CITY OF CUMBERLAND MARYLAND

Cumberland Historic Survey Project: Canada-Viaduct District Jane Gates Property and Gates Family Houses The Dingle White Oaks Survey District

Prepared by:

Brian Cleven
Lorin Farris
Adam Thomas
Cheri Yost
HISTORITECTURE, LLC

Prepared for:

City of Cumberland, Maryland
Certified Local Government Grant P16AF00024
September 2017

HISTORITECTURE LLC
architectural history | preservation planning | digital preservation media


Murphy's
FURNITURE

Cumberland Historic Survey Project:
Canada-Viaduct District
Jane Gates Property & Gates Family Houses
The Dingle
White Oaks Survey District

Prepared by:

Brian Cleven
Lorin Farris
Adam Thomas
Cheri Yost
HISTORITECTURE, LLC

Prepared for:

City of Cumberland, Maryland

Certified Local Government Grant P16AF00024

September 2017

CITY OF CUMBERLAND MARYLAND

The activity that is the subject of this survey report has been financed[in part with Federal funds from the National Park Service, U.S. Department of the Interior, made available through the Maryland Historical Trust, an entity within the Maryland Department of Planning. However, the contents and opinions do not necessarily reflect the views or policies of these agencies nor does the mention of trade names or commercial products constitute endorsement or recommendation by these agencies.

Regulations of the U.S. Department of the Interior strictly prohibit unlawful discrimination in departmental Federally-assisted programs on the basis of race, color, national origin, age or handicap. Any person who believes he or she has been discriminated against in any program, activity or facility operated by a recipient of Federal assistance should write to: Director, Equal Opportunity Program, U.S. Department of the Interior, National Park Service, 1849 C Street, N. W., Washington, D.C. 20240.

HISTORITECTURE LLC
architectural history | preservation planning | digital preservation media

Table of Contents

SECTION I: PROJECT OVERVIEW 1
- Identification of Survey Areas 1
- Methodology 2

SECTION II: HISTORIC AND ARCHITECTURAL CONTEXTS 5
- Cumberland, the Queen City 5
- Canada-Viaduct District 11
- "An Estimable Colored Lady:" Jane Gates, Her Family, Her Houses 31
- "Homes of Rare Beauty of Architecture:" The Dingle 43
- White Oaks Survey District 49

SECTION III: SURVEY FINDINGS 57
- Canada-Viaduct Historic District 57
- Jane Gates House and Gates Family Houses 58
- The Dingle 59
- White Oaks Survey District 59

SECTION IV: RECOMMENDATIONS 73
- Further Research 500 Block of North Mechanic Street 73
- Ethnographic Research in Canada-Viaduct 73
- Encourage Tax Credits 73
- Interpretation and Promotion of the Gates Properties 73
- Continued Research of the Gates Properties 74
- Further Research for The Dingle 74
- Local Designation for The Dingle 74
- White Oaks Oral History and Outreach 74

SECTIONS V & VI: EFFECTIVENESS OF THE REPORT AND LOCATION OF FINAL PRODUCT 75

SECTION VII: REFERENCES CITED 77

APPENDIX A: RESEARCH DESIGN 83

Acronyms and Abbreviations

CLG	Certified Local Government
CURA	Cumberland Urban Renewal Agency
GIS	Geographic Information System
M.E.	Methodist Episcopal
MHT	Maryland Historical Trust
MIHP	Maryland Inventory of Historic Properties
n.d.	no date
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
SOI	Secretary of the Interior

On the cover. The survey areas covered in this report include (top to bottom) the Canada-Viaduct District, the Jane Gates Property and Gates Family Houses, The Dingle, and the White Oaks Survey District.

Section I

Project Overview

The purpose of the project was to provide needed updates to the City of Cumberland's forty-year-old comprehensive historic resource inventory. The City of Cumberland will use the data developed through this survey project to fulfill its responsibilities to manage historic resources within the city. The project provided documentary, photographic, contextual, and analytical information on historic resources including the Jane Gates Property and Gates Family Houses (Gates Houses), two potential districts—The Dingle and White Oaks—and a resurvey the Canada-Viaduct District (AL-IV-A-142).

Financial support for this project came from Maryland's Certified Local Government (CLG) program, which is administered by the National Park Service and the Maryland Historical Trust (MHT). CLG programs are administered by the federal Historic Preservation Fund. Maryland awards 10 percent of its annual allocation to CLG projects every year. The City of Cumberland provided partial funding as required by MHT and hired Historitecture, L.L.C., to complete the project.

Historitecture reviewed existing background information, including historic maps, existing MIHP Forms, Geographic Information System (GIS) information, State of Maryland Department of Assessments & Taxation data records, and information provided by the City of Cumberland. Survey and documentation included the following tasks: conduct field surveys of the four survey areas; define survey district boundaries; prepare Determination of Eligibility forms and complete MIHP survey district forms for each survey area. This report summarizes the project and follows the Secretary of the Interior's Guidelines for Historical Documentation (26 CFR § 800.4) and the Standards and Guidelines for Historical and Architectural Investigations in Maryland (MHT, 2000).

IDENTIFICATION OF THE SURVEY AREAS

The four survey areas included in this project were located in the City of Cumberland, Maryland, the state's western gateway city and the seat of Allegany County.

The Canada-Viaduct District (AL-IV-A-142) derives its name from the historic Canada Company Firehouse and a nineteenth-century railroad viaduct. The district is located south of Henderson Avenue and contains most of North Centre and North Mechanic Streets, Polk Street, and Hanover Street. There are approximately 258 properties located within the Canada-Viaduct District, including 86 commercial and 6 religious properties, with a mix of nineteenth and early twentieth-century buildings and structures.

Jane Gates Property & Gates Family Houses (AL-IV-A-145-3) are located at 515, 511, 509, and 503/505 Greene Street on the City's west side, west of Wills Creek and north of Interstate 68. The property is believed to be some of the oldest homes owned by African Americans in the City and one house was continuously owned by the Gates family for over 122 years.

The Dingle (AL-IV-A-174) is also located on the City's west side and is bordered by Braddock Road to the north and Greene Street to the south and includes houses located on Windsor Road and Buckingham Road. The Dingle was established as a private gated community—possibly the first in Allegany County—in 1913. Approximately fifty-three residential properties are located in the neighborhood.

The White Oaks Survey District (AL-III-C-186) contains mostly mid-twentieth century residential buildings and its boundaries extend from the intersection of the westbound lane of Industrial Boulevard and East Oldtown Road to the intersection of East Oldtown Road and White Oaks Avenue and to the intersection of Church Street and White Oaks Avenue. The neighborhood has experienced some modern infill construction. The White Oaks Survey District has approximately fifty-eight properties, most of which are residential, and a large, associated shopping center.

METHODOLOGY

The Historitecture team that conducted this study consisted of architectural historians and historians who meet the Secretary of the Interior's (SOI) Professional Qualification Standards cited in 36 CFR Part 61 in their respective disciplines. Principal Historian Dr. Adam Thomas direted the team, met multiple times with City of Cumberland's Community Development Programs Manager, Kathy McKenney, and presented the project to the Historic Preservation Commission. Brian Cleven and Lorin Farris completed the research and field work, defined the survey district boundaries, and completed MIHP survey forms. Project Manager Cheri Yost edited the forms, prepared the survey report, and assembled the project deliverables.

Fieldwork and Photography

Fieldwork involved recording architectural features and photographing principal buildings in the survey areas. Mr. Cleven took the digital photographs in conformance with the Standards for Submission of Digital Images to the Maryland Inventory of Historic Properties (MHT 2015). For the survey districts, he took at least one image of the principal building on each property, as well as overall, contextual photographs of the neighborhoods. At the Gates Houses, he photographed as many elevations as possible. The Historitecture team met with the Gates Family and local historian Lynn Bowman at the Gates Property.

Background and Archival Research

Historitecture gathered information from a number of local repositories and online sources relevant to the project, including the Allegany County Public Library, Enoch Pratt Free Library in Baltimore, records from the Allegany County Clerk and Recorder, Sanborn Insurance Maps, digitized newspaper collections, electronic databases such as Ancestry.com for genealogical records, and online searches for relevant topics. Historitecture reviewed existing background research relevant to complete this study, including historic maps, Geographic Information System (GIS) analysis, and State Department of Assessments & Taxation data records, and information provided by the City of Cumberland. Historitecture gathered existing MIHP and National Register of Historic Places (NRHP) forms on historic properties and districts near the survey areas, based on findings from MHT's Medusa cultural resources information system. The SOI-qualified architectural historians reviewed these forms to assist with determining the survey districts' historic periods and significances. Research also involved a review

of existing bibliographic, photographic, and documentary material relevant to the project area. The methodology used to complete the background research of the project areas followed the Secretary of the Interior's Guidelines for Historical Documentation (26 CFR § 800.4) and the Standards and Guidelines for Historical and Architectural Investigations in Maryland (2000). Research methods and the results of analysis were incorporated into the individual MIHP form for the Gates Houses and the three MIHP survey district forms.

Form Completion

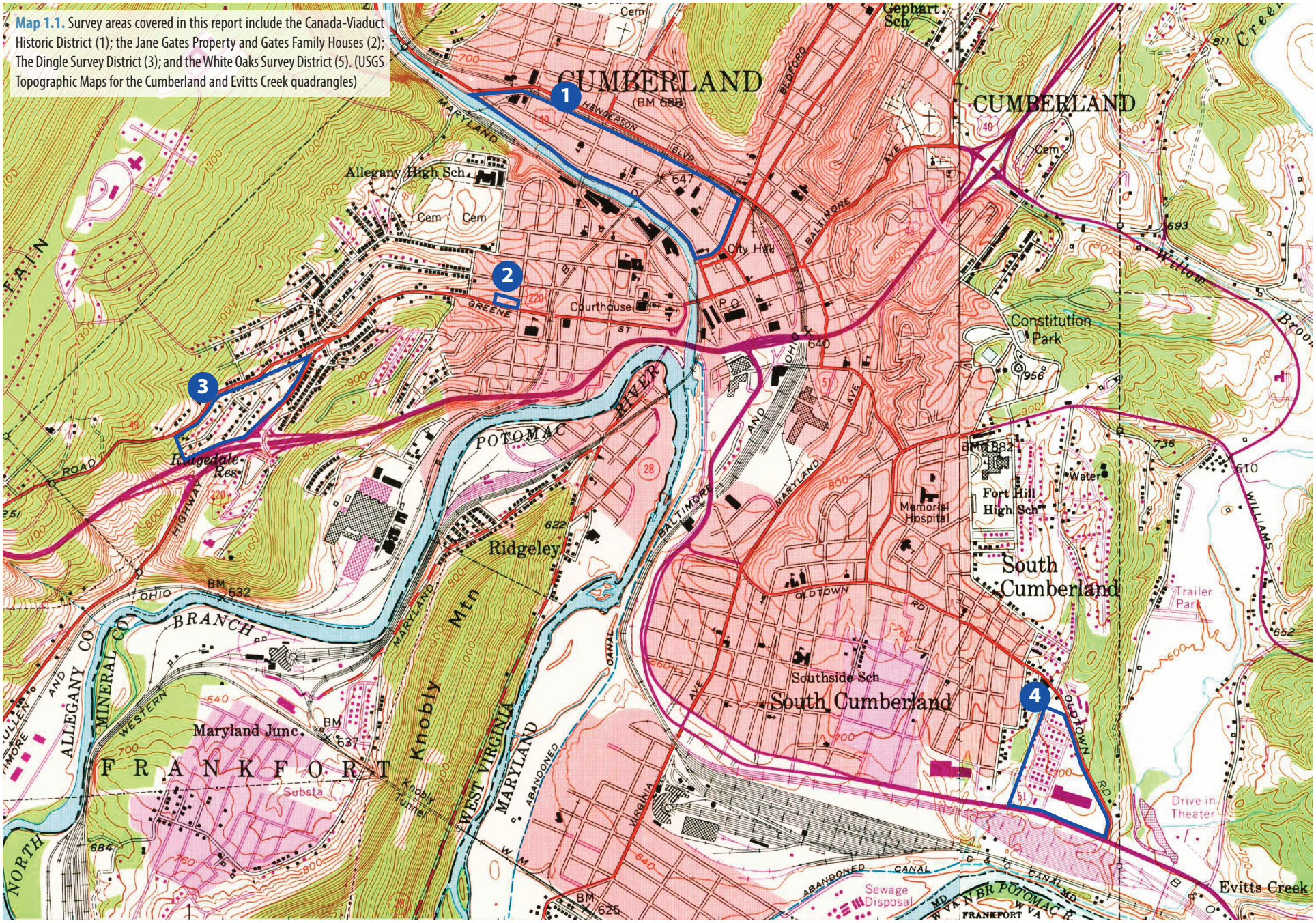
Historitecture produced an individual MIHP form for the Gates House and three MIHP survey district forms for the Canada-Viaduct District, The Dingle, and the White Oaks Survey District. This work was performed in accordance with Chapter IV of the Standards and Guidelines for Architectural and Historical Investigations in Maryland (2000) and the Standards for Submission of Digital Images (2015). Historitecture drew from existing MIHP forms for the history of nearby individual properties located in the project area, materials provided by City of Cumberland, previous research, and the survey findings to demonstrate the historical significance of the Gates Houses and the three survey districts. A chain of title was included with the individual MIHP form for the Gates House. For all properties, representative buildings were selected and described in further detail in Section 7, and character-defining features such as landscape features, setbacks, trees, curbs, and sidewalks were noted in the forms. Each survey district form includes a statement of significance and historic context in Section 8. Topographic and parcel maps accompany the form. Photo logs list the printed 5x7 photographs (approximately 20 per property), which meet the National Register's seventy-five-year archival standard; they were printed with an Epson Stylus Photo 1400 inkjet printer using Epson Ultra Premium Glossy Paper and Epson inks. Historitcture provided a cd of the photos to MHT.



This house at 1426 Willow Court (1961) in White Oaks has many of the original elements that mark this midcentury home such as its ranch form, car port (now partially enclosed), tripartite picture window, synthetic veneers, and wrought-iron supports. (Historitecture 2017)

Residential Style Guide

Historitecture developed descriptions of midcentury residential styles for Chapter 4 of the Preservation District Design Guidelines for Cumberland, Maryland (revised in 2015), based on the findings from the White Oak neighborhood survey district, which has a high concentration of midcentury residential styles. The dominant midcentury architectural styles were identified and a photograph representing each style included. Descriptions define their common character-defining features.



Map 1.1. Survey areas covered in this report include the Canada-Viaduct Historic District (1); the Jane Gates Property and Gates Family Houses (2); The Dingle Survey District (3); and the White Oaks Survey District (5). (USGS Topographic Maps for the Cumberland and Evitts Creek quadrangles)

Section II

Historic and Architectural Contexts

CUMBERLAND, 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 import 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.

