph L. Smith to the President and Board of Directors of the Chesapeake and Ohio Canal Company enclosing a petition from Widow Ridenbaugh, December 9, 1833, Chesapeake and Ohio Canal Papers, Record Group 79, National Archives, Washington, D.C.

[21] Chesapeake and Ohio Canal Company, Proceedings of the President and Board of Directors, C, 104-05, Chesapeake and Ohio Canal Company Papers, Record Group 79, National Archives, Washington, D.C.; Cruger to President and Board of Directors, August 16, 1832.

[22] Chesapeake and Ohio Canal Company, Reference Book Concerning Land Titles 1829-1868, p. 110, Chesapeake and Ohio Canal Papers, Record Group 79, National Archives, Washington, D.C.; Proceedings of President and Board of Directors, E, 121-122, 146; Frederick County Land Record H.S. 4, folio 27.

[23] Williams, p. 238.

The Baltimore and Ohio Railroad which also reached Berlin around 1834 had a lesser effect on the town. One source has written that the "coming of the railroad in the early 1830's helped the village but little." According to another source, the railroad (which went down Water Street) left "only a tool shed and a small section gang to see after the right-of-way." This same source states, however, that the railroad company built Berlin's first depot in 1834.[24] The railroad company also erected a rather large water station west of Berlin on property owned by Richard Johnson. This station supplied water to the steam engines.[25]

Available records indicate that by the 1850's Berlin had become a busy little canal town. Between 1854 and 1856 several entrepreneurs at Berlin made requests to operate businesses on canal property near lock thirty. On November 4, 1854, Joseph Waltman requested permission to "build a warehouse on lot number sixty-seven at Berlin." Permission was granted on November 8, 1854.[26] Apparently the warehouse opened by Waltman was taken over sometime later by Charles F. Wenner.[27]

Charles F. Wenner apparently came to Berlin in 1853.[28] Exactly when he first opened a warehouse along the canal is not clear.[29] A letter from the General Superintendent of the Chesapeake and Ohio Canal written from Berlin in December 1855 states that Wenner had "been for sometime in the possession of a warehouse built upon the grounds of the [canal] company."[30] This could possibly have been the same warehouse that had originally been rented to Joseph Waltman in 1854.

Another resident of Berlin who requested permission to open a business along the canal during the 1850's was John L. Jordan Sr. Jordan was born in Virginia. At age seventeen, however, he moved to Montgomery County, Maryland, where he found work on the Chesapeake and Ohio Canal.[31] The year that Jordan first opened a business at Berlin is not known. Records show, however, that he requested permission to open a store near lock thirty in 1855. This request is interesting because of the apparent friction it created between Jordan and Charles F. Wenner.

On August 2, 1855, Jordan wrote the President and Board of Directors of the Chesapeake and Ohio Canal Company requesting permission to "erect a building" on "the berm bank" at lock

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[24] Strathern, pp. 9, 14; Frank L. Spitzer, "Brunswick's Historic Past," *Brunswick Blade-Times*, October 17, 1940.
[25] Frederick County Land Record H.S. 12, folios 12,13, and 14.
[26] Proceedings of President and Board of Directors, I, 126; Chesapeake and Ohio Canal Company, House, Land, and Water Rents 1870-1873, folio 103, Chesapeake and Ohio Canal Papers, Record Group 79, National Archives, Washington, D.C.
[27] House, Land, and Water Rents 1870-1873, folio 103.
[28] *Atlas of Frederick County, Maryland* (Philadelphia: C. O. Titus and Company, 1873; reprint ed., Evansville, Indiana: Unigraphic Inc., 1976), p. 75.
[29] One source says that Wenner came to Berlin in 1845 and purchased in that year a mill (situated on lots thirty-two, thirty-three, and thirty-four) from a relative named Mortimore Wenner. Personal interview with Connie Koenig, President, Brunswick Historical Society, October 31, 1977.
[30] A. K. Stake, General Superintendent, Chesapeake and Ohio Canal, to the President and Board of Directors of the Chesapeake and Ohio Canal Company, December 14, 1855, Chesapeake and Ohio Canal Papers, Record Group 79, National Archives, Washington, D.C.
[31] *Portrait and Biographical Record of the Sixth Congressional District Maryland* (Chicago: Chapman Publishing Company, 1898), p. 320.

thirty "for the purpose of keeping a feed and grocery store, exclusive of liquors, for the accommodation of boatmen."[32]

The minutes of the October meeting of the canal company's board of directors indicates that the board was aware that a grant to Jordan might not be welcomed by Charles F. Wenner. Therefore, the board ordered the canal's general superintendent, A. K. Stake to go to Berlin and draw up a diagram of the area around lock thirty.[33] On November 1, 1855, Stake forwarded to the board his diagram which showed that "the rights of other parties and the interest of the canal may be affected by the grant to Mr. Jordan."[34] After looking at Stake's diagram, the board on November 1, 1855, resolved that Jordan be allowed to erect his store "on the west side of the street at a place to be selected by and to be constructed under the direction of the general superintendent of the canal." The board also resolved that "C. F. Wenner be permitted" to put "an additional building in front of his present storehouse at Berlin, to be constructed under the direction of the general superintendent of the canal."[35]

The board's resolutions of November 1, 1855, should have ended the matter of Jordan's proposed store. On November 21, 1855, however, Charles F. Wenner wrote the president and board of directors protesting against their decision to allow Jordan to build a store at lock thirty. Wenner claimed that the site selected for Jordan's store would be "opposite" the Wenner warehouse and much closer to the canal. He also claimed that whereas he had to pay for the property upon which his warehouse was located, Jordan could place his store "on the lock without any expense of buying ground or privilege." In Wenner's opinion, Jordan was being given special treatment because he was a friend of the canal's general superintendent, A. K. Stake.[36]

On December 14, 1855, A. K. Stake attempted to answer Wenner's charges. He denied any "political favoritism" toward Jordan. According to Stake both Jordan and Wenner were "comparatively unknown" to him. As for the site of Jordan's store, Stake claimed that it had not yet been selected. He stated, however, that whenever Jordan did decide to call on him to select the site, it would be on the "upper or western end of the lock" so it would not "affect injuriously the interests of the canal or those doing business upon it."[37]

It appears that Stake had the last word in this dispute and Jordan's store was probably built near lock thirty sometime soon after the end of 1855.[38]

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[32] John L. Jordan to the President and Board of Directors of the Chesapeake and Ohio Canal Company, August 2, 1855, Chesapeake and Ohio Canal Papers, Record Group 79, National Archives, Washington, D.C.
[33] Stake to President and Board of Directors, November 1, 1855.
[34] Ibid. For Stake's diagram see Appendix A, Plat 5.