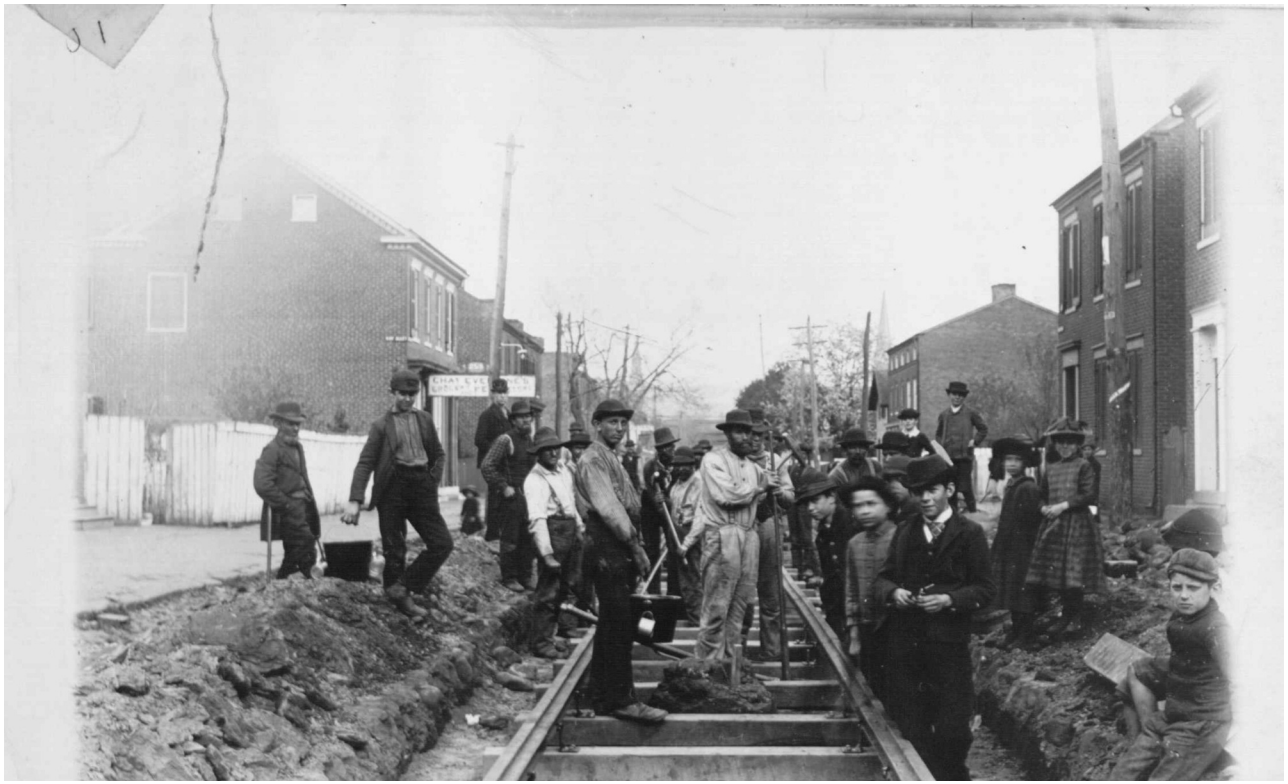
The confluence of waters made the Cumberland area an ideal home for native peoples for centuries. Early settlers included Germans, Swiss-Germans, and Scot-Irish from Pennsylvania. Then in 1754, English merchants established Fort Cumberland. The Fort served as a key outpost on the Potomac River during 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. (Stegmaier et al. 1976:212). With the B&O Railroad as a secure anchor within Cumberland, they 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

Historic Context Explained

An historic context is the story of a place that provides an overview of the City, including transportation improvements and economic drivers in the region. Contexts explain who lived in the area and how they made their living. A context is crucial to determining if resources in a particular area, such as buildings and landscapes, are historically significant and worthy of designation and protection.



The Canada-Viaduct area benefitted from many rails including the B&O Railroad and the streetcar. Here men lay tracks on North Centre Street near Valley Street, around 1891. (City of Cumberland, Herman Miller Collection 0058)

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 recovered in 1878. The mill reopened 1879, but after 1883, the B&O began purchasing rails from other manufacturersclosing 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 (Allegany 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 (Allegany 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 Cum-

berland 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 17,128 in the 1890s (Stegmaier et al. 1976:220-221). Always a small minority, the African American population of Allegany County represented about three 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 Company raised funds and sought out suitable industrial sites to entice companies to build in Cumberland. 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.).



Kelly-Springfield Tire Companywas a huge presence in Cumberland. (City of Cumberland, Herman Miller Collection 0788)



Cumberland had several significant flood events, including the March 2, 1902 flood shown above on Mechanic Street, and the St. Patrick's Day flood in 1936. (City of Cumberland, Herman Miller Collection 1988)

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.

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.).

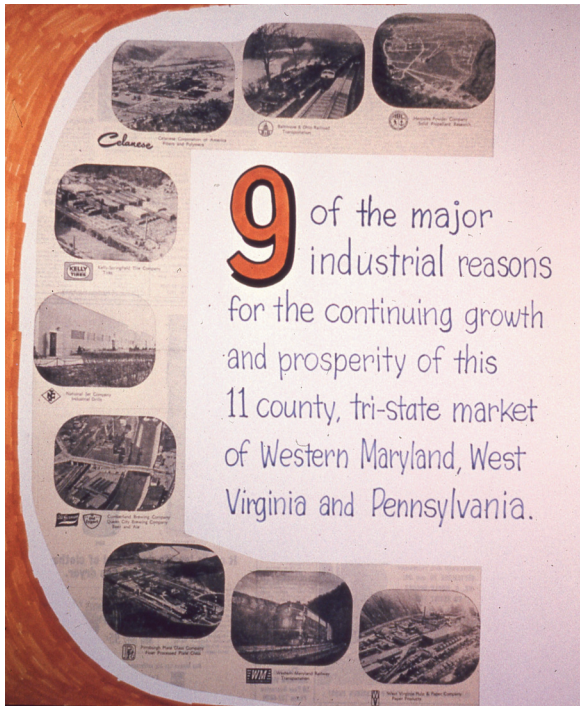
Fabric defined another of Cumberland's major industries in the 1920s. In 1917, the U.S. War Department asked the Dreyfus brothers, Camille and Henry, to establish a plant in America to produce dope (a plasticized lacquer) for treating aircraft wings (Chamber of Commerce n.d.). The war ended before the 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 dying 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). 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 (Allegany 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



The Cumberland Urban Renewal Agency (CURA) promoted the growth of the area through its industries including the Baltimore and Ohio Railroad, Western Maryland Railway, the Cumberland Brewing Company, Celanese, and Kelly Tires. The Queen City Station, below left, was one of many buildings demolished during urban renewal. (City of Cumberland, CURA slides)



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 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 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).

CANADA-VIADUCT DISTRICT

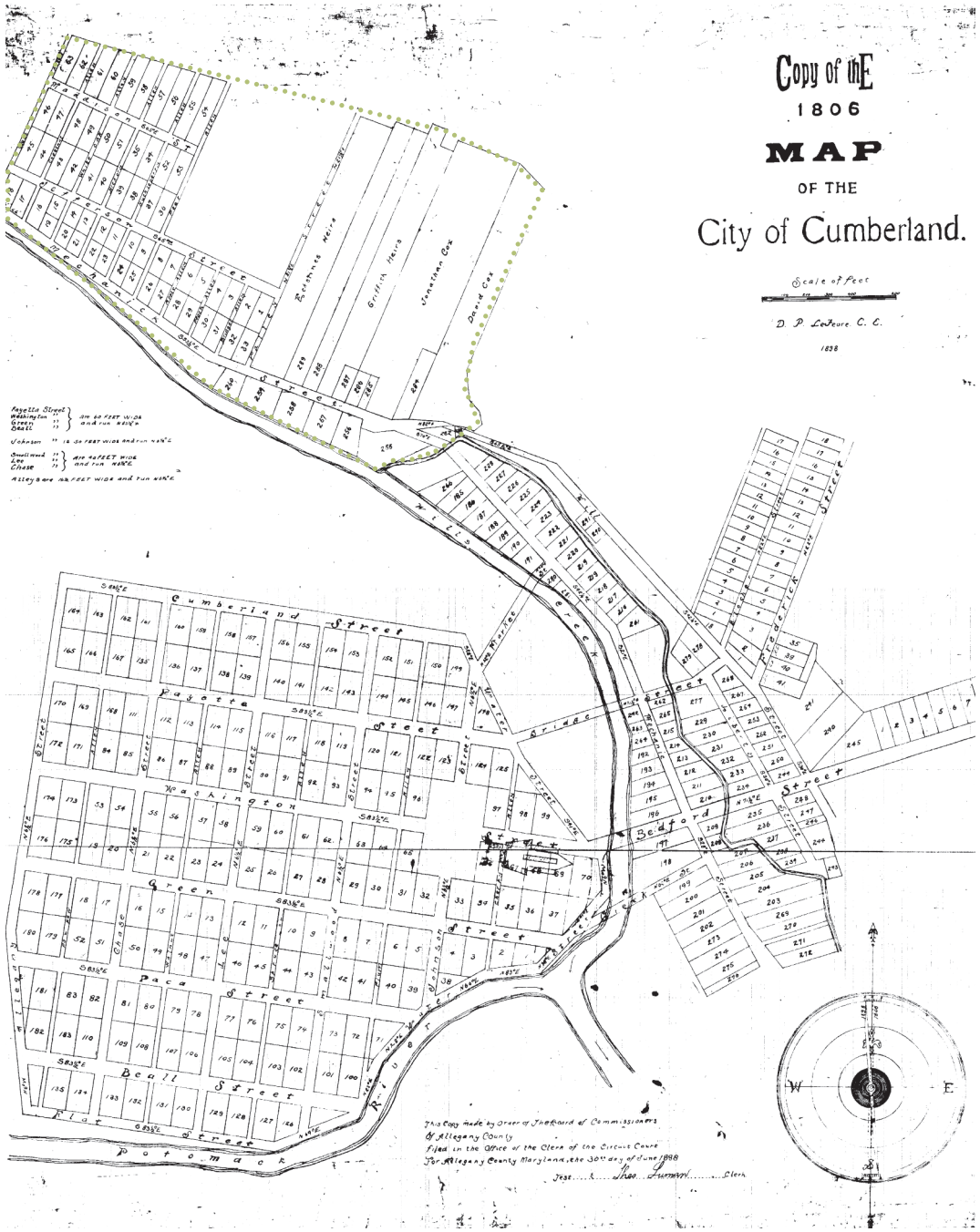
Canada-Viaduct is one of Cumberland's earliest neighborhoods. Its rise in the nineteenth century to its decline in the mid-twentieth century mimicked the larger narrative of Cumberland. As a result of the neighborhood's long history and multitude of uses, Canada-Viaduct today hosts an astonishing array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



The B&O Railroad runs through north Cumberland, with Shriver's Hill (foreground), Wills Creek, and the Narrows defining the edge. The Canada-Viaduct district is the area between the B&O and Wills Creek. (City of Cumberland, Herman Miller Collection 1679)



The 1806 Map of the City of Cumberland shows the area mentiond in the text, highlighted by the green, dotted line. This map predates the construction of the B&O Railroad, and thus is not an accurate reflection of the survey area. (City of Cumberland)

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 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 west to east, the cross streets were West Alley (disap-

pears 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.

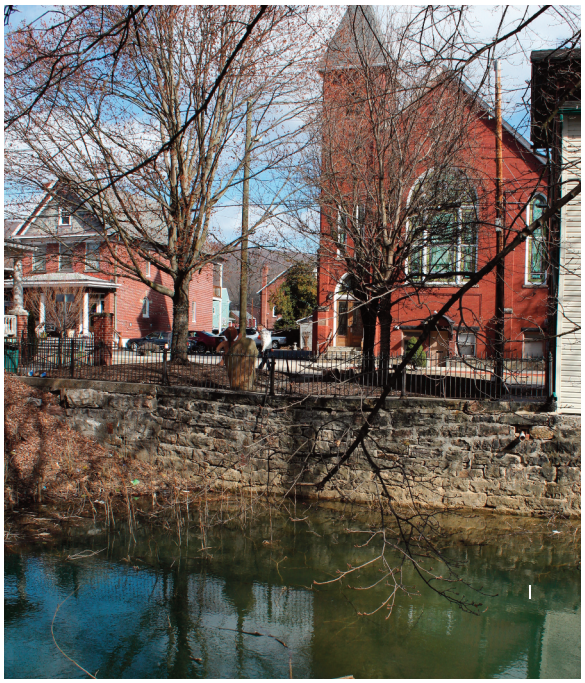
Much of the development of the Canada-Viaduct neighborhood was linked to railroads. Indeed, to this day CSX trains rumble through the neighborhood frequently on the B&O's former Cumberland-Chicago mainline or across the viaduct on the old mainline to Grafton, West Virginia. On the opposite bank of the 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 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 1976; Cumberland Drawing Index 1908:2412). CSX later returned the viaduct to single-track operation to ease the sharp curve.

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. 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



The Canada-Viaduct neighborhood backed to Wills Creek, which provided abundant water for the many industries that called the area home including tanneries, breweries, and glass works. The Blue Spring provided fresh water to the residents. (City of Cumberland, Herman Miller Collection 0900)





The Cumberland Brewery was on North Centre Street in 1895 (City of Cumberland, Herman Miller Collection 1222)



There were several tanneries in Canada-Viaduct, including this one at Lee and Valley Streets (City of Cumberland, Herman Miller Collection 0760)

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 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



The Canada Hose House was built to improve service to the Canada-Viaduct neighborhood. (Historitecture 2017)

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).

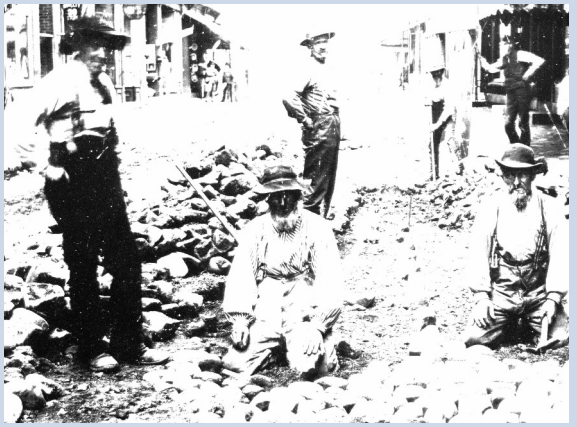
By 1840, the Canada Company was incorporated and in 1845 the Canada Hose House was completed at North Mechanic Street, next to the Blue Spring. The Canada Hose House, also known as Cumberland Hose Company No. One (AL-IV-A-111), is the oldest firehouse in Cumberland (Pratt and Dorsey 1977). During the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



Young students attended class at the Centre Street School. (City of Cumberland, Herman Miller Collection 1729)

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, 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.



After the fire of 1833, the City paved North Centre Street with cobblestones. (City of Cumberland, Herman Miller Collection 1880)

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).

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, 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).

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). 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 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).

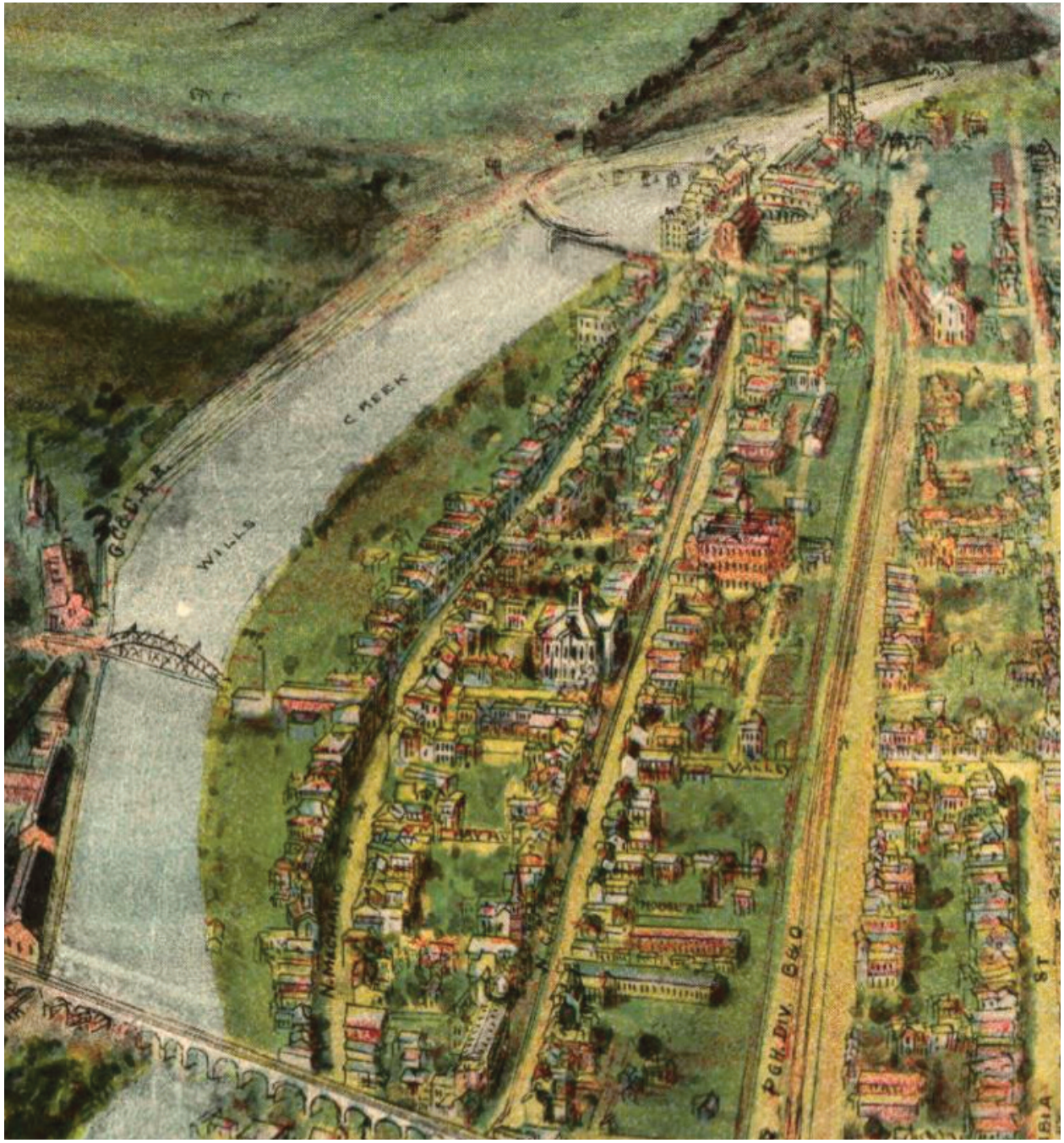
The 1887 Sanborn map shows there were various businesses located along Wills Creek and the Race Way tributary to the south-southeast (Sanborn Map 1887). Behind the Canada Hose House, along Wills Creek, was the M. Gerbic Soap Factory. There were two tanneries: the Wither's Tannery at Bow Alley that had 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). 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



Water from springs and Wills Creek fueled the industries of Canada-Viaduct. This mill race was at Bow and North Centre Streets. (City of Cumberland, Herman Miller Collection 1351)

This 1906 Bird's Eye View of Cumberland shows the Canada-Viaduct neighborhood. The white building with the cupola, at center, is the Centre Street School, now demolished. (World Digital Library)



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 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). 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, 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).

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



The Cumberland Brewing Company supported working class families in Canada-Viaduct and throughout the City. (City of Cumberland, Herman Miller Collection 0644)

of beer cellars, bottling works, freezers, icehouses, pump rooms, and storage buildings (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). 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 construction included the Star Dye Works building, at 9 Necessity Alley, and the Cum-

berland 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). 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 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



The Canada-Viaduct neighborhood has a variety of residential architecture spanning two centuries. Top to bottom, 611 North Centre Stret, 410 North Mechanic Street, 322 North Mechanic Street (Historitecture 2017)

Canada-Viaduct neighborhood. During the first two weeks of March, heady 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



The 1936 St. Patrick's Day flood decimated Mechanic Street (City of Cumberland, Herman Miller Collection 0473)

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 prevented flooding during heavy rain. The project was designed to protect Cumberland against floods 28 percent greater than the maximum flood on 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). 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



The Canada-Viaduct neighborhood became home to many auto-oriented businesses in the early 20th century. (Historitecture 2017)

Hay Alley) were gone. The Glisan's Garage buildings 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).

By 1956, the Canada-Viaduct neighborhood's growth hit a plateau (Sanborn Map 1956). 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).

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. 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 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 salesmen, and a metal straightener who worked at the nearby foundry (U.S. Federal Census 1910). All but one

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 congegation 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 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). 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 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.

St. Patrick's Catholic Church

The beginnings of St. Patrick's Catholic Church in the Canada-Viaduct neighborhood goes back as early as the 1750s, when Roman Catholics 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, later known as St. Mary's Parish (not to be confused with the later Cumberland church of the same name). The first structure that the congregation worshipped in was a log building constructed in 1791, located on the far southeastern corner of St. Patrick's current grounds (Hansrote 1970; AL-IV-A-108). By 1838, a small brick structure replaced the log building, and that same year a rectory was 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 eventually demanded a new church building (Lafort 1914;). Thus the cornerstone for a new salutary was laid in 1849 (Miller 1978; 189). At the same time, the parish decided to change its name to St. Patrick's to appeal more to the growing Irish population, while the growing German population worshipped at the new Sts. Peter and Paul Church, completed in 1849 a few blocks away, on Fayette Street (Lafort 1914; 87 & 88). The new St. Patrick's Church was dedicated 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 and 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 parish constructed St. Edward's Academy, located near the southwestern corner of the church's grounds, as a school for boys and girls; the Sisters of Mercy ran the academy (Miller 1978; 189:Lafort 1914; 88). It is probable that the rectory 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 communion 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, replacing an iron fence and gates. In 1969, numerous changes occurred to the interior, which included the removal of the communion 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). St. Patrick's Church is now a worship site for Our Lady of the Mountains Roman Catholic Parish.

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, Methodists worshipped in a log structure, which was built by the Lutherans and used by other churches (Miller 1978; 178). By 1799, Methodists 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).

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 of 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).



Many businesses in Canada-Viaduct were modernized, like this one at North Mechanic and Valley Street. (City of Cumberland, Herman Miller Collection 1895)

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 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, this new highway system was delayed by the Great Depression and World War II. 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 elimi-

nate 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. 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. 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

The B&O Railroad viaduct separates much of the neighborhood from downtown Cumberland. The paving of Wills Creek and the construction of the Cumberland Thruway reinforced this isolation. (Historitecture 2017)



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).





During urban renewal, many properties underwent "modernization" with new facades of brick, enclosed openings, and replacement vinyl windows and doors. (City of Cumberland, CURA slides)

"AN ESTIMABLE COLORED LADY:" JANE GATES, HER FAMILY, AND HOUSES

Always a small minority, African Americans represented about three percent of the population in Allegany County from 1890 through 1970. The story of Jane Gates, and her family provides a glimpse into the life of African Americans in Cumberland, Maryland. As is typical of a family emancipated by the Civil War, Jane and her children and grandchildren make their first documented appearance in Allegany County when they are enumerated in the 1870 federal census. In 1871, Jane Gates recorded a deed for a parcel of land on today's Greene Street in Cumberland. She was one of a very few persons of color purchasing land during the post-Civil War period in Cumberland. Jane's parcel was eventually divided into three lots, all conveyed to Jane's descendants; two of these parcels are still owned by her descendants. In her obituary, Jane was called "an estimable colored lady" (Gates 1994:70). Her descendants first worked as domestic workers (butler, laundress, nurse, gardener, coachman, cook, maids); then through the 1960s laborers, farmers, porters, chauffeurs, an elevator operator, and janitors. Some owned their own businesses and rental properties in town. Later generations were pharmacists, doctors, dentists, lawyers, and professors. The Gates family also served their community in Cumberland as activists, trustees, jurors, and through various volunteer capacities with their churches and civic associations.

According to Jane Ailes, Jane Gates, was born into slavery in Maryland around 1818. It is not known by whom Jane Gates and her children were enslaved, and the identity of the father of Jane Gates's children is unknown. Twentieth century Gates family lore has it that Jane was enslaved by Samuel D. Brady from Cresaptown and that he was the father of her children. However, Y-DNA test results disproved the biological relationship and research has not shown any evidence that Jane was enslaved by Brady (African American Lives and African American Lives II, PBS documentaries, airing in 2006 and 2008, produced by Henry Louis Gates, Jr., according to Jane Ailes personal communication).

Gates Family History - 1870 Census

As is typical of a family emancipated at the end of the Civil War, Jane and her children and grandchildren make their first documented appearance in Allegany County when they are enumerated in the 1870 federal census. In this census, Jane and her family are living in Allegany County's 6th District (Jane Ailes, personal communication). There are five known children of Jane Gates: Laura, Alice, Clara, Henry, and Edward born between about 1837-40 and 1857 (Jane Ailes, personal communication).

In the 1870 census, Jane Gates was enumerated as 51 years of age, working as a laundress and nurse. She could not read or write. She lived with some of her children and grandchildren. Jane's 22-year-old daughter, Alice, who could read but not write was occupied as a laundress and nurse. Jane's youngest son, Edward, was age 12. Jane's grandchildren (the children of Jane's daughter Laura Gates) were Jennie (age 5) and David (age 9). Jane's sons David and Edward are noted as "At school." Everyone in this household are described as mulatto complexion (1870 U.S. Federal Census, Dist. 6, Cumberland, stamped pages 223B and 224A, dwelling no. 418, household of Jane Gates, according to Jane Ailes). Jane's son Henry is not found in the 1870 federal census for Allegany County. Since he was only about 14 years old in 1870, he was possibly in his mother's household, but was missed by the cen-



Jane Gates was born into slavery and became the matriarch of an extensive family who called the region home. (Courtesy of Gates Family)

sus taker (Jane Ailes, personal communication).

Also in the 1870 census, Jane's 33-year old daughter, Laura, was enumerated as a domestic in the household of Charles Brengle in Cumberland. Laura is noted as white complexion and is able to read but not write (1870 federal census, Dist. 6, Cumberland, stamped page 232 B, dwelling no. 538, household of Charles Brengle, according to Jane Ailes). Jane's daughter Clara is found in the 1870 census with her first husband, Pero Mitchell. Clara is noted as age 21 and keeping house; she can read but not write. They have a son, Reginald, age 7 months (Jane Ailes, personal communication).

In this 1870 census (enumeration date of 1 June 1870) Jane is noted as owning real estate valued at $1,400. However, it wasn't until 31 Aug 1871 that Richard Bender and his wife Mary A. signed the deed that officially conveyed this property to Jane for the sum of $1,400. And it was not until 8 Dec 1871 that the deed was recorded (Allegany Co., MD Deed Book 34: 589-590, according to Jane Ailes). The land the Benders conveyed to Jane Gates was situated on the north side of Old Turnpike Road (now known as Greene Street). The property was described as beginning:

> at a stake standing on the North side of the Old Turnpike Road and on the East side of an alley, which is the first alley West of Allegany Street in said City [of Cumberland] and running thence with said alley North 8 ¼ degrees East 146 feet to an alley and with South 78 ½ degrees East 98 feet to Schillings lot and with South 8 ¼ degrees West 148 feet to the said Turnpike Road and with it by a straight line to the beginning : being the same lot or parcel of ground which was sold and conveyed to the said Richard Bender by James M. Schley, trustee by deed bearing date on the 18th day of September, in the year Eighteen hundred and sixty-three and recorded in Liber H.B. No. 21 folio 251 &c (Deed Book 34: 589).

The 1871 deed to Jane Gates from the Benders does not mention buildings or improvements. Although the actual construction date of the Jane Gates dwelling at 515 Greene Street could not be definitively determined for this research, local historian Jane Ailes provided two sources. First, Ailes noted that Jane Gates was enumerated as owning property in the 1870 federal census. Second, Ailes noted that in 1867 Richard Bender is assessed for a house and lot at this location (Allegany County Tax Records, Vol. 639: 16-17; imaged online, FamilySearch.org). The dwelling dates to at least 1867.

Parcel Divisions

Jane Gates's original parcel as conveyed to her by the Benders was eventually subdivided into three lots fronting Greene Street (currently 509, 511, and 515). The house numbers increased from Allegany Street, although they changed numbers at least four times.

A September 1876 tax assessment notes that for tax purposes, Jane Gates' lot has been divided into two parcels. Jane's portion (now 515 Greene Street) is noted as 65 feet on Greene Street with improvements. George Hamilton's (Jane's son-in-law, husband of Laura Gates) portion (now 509 Greene Street) is noted with a lot smaller in value from Jane's and with improvements (Allegany County tax assessment, vol. 649: 156 & 186, according to Jane Ailes). Also, the 1876 *City Directory* listed Jane Gates residing at 95 Greene Street and George Hamilton at 93 Greene Street.

In 1896, the tax assessor divided David Gates' lot and created a tax account for Jennie Johnson (sister of David Gates) which included a 35 ft. wide lot and house, now 511 Greene Street (Jane Ailes, personal communication to Kathy McKenney, August 18, 2017).

Gates Family History—1870s to Jane's Death in 1888

At an unknown date, Jane Gates moved into a house at 511 Greene Street and began working for the Stover family while her sons stoked the coal furnaces for Washington Street families (Lynn G. Bowman and John Gates – personal communication, March 11, 2017; *Cumberland Daily Times* January 7, 1888). The 1876 *City Directory* indicated she lived with her sons, Edward and Henry. She worked as a nurse and the boys worked as a servant and a coachman, respectively.

In 1878, Jane's son Edward Gates married Maudeline (Maude) E. Fortune and moved into the house at 503 Greene Street (1878 *City Directory*). In 1880, Jane's son Edward was working in a tannery (1880, 1900 and 1920 U.S. Federal Census). On March 1, 1882, Edward Gates purchased the house at 503 Greene Street from the children of John C. Schilling for $1,000 (Allegany County Circuit Court Land Records 57:563). In 1884, Edward was employed as a laborer (1884 *City Directory*). Edward and Maude's children included: Edward Lawrence Gates, Jr. (born April 6, 1879), Gertrude Helen (born July 28, 1880), Roscoe Blaine (born August 26, 1881) and Gus H. Guy (born August 1886), Pansy (born July 1888), Maude W. (born July 28, 1894), and Letitia Jane (born January 9, 1896) (1900 U.S. Census).

In 1880, Jane Gates (51) lived at 511 Greene Street with:

- son Henry (24, single, servant);
- grandchildren, Jeannie (16, single, at school) and David (20, single, servant);
- Jane's daughter Alice (age 25, keeping house) and

TABLE 2.1: ADDRESSES OVER TIME

Current	19th Century	Ca. 1900–21	Ca. 1921–49
509 Greene St.	93	166	508
511 Greene St.		166 ½	510
515 Greene St.	95	168	512



The Gates family called west Cumberland home, from left to right, 515, 511 (red), 509, 505/503 (the duplex with green awnings), and 501 Greene Street. (Historitecture 2017)

TABLE 2.2: DEED RECORD FOR 515 GREENE STREET

Record	Liber	Folio	Date	Grantor	Grantee
Deed	1425	467	22-Aug-2007	Garnett E. Rawlings	John E. & Sukhvinder Gates
Deed	191	401	30-Sep-1941	Caroline G. Gates	Devota & Garnett E. Rawlings
Will	3	606	25-Feb-1932	David Gates	Caroline G. Gates (widow of David Gates)
Deed	65	515	4-Oct-1888	Henry Gates, executor of Jane Gates, deceased	David Gates (grandson of Jane , son of Laura Gates)
Deed	HR34	389	31-Aug-1871	Richard Bender	Jane Gates

Alice's husband Wesley Burnes (age 30, servant);

• and another granddaughter, May Mitchell (age 7, the daughter of Clara (1880 federal census, E.D. 6, Cumberland, stamped page 128 A, dwelling no. 92, household of Jane Gates, according to Jane Ailes).

Jane rented the house at 515 Greene Street to her daughter Laura Hamilton (36, keeping house) and husband George Hamilton (50, laborer). They had a son, Henry (age 5) (1880 Federal Census, E.D. 6, Cumberland, stamped page 128 A, dwelling no. 93, household of George Hamilton, according to Jane Ailes). Jane rented the house at 509 Greene Street to a white, Irish, widowed washerwoman, Mary Foster. She lived there with four children, Carrie (10), Laura (7, at school), Dora R (5) and George W. (4) (1880 U.S. Federal Census).