[35]Proceedings of President and Board of Directors, I, p. 229-30.
[36]Charles F. Wenner to the President and Board of Directors of the Chesapeake and Ohio Canal Company, November 21, 1855, Chesapeake and Ohio Canal Papers, Record Group 79, National Archives, Washington, D.C. Wenner's warehouse was evidently situated partly on Wenner's private property and partly on canal property. The board's resolution of November 1, 1855 permitted Wenner to build another building on canal property in front of his original building while allowing Jordan to build a store on canal property on the other end of the lock.
[37]Stake to President and Board of Directors, December 14, 1855.
[38]In a letter to the president and board dated December 13, 1855, Stake said that Wenner had informed him that he (Wenner) planned to "go before the board again" concerning the matter. Stake to President and Board of Directors, December 13, 1855.

The 1873 atlas of Frederick County, Maryland, list [*sic*]John L. Jordan of Berlin as a "dealer in grain, coal, salt, fertilizers, etc."[39]

A significant boost to Berlin's growth during the 1850's was the construction of the first Potomac River bridge at Berlin between 1855 and 1858. As stated beforehand, a ferry had operated between Berlin and Loudoun County, Virginia, since before 1822. By the 1850's however, the ferry had become an unsatisfactory way of handling trade and traffic between Berlin and Loudoun County.[40] Therefore in 1854, the Loudoun and Berlin Bridge Company was organized and received charters from the legislatures of Maryland and Virginia.[41] When completed in 1858, the bridge was a "double track, wooden, covered bridge" with "eight stone piers."[42] Unlike the present bridge at Brunswick, the first bridge "did not cross" the Chesapeake and Ohio Canal, "but ended south of the canal towpath."[43] The northern abutment of the bridge, however, fell within the southern boundary of the canal company's property.[44]

The first bridge at Berlin was completed just three years before the start of the Civil War. The Civil War should be considered the third distinct period in Berlin's history. Because Berlin boarded on the Confederacy, it was inevitable that it would be touched by the war although no major battle ever occurred there. At the beginning of the war there were three bridges in western Maryland that were of critical importance to the Confederacy. These bridges were at Harpers Ferry, Berlin, and Point of Rocks. The control or destruction of these bridges was considered a necessity in order to prevent invasion by Union forces. In mid-1861 Confederate cavalry commanders were given orders to burn the Potomac River bridges if they deemed it necessary to prevent "invasion" or "to insure the security" of their forces.[45]

On June 9, 1861, a Confederate cavalry set fire to the Berlin bridge leaving only the eight stone piers standing. On the same day, the bridge at Point of Rocks met a similar fate. Five days later the Potomac River bridge at Harpers Ferry was also destroyed. The Berlin bridge was not replaced until thirty-two years later.[46]

Although the first bridge at Berlin was destroyed by Confederate forces in 1861, the continued military activity in northern Virginia and western Maryland made it necessary for Union forces to build pontoon bridges in order to travel back and forth across the river. The first two pontoon bridges were used at Berlin by the Army of the Potomac between October 25 and November 12, 1862. Troops were moved over these two bridges into Virginia where they later participated in

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[39] *Atlas of Frederick County, Maryland, 1873*, p. 75.
[40] "The Bridges of Berlin," *Brunswick Blade-Times*, June 2, 1955.
[41] Ibid.
[42] Ibid.
[43] Ibid.
[44] Robert L. T. White, President of the Loudoun and Berlin Bridge Company, to the President and Board of Directors of the Chesapeake and Ohio Canal Company, August 14, 1855, Chesapeake and Ohio Canal Papers, Record Group 79, National Archives, Washington, D.C.; George C. Beckman, Engineer, Loudoun and Berlin Bridge Company, to the President and Board of Directors of the Chesapeake and Ohio Canal Company, September 3, 1855, Chesapeake and Ohio Canal Papers, Record Group 79, National Archives, Washington, D.C. Appendix A, Plat 6 has the engineer's drawing showing the position of the bridge abutment in relation to the canal lock.
[45] "The Bridges of Berlin," *Brunswick Blade-Times*, June 2, 1955.
[46] Ibid., June 9, 1955.

the Battle of Fredericksburg.[47] On June 27, 1863, General Hooker with part of the Army of the Potomac used pontoon bridges to cross the Potomac at Berlin in order to join General Meade who was preparing to battle with General Lee a Gettysburg.[48] After the battle at Gettysburg (July 1-3, 1863) General Meade established his headquarters at Berlin where he had two more pontoon bridges built to cross the Potomac between July 17 and 19. After this crossing the town of Berlin remained comparatively quiet until the end of the war.[49]

During the war commercial activity was interrupted in Berlin (as in all the other canal towns) because of Confederate raids on the canal. During the early years the results of these raids nearly brought trade on the canal to a standstill.[50] The canal remained, however, an important transportation resource for the Union Army all during the war.[51]

The coming of peace in 1865 marks the beginning of the Fourth distinct period in Berlin's history. This period covers Berlin's history from the end of the Civil War (1865) to 1890. Peace in 1865 ushered in a period of renewed prosperity for the town. Business on the canal revived and a ferry was put into operation again to replace the bridge destroyed during the war.

Walter S. Sanderlin has called part of this period (1870-1889) the "Golden Age" of the Chesapeake and Ohio Canal.[52] During this period another warehouse was built along the canal near lock thirty. On January 21, 1868, the President and Board of Directors of the Chesapeake and Ohio Canal Company granted William Graham permission to operate a warehouse for the rent of thirty-six dollars.[53] This brought the total number of warehouses in Berlin to three.[54] As stated earlier, Charles F. Wenner and John L. Jordan Sr, had operated warehouses (or stores) in Berlin since the 1850's. Sometime before 1874, however, these three competing firms apparantly [*sic*] formed a partnership.[55]

Records indicate that there were other merchants in Berlin during this period in addition to the three major businesses of Jordan, Graham, and Wenner. The 1873 business directory of Frederick County list [*sic*] J. H. Taylor Frazier as the principal dry goods and grocery merchant in Berlin.[56] According to one source, the merchandising firm of Boteler and Gross was established in

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[47] Ibid., June 25, 1955.
[48] Strathern, p. 25; "Brunswick's Historic Past," *Brunswick Blade-Times*, October 17, 1940. Brown in "The Bridges of Berlin" does not mention this crossing.
[49] "Brunswick's Historic Past," *Brunswick Blade-Times*, October 17, 1940; "The Bridges of Berlin," Brunswick Blade-Times, June 30, 1955.
[50] Sanderlin, p. 216.
[51] Ibid., p. 220
[52] Ibid., p. 226. Although Berlin probably prospered during the "Golden Age" of the canal its population gradually decreased until 1880 when it began to increase slightly until 1890. Williams, pp. 238-39.
[53] Proceedings of President and Board of Directors, L, 72; House, Land, and Water Rents, 1870-1873, folio 73.
[54] A 1873 business directory of Frederick County, Maryland list [sic] the three major businessmen in Berlin as Charles F. Wenner, William Graham, and John L Jordan Sr. *Atlas of Frederick County, Maryland, 1873*, p. 75.
[55] "Brunswick's Historic Past," *Brunswick Blade-Times*, October 17, 1940. A *Cumberland Times* article in 1874 which refers to "the mill of Messrs. Jordan, Graham and Wenner" appears to substantiate the belief that in the early 1870's the three men were partners. *Cumberland Times*, December 1, 1874. Wenner had long operated a flour mill called "Berlin Mills." *Atlas of Frederick County, Maryland, 1873*, p. 75. After Wenner's death in 1882, the mill (which stood on lot number 32) was purchased by the B. P. Crampton Company in 1883 and became known as Jordan, Crampton and Company. Strathern, p. 13; Interview with Connie Koenig, October 31, 1977.
[56] *Atlas of Frederick County, Maryland, 1873, p. 75*

Berlin sometime after 1877.[57] John Thomas Scharf, writing in 1882 list (in addition to the businesses already mentioned) the following persons doing business in Berlin: E. D. Barnard, builder; W. A. Bernard, blacksmith; Lingan Boteler, railroad and express agent; Thomas Watt, butcher; Joseph Shilling, shoemaker; T. B. Leopold, restaurant owner.[58]

The prosperity of Berlin during the late 1860's, 1870's, and 1880's was tied to the prosperity of the Chesapeake and Ohio Canal. A disastrous flood struck the canal between May and June 1889 which left it "a total wreck."[59] According to Walter Sanderlin, "those towns which were closely associated with the canal in their prosperity" were "particularly hard hit."[60] After the flood the canal company declared bankruptcy and was placed into the hands of receivers. Thus from 1889 until it ceased operations in 1924, the canal rapidly decreased in importance as a trading and transportation agent and the canal towns decreased in importance along with it.[61]

After the 1889 flood the future did not look bright for Berlin. The canal was a wreck and the economy of the town had been disrupted. At this point, however, a decision was made by the officers of the Baltimore and Ohio Railroad Company that eventually revived the economy of the town and changed its physical appearance.

As stated earlier, the Baltimore and Ohio Railroad had reached Berlin at about the same time as the canal. But the histories of the two transportation networks within Berlin are quite different in all other respects. Whereas Berlin became tied economically to the canal, the economic effect of the railroad was slight before 1890. After 1890, however, the influences of the two transportation networks were reversed. The Baltimore and Ohio Railroad became the life blood of the town while the canal decreased in economic importance and gradually became an unused relic of the past.

The fifth and present period in Berlin's history began in 1890 when the Baltimore and Ohio Railroad Company decided to move its freight yard from Martinsburg, West Virginia, to Berlin. The move was caused by the crowded conditions at the Martinsburg yard.[62] Berlin was selected for three reasons. First, Berlin was conveniently located near the junction points of Harpers Ferry, Weverton, and Washington Junction. Secondly, the railway company was financially unstable in 1890 and property could be acquired much cheaper in Berlin than in many other areas. Thirdly, the "wide flat bottom" lands at Berlin made the town a perfect location for the yard.[63]

The individual landholders from whom the railway company purchased its right-of-way for the new freight yard are not known. We do know, however, that the construction which began in 1890 gradually caused the disappearance of "old Berlin."[64]

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[57] "Brunswick's Historic Past," *Brunswick Blade-Times*, October 17, 1940.
[58] John Thomas Scharf, *History of Western Maryland*, Vol. 1 (Philadelphia, 1882; reprint ed., Baltimore: Regional Publishing Company, 1968) p. 623.
[59] Sanderlin, p. 257.
[60] Ibid., p. 258.
[61] Ibid., p. 272.
[62] Williams, p. 237.
[63] Ibid.
[64] Strathern, p. 14; "Brunswick's Historic Past," *Brunswick Blade-Times*, October 17, 1940.

The huge freight yard at Berlin was constructed in two sections. The older section was built between 1890 and 1893 at a cost of one million dollars.[65] The later section was built to the west of the older section in 1906 and 1907.[66]

When work first began on the older section in 1890, Berlin with a population of around 300 suddenly became a boomtown. About 600 workers were immediately added to the town's population.[67] By 1900 the town's population had grown to 2,471 and by 1910, it was over 5,000.[68]

Another reason why the year 1890 marks the beginning of a distinct period in Berlin's history is because in that year the name "Berlin" was changed to the present name "Brunswick." Apparently, the railway company wanted to make sure that Berlin would not be confused with the other Maryland town of the same name. Thus, the company insisted that the name be changed to Brunswick. This was accomplished by an act of the Maryland legislature on April 8, 1890. The act which incorporated the town also set up a mayor and city council form of government, established the boundaries of the town, and prohibited the sale of liquor.[69]

As the new freight yard gradually covered over the original town of "old Berlin," the new town of Brunswick rapidly spread out in all directions. Many subdivisions were developed from the surrounding farmlands.

In 1890 the railway company formed the Real Estate and Improvement Company to subdivide all the land the railway company did not need for its freight yard. These lands are known as the Real Estate and Improvement Company's First and Second Subdivisions.[70] In 1890 and 1891 Charles M. Wenner added two subdivisions to Brunswick. These lands are known as C. M. Wenner's First and Second Additions. The area is commonly known, however, as Wenner's Hill.[71] In 1891 the Brunswick Mutual Land and Improvement Company subdivided land lying between Terrace Avenue and Third Avenue.[72] Meanwhile to the west, in 1890 W. W.[*sic*] Wenner subdivided his First and Second Additions in which he donated an acre for a school on Brunswick Street.[73] Also in 1890 James P. Biser subdivided sixty-seven lots lying between the railroad and the public road