In 1881, Jane's son Henry married Eleanora Ball, who was born in 1860 in Georgia. They lived on Greene Street through at least 1884 (1884 *City Directory*). By 1890, they moved to 42 Cumberland Street. From 1884 through 1901, Henry was variously listed as a driver or coachman for R. R. Henderson (1890-1901 *City Directories*).

In 1884, Jane's grandson David married Sydney Preston. He worked as a laborer from at least 1890 through 1919, except for a short period as a sextant (1900) and milkman (1910-1911) (1890-1919 *City Directories*; 1900 U.S. Federal Census). In 1897, David served on a jury for a case between Mrs. Ellen M. Price, Ellen Price, and M. Agnes Price vs. Cumberland and Pennsylvania Railroad Company (*Cumberland Evening Times* October 15, 1897); the verdict is unknown.

On November 15, 1887, Jane Gates sold what is now 509 Greene Street to her son-in-law George Hamilton for $100 (Allegany County Deed Book 64: 414, according to Jane Ailes). On the same day, Jane Gates signed her will which included her bequest of the east side of her lot to her daughter Laura Hamilton. On close examination, what Jane sold George Hamilton included only a parcel around the house at 509 Greene Street. The bequest to Laura was that plus the back of the lot to make the parcel an even slice from the east side of Jane's original parcel.

On January 6, 1888, Jane Gates passed away. Her obituary noted that at 11 pm "'Aunt Jane Gates,' colored, a family servant of the Stover's died in the 75th year of her age. She has lived a long time on Green [S]treet where her death occurred. Her remains will be interred at Rose Hill Cemetery tomorrow afternoon at 3 o'clock. Service will be held at her residence on Greene [S]treet" (*Cumberland Daily Times* January 7, 1888). In October 1888, David Gates purchased Jane Gates' house and lot from Henry Gates, executor of Jane Gates' estate (Allegany County Deed Book 65:515).

Gates Family History by Household—515 Greene Street

On October 4, 1888, David Gates, grandson of Jane Gates (and son of Jane's daughter Laura) purchased Jane Gates' house at 515 Greene Street, and the part of her original parcel not owned by the Hamiltons, from Henry Gates, executor of Jane Gates' estate (Allegany County Deed Book 65: 515, according to Jane Ailes). David was occupied as a laborer from 1901 through 1919, except for a short period as a sextant (1900) and laborer at a dairy (1910 and 1911) (1890-1919 *City*

Directories). In subsequent years, David's employment was noted as butler (1921), laborer (1923), houseman (1925), janitor (1927), and laborer (1929). David also worked as a gardener at a private residence (1930) and janitor (1931, 1933). Sydney passed away in March 1930. The *Cumberland Evening Times* declared that Madame Sydney Gates was the "prima donna" (*Cumberland Evening Times* February 23, 1894).

David married a second time to Caroline Golder Biggs. He then worked as a caretaker of the MacDonald estate until he died on Saturday, July 13, 1940 at his home (1935, 1937, 1939 *City Directories*). David Gates' will, filed on February 25, 1932, left the house to his wife, Caroline G. Gates (Wills Records of Allegany County 3:606). On September 30, 1941, Caroline Gates sold the house to Devota and Garnet E. Rawlings (Allegany County Deed Book 191:401). David's widow, Caroline, moved to 522 Greene Street (1941, 1947, and 1949 *City Directories*). Caroline G. Gates passed away on February 10, 1950 in Baltimore where she had moved about five months previously. Her funeral was at Cumberland's McKendree Methodist Church and she was buried at Rose Hill Cemetery (*Cumberland News* February 11, 1950).

The Rawlings owned 515 Greene Street until Garnett Rawlings passed away on March 2, 2007. Six months later on August 22, 2007, John E. and Sukhvinder Gates brought the house back into the Gates family (Allegany County Deed Book 1425:467).

Gates Family History by Household—511 Greene Street

On April 11, 1892, David (Jane's Grandson) and Sydney Gates sold the house at 511 Greene Street to Harry Johnson (Allegany County Circuit Court Land Records 73:77). Harry's wife, Jennie, was the sister of David Gates, the daughter of Laura Gates, and the granddaughter of Jane Gates. At this property, the 1900 census enumerates Harry Johnson (age 32, coachman), his wife Jennie (age 35), and two daughters (Janie age 11 and Frannie (age 8) (1900 U.S. Federal Census).

On April 15, 1909, the Johnsons sold the house to Charles G. Holzshu (Allegany County Circuit Court Land Records 104:425). Charles rented the house to George W. (age 57, laborer at the hospital) and Nannie Cooper (age 58, washer woman at a private residence). An African American family, they lived with their grandson-in-law, Bern Johnson (age 23), his wife Mamie (age 17), and three other grandchildren, Lola Beckward (age 20, cook at a private residence), Harry Beckward (age 15, milk carrier for a dairy), and Annison Beckward (age 13) (1910 U.S. Federal Census).

On November 11, 1911, James Payne bought the house

TABLE 2.3: DEED RECORD FOR 511 GREENE STREET

Record	Liber	Folio	Date	Grantor	Grantee
Deed	2255	425	3-Nov-2016	Shai Segall	John E. & Sukhvinder Gates
Deed	2236	192	3-Mar-2016	Shai & Autumn Segall	Shai Segall
Deed	1365	410	28-Feb-2007	Federal National Mortgage Assoc.	Shai & Autumn Segall
Deed	1346	419	20-Dec-2006		Federal National Mortgage Assoc.
Foreclosure			5-Sep-2006		
Deed of Trust	889	514	24-Oct-2000	Harold Shoemaker	1st Central Mortgage
Deed	652	633	22-Aug-1997	Harold W. Shoemaker, Jr	Harold W. Shoemaker, Jr & Joyce Shoemaker
Deed	651	201	11-Jun-1997	Lawrence F. Pough, Benjamin E. Pough, Carrie A. Yates, Marjorie Jean Moxley, Hilda L. Brogdon and Sandra C. Gary	Harold W. Shoemaker, Jr.
Deed	646	122	17-Dec-1997	Phyllis L. Pough	Lawrence F. Pough, Benjamin E. Pough, Carrie A. Yates, Marjorie Jean Moxley, Hilda L. Brogdon and Sandra C. Gary
Will				James H. Payne	Phyllis L. Pough
Deed	108	705	1-Nov-1911	Charles G. and Alice M. Holzshu.	James Henry Payne
Deed	JWY104	425	15-Apr-1909	Harry and Jennie G. Johnson	Charles G. Holzshu
Deed	73	77	11-Apr-1892	David and Sidney Gates	Harry Johnson (wife Jennie, sister of David Gates)
Deed	65	515	4-Oct-1888	Jane Gates	David Gates
Deed	HR34	589	31-Aug-1871	Richard Bender	Jane Gates

(Allegany County Circuit Court Land Records 108:705). In 1920, James (age 47, sweeper for a railroad company) lived at the house with his wife Connie (age 37) and their two children, Harry (age 22, arcer (welder) in the construction industry) and Hilda (age 17). The Paynes were also an African American family (1920 U.S. Federal Census). In 1930, James worked as a church janitor and Harry had moved out (1930 U.S. Federal Census). In the 1940 federal census, the house is occupied by Henry Payne, who is employed as a janitor at a church, his wife, Carrie, and Mattie Hart, a lodger who is occupied as a home economics teacher in the public school (Jane Ailes, personal communication).

At an unknown date, James willed the house to Phyllis L. Pough. She owned the house until 1997 (Allegany County Circuit Court Land Records 646:122). The house went through a number of owners beginning in 1997 until it was bought by John E. and Sukhvinder Gates on November 3, 2016; Allegany County Circuit Court Land Records 2255:425).

Lawrence Gates Family History—511 Greene Street

In 1931, Lawrence J. and Sylvia V. Gates were living at 511 Greene Street; they lived at the house through at least 1960. They had three children – Lawrence I. (born August 19, 1926), Bruce E. (born September 16, 1928), and Jane Paige (born November 8, 1930). Sylvia Virginia Gates was the daughter of Henry John and Ella V. Stephens, who lived across the street at 508 Greene Street (*Cumberland Evening Times* September 1, 1961).

Reflective of the African American experience in Cumberland, the Gates family at 511 Greene Street held occupations varied with the times. The work history from the Great Depression through the Civil Rights era is listed below (source is the 1931-1960 *City Directories*).

- 1931—Lawrence was a car washer.
- 1933—Lawrence was an auto mechanic for Army Auto Laundry.
- 1935—Lawrence was a helper at the Army Auto Laundry.
- 1937—Lawrence was a car washer at Independent Motor Fuel Supply.
- 1939—Sylvia worked at City Auto Laundry.
- 1940 and 1942—Lawrence worked as a janitor at First National Bank.
- 1947—Lawrence was an employee at Kelly-Springfield Tire Company. This year Lawrence was elected finance officer of the American Legion Fulton-Myers Post, No. 153 (*Cumberland Evening Times* June 12, 1947).
- 1947—Lawrence's son, Bruce, worked as a porter at Wards, and Lawrence S. Gates, Jr. was an employee at Kelly-Springfield Tire Company.
- from 1949 through 1960—Lawrence worked as a Bellman at the Fort Cumberland Hotel.
- 1949—Bruce was working as a storekeeper at C&P Telephone Company.

Education was important to the Gates Family, and several notes in the local papers related to this topic. Carolyn Virginia Gates attended private school at Ursuline Academy in Cumberland. In 1957, she was a junior at Ursuline Academy and was accepted to the University of Chicago under a program for qualified high-school sophomores and juniors. According to the local paper, "Carolyn's application was accepted on the basis of the high school principal's recommendation, her high school grades, and the results of the Scholastic Aptitude Examination taken at George Washington University" (*Cumberland Sunday Times* January 20, 1957). She planned to complete her junior year before enrolling with a major in sociology

(*Cumberland Sunday Times* January 20, 1957).

Henry Gates Family History—Owner of 509 Greene Street

Jane's son Henry exemplifies the community service and steady growth in socioeconomic status of the Gates Family in Cumberland. His service to the community is evident in the following newspaper articles:

• March 1894—Henry served as a petit juror of the Circuit Court for Allegany County (*Cumberland Evening Times* March 17, 1894).

• May 1894—Henry was serving on the school board for colored schools (*Cumberland Evening Times* May 10, 1894).

• 1908—As a Trustee of the Colored YMCA, Henry Gates encouraged all citizens to come to the annual sermon that was preached by Rev. Taylor of the African Methodist Episcopal (A.M.E) church. (*Cumberland Evening Times* October 9, 1908).

Henry's real estate transactions included:

• January 28, 1901—Henry bought the house at 509 Greene Street as an investment property (Henry and his family continued to live at 42 Cumberland Street).

• 1905—Henry provided a $900 loan to E. Williams for property on Carroll Street (*Cumberland Daily Times* April 8, 1905)

• 1907—Henry sold a lot from the Lynn Estate in Cumberland to Charles H. Harmer for $125 and he also obtained a building permit for $35 of improvements on Carroll Street (*Cumberland Evening Times* January 30, 1907 and *Cumberland Daily Times* February 5, 1907).

Henry's official occupations included the notations:

• 1884 to 1901—Henry was a coachman for R.R. Henderson.

• 1902 and 1905—Henry worked as a butler in 1902 and 1905 (1902 and 1905 *City Directories*).

• 1907—Henry returned to life as a coachman (1907 and 1909 *City Directories*).

• 1909—Henry put his carriage up for sale. It was described as a "tap and runabout, trap built for two horse, but with lead bars, etc., for four, in excellent condition. Carries 5 passengers comfortably. Runabout almost new" (*Cumberland Daily Times* May 24, 1909).

• 1910 to 1931—Henry worked as a chauffeur (1910-1927) (1902-1927 *City Directories*).

Henry and Eleanora's only child, George Henry Gates, received a degree in pharmacy in 1907 and an M.D. in 1919 from Howard University (Howard Univ. Alumni Directory 1870 to 1919: 80, 81 & 133, according to Jane Ailes). Eleanora, died in 1925. George died the District of Columbia in 1929. Henry died in 1931 in the District of Columbia. All are buried in Rose Hill Cemetery (U.S. Find A Grave Index, 1600s-Current).

TABLE 2.4: DEED RECORD FOR 509 GREENE STREET

Record	Liber	Folio	Date	Grantor	Grantee
Deed	708	231	9-Aug-2002	Mervin & Helen Edwards	Frank T. Harbin, Jr.
Deed	584	548	15-Nov-1989	Nancy Cooper Hilton	Mervin & Helen Edwards
Deed	481	688	30-Sep-1975	Nancy Cooper Hilton, Trustee	Nancy Cooper Hilton
Will	13	484		Mattie V. Cooper	Nancy Cooper Hilton, Trustee
Deed	313	423	17-Jul-1959	Julia Cooper Carter, et al.	Mattie V. Cooper
Deed	317	93	19-Sep-1959	William N. Robinson	Mattie V. Cooper
Deed	317	95	17-Jul-1959	Helen Cooper Gilmore, et al.	Mattie V. Cooper
Deed	317	98	28-Aug-1959	Catherine Cooper Nickens	Mattie V. Cooper
Deed	155	245	19-Apr-1927	Henry Gates (widower)	Louanna Willis Cooper
Agreement for Payments Towards Purchase	143	222	5-May-1923	Henry Gates	Louanna Willis Cooper
Deed	89	160	28-Jan-1901	Henry Hamilton, David and Sydney Gates, Jenny and Harry Johnson	Henry Gates (son of Jane)
Deed	64	414	15-Nov-1887	Jane Gates	Henry Hamilton (son-in-law of Jane Gates)
Will			Probated 31 Jan 1888	Jane Gates	Laura (Gates) Hamilton (daughter of Jane Gates)
Deed	34	589	31-Aug-1871	Richard and Mary Bender	Jane Gates
Deed	21	251	18-Sep-1863	James M Schley, Trustee	Richard Bender



FORTY-TWO EVENING TIMES,

OLD CHAPEL—Members of the congregation of St. Phillip's Episcopal Chapel on South Smallwood Street posed in front of the original chapel building for this picture, apparently taken sometime during the early 20s. The chapel was torn down in 1929 to make way for a new building. Left to right are Oscar Martin, Stan Cooper, Reginald Cooper, Elmer Gates, Rachel Ruffner, M. Burley, Dennis Armstead, Clayton Denson, Mary Ann Long, Romaine Denson, Mrs. Cornelia Dawson, Mrs. Clara Jackson, Lillian Lee, George Dawson, and Rev. Cornelius Dawson.

Elmer Gates stands in front of St. Phillip's Episcopal Church in the 1920s. (*Cumberland Evening Times* April 26, 1956)

Occupants and Owners of 509 Greene Street

Henry Gates owned 509 Greene Street, and he rented it to other families. In the 1910 census, the Coopers, an African American family, were living there. The household included William (age 38, driver at a feed store), his wife Luanne (age 34), and seven children. Eldest son, Harry (age 15), worked as a school janitor (1910 U.S. Federal Census). In 1920, the Coopers, now listed as Newton (a packer at a steel company) and Luanne, had 11 children in their household including Harry (age 25, farm laborer), Mattie (age 23, maid at private residence), Julia (21, maid at private residence), and Andrew (age 19 machinist helper) (1920 U.S. Census).

Henry Gates sold 509 Greene Street to Luanne Willis Cooper beginning with an agreement for payments in 1923 and finalized with a deed in 1927 (Allegany County Deed Book 143: 222 and Deed Book 155: 245). In 1930, Luanne Cooper (age 53) headed a family of 10 living at the house. William (age 39), Harry (age 36), and Andrew (age 28) worked as trackmen at a steam railroad and Mattie (age 34), Julian (age 32), and Catherine (age 20) worked as servants in private residences. Robert (age 18) was employed as a bellboy at a hotel (1930 U.S. Census).