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[65] Williams, p. 238.
[66] Ibid.
[67] Apparently many of the workers were Italians from Philadelphia and blacks from Richmond. *Brunswick Blade-Times*, October 17, 1940;
[68] Williams, p. 239.
[69] Ibid.; "Brunswick's Historic Past," *Brunswick Blade-Times*, October 17, 1940.
[70] The first subdivision lies between First and Sixth Avenues and Potomac and A Streets. The second subdivision lies between Park and Tenth Avenues and Potomac and East H Streets. Later the company subdivided an area referred to as Block One. This block lies along A Street extended from First Avenue to Petersville Road. See Appendix A, Plats 7, 8, and 9.
[71] "Brunswick's Historic Past," *Brunswick Blade-Times*, October 17, 1940. The first addition lies between Petersville Road and Second Avenue and B Street and E Street. The second addition liew between Petersville Road and Second Avenue and F Street and Souder Road. See Appendix A, Plats 10, 11.
[72] See Appendix A, Plat 12.
[73] Eugene L. Harrison, "A History of the Brunswick Schools," *Merry Land Tract* (Frederick: Post Publishing Company, 1911), pp. 8-11. Harrison said that in 1890 W.W. Wenner "donated an acre of ground on Wenner Street for a school building," but Plats 13 and 14 indicates [sic] that the school was between Brunswick Street and Main Street. See Appendix A, Plats 13, 14, and 15.

leading from Brunswick to Knoxville.[74] And in 1906 the Brunswick Industrial Company subdivided 152 lots west of Maryland Avenue.[75]

While the town of Brunswick was expanding during the early 1890's, there was renewed interest in the possibility of building a bridge across the Potomac. Because of this renewed interest, the Brunswick and Lovettsville Bridge Company was incorporated in 1890 by the states of Virginia and Maryland. The company purchased the piers of the old bridge which were still standing and made a contract with the Youngstown Bridge Company of Youngstown, Ohio, to construct an iron bridge on the stone piers of the old bridge. Construction began on June 26, 1893, and was completed on October 16, 1893. Dedication occurred on October 27, 1893. The total cost of the bridge was $60,000. This bridge was different from the first bridge at Berlin not only because it was an iron bridge but also because it extended across the canal.[76] It was used as a toll bridge until October 5, 1934 and was eventually replaced by the present concrete bridge in 1955.[77]

Today the town of Brunswick has a population of 4,493.[78] The town is still greatly influenced by the railroad although many of its residents work elsewhere and therefore are not dependent on the railroad for their livelihood.[79] Physically Brunswick is also still a railroad town. Most of the buildings date from the late nineteenth century and the first half of the twentieth century. This was the period when the railroad freight yard was at its zenith. The following section will describe in some detail the most significant historic resources remaining in Brunswick.

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[74] See Appendix A, Plat 16.
[75] See Appendix A, Plat 17.
[76] "The Bridges of Berlin", *Brunswick Blade-Times*, June 30, 1955.
[77] Ibid.; Brunswick Board of Trade, *Dedication Ceremonies, Brunswick Bridge, July 30, 1955* (Middletown, Maryland: The Valley Register Print, 1955).
[78] Brunswick Board of Trade, *Brunswick, Maryland* (Brunswick: The Brunswick Press, 1977), p. 3.
[79] Ibid., p. 1. Many present-day Brunswick residents work in Frederick and in the Washington, D.C. metropolitan area.

# Chapter II:
# Remaining Historic Resources

There are few canal-related or pre-1890 structures and buildings remaining in Brunswick. The primary reason for this is due to the fact that most of old Berlin was literally laid under by the construction of the Baltimore and Ohio freight yards in the 1890's and early 1900's.

The most important structure remaining from old Berlin and the canal era is lock thirty. During the canal era lock thirty was the center of commercial activity in Berlin. The lock has the shared distinction of being one of four canal locks that were at one time "doubled in length" by wooden extensions.[1] The wooden extensions, along with the wooden lock gates, have long since disappeared however; and today the lock has no outstanding visual features.

Near lock thirty are at least two potential archaeological resources. The lockhouse [*sic*] which stood on lot three in old Berlin was apparently razed in 1954 to make way for the new concrete bridge opened in 1955.[2] The foundation of this house could possibly be uncovered through archaeological research. On the otherhand [*sic*] it is also possible, unfortunately, that one of the new bridge's piers may be resting on the foundation of the lockhouse.[3] Archaeologists may also be able to uncover the ruins of the Jordan, Crampton and Company mills which stood along the canal on lots thirty-two, thirty-three, and thirty-four in old Berlin.[4] The first part of these mills is said to have been built by Mortimore S. Wenner in 1845. It supposedly came under the ownership of Charles F. Wenner in 1853. He added two additional buildings in 1870.[5] Sometime after 1870 the mill complex became part of the partnership of Jordan, Graham, and Wenner.[6] After Wenner's death in 1882 it became the Jordan, Crampton and Company whose successor is the Brunswick Cooperative Association Incorporated located on Souder Road.[7] The complex was abandoned in 1962[8] and was destroyed by fire in 1972.[9]

Across the tracks there are only two buildings that can be considered canal-related resources. Both of them have been altered somewhat since the end of the canal era. They are the John L Jordan House (also known as the Baxter Apartments) and the Wenner Farmhouse. Both houses belonged to men who had business dealings with the canal at one time or another during the canal era.

John L. Jordan Sr. was born in Virginia. At the age of seventeen he moved to Montgomery County, Maryland, where he became employed in the construction of the Chesapeake and Ohio Canal. Later he operated a "grain and milling business" along the canal at Berlin, and was so successful that he was able to go into the wholesale business in Baltimore. He died in Berlin in

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[1] National Park Service, *Chesapeake and Ohio Canal National Historical Park General Plan* (Washington, D.C.: United States Government Printing Office, 1976, p. 57.
[2] Interview with Connie Koenig, October 31, 1977.
[3] Ibid..
[4] Ibid.
[5] Ibid.; Strathern, p. 13.
[6] "Brunswick's Historic Past," *Brunswick Blade-Times*, October 17, 1940. See footnote fifty-five under the "Historical Background" section of this report.
[7] Interview with Connie Koenig, October 31, 1977; Strathern, p. 13.
[8] Strathern, p. 13.
[9] Interview with Connie Koenig, October 31, 1977.

1889.[10] John L. Jordan Jr. was born in Berlin in 1847. In 1868 he joined his father's operation in Baltimore and remained there for three years. In 1870 he came back to Berlin to take charge of his father's operation along the canal, and in 1879 he purchased one-third interest in the operation at Berlin.[11] He became the first mayor of Brunswick in 1890 and served from 1890-1892. He served as mayor again from 1898-1900. In addition, he served as clerk of Frederick County from 1891-1897.[12] The Jordan House which stands on Maryland Avenue north of West Potomac Street was the home of John L. Jordan Jr. It was built around 1855 and was altered by a three-bay addition sometime later.