Mattie Cooper acquired title to the house in 1957. She retained it until her death when Nancy Cooper Hilton took possession.

Edward Gates Family History - 503/505 Greene Street

The Gates Family owned the house at 503/505 Greene Street for 122. Jane Gates's son, Edward, purchased it on March 1, 1882. The house then went to his son, Edward Gates, Jr. on July 14, 1944. It was sold out of the family on May 10, 2004. Jane's son Edward and his wife Maude and their children helped build the African American community in Cumberland through church, business ownership, property ownership, and other community events and advocacy.

In 1890, Emmanuel Church was undergoing extensive interior renovations including the removal of the choir and "slave" galleries. In September 1891, Emmanuel purchased a building at Washington and Water [Greene] Streets to house both the parish Christian Education and the black church. On

November 29 of that year, the first Eucharist was celebrated there. At this time, Maude E. Gates was instrumental in the founding of a new church, St. Philips (Episcopal) Chapel; enlisting colored priests from Haiti and Jamaica to serve there. Within months, construction began on a building on Smallwood Street. Daughter Maude was baptized there (Gates 1994:72, 115; St. Philip's Chapel 1991). Interestingly, shortly after this in 1895, Edward and Maude took their family to Leavenworth, Kansas (Kansas State Census Collection March 1, 1895).

The Edward Gates family returned to Cumberland by 1900. The 1900 Census at 503 Greene Street included Edward L. (age 44, merchant), Maude (age 44), Edward L. (age 21, clerk), Roscoe (age 21), Guy (age 19), Pansy (age 12), Maude (age 5), and Lattistis (also called Letitia Jane age 4) (1900 U.S. Federal Census). On August 8, 1905, Edward Gates was granted a permit to build a summer kitchen (*Cumberland Evening Times* August 8, 1905).

The Edward Gates family owned a business and held various occupations in town. By 1899, Jane's grandsons Edward L. Gates, Jr. and Roscoe Gates began Gates Brothers Grocers on North Mechanic Street (1895, 1897, 1899 *City Directories*). In 1901, the Gates Brothers Grocers employed Edward Gates (1901 *City Directory*). The following year, Roscoe is still listed as a grocer and Guy was listed as a driver (1902 *City Directory*). By 1907, the grocery was from North Mechanic Street to Greene Street near downtown (1907 *City Directory*).

Other occupations of the Edward Gates family members included:

- Between 1905 and 1909, Edward Gates worked as a sand contractor and by 1909 Edward, Jr., had joined him (1905, 1907, 1909 *City Directories*).
- In 1907, Guy was listed as a laborer and Pansy was employed as a music teacher (1907 *City Directory*).
- By 1907, Roscoe had moved several times between 503 Greene Street and 505 Greene Street. He ran a number of advertisements as a "Reliable Caterer: Artistic and Original" and listed his home as his business address (*Cumberland Evening Times* August 15, 1907).
- Edward and Maude's three daughters (Pansy, Maude, and Letitia) went to Howard and Morgan Universities in Washington, District of Columbia. They became teachers and a nurse (Gates 1994:71).

By 1909, Edward Gates moved his extended family from Greene Street to a farm they owned in Mineral County (West Virginia) (Gates 1994:71). While Edward and Maude Gates and their family lived at the farm, they rented their city house. The 1910 census lists the occupants of 503 Greene Street as Thomas Peck (age 31, coachman for a private family) and his family, including his wife Sadie (age 30), Pauline (age 5), Richard (age 2), and Thomas (age 4 months). The family was African American (1910 U.S. Federal Census).

In 1920, 505 Greene Street was rented to John Wilson (age 51, restaurant cook) and his wife Laura (age 45, watchman), who were also African Americans. Their children were Gaston

TABLE 2.5: DEED RECORD FOR 503 GREENE STREET

Record	Liber	Folio	Date	Grantor	Grantee
Deed	1973	466	14-May-2013	Sidney Thomas, Personal Representative	Harrison (50%), Wendell (25%), and Harrison Thomas (25%)
Will				Estate, Dolores G. Thomas	Sidney Thomas, Personal Representative
Deed	730	772	10-May-2004	Henry L. Gates, et al.	Delores G. Thomas
Deed	200	610	14-Jul-1944	Edward Gates	Edward L. Gates
Deed	57	563	1-Mar-1882	John and Mary G. Schilling, Edward and Barbara Schilling, Joseph & Emma Schilling (Allegany Co), J. Griffith and Jennie Schilling (Roane Co WV), William & Annie Schilling (Queens Co NY), heirs of John C. Schilling	Edward Gates
Deed	7	245	10-Apr-1851	James M. Schley, Trustee for Mary Lynn and other	John C. Schilling

TABLE 2.4: FAMILIES AND OCCUPATIONS IN 505 GREENE STREET (AND 503 GREENE STREET)

Year	Name	Occupation
1921 City Directory	Edward (Dolly) Gates	Farmer
1923 City Directory	Edward (Dolly) Gates	Janitor, First Nat. Bank
1925 City Directory	Edward (Maude) Gates	Gardener
	Edward L (Helen) Gates	Janitor
	Lawrence J (Sylvia) Gates	Sextant
1927 City Directory	Edward Gates	Chauffeur
	Edward L (Helen) Gates	Janitor
	Lawrence J (Sylvia) Gates	Porter, Shoemaker's Drug Store
	*Mayme Gates (widow Guy)**	
1929 City Directory	Edward (Maud) Gates	Laborer
	Edward L (Helen) Gates	Janitor
	Elmer E Gates	Bellman
	Fred S. Gates	Elevator Operator, McMullen Bros Co
	Lawrence Gates	Chauffeur, Harrison Dept. Store
	*Mayme Gates (widow Guy)**	
1930 U.S. Census	Edward Gates (63)	-
	Maude E Gates (63)	-
	Edward L Gates, Jr (50)	Porter, Bank
	Helen G Gates (47)	-
	Elmore E Gates (21)	Bellboy, hotel
	Fred Gates (20)	Porter, Dry Goods
	Robert B Gates (18)	Porter, Bank
	Henry Louis (Heinie) Gates (16)	-
	Helen C Gates (13)	-
	*Mayme Gates(50)**	-
	*Harriet E Gates (15)**	-
	*William G Gates (9)**	-
1931 City Directory	Edward L (Helen G) Gates	Porter
	Elmer E Gates	Bellman, Algonquin Hotel
	*Edward E (Genevieve M) Gates**	*Chauffeur*
1933 City Directory	Edward L (Helen G) Gates	Janitor
	Elmer E Gates	Bellman, Algonquin Hotel
	Fred S. Gates	Bellman, Algonquin Hotel
	Robert B Gates	Janitor
	*Edward E (Genevieve M) Gates**	*car washer, Army Auto Laundry*
1935 City Directory	Edward L (Helen G) Gates	Janitor, First Nat Bank of Cumberland
	Elmer E Gates	employee, Algonquin Hotel
	Fred S. Gates	Porter
	Robert B Gates	Janitor
	*Edward E (Genevieve M) Gates**	*Janitor*
1937 City Directory	Elmer E Gates	Bellman, Algonquin Hotel
	Fred S. Gates	Bellman, Algonquin Hotel
	Henry L. Gates	Bellman, Algonquin Hotel
	Robert B Gates	Janitor, First Nat Bank of Cumberland
	*Edward E (Genevieve M) Gates**	*Janitor*
1939 City Directory	Edward L (Helen G) Gates	Janitor, First Nat Bank of Cumberland
	Elmer E Gates	employee, Algonquin Hotel
	Henry L. Gates	employee, Algonquin Hotel
	Robert B Gates	car washer, Army Auto Laundry
	*Edward E (Genevieve M) Gates**	*Janitor*
1940 City Directory	Elmore E Gates	Bell Captain, Algonquin Hotel
	Fred A Gates	Serviceman, Potomac Edison
	Fred S. Gates	Porter
	Henry (Heinie) L Gates	Janitor C&P Telephone Co
	Robert B Gates	Car Washer.
	Edward E (Genevieve M) Gates	Janitor, First Nat Bank of Cumberland
1942 City Directory	Edward L (Helen G) Gates	Janitor, First Nat Bank of Cumberland
	Elmore E Gates	Bell Captain, Algonquin Hotel
	Fred S. Gates	Car Washer, City Auto Laundry
	Henry L Gates	Janitor C&P Telephone Co
	Robert B	-
	Edward	-
	Geneviere M	Janitor C&P Telephone Co
1947 City Directory	Edward L (Helen G) Gates	Janitor, First Nat Bank of Cumberland
	Fred S. Gates	Clerk
	Robert S Gates	Porter, ST Little Jewelry Store
	Edward E (Genevieve M) Gates	Driver, B Beneman & Sons
	Geneviere M	cleaner C&P Telephone Co
1949 City Directory	Edward L (Helen G) Gates	Janitor, First Nat Bank of Cumberland
	Fred S. Gates	Clerk
	Robert B Gates	Porter, ST Little Jewelry Store
	Edward E (Genevieve M) Gates	Driver, B Beneman & Sons
1950 City Directory	Edward L (Helen G) Gates	Janitor, First Nat Bank of Cumberland
	Fred S. Gates	Clerk
	Robert B Gates	Janitor ST Little Jewelry Store
	Edward E (Genevieve M) Gates	Driver, B Beneman & Sons
	Geneviere M Gates	Janitor C&P Telephone Co
1954 City Directory	Edward L (Helen G) Gates	-
	Edward W (Lillian G)	-
	Fred S. Gates	Clerk
	Robert B Gates	Janitor ST Little Jewelry Store
	Delores A. Gates	-
	Edward E (Genevieve M) Gates	Driver, B Beneman & Sons
	Geneviere M Gates	employee C&P Telephone Co
1956 City Directory	Edward L (Helen G) Gates	-
	Fred S. Gates	-
	Robert B Gates	Janitor Ward N Hauger Jewelry Co
	Bruce E (Roberta E)	Laborer C&P Telephone Co
	Delores A. Gates	teacher
	Edward E (Genevieve M) Gates	Driver, B Beneman & Sons
1957 City Directory	Edward L (Helen) Gates	-
	Robert B Gates	Janitor Ward N Hauger Jewelry Co
	Edward E (Genevieve M) Gates	Driver, B Beneman & Sons
1958 City Directory	Edward L (Helen G) Gates	-
	Fred S. Gates	-
	Robert B Gates	Janitor Ward N Hauger Jewelry Co
	Edward E (Genevieve M) Gates	Driver, B Beneman & Sons
	Genevieve M Gates	service repair C&P Telephone Co
1960 City Directory	Edward L (Helen G) Gates	-
	Fred S. Gates	Clerk West Side Pharmacy
	Robert B Gates	Janitor Ward N Hauger Jewelry Co
	Edward E (Genevieve M) Gates	Driver, B Beneman & Sons

* 503 Green Street

E. (age 22, laborer for a railroad company), Maggie (age 20, domestic servant at a private residence), and Laura (age unknown, domestic servant at a private residence) and five grandchildren under the age of four (Renuba, Edward, Wallace, Vincent, and Charles Henry).

In 1920 at 503 Greene Street was Arthur Clarke (age 19) and Georgia Malone (age 51) and her nine children – Ruth (age 25), Irene T. (age 24), Thurston Leo (age 22), Denson (age 19), Mervin (age 16), Alice (age 15), Columbia (age 14), Julia M. (age 12) and Iva May (age 8). Unfortunately, no one in the house was employed (1920 U.S. Federal Census).

Beginning in 1921, Edward Gates and his extended family occupied 503 and 505 Greene Street:

- In 1921, Edward Gates and his wife Maude (or Dolly) moved back into 505 Greene Street. He was still listed as a farmer and two years later as janitor at the First National Bank (1921 and 1923 *City Directories*).
- By 1925, brothers Edward L. Gates Jr. (a janitor) and his wife, Gertrude Helen Redman, and Lawrence J. Gates (a sextant) and his wife, Sylvia (Stephens), also lived at 505 Greene Street.
- By 1925, Guy Gates' widow Mayme had moved into 503 Greene Street. In 1930, she was 50 years old and living with two children, Harriet (age 15) and William G. (age 9) (1927 and 1929 *City Directories*; 1930 U.S. Federal Census).
- In 1930 at 505 Greene Street lived Edward (age 63) and Maude (age 63) and their son Edward L. Gates, Jr. (age 50) and his wife, Gertrude Helen (age 47), and five grandchildren – Elmore E. (age 21), Fred S. (age 20), Robert B. (age 18), Henry Louis (age 16), and Helen C. (age 13) (1930 U.S. Federal Census).
- In the 1930s at 503 Greene Street lived Edward E. and Genevieve Gates. Edward E. Gates worked as a chauffeur and car washer at Army Auto Laundry before becoming a janitor at the First National Bank of Cumberland. Edward Gates III also worked at as an auto washer.
- By 1940, Edward E. and Genevieve Gates moved into 505 Greene Street (1931-1939 *City Directories*).

Matriarch Maudeline (Maude) E. Scott Gates died on September 6, 1936 (Gates 1994:70; U.S. Find a Grave Index). Edward Gates (89) died on July 9, 1945 after an illness of four months. Roscoe Gates died April 20, 1956 in Philadelphia (*Cumberland News* April 21, 1956). Edward Lawrence Gates, Jr. died on June 30, 1960. His wife, Gertrude Helen Redman Gates, died on June 30, 1961 (*Cumberland Evening Times* July 1, 1960; Gates 1994:69; U.S. Find a Grave Index).

Through 1960 and for a period after the Civil Rights Movement, the Gates family in Cumberland were restricted to lower-rung of jobs: janitor, laborer, car washer, porter, bellman, elevator operator, and chauffeur. Although their opportunities may have been limited, it did not mean that the Gates family was not successful. As Dr. Henry Louis Gates described it:

> [Edward L. Gates, Jr.] Pop Gates had been left the property and everything else when his parents died. He had been the only one who had stayed behind to work the farm and then to establish several businesses with his father. They prospered, too: as chimney stokers who would light up your furnaces just before dawn and haul away the ashes as chimney sweeps, a cleaning service with lots of workers, who tended the businesses on Main Street. A bit of this, a bit of that. Good returns on the sale of some of the property that Old Man Brady left to Jane Gates, the first and oldest Gates, a slave. They had done all right. Everything paid for, every deed unencumbered. (Gates 1994:70)



Edward Gates ran the car detailing at the local gas station. (*Cumberland News*, March 17, 1944)

Local Woman Wins New Car

Mrs. Genevieve Gates, 503 Greene Street has received the keys to a new automobile in a promotion sponsored by the Great A&P Tea Company in conjunction with the E. F. MacDonald Stamp Company, distributors of Plaid Stamps.

Presenting the keys to Mrs. Gates was Ray Reuse, A&P supervisor for the Southern territory. Others attending the event were H. M. Owens, A&P sales manager, Altoona; George Taylor, manager of the A&P branch at LaVale; and Everett I. Spiker, owner of Lonaconing Motors. Paul Fleck, district merchandise manager, represented the MacDonald Company.



Above, *Cumberland News* May 21, 1964

Genevieve Gates Wins a New Car

In 1964, Genevieve Gates won the new car in a promotion by the Great A&P Tea Company in conjunction with the E. F. MacDonald Stamp Company (*Cumberland Evening Times* May 21, 1964). The following year, she was a team for the Holy Cross Episcopal Church raising money for the Allegany County Nursing Home building fund (*Cumberland News* August 10, 1965).

The news of this windfall along with other Gates family appearances in the local papers reveal much about how the family contributed to the fabric of Cumberland and help tell the untold stories of the African American community.

Left, *Cumberland Evening Times* May 21, 1964

"HOMES OF RARE BEAUTY OF ARCHITECTURE": THE DINGLE

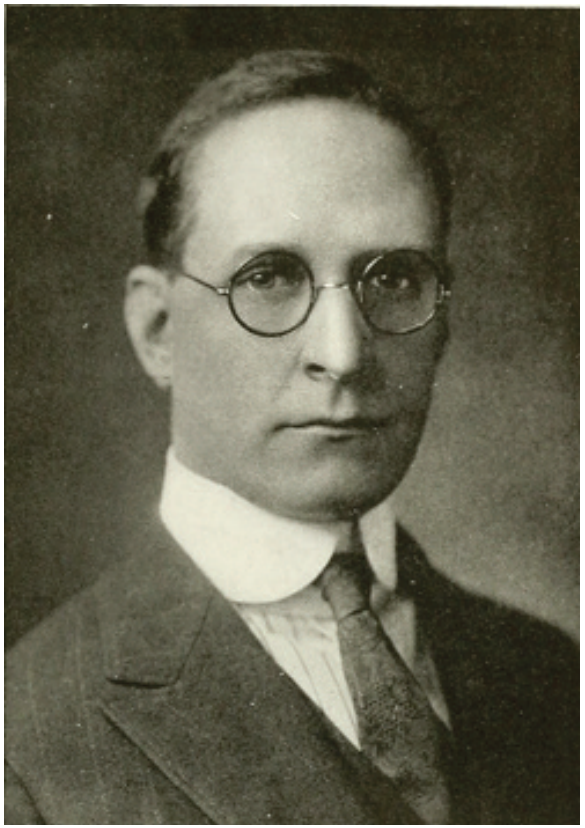
On the west side of Cumberland, in a valley between Braddock Road (the Old National Road) and Greene Street or McMullen Avenue, an enclave of exclusivity evolved. Early residents of The Dingle included business presidents, proprietors, attorneys, and company board members. The Dingle was the first gated community in Allegany County. To help enforce the seclusion, a watchman or gate keeper and iron gates barred entry to the public unless invited. The developers placed many deed restrictions on early residents, including who could purchase property. From the start, The Dingle had a bus service or trolley service direct to city hall.

Braddock Road is the modern descendant of the original military road cleared by the forces of English General Edward Braddock in 1755 as part of his unsuccessful campaign to capture Fort Duquesne at present-day Pittsburgh. In 1811, the road was utilized as the first segment of the National Road over Haystack Mountain until 1833 when the National Road was moved to the more gradual, but longer route through The Narrows (Bruce 1916).

Through a 1777 Congressional act, 50 acres were given to each enlisted man that fought in the Revolutionary War and served for three years. Subsequently, Francis Deekens surveyed and divided the land west of Fort Cumberland and around The Dingle into 4,165 lots of 50 acres apiece. By 1787, 323 families had settled on 636 of these lots. The settlers consisted of a mix of Revolutionary War veterans and those that purchased lots for between 5 and 20 shillings (about 60 cents to $2.40/per acre). In the late nineteenth century, the land that became The Dingle was a 30 3/5 acres farm owned by John and Amos Steele, who acquired the property on January 12, 1860 from James M. Schley and Emmelie A. Lynn (Allegany County liber 18, folio 534). The land stretched from Cresaptown Road (now Greene Street) up to and across the Old National Road (currently Braddock Road). The Steele's Farmhouse was located along Old National Road on what became lots 27 or 28 of The Dingle (LaParle 2009:2).

The farm was purchased in two pieces at a public auction by the Real Estate and Securities Company of Allegany County on June 3, 1906 for a total of $10,000 (equity docket of Allegany County 5827 and 5828; Allegany County liber 99, folio 500 and Allegany County liber 100, folio 11). William J. Milles, Lloyd Lowndes, Jr. (Maryland governor from 1896-1900), Thomas A. Leonard, Albert A. Doub, and E.P. McKenna formed the company in 1903. Around the time of the sale, Francis S. Deekens and Henry Shriver were elected president and secretary, respectively. Francis Deekens likely lived in a house potentially located at 825 Buckingham Road. According to Frank and Lea LaParle, the "house is described in the Allegany Court House as being composed of clapboard and logs and surfaced in later years with brick… The property became known as the Deekens farm because of the residence of Francis S. Deekens" (LaParle 2009:3).

Formed from the Real Estate and Securities Company of Allegany County, the Dingle Company was incorporated on June 19, 1913 with Francis S. Deekens as president, Tasker Gantt Lowndes as vice president, Harry A. Manley as secretary. Other board members included Addison G. McElfish, Luther P. Shaffer, and John G. Lynn, Jr., Tasker Gantt Lowndes, and John G. Lynn, Jr. Tasker Gantt Lowndes, was the "well-connected son of a recent Maryland governor" (Tabler 2014). John G. Lynn, Jr. was a descendant of John Lynn, one of five commissioners named to lay out the City of Cumberland in 1787. On July 1, 1913, the Dingle Company purchased the Deekens farm and



Tasker Gantt Lowndes was the vice president of The Dingle Company and the "well-connected son of a recent Maryland governor." (*The Book of Maryland: "Men and Institutions"*, available at archive.org)

vineyard for $5,000 (Allegany County liber 112, folio 699). The farm, then bound by McMullen Highway, Braddock Road, and Sulfur Springs Road, was located just outside of the City of Cumberland's limits (Bittner 2009; LaParle 2009:3). The Dingle was named "after a beautiful private estate on the outskirts of Liverpool, England," said Lowndes in a 1926 letter. The name "means a 'Hollow between the Hills'…" (Tabler 2014; Feldstein 2006:60).

The Dingle Company surveyed the land and subdivided it into 55 lots with 2 main roads located south of the Old National Pike (Braddock Road, named after General Edward Braddock) and another 33 lots north of the Pike. The lots 1-55 had 100 feet of road frontage and varying depths facing the subdivision's two main streets, Buckingham and Windsor Roads. Lots 56-88 faced the Old National Pike. They started at the corner of Fayette Street and Braddock Road and had 50 foot frontages; these lots are no longer associated with The Dingle proper (LaParle 2009:3). The First Addition to The Dingle was platted in 1917 and contained two streets: Sandringham Circus and Balmoral Road.

To insure The Dingle's exclusiveness, the deed's restrictive covenants noted…

(a) That no shop, store, factory, saloon or business house of any kind, any tenement or apartment house, no hospital, asylum or institution of like or kindred nature, and no charitable institution shall be erected or maintained on the premises hereby agreed to be conveyed, but that the said premises shall be occupied and used for residence purposes only.

(b) That there shall not at one time be more than one single residence or one single dwelling on each of the lots hereby conveyed.

(c) That such one residence or one single dwelling shall cost at least twenty five hundred Dollars ($2,500)

(d) That such one residence or single dwelling built on Lots Nos. 2 to 15, 17 to 22 inclusive, and 37, 39, 40 and 42 to 47, inclusive, shall be built to front on Buckingham Road and that such one single residence or one single dwelling built on lots Nos. 23 to 36 inclusive, and 38, 46 to 55 inclusive, shall be built to front on Windsor Road.

(e) That no residence or dwelling or other structure be erected or kept on said land or lots wholly or partly within twenty feet the line of each lot fronting on Buckingham Road or Windsor Road as the case may be, of the lots hereby conveyed.

(f) That no stable, garage or out-building shall be erected or kept on said land wholly or in part within one hundred feet of lot Nos. 2 to 14, in-

The land at the foot of dingle hill was known as the Deekens farm. (City of Cumberland, Herman Miller Collection 1612)



clusive, 19 to 22, inclusive, 29 to 40, inclusive, and 42 to 55 inclusive; nor within seventy five feet of the front line of lots Nos. 15, 18, 23, 27 and 28; not within sixty feet of the front line of lots Nos.17, 24, 25, and 26.

(g) That if any residence or dwelling, building or stable, garage, or other structure of any kind is erected or maintained on the land hereby conveyed, in violation of any of the covenants hereintofore set out, the said party … upon written notification … at once tear down and remove such building (Allegany County Circuit Court [Land Records] liber 112, folio 669-670).

A review of the original lot owners indicates that from the beginning The Dingle catered to the elite of Cumberland. Residents included business presidents, proprietors, attorneys-at-law, board members of The Dingle Company, a physician, a jeweler, and an engineer.

The first houses were coal heated, had gas stoves, and "got their water from the cisterns, or in the case of 812 Buckingham Road, from an artesian well, which was present on the property" (LaParle 2009:6-7). With its completion in 1917, water was supplied with water from the Ridgedale (Brown) Avenue Reservoir in 1917. Sewage originally went into septic tanks or into streams until sewage lines were run into the neighborhood in 1934 (LaParle 2009:7).

To help enforce the seclusion, circa 1915 iron gates were mounted on four square stone pillars at the entrance of Buckingham Road. The right and left gates for sidewalks were kept closed while the center gates were closed at night and opened for traffic during the day. In addition, a day/night watchman or gatekeeper was hired (*Cumberland Evening Times* June 14 and June 23, 1915). A current resident, Lea LaParle, remembered, "You didn't get in here unless you had an invitation or a car that they knew" (Tabler 2014).

According to the LaParles, "Some of the early residents touted the area as the 'First Gated Community in the County' that excluded Jews and African Americans" (LaParle 2009:5). Some of the early deeds stated: "no piece or parcel of the conveyed land shall ever be conveyed or devised to any person or persons other than those of the Caucasian or white race (see liber 121/folio 506). By rumor of two (2) local individuals, members of the Jewish faith or 'colored' were barred from buying land in 'The Dingle'" (LaParle 2009:6).

The ethnic restrictions did not last long. The LaParles noted: "After multiple attempts to purchase land, Morris Rosenbaum is rumored to have said that if he was ever allowed to buy land there, he would build the biggest house in the area, which is exactly what he did. It took about 2 years to build this house which contained an elevator and two (2) coal furnaces" (LaParle 2009:6; SDAT). Rosenbaum built his house at 816 Buckingham Road in 1927.

From the start, The Dingle has been blessed with good transportation services. In 1914, The Dingle bus began transit service from City Hall to the developing Dingle area, and the cost was 5¢ per ride. The bus was for residents and prospective buyers of property in The Dingle. It ran from early morning until midnight (Feldstein 2006:60; Western Maryland Regional Library).

On March 17, 1916, steel rails began arriving for a streetcar extension to the Cumberland Electric Railway Company from Green and Lee Streets to The Dingle. With the completion of the Greene Street underpass of the B&O Railroad on May 24, 1917, the streetcar company decided to extend its tracks along Green Street to The Dingle. On October 12, 1917, the streetcar line to The Dingle was placed into service with the second line over the West Side line opened on November



The gates (shown here in 1916) of The Dingle controlled who entered the community. By the 1930s, there was also a watchman. (Western Maryland Regional Library, whilbr.org)



The Dingle bus allowed residents to commute to work and shops downtown. (City of Cumberland, Herman Miller Collection 1012)


The Dingle
Construction Dates
1910s
1920s
1930s
1940s
1950s
1960s
MOUNT ROYAL
ALLEY
BUCKINGHAM
WINDSOR
ALLEY
BUCKINGHAM
WINDSOR
FLETCHER
GEPHART
RAMP
INTERSTATE 68
RAMP
GREENE
RAMP
BALMORAL

Architecture of the The Dingle

Because The Dingle was home to many of Cumberland's most prominent citizens, it boasts some of the city's finest examples of domestic architectural styles from the first half of the twentieth century. Examples of the three of most prominent categories of styles are presented below. (Photographs by Historitecture 2017)

CRAFTSMAN



806 Buckingham Road



812 Buckingham Road



827 Buckingham Road

ELIZABETHAN-JACOBEAN/ TUDOR REVIVAL



816 Buckingham Road



815 Windsor Road



820 Windsor Road

COLONIAL REVIVAL



807 Buckingham Road



809 Buckingham Road



836 Windsor Road (Dutch Colonial Revival)

Mother of the Year

In 1948, Mrs. Harold W. Smith (63), who lived in a white Cape Cod at 834 Windsor Road, was selected as Maryland's Mother of the Year. Her husband was the executive secretary of Cumberland's Chamber of Commerce. She was born in North Dakota in 1883, the youngest of six children. She went to college at the University of North Dakota and graduated with a B.A. in English and History. She subsequently taught in Montana and North Dakota. She met her husband on a summer vacation to see her sister in Akron, Ohio, and married in 1915. Harold Smith was in the rubber business. During World War I, the Smiths moved to Washington, District of Columbia, then New Castle, Pennsylvania, before settling in Cumberland. They organized the first Parent Teachers Association in the city, with Mr. Smith as the first president. Mrs. Smith helped form the Women's Association of the Presbyterian Church in Cumberland and was elected president. She helped organize the western Maryland branch of the Baltimore Presbyterial and was a past president. She was also a charter member of the Cumberland Branch of the American Association of the University Women; a past president of the Cumberland Woman's Civic Club and present chairman of its legislative committee (*Baltimore Sun* April 18, 1948). She also "mothered" the Girl Scouts in Cumberland, and her backyard was used as a camping site (*Baltimore Sun* April 18, 1948).



10, 1917 (Western Maryland Regional Library 1978). An unfortunate accident occurred in October when two Cumberland Electric Railway cars collided on Greene Street near the Riverside Park bend when The Dingle car got out of control and crashed into the West Side car. Two passengers were thrown to the floor and injured; one was cut with flying glass and another suffered a back injury and was knocked unconscious (*Baltimore Sun* October 29, 1919).

Amcelle (McMullen) Boulevard was opened on August 8, 1921. It ran from its connection at Greene Avenue, near The Dingle, to the American Cellulose and Chemical Company, Ltd. The *Baltimore Sun* noted: "This will open a 20-foot concrete speedway for a distance of four miles along the Maryland bank of the Potomac River, there are no grades on the entire boulevard, nor sharp curves, and there are several long, straight stretches" (*Baltimore Sun* July 30, 1921).

In July 1929, the Maryland Public Service Commission signed an order allowing the Potomac Edison Company to substitute busses for street cars on all of its Cumberland lines. At this time, the company abandoned its right-of-way for street car tracks. The tracks were removed and the street was repaved (*Baltimore Sun* July 6, 1929; *Cumberland Evening Times* April 26, 1956). In 1933, The Dingle Company purchased its own passenger bus to operate between the city and The Dingle (Cumberland Evening News September 18, 1933).

Circa 1934, The Dingle was annexed into the City of Cumberland (Bittner 2009). The watchman position was likely eliminated before The Dingle was incorporated (LaParle 1920:4). The City repaired the streets within The Dingle in 1934 (*Cumberland Evening Times* September 3, 1935). One person's first impression of Cumberland "was a glimpse of 'The Dingle,' the Guilford of this Queen City of the Alleganies, with many homes of rare beauty of architecture, and many beautiful gardens, some of them terraced and rock ribbed, in which a great diversity of well-nourished plants are already showing bloom" (*Baltimore Sun*, April 8, 1937).

In 1940, new water mains were built in The Dingle (City of Cumberland 1940). In 1941, the entrance gates were sold in support of the war effort. They were replaced in the middle fifties and later the gates were left open. The LaParles could find "no mention of when the gates were permanently removed, but the date was probably in the late 50s" (LaParle 2009:5).

As evidenced in the 1960 *City Directory*, The Dingle largely remained an enclave for the city's upper class. Its residents included a number business presidents, physicians, attorneys, and managers, although it also included a teacher and a mechanic.

On September 12, 2000, a storm dropped almost six inches of rain in Cumberland. Drainage systems were quickly overwhelmed with runoff from Haystack Mountain. Al Feldstein noted that the worst hit areas were on Cumberland's west side and included, "The Dingle, Braddock Road, and Fayette Street. At least 32 structures were reported to have heavy damage, 141 suffered minor damage, and 3 were destroyed" (Feldstein 2012).

The Dingle's architectural beauties are a result of Cumberland's steady economic and population growth, which continued into the early 1960s. The Dingle was an early suburb to Cumberland, that included transportation links to the city center by both bus and streetcar. The Dingle with its minimum house costs and deed covenants was geared to attract people with higher income levels. Even today, The Dingle continues to be an enclave of Cumberland's elite.