Charles F. Wenner for many years operated a successful milling and warehouse business along the canal. His farmhouse which stands at North Maple and West J Street was not within the town limits of old Berlin, but it is tied historically to that era because of Wenner's involvement with the canal. It was probably built between 1825-1850, but was not purchased by Wenner until 1868. It has a later addition that was probably constructed in the late 1880's.[13]

There is possibly one other building in Brunswick that dates from the pre-1890 period, but its relationship to the canal and old Berlin is questionable. The exact age of the Cannon Farmhouse at East H Street and Six Avenue is not clear. It could have been built as early as the 1850's or as late as the early 1900's.[14] The farmland on which the house stands was owned by Thomas Cannon in the late nineteenth century. In the 1890's Cannon subdivided a part of his farm for annexation as "Cannon's Addition to Brunswick."[15] The majority of the buildings remaining in Brunswick today were erected during the period 1890-1930 and are therefore related to the railroad rather than to the canal. A few of the major buildings of this period are: the Baltimore and Ohio Railroad Roundhouse (1891), the Baltimore and Ohio Railroad Westbound Station (1891), and the Baltimore and Ohio Railroad Y.M.C.A. Building (1907).[16]

The physical appearance of Brunswick today is that of a railroad town. The National Register of Historic Places inventory nomination form for the proposed "Brunswick Historic District" describes it as "a railroad town of basically circa 1890 to 1930 period construction."[17] The town's canal heritage though still remembered has virtually disappeared from the physical landscape.

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[10] *Portrait and Biographical Record of the Sixth Congressional District Maryland*, pp. 319-320.
[11] Ibid.
[12] Ibid.; Connie Koenig, *National Register of Historic Places Inventory – Nomination Form for the Brunswick Historic District* (Annapolis: Maryland Historical Trust, 1977).
[13] Connie Koenig, *National Register of Historic Places Inventory – Nomination Form for the Brunswick Historic District.*
[14] Ibid.
[15] Ibid.
[16] For a detailed description of the other post-1890 historic buildings that make up the proposed "Brunswick Historic District" see the attached National Register inventory form in Appendix B. This form was prepared for the Maryland Historical Trust by Connie Koenig, President of the Brunswick Historical Society.
[17] This nomination is still pending before the Maryland Historical Trust at Annapolis.

# Appendix A

## Plats of Berlin/Brunswick 1787–1906

[These maps are not available in this edition.]

# Appendix B

NATIONAL REGISTER OF HISTORIC PLACES—NOMINATION FORM
(summary of information taken from Form No. 10-300, (Rev. 10-74)
United States Department of the Interior, National Park Service)

Prepared by Connie Koenig

NAME: Berlin; Barry; Brunswick
BRUNSWICK HISTORIC DISTRICT (preferred)

LOCATION: North bank Potomac River at the intersection of Maryland Routes 79 and 478

CLASSIFICATION:
Category-District
Ownership-Public and Private
Status-Occupied
Accessible— Yes
Present Use— Commercial, Park, Private residence, Religious, Transportation

OWNER OF PROPERTY: Multiple, public and private owners

LOCATION OF LEGAL DESCRIPTION:
Frederick County Courthouse, Court Square, Frederick

## DESCRIPTION

### PHYSICAL APPEARANCE

The boundaries of the Brunswick Historic District include the town of Berlin as laid out in the late 18th century, the B & 0 Railroad yards along the Potomac River, and the part of the 1890-1910 railroad "boom town" that stretches along the rail yards on either side of the original town. Also included with this nomination are two noncontiguous sites, the Koenig house and the Wenner farmhouse and their remaining outbuildings. Only a few buildings remain from this town's first one hundred years, 1790–1890. These include the American Legion Home, the John L. Jordan house, the Wenner farmhouse, and the Koenig house. These and other early structures are scattered throughout the. present corporate limits .of, Brunswick.

The American Legion Home (by David H. Brown)

This was once a story and a half farmhouse, the home of Joseph Waltman who owned "Potomac Farm" which, lay east of the creek behind the Legion Home. The house, however, was within the limits of Berlin. The original part, built in the 1790's, was probably the rear section of the present building as the stone chimney and framing indicate that part is much older than the front.

The main or front portion was constructed soon after 1845 and was composed of the wooden portion of the wood and iron rails that were replaced in that year by iron ones. The house was altered in 1902 to a full two-story building and a cinder block wing was added to the north after its purchase by the American Legion in 1946. The main block of the building is presently a two-story, three-bay structure with 10/10 sash windows and a one-bay Greek Revival style entrance portico. There is an A-roof, dentilled cornice, and an exterior chimney on the south end. The building is covered with white clapboards. It stands on the east side of Maple Avenue at Walnut Street.

The John L. Jordan House (now known as the Baxter Apartments).

West side Maple Avenue, north of West Potomac Street. Built circa 1855, this is an L-shaped, stuccoed house of 2 1/2 stories with a gable roof. It is three bays wide with the entrance in the north bay and a porch across the front. A three-bay addition out the back connects to another gable-roofed section. This was the home of John L. Jordan, the first mayor elected after incorporation of Brunswick in 1890. Jordan served two terms as mayor, from 1890 to 1892 and from 1898 to 1900. He also served as Clerk of the Circuit Court of Frederick County from 1891 to 1897.

The Wenner farmhouse.

The main block of this brick house was built in the period 1825–1850; the frame addition was built in 1887. It is located on the east side of North Maple Avenue at its intersection with West J Street. The farmhouse has a gable roof, outside end chimneys with corbel-caps, and a stone foundation. It has a three-bay main facade with a central entrance framed with transom and sidelights and two 2/2 sash windows A frame porch extends across this west facade. A smokehouse of common bond brick also stands on the property. This farmhouse is one of the oldest structures within the city boundaries. The house is named for Charles Fenton Wenner, a successful miller, merchant, and farmer who purchased it in 1868. In the 1890's he annexed forty acres of his farm land to the town as "Wenner's Addition to Wenner's Brunswick." From 1935 until recently the house was owned by one of Wenner's grandsons, who worked as Yardmaster in Brunswick for the B & 0 for forty years.

The Koenig House or Cannon farmhouse.

This fieldstone house, built in the third quarter of the 19th century, is located on the north side of East H Street at its intersection with Sixth Avenue. It is a 2 1/2- story, three-bay house with the entrance in the easternmost bay. There is a single dormer on all but the rear face of the hipped roof. The springhouse on the property is composed of a stone section with a gable tin roof and a concrete addition with a leanto tin roof. Built in a "hangover Georgian" style, the house was originally constructed as a summer cottage. It later became a farmhouse and is now a city residence within the town limits of Brunswick. Thomas J. Cannon, late 19th century owner of this property, was a prominent citizen in the area. A land company he formed in 1890 annexed 160 acres to the town as "Cannor Addition to Brunswick." The major B & 0 buildings in Brunswick dating from the period circa 190? include the roundhouse, the railroad station, and the B & 0 YMCA building.