WHITE OAKS SURVEY DISTRICT

Cumberlanders met the postwar craze for ranch houses, manicured lawns, and shopping plazas with the White Oaks Manor Subdivision. The midcentury neighborhoods was a genuine Cumberland development, as the developer, builder, and most of the suppliers were from Cumberland. Their efforts resulted in a island of suburban comfort on the southern edge of the city.

White Oaks Addition to White Oaks Manor

On June 9, 1947, James A. Avirett requested that the City accept his plans for the streets in the proposed White Oaks Addition, which was listed as being east of the Mapleside section on Oldtown Road (*Cumberland Evening Times* June 9, 1947). Ralph L. Rizer was the City Engineer to plat out the White Oaks Addition. By August of that year, Rizer approved the proposed layout of White Oaks Addition off of Oldtown Road, which contained two 60-foot wide streets and one 50-foot wide street. The White Oaks Addition initially was proposed to have 35 lots with majority being 60 feet in width.

The city tentatively agreed to lay 350 feet of sewer to serve the White Oaks Addition in return for a one-third mile right-of-way for a sanitary sewer. This right-of-way for the sanitary sewer ran from Oldtown Road to the intersection of Church and Mullen Streets and provide needed relief for Mapleside (*Cumberland Evening Times* October 27, 1947). However, the plans for White Oaks Addition were never fulfilled, as the location of the proposed White Oaks Addition was what is now the White Oaks Shopping Center (City of Cumberland 1947).

By 1954, the future locations for both the White Oaks Manor Subdivision and the White Oaks Shopping Center were still undeveloped, although the beginning plans for White Oaks Avenue showed it connected to Oldtown Road to the north (City of Cumberland 1954). Other nearby planned streets, to the east of White Oaks Avenue, were Roemer Drive, Linderwood Avenue, and Donnell Drive. These streets would be within the possible White Oaks Addition, which was platted out and approved by the City in 1947. By 1958, Industrial Boulevard ran parallel with the B&O railroad tracks to the south and connected with White Oaks Avenue (City of Cumberland 1958). It is unclear why the Avirett brothers scrapped the idea for White Oaks Addition, but between 1947 and 1961, they were able to successfully plan and build the White Oaks Manor Subdivision on the property they owned to the west of White Oaks Avenue. One possibility is that it was easier to utilize the city's services from the adjacent Mapleside neighborhood.

The 1958 subdivision maps showed that White Oaks Avenue ran north-south and be the east boundary for the White Oaks Manor Subdivision (City of Cumberland 1958). An extension of Church Street became the south boundary for the subdivision and connected to White Oaks Avenue. Beechwood Drive marked the western boundary of the subdivision, run north-south, and intersect with the internal streets (City of Cumberland 1961). Streets that connected White Oaks Avenue to Beechwood Drive, from north to south, were Willow Court, Laurel Court, Magnolia Court, Dogwood Court, and Church Street. In 1961, plans continued to show development potential for Roemer Drive, Linderwood Avenue, and Donnell Drive to the east of White Oaks Avenue.

In May 1961, James A. Avirett announced in the *Cumberland Evening Times* that a group of Johnstown, Pennsylvania, businessmen headed by George Zamias wanted to develop the area that was once proposed to be the White Oaks Addition into a shopping center (*Cumberland Evening Times* May 6, 1961). The 13-acre site was owned by the Avirett family. This location for the shopping center also took advantage of the city's facilities, which included water and sewage services (*Cumberland Evening Times* May 6, 1961).

On July 14, 1961, the White Oaks Manor Homes received a full page advertisement in both the *Cumberland Evening Times* and the *Cumberland News* with a description of the new community and an attractive drawing of one of the Ranch-style houses (*Cumberland Evening Times* July 14, 1961). The subdivision was referenced as the White Oaks Manor Homes only for this advertisement, and all other advertisements thereafter identified it as the White Oaks Manor Subdivision. The first open house was Friday July 14 from 7-9 pm and over the weekend from 2-5 and 7-9 pm. "Enjoy suburban living with all the convenience of the city" was the perfect tagline that described what potential buyers could expect from White Oaks Manor Homes (*Cumberland Evening Times* July 14, 1961).

The design of the houses featured the utmost in modern living with everything located on one floor. Future residents could expect houses with three spacious bedrooms, plenty of closet space, a planned kitchen, and a large living room with a separate dining area. It was specifically highlighted that the houses were Blue Star All-Gas houses with forced air gas heating systems for "clean comfortable living" and a "family-rated" gas water heater (*Cumberland Evening Times* July 14, 1961). Emphasis on the all-gas system reflected that this first open house was in cooperation with Columbia Gas of Maryland. Potential buyers could also anticipate the quality of the subdivision, as the advertisement listed the major players involved in creating the development, including James A. Avirett as the developer and Garner Construction Company as the builder.

Most if not all of the architectural exterior and interior features were completed by Cumberland businesses, such as the Cumberland Cement and Supply Company, Bauer Wholesale Lumber and Supply, Clingan Electric Company, Cumberland Paint and Supply, Carl Mosser for carpentry work, William Kolb for ceramic tile work, Jesse Lashley for brick work, and Davey Supply Company for heating installation. In preparation for the open house, the model homes were furnished by Millenson's Furniture Company and draperies and carpeting were by Rosenbaum's Cumberland (*Cumberland Evening Times* July 14, 1961). In later months, other large advertisements for the subdivision appeared in the local newspaper, but not full-page advertisements. Listed for $16,950, the houses were described as 6-room brick houses on 80x90 lots and that low down payments would be accepted (*Cumberland Evening Times* October 2, 1961). People could expect hardwood floors, ceramic tile baths, full basements, carports, and city conveniences (*Cumberland Evening Times* October 6, 1961). The first homebuyers that could afford the White Oaks Manor Subdivision represented a population that received a higher education or held steady employment as a white-collar worker.

White Oaks Shopping Center

In December of 1961, James A. Avirett and John W. Avirett agreed to a 29-year lease with the Officers of the White Oaks Shopping Center, which included Isadore Misler, president,

The Avirett Family: Developers of White Oaks Manor Subdivision

The developers of the White Oaks Manor Subdivision were James Alfred Avirett and his brother, John Williams Avirett, both members of a prominent family from Cumberland (Land Records of Allegany County 1937:177/351). James A. Avirett and John W. Avirett, Jr., were the sons of Sarah Donnell Avirett and Colonel John W. Avirett, Sr., Editor and Founder of the *Cumberland Evening Times* (Avirett 1953:5). Sarah and John Avirett, Sr., lived at "Rose Hill", which was built in 1801 by Captain David Lynn and was the third brick house erected in Allegany County (Avirett 1953:5). The property of Rose Hill consisted of a dwelling house and the land surrounding it was Avirett Place, which was bounded by Kane Terrace (formerly West Terrace), Dunbar Drive, the B&O Railroad, and Lots 43 and 44 on said Kane Terrace (Land Records of Allegany County 1937:177/351).

John Avirett, Sr., purchased Rose Hill in 1904, where he lived with his wife until his death in May 1914 (Avirett 1953:5). Sarah received Rose Hill and other properties owned by her deceased husband, including his land holdings along Oldtown Road. Sarah later married James Walter Thomas (Land Records of Allegany County 1937:177/351). James A. Avirett later described his mother as a life-long Democrat who supported Woodrow Wilson even during his unsuccessful attempt to include the United State into the League of Nations, but despised Franklin D. Roosevelt for his Supreme Court choices. She supposedly only flew the Maryland flag at Rose Hill (Avirett 1997:5).

Sarah D. Avirett-Thomas wanted to retire from the active and burdensome management of her properties. In 1937, through a deed of trust, Sarah conveyed and transferred all of her properties to her two sons, James A. Avirett and John W. Avirett, Jr. (Land Records of Allegany County 1937:177/351). Her sons were to manage the properties, or reorganize, consolidate, or liquidate said properties. Sarah continued to live at Rose Hill until her death in 1942. James A. Avirett resided at Rose Hill with his wife and three children (Avirett 1953). By 1938, the Avirett brothers purchased the James M. Smith Farm near Oldtown Road for $3,375 from Caroline M. Smith, the widow of Samuel Smith. Early city maps from 1938 show the future location of the White Oaks Manor Subdivision and White Oaks Shopping Center were undeveloped with Oldtown Road to the northeast and Evitts Creek to the east (City of Cumberland 1938). The combination of the Avirett brother's inherited properties and the land holdings from the Smith Farm made up the White Oaks Manor Subdivision (Land Records of Allegany County 1961:339/130).

James A. Avirett and John W. Avirett, Jr., both had a prestigious and privileged upbringing. In 1919, John graduated from Episcopal High School, a private boarding school in Alexandria, Virginia, graduated from the University of Virginia with a bachelor's degree in 1923 and master's degree in 1924, and went on to graduate from Harvard Law School in 1927 (Rasmussen 1993:150). John began his legal career with the Baltimore firm Piper, Casey & Hall, and later became made partner from 1933 until 1976 at the time of his retirement. He frequently handled legislative matters and was credited with leading the adoption of the Maryland Fireworks Law in 1941 and the Maryland law that required the use of shatterproof glass in school buses. During World War II, John served with the general counsel for the Navy Department, was a special assistant and aide to the Assistant Secretary of the Navy, and was awarded the Legion of Merit (*Baltimore Sun* 1947:122). Although his brother James wrote that John lived at Rose Hill with his family, by 1953, John's obituary stated that they lived at Cock's Crow on Bellona Avenue in Ruxton, Maryland, before moving in 1984 to Roland Park Place in Baltimore, Maryland (Avirett 1953; Rasmussen 1993).

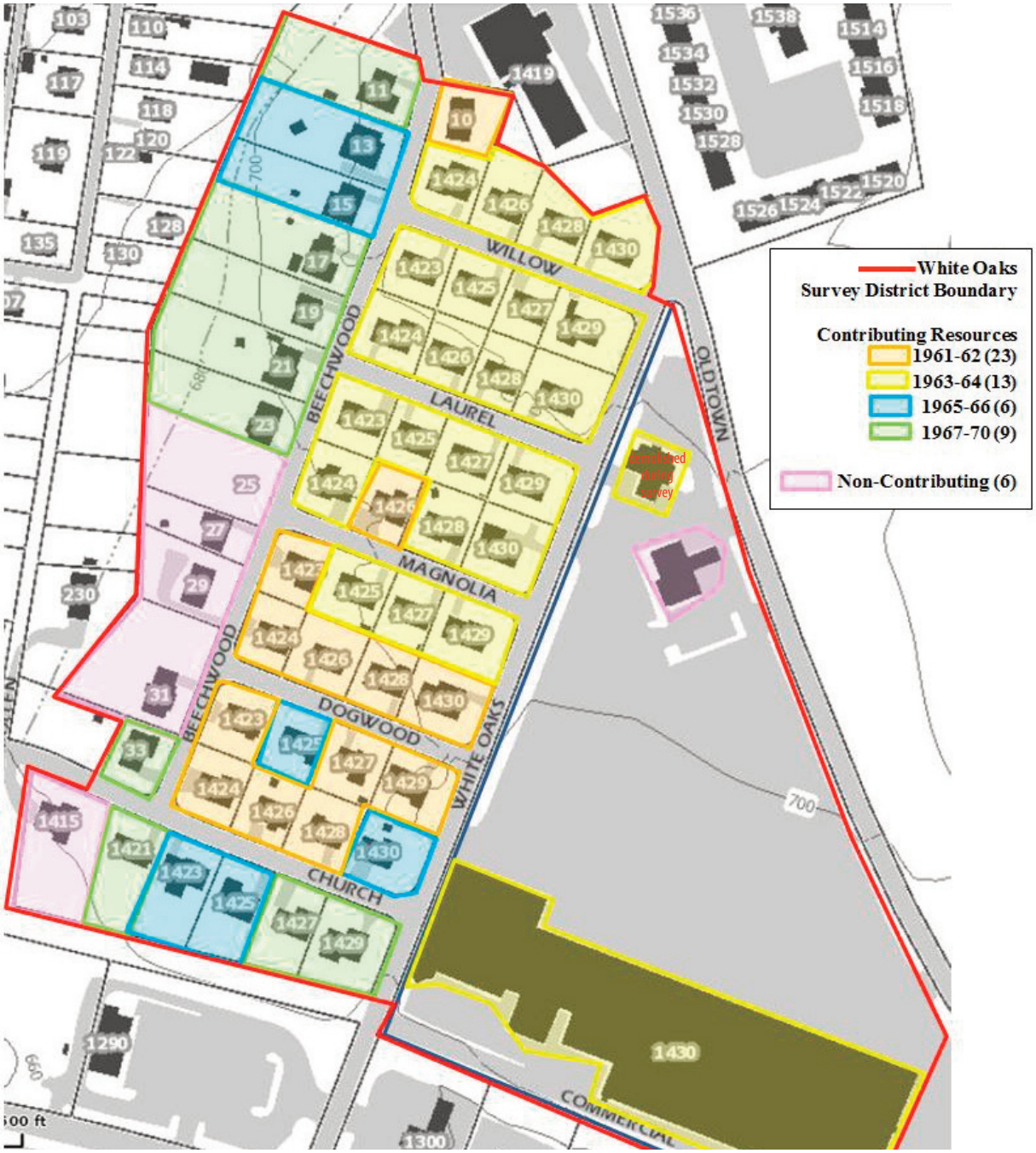
James A. Avirett (April 11, 1910-February 10, 2001) was a prestigious Cumberland attorney (U.S. Death Index 2001). From 1936 until his death in 2001, James had his law office at One Washington Street in Cumberland (1937 *City Directory*; 1997 White Pages; Princeton Alumni Weekly 2001). He graduated from Episcopal High School in 1929, graduated in 1933 from Princeton University for his undergraduate degree, and received his law degree from Harvard in 1936 (Princeton Alumni Weekly 2001). James served with the Department of Justice for 30 years as the commissioner and magistrate for Western Maryland and eventually provided legal counsel for various local and state organizations and institutions.

During World War II, James served on the judge advocate's staff (Princeton Alumni Weekly 2001). He was a writer on Cumberland history for Table and Trails, a quarterly magazine devoted to history, folklore and cultural interests within the tri-state area (Avirett 1953). James was a longtime supporter of libraries in Allegany County, as he served on the Allegany County Library Board of Trustees from 1960 up into the late 1990s (*Cumberland News* April 24, 1979; Avirett 1997). He served as the Chairman of the Cumberland Planning and Zoning Commission for many years (Avirett 1997). His residence was 512 Dunbar Drive, presumably the address of Rose Hill, in Cumberland (1937 *City Directory*; 1942 *City Directory*).

Although the Aviretts were a well established, financially powerful, and respected Cumberland family, this did not omit them from the urban renewal wrecking ball. James A. Avirett described the saddest event in his life was losing Rose Hill to the rapidly growing highway system (Avirett 1997). Apparently, James and his wife, Sarah Sharp, fought a four-year legal battle with Cumberland to prevent the demolition of Rose Hill, considered one of the oldest homes in the city. The Aviretts lost Rose Hill, whose former front door became the center of I-68. James and Sarah built a new home at 740 Washington Street that had a similar view to Rose Hill overlooking the city of Cumberland (*Cumberland Evening Times* June 30, 1970; Avirett 1997).



In 1916, the Avirett Family included, from Left, James A. Avirett, Donnell Dunbar Avirett, Sarah Avirett-Thomas, and John W. Avirett, II. (Ancestry.com)


White Oaks
Survey District Boundary
Contributing Resources
1961-62 (23)
1963-64 (13)
1965-66 (6)
1967-70 (9)
Non-Contributing (6)
WILLOW
LAUREL
MAGNOLIA
DOGWOOD
CHURCH
BEECHWOOD
WHITE OAKS
OLD TOWN
COMMERCIAL
demolished during survey

This Weekend Only! OPEN HOUSE AT

White Oaks Manor Homes



White Oaks Manor Homes proudly presents for your inspection the exciting Blue Star All-Gas House. It's in Cumberland's newest residential community located between the Oldtown Road and the Industrial Boulevard in the Johnson Heights Section.