The Baltimore and Ohio Roundhouse.

In 1891 a frame, iron-covered roundhouse was built in the newly-laid B & 0 yards as an engine terminal where engines were repaired and changed direction. By 1907 a brick, twelve-stall roundhouse in the shape of a quarter circle had replaced this structure. In 1916–17 another brick quarter circle extension was built; by 1927 a small brick "leanto" had been added to the east, bringing the capacity to nineteen stalls at its peak and employing 500 men. Many-paned bay windows encircle the one-story, semi-circular building and groups of three pilasters support the three-part entablature encircling the flat roof. [1]

Baltimore and Ohio Station (westbound).

In 1891 the Real Estate and Improvement Company built this Queen Anne-style station at the end of the present Seventh Avenue near the B & 0 tracks. It was meant to be an incentive for prospective buyers of the houses being constructed by the company in that area of town. However, in this location outside the commercial crossroads area near the bridge, the station was little used. Several years of clamoring by the townspeople for a better facility near the business district finally resulted in the removal of this building to its present site at the intersection of Maple and Maryland Avenues. It is a frame, 1 1/2-story structure with two gabled dormers on the south side of the gable roof. These dormers each contain a Palladian style window. A pent roof with exposed rafters encircles the north, west, and south sides. Shingle siding covers most of the building, with an imbricated pattern in the shingles of the dormers.

Baltimore and Ohio Y.M.C.A. Building.

Constructed circa 1907, this is a three-story frame building on a full brick basement. It is situated on the south side of East Potomac Street between First and Second Avenues, immediately by the side of the rail yards. Also a Queen Anne-style building, it is twelve-bays wide and seven deep, a large, square building erected by the Railroad.[2]

**The town of Brunswick** consists of the railroad yards along the river with the several buildings connected to it (see above), **the downtown business district** along West Potomac Street in what was Old Berlin, and numerous residential districts, of different character. The business district is limited for the most part to the several blocks along West Potomac Street from Virginia to First Avenue. The street here is lined with stores and office buildings. Some are simply remodeled houses; most are actual store and office buildings of late 19th and early 20th century vintage.

On the southeast corner of Maple Avenue and West Potomac Street is the **Law Building**. It is a 3 1/2-story brick structure with the entrance bay set diagonally across its northwest corner. There are store windows on either side of the doorway which is an arched one. Above these is a single 2/2 window on each floor. Above the arched doorway in the entrance bay are two bay windows. There are stone lintels above the windows of the building; a modillion cornice with dentilled

[1] The roundhouse was demolished in 1996. (Karen M. Gray, 9/15/11)
[2] The Brunswick YMCA was destroyed by fire in 1982. (Karen M. Gray, 9/15/11. See: http://www.brunswickmd.gov/files/Forms/BrunswickHistory.pdf)

frieze extends around the top of the flat-roofed building with peaks over the bays containing attic windows. There is a three-story porch in the northeast corner of the building.

The **Pharmacy** on the southeast corner of Maryland Avenue and West Potomac Street is a three-story, five-bay building of brick. The front is laid in Flemish bond with glazed headers; the bays are marked by a tall, narrow arch which contains the windows of the second and third stories; a modillion cornice with dentilled frieze is topped with a partial story exhibiting pilasters and a molded cornice. The first floor has had a mid-20th century store front applied to it. The two stores to the left of this are of a similar type, though they are two-story structures.

Further to the west on the north side of the street is the **Farmers and Mechanics National Bank**, a two-story, three-bay building of ashlar masonry laid in regular courses. The three bays are separated by Doric order pilaster of the stone; a dentilled cornice extends around the building three courses from the flat roof; the simple entrance contains a modern door and is flanked by two iron columns topped with spherical lights.

The bridge carrying Maryland Route 79 through Brunswick and over the Potomac to West Virginia forms a **division in the townscape**. To the west are streets lined with houses that are for the most part built so close together that they give the appearance of rowhouses. The houses on the west side of Delaware Avenue north of West B Street are two-bay, frame buildings with the gable end facing the street. They have porches across the front, one story above the street with latticework sides on the basement and first floor levels. The view from B Street shows a continuity in the profile of these buildings, a long series of similar roof lines and porches, all painted white.

The **houses on Brunswick Street** are also individual ones; they do not give a rowhouse appearance, however, as each has a slightly different styling. They are all two or three-bay, two to 2 1/2-story buildings, usually of frame with a one-story front porch. Several larger public buildings are interspersed in some of the residential districts. For example, on Brunswick Street between Dayton and Delaware Avenues are the **Brunswick Post Office and the public library**. The former is a small, brick, 20th-century box, and the latter is a two-story, sixteen-bay brick building, perhaps once a school.

The **houses on West Potomac Street** in the 300, 400, and 500 blocks are again single buildings built so close together and in such similar styles that they appear to be rowhouses. These are 2 1/2-story, two to three-bay houses of frame with front porches and gable ends to the street, distinguished from one another only by their paint colors.

The **area within the historic district boundaries** to the east of Maryland Route 79 and to the northeast of the business district consists of larger more individualized houses interspersed with numerous churches. These are again two to 2 1/2-story frame structures with porches, but some of them are L-shaped, some are very large square buildings, and some are rectangular. There are more trees on these streets and the lots are larger, all of which gives this area a more spacious look than those described above.

There are three churches within two blocks on A Street. The **First Baptist Church**, a brick

structure of Gothic-influenced Georgian design, stands on the north side of A Street at Maple Avenue; **Bethany Lutheran Church** on the northwest corner of A Street and First Avenue is an Italianate Gothic brick building; and the **Grace Protestant Episcopal Church** on the northwest corner of A Street and Second Avenue is a stone, buttressed Gothic Revival building.

South of this area, across **East Potomac Street from the rail yards** is another row of the detached but rowhouse-appearing buildings. These are again 2 1/2-story, two or three-bay structures of frame with porches and gable ends facing the street. Moving east along East Potomac Street, there is a **park at the corner of Park Avenue** followed by another block of similar houses.

Above this is a hill with a number of more varied houses on larger lots. Along the ridge that is Tenth Avenue are several very large Victorian frame houses. On East B Street are more modest houses similar to those on A Street. On Park Avenue parallel to East B Street the houses are also similar in appearance but are placed closer together on their lots with less trees around them. Brunswick is stretched along the Potomac River bank which carries the Chesapeake and Ohio Canal and the Baltimore and Ohio Railroad tracks and yard that have supported the town since the early 19th century. With its varied residential districts and small business center, it survives as an example of the sort of town built by the railroads in the late 19th and early 20th centuries.

STATEMENT OF SIGNIFICANCE

Brunswick is a town with a double, heritage, one of which is reflected in its physical appearance, and the other of which, except for a few scattered buildings, is extant only as a part of recorded history. In its early days, Brunswick (then known-as Berlin) was a small, river town whose trade-oriented economy was boosted by the arrival of the Chesapeake and Ohio Canal and the Baltimore and Ohio Railroad in the second quarter of the 19th century. The growth of the railroad ultimately altered the town beyond recognition when a large rail yard established there in the 1890's caused a massive building boom. Brunswick today is a railroad town of basically circa 1890 to 1930 period construction, with very few visual remnants of its earlier and quieter identity.

The land on which Brunswick is situated was a land grant of 3,100 acres called "Hawkins Merry Peep-0-Day," given to John Hawkins in 1753. A part of this tract owned by Leonard Smith in 1787 was laid out in a town of ninety-six lots which Smith called Berlin. A flour mill was established and trade developed with: the surrounding area. Berlin was situated on the north-south route between Frederick County, Maryland, and Loudon County, Virginia. A ferry operated here before 1822 and in 1859 a wooden toll bridge was built over the Potomac to replace the one burned in the Civil War. The increased traffic created by the coming of the C & 0 Canal reinforced Berlin's position as a local center of commerce. The construction of the B & 0 Railroad from Point of Rocks to Hagerstown through Berlin also added to the town's prosperity.

During the Civil War, the Confederates took advantage of Berlin's location to make raids into Maryland, using a pontoon bridge when the bridge there was burned. The Union forces also passed through the town, as after the battles of Antietam and Gettysburg, Generals McClellan and Meade each camped their armies here before advancing into Virginia.

A picture of Berlin penned by Alexander Gardner, a Civil War photographer published to accompany a photograph of the bridge at Berlin in his Gardner's Photographic Sketch Book of the Civil War, is as follows:

> Berlin is a quiet little village on the B & 0 Railroad, 12 miles from Point of Rocks. A fine bridge connected with the Virginia shore until June, 1861 when the Confederates sacrificed it to the spirit of destruction that ruined Harper's Ferry and laid waste the border. Its inhabitants, numbering about 500, are dependent principally for support upon the business of the C & 0 Canal, which passes the place, and during the war, from the interruption of navigation, necessarily suffered much hardship.

In his 1882 history of western Maryland, J. Thomas Scharf wrote about Berlin:

> This village (Barry Post-Office) is on the Baltimore and Ohio Railroad, seventy-five miles from Baltimore, and fifteen from Frederick by county road. The town has great advantages for trade, and does a large business in grain, fertilizers, and coal.

The small, but prosperous 19th century town of Berlin underwent a metamorphosis beginning in 1890, resulting in the turn of the 19th century town of Brunswick. This transformation is described in a handbill published in 1896:

> There once was a town of Berlin, and it was a nice, quaint old place but in 1890 the B & 0 R.R. Co., finding itself crowded at Martinsburg, West Virginia, for yard room, packed up its goods and chattels and moved about twenty-five miles farther east to what was then Berlin, Maryland. Here at once freight yards were established, with the capacity of 4,000 cars; large freight transfer sheds were also built, and before the world had time to think of it, the city of Brunswick had been added to Maryland's list of municipalities and was booming as was no other town in the state.

T.J.C. Williams also wrote of this change in his 1910 history of Frederick County:

> Before the construction of the yard, the town was known as Berlin; it had about two hundred inhabitants, having dwindled to this number from five hundred or more immediately preceding the Civil War. The only enterprises which seemed to afford a gainful occupation for her citizens were two grocery stores, a saloon, a flour mill, and the railroad itself, whose section gang was located at the place; in all there seemed to be employment for less than a score of men out of a total population of about two hundred. In 1890, however, the work of constructing the new yard began....As if by magic a town of six hundred inhabitants sprang up consisting mainly of the contractor's force....As the work neared completion the temporary inhabitants were replaced by permanent residents until, in place of the contractor's city of six hundred, appeared a stable community of two thousand which has steadily grown to the present proportions….[B]eginning about 1893 the new town began to grow with the rapidity of a 'boom town' on the plains. Railroad men began to build homes and move into them. Street after street was built, electric lighting was introduced; a town hall; Masonic hall; churches, schools and other public buildings went up; pavements were made and a modern town appeared on the map of Frederick County.

Brunswick (changed in 1890 from Berlin to avoid confusion with Berlin in Worcester County) today is a railroad town of turn of the century vintage. Although there are a few earlier houses, most notably the Wenner House and the Koenig House on the outskirts of the town, the majority of buildings were built during the period 1890 to 1930. There are many row-type houses along the railroad yard and in the western section and houses spaced more openly in the center of town and along the cliffs in the southeast section, giving the appearance of housing constructed for the railroad workers and for those who came to serve the community created by the railroad.

The railroad yards at Brunswick have continued as a repair shop and switchyard from 1890 until the present. Until the 1950s they were equivalent in size and importance to the yard at Cumberland, Washington County[3] (the latter is now larger). Brunswick was a coal classification point where coal from the west was held until it was transported to the docks in Baltimore. It was also the first division point out of Baltimore going west. Division points, located approximately every 100 miles on the railroad, were places where the train crews changed shifts. The primary purpose of the B & 0 YMCA in Brunswick, probably built by the railroad and leased to the YMCA, was to house the crews who ended their shifts in the town. As a YMCA, however, the building was also available to the townspeople who belonged to it.

From the point of view of historic preservation, Brunswick presents an unusual opportunity to study the environment of a late 19th century railroad town. For, as 19th century Berlin was lost to the circa 1900 railroad boom town, so many such railroad towns have themselves been lost in the path of progress.

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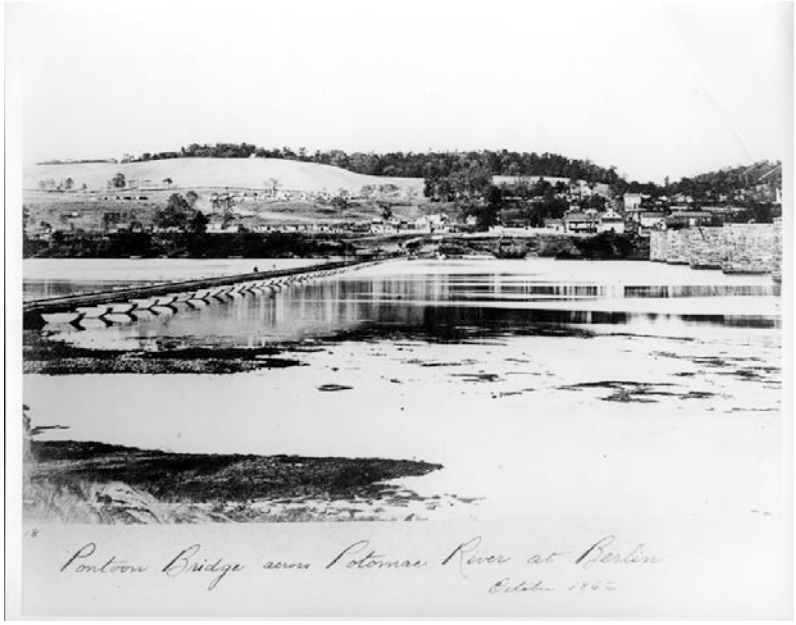
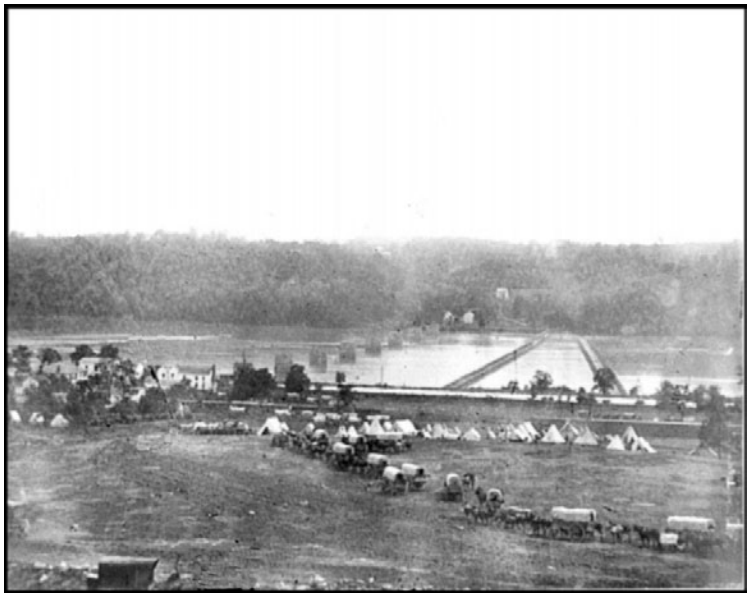
[3] Cumberland is in Allegany Country, formed when Washington Country was split in 1789. (Karen Gray, 9/15/11)

Appendix C

Photographic Images[1]

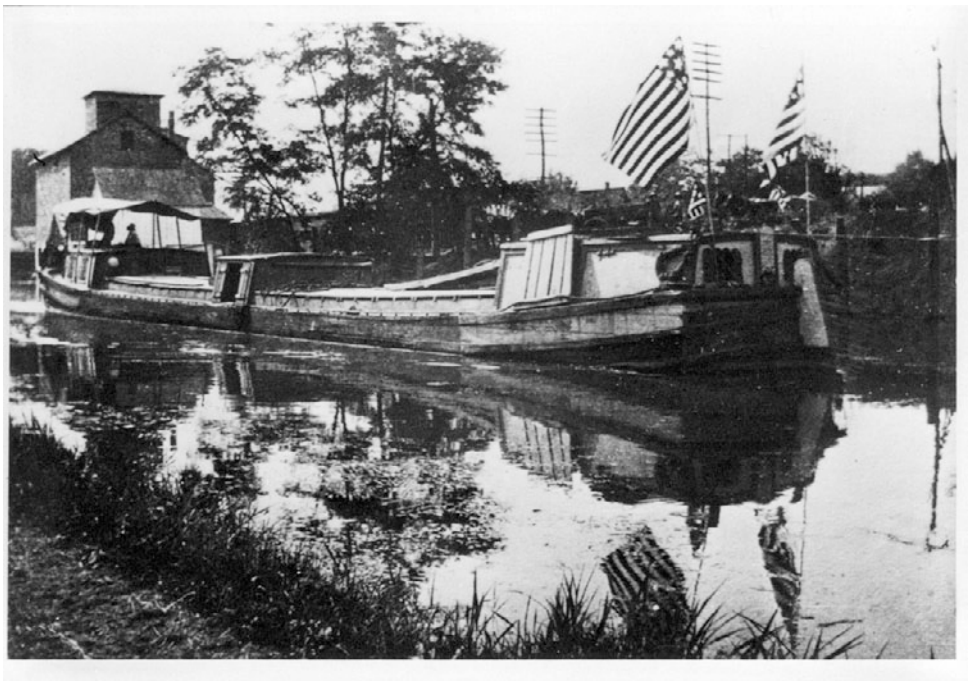



Photograph taken by Alexander Gardner in 1862 shows Berlin (with pontoon bridge) from the Virginia side of the Potomac. From *Alexander Gardner's Sketchbook*, War Department General Staff Files, Record Group 165–SB, National Archives



Union forces near Berlin with pontoon bridges in the background.
Photo by Alexander Gardner September/October, 1862.

[1] NOTE: Some of the images in this appendix were used in the original HRS, but others were not. Some of those in the original HRS were not available for this edition.



Canal boat near Jordan and Crampton Mill at Brunswick around 1909 or 1910.
The mill was destroyed by fire in 1972. Note the unusual arrangement of stars on the flag.
(National Park Service, C&O Canal NHP)

Lockhouse at Brunswick during the 1936 flood. The Lockhouse was torn down in 1954
to make way for the construction of the Highway 17 concrete bridge across the Potomac.
(National Park Service, C&O Canal NHP)

Jordan and Crampton Mill looking downstream in 1964.
(National Park Service, C&O Canal NHP)

Canal with Lock 30, the mill, and the Potomac bridge in the background;
and the B&O mainline and sidings in the foreground.
(National Park Service, C&O Canal, NHP)

Brunswick Lock 30 looking upstream. (National Park Service, C&O Canal NHP)

Bridge over the canal, towpath, and Potomac at Brunswick with the mill in the background and lock on the left. (National Park Service, C&O Canal NHP, Hicks Collection)

Approaching Lock 30 at Brunswick from upstream with the Potomac Bridge and mill. (National Park Service, C&O Canal NHP Hicks Collection)

Aerial view of Brunswick, 1955. (National Park Service, C&O Canal NHP)

Brunswick area from Catoctin Mountain (National Park Service, C&O Canal, NHP)

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