One of these lovely homes and large lots can be yours at exceptionally low cost. Drive out this weekend.

- July 14 from 7-9 P. M.
- July 15 from 2-5 and 7-9 P. M.
- July 16 from 2-5 and 7-9 P. M.

Enjoy Suburban Living With All The Conveniences Of The City!

White Oaks Manor Homes are designed to give you true suburban living with every city convenience. Lots have a frontage of eighty feet and are laid out among splendid Oak trees.

White Oaks Manor Homes are carefully designed for the utmost in modern living on one floor. They contain three generous size bedrooms, ample closet space, ceramic tile bath, hardwood floors, large living room with separate dining area and conveniently planned kitchen.

The homes are of brick construction with full basement containing built-in laundry tubs. The basement is easily accessible by separate outside entrance. Another quality feature is the forced air gas heating system for clean comfortable living, and a "Family-Rated" gas water heater to supply all your hot water needs. These are just a few of the many advantages and conveniences you'll find in White Oaks Manor Homes — homes designed to the highest standards of quality and construction — yet reasonably priced to meet your family budget.

Home Attractively Furnished by
Millenson's Furniture Co.

Draperies and Carpeting by
Rosenbaum's Cumberland

Cement Products
Cumberland Cement and Supply Co.

Lumber and Mill Supplies
Bauer Wholesale Lumber and Supply

Electrical Supplies
Dingus Electric Co.

Paints
Cumberland Paint & Supply

Engineering and Grading
Royce R. Johnson

Carpentry Work
Carl Wisner, Accident, Md.

Ceramic Tile Work
William Kalb

Brick Work
Jesse Lashley

Heating Installation
Davey Supply Co.

White Oaks Manor Homes Developed by: JAMES ALFRED AVIRETT
Homes Built by: GARNER CONSTRUCTION CO.
OPEN HOUSE IN COOPERATION WITH:

Columbia Gas Of Maryland, Incorporated





White Oaks is consistent in its midcentury architecture, though forms vary from ranch and raised ranch to split-level houses. Carports and garages, brick and formstone, cast iron bannisters, and foundation plantings are signatures. The neighborhood lacks sidewalks, has wide streets, and high concrete curbs. Top, 1427 Laurel Court (1961) and bottom 1426 Church Street (1964).

White Oaks Manor Subdivision Covenants

The White Oaks Manor Subdivision had a set of covenants and restrictions that were meant to provide a uniformed plan for the development (Land Records of Allegany County 1962:380/281). The covenants included only allowing single-family dwellings that had to cost or have a value of more than $10,000. Any carports or unattached garages could only hold two cars, needed to be built with the same materials as the dwelling house, and had to be at least 25 feet from the front line of the lot and at least 10 feet from the side and rear lines. The residents could not have fences but landscaping, such as hedges, shrubbery, trees, or flowers, could be used to create the same effect as a fence.

There could not be any livestock or poultry raised, bred, or kept on the property, however dogs, cats, and other household pets were allowed, provided they were not kept for breeding or maintained for commercial purposes. The lot could only be used for residential purposes and could not be used as a store, beauty parlor, or business establishment. The owner could add to or enlarge their house but it needed to be of the same materials as the dwelling and the same general architectural design. The subdivision also utilized an easement that was ten feet wide at the rear of the lot and the entire width of the lot for the installation and maintenance of utilities (Land Records of Allegany County 1961:39/130).

and George Zamias, representative of the development company to build the shopping center (*Cumberland Evening Times* December 8, 1961).

In a newspaper article, the Avirett brothers noted that the shopping center would enlarge the city's retail shopping area and benefit the local taxpayer. With test borings completed and sewage, water, and other utility lines already connected to the property, construction work for the shopping center was expected to begin in February 1962. Rent for the shopping center was $9,000 a year, with certain rent adjustments to be included in the lease. The newspaper article announcing the lease also stated that the property was conveyed to the Avirett brothers in two deeds, the first from their mother, Sarah D. Avirett-Thomas on April 30, 1937, and the second from Henry Shriver, executor, dated December 11, 1943 (*Cumberland Evening Times* December 8, 1961).

James A. Avirett always promised to the White Oaks Manor Subdivision residents that there was a plan to build a shopping center adjacent to White Oaks Avenue. This was an attractive amenity for potential buyers to the White Oaks Manor Subdivision, as they would not need to go far for daily errands. James A. Avirett wanted to make the White Oaks Shopping Center a success. On July 30, 1962, he requested that the City Mayor and Council grade, pave, curb, gutter, and improve White Oaks Avenue from Oldtown Road to Industrial Boulevard by the first week of September (*Cumberland Evening Times* July 30, 1962). This was in anticipation of the White Oaks Shopping Center's first store opening, Town & Country. The request was also with the understanding that the city would cover 50 percent of the cost for the street improvements, with the Averitts covering the other 50 percent (*Cumberland Evening Times* August 20, 1962). In addition to his request, James presented the Mayor and Council a copy of an introductory ordinance and other necessary paper work for speedy approval. Throughout the month of August advertisements appeared in both the *Cumberland News* and *Cumberland Evening Times* announcing the grand opening of the Town & Country Department Store (*Cumberland Evening Times* July 30, 1962).

Issues arose from James A. Avirett's request that the city to cover 50 percent of the cost to complete road improvements to White Oaks Avenue. Three residents, Mr. and Mrs. Floyd A. Beverly, Mr. and Mrs. Carl B. Moore, and Mr. Charles W. Garner, of White Oaks Manor Subdivision protested the street improvements because they claimed that when they purchased their houses, that $500 was included in the purchase price to be applied towards the cost of sewer and streets (*Cumberland Evening Times* August 20, 1962). The residents were concerned that they would be stuck with the added cost of improving White Oaks Avenue now that it would serve a shopping center on top of the residential neighborhood.

John W. Avirett stated to the city that it was his understanding that the city would do the 50-50 street improvement payment plan to make the proposed shopping center attractive for developers. He also clarified that the $500 referred to by the residents was meant only for sewers and not streets. He stated that he had no ill will towards the three residents and his family ensured they were properly taken care of, assuming that this meant financially. The city was at odds with what to do, as the Mayor and Council recognized that other developers were not offered the same coverage for street maintenance cost. Also, for the first time, a resident who lived near Rose Hill Cemetery stated that such shopping centers caused local businesses to close and that Cumberland had ample empty, exist-

ing storerooms (*Cumberland Evening Times* August 20, 1962). Confirmation on how the Mayor and Council decided the issue remains a mystery.

Attracting businesses to the White Oaks Shopping Center was a common need by property management, but it is unclear if tenants were short-term or long-term. In January 1963, George Zamias, the representative of the development company for the White Oaks Shopping Center, advertised for drugstore and restaurant franchises. He described the White Oaks Shopping Center as the newest and most successful center and that franchise business could expect a return on their initial capital investment within one to three years (*Cumberland News*, January 10, 1963). By 1964, the pharmacy Thrift Drug had a location at the White Oaks Shopping Center (The *Cumberland News* March 6, 1964). That same year, the White Oaks Bowling Lane became a tenant at the shopping center (*Cumberland Evening Times* May 6, 1964). By 1967, Joe The Motorist Friend store took up shop at the White Oaks Shopping Center (*Cumberland Evening Times* June 13, 1967). These are just a few of the businesses that established themselves at the White Oaks Shopping Center.

White Oaks Shopping Center had everything a suburban resident needed, including a bowling alley that is still there today. (City of Cumberland, CURA Slides)



Section III

Survey Findings

CANADA-VIADUCT HISTORIC DISTRICT

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 though 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 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 came to Cumberland because of the area's natural resources. Known as the western gateway, the city of Cumberland was the starting point 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 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 being constructed during the late nineteenth century to early twentieth century. The neighborhood faced certain setbacks, such as Prohibition in the 1920s, the collapse of the stock market in 1929, and multiple floods, including the disastrous flood of 1936. 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.

JANE GATES HOUSE AND GATES FAMILY HOUSES

The Jane Gates Property and Family Houses include four vernacular houses (Photo 1). Three houses—515, 511, 509 Greene Street—are located on the lot purchased by Jane Gates in 1871. Jane Gates was born into slavery around 1818. This inventory form also includes 503/505 Greene Street, a house associated with the Gates family for over 122 years (1882-2004). The houses are front- and side-gabled dwellings featuring a variety of modest decorative elements from architectural styles of the late 19th century, such as Italianate. The Gates' houses reflect the necessary frugality of the working-class population of the neighborhood.

Always a small minority, African Americans represented about three percent of the population in Allegany County from 1890 through 1970. The story of Jane Gates, and her family provides a glimpse into the life of African Americans in Cumberland, Maryland. As is typical of a family emancipated by the Civil War, Jane and her children and grandchildren make their first documented appearance in Allegany County when they are enumerated in the 1870 federal census. In 1871, Jane Gates recorded a deed for a parcel of land on today's Greene Street in Cumberland. She was one of a very few persons of color purchasing land during the post-Civil War period in Cumberland. Jane's parcel was eventually divided into three lots, all conveyed to Jane's descendants; two of these parcels are still owned by her descendants. In her obituary, Jane was called "an estimable colored lady" (Gates 1994:70). Her descendants

first worked as domestic workers (butler, laundress, nurse, gardener, coachman, cook, maids); then through the 1960s laborers, farmers, porters, chauffeurs, an elevator operator, and janitors. Some owned their own businesses and rental properties in town. Later generations would be pharmacists, doctors, dentists, lawyers, and professors. The Gates family also served their community in Cumberland as activists, trustees, jurors, and through various volunteer capacities with their churches.

The Jane Gates Property and Family Houses is recommended eligible for listing in the National Register of Historic Places (NRHP). This property is eligible for listing in the NRHP under Criterion A because it is representative of the African American experience in the City of Cumberland. The property is also eligible under criterion C as representative examples of vernacular forms including Gable Front and Cumberland Worker House with modest decorative and stylistic elements reflective of late 19th century styles. The property retains integrity of location, design, setting, materials, workmanship, feeling, and association.

THE DINGLE

The Dingle is an upper class garden style neighborhood located on the west side of Cumberland. It is located in a valley between Braddock Road (the Old National Road) and Greene Street or McMullen Avenue. The houses were built between 1913 and 1967 in a variety of architectural styles, including Spanish, Greek, and Colonial Revival. Early residents included business presidents, proprietors, attorneys, and company board members. The Dingle was the first gated community in Allegany County. To help enforce the seclusion, a watchman and/or gate keeper and iron gates barred entry to the public unless invited. The developers placed many deed restrictions on early residents, including who could purchase property. From the start, The Dingle had a bus service or trolley service direct to city hall. The Dingle continues to be an enclave of Cumberland's middle and upper class residents.

The Dingle 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 suburban history. The subdivision represents a period of Cumberland's history when transportation links to the city center, both bus and streetcar, encouraged suburban development outside the city proper. The Dingle with its minimum house costs and deed covenants was geared to attract people with higher income levels. The Dingle retains its integrity of location, design, materials, workmanship, feeling, setting, and association, which conveys the neighborhood's development through its period of significance from the 1913 through the 1967. The Dingle is eligible under Criterion C for NRHP listing as having architecturally significant building types, styles, periods, or methods of construction. The Dingle includes a variety of popular residential architectural styles from the time period that remain highly intact.

WHITE OAKS SURVEY DISTRICT

The White Oaks Survey District consists of the White Oaks Manor Subdivision (1961 to 1970) and the White Oaks Shopping Center (1962). The residential neighborhood is bound by Oldtown Road to the east, Industrial Boulevard (MD Highway 51) to the south, and the neighborhood of Mapleside to the west. The main thoroughfare is White Oaks Avenue, which connects Industrial Boulevard and Oldtown Road. The roads within the neighborhood are mostly named after species of

trees and the street name suffixes are courts. Physical features of the neighborhood include roads wide enough for two-way traffic and street parking, concrete curbs and driveways, 20- to 30- foot setbacks, 80-foot wide lots, and light landscaping with manicured lawns. The architectural styles within the White Oaks Subdivision include the Ranch, Raised Ranch, and Split-level styles. The White Oaks Shopping Center is bounded by White Oaks Avenue to the west, Oldtown Road to the north-northeast, and Industrial Boulevard to the south. Built in the Contemporary style, the shopping center is a one-story, horizontally oriented building with a flat roof, fronted by a continuous cantilevered awning. The storefronts have large, side-by-windows.

Two Cumberland brothers, James Alfred Avirett and John Williams Avirett, created the White Oaks Manor Subdivision. The Avirett family was a prominent and wealthy family from Cumberland. The Avirett brothers were both Harvard attorneys who practiced law in Maryland. In 1937, Sarah D. Avirett-Thomas transferred multiple properties to her sons. Through a combination of the Avirett brother's inherited properties, and their purchase of a farm, they owned the necessary lands for the future site of the White Oaks Manor Subdivision. By 1947, John A. Avirett made subdivision plans for White Oaks Addition. By 1961, the plans for the White Oaks Addition were scratched and the White Oaks Manor Subdivision had some of its first houses built and advertised for sale. With homes constructed in the popular Ranch-style, the White Oaks Manor Subdivision was a genuine Cumberland development, as the developer, builder, and most of the suppliers were from Cumberland. The White Oaks Shopping Center was under construction by February 1962.

The White Oaks Survey District is recommended for listing in the NRHP. The district is eligible under Criterion A because of its association with events that have made a significant contribution to the broad patterns of Maryland's suburban history. Both the subdivision and shopping center represent a period of Cumberland's history when multiple factors, including the G.I. Bill of Rights, the Federal Aid Highway Act, and Urban Renewal, all encouraged suburban and economic development outside of the city proper. The Avirett brothers represent another trend of large property owners subdividing former agricultural properties and becoming real estate developers. Archival research completed as part of this project does not indicate that the White Oaks Survey District is associated with person(s) of historic significance, and thus is not eligible under NRHP criterion B. Although the White Oaks Survey District does not retain its integrity of design, materials, and workmanship due to the use of non-original materials, the neighborhood and shopping center continue to retain its integrity feeling, setting, association, and location and convey the neighborhood and shopping center's development during the 1960s. The White Oaks Survey District represents popular residential architectural styles from the 1960s, especially the Ranch, Raised-Ranch, Split-level styles; the commercial architecture is in the Contemporary style. Therefore, the White Oaks Survey District is eligible under Criterion C for NRHP listing as having architecturally significant building types, periods, or methods of construction. NRHP Criterion D was not investigated as part of this study. It is significant at the local level and the period of significance is 1961 to 1970, corresponding with construction of the original subdivision.

TABLE 3.1: CANADA-VIADUCT HISTORIC DISTRICT (AL-IV-A-142)—HISTORIC RESOURCES

Historic or Current Name	Street No.	Date	Contributing Resource?	Map	Parcel
114 BEDFORD STREET/101 NORTH CENTRE STREET	114 BEDFORD ST	1915	CONTRIBUTING	104	7179B
122 BEDFORD STREET	122 BEDFORD ST	c.1900	CONTRIBUTING	104	7009B
124 BEDFORD STREET	124 BEDFORD ST	c.1895	CONTRIBUTING	104	0001B
128 BEDFORD STREET	128 BEDFORD ST	c.1900	CONTRIBUTING	104	7010B
132 BEDFORD STREET	132 BEDFORD ST	c.1910	CONTRIBUTING	104	0002B
146 BEDFORD STREET	146 BEDFORD ST	2001	NON-CONTRIBUTING	104	7014B
152 BEDFORD STREET	152 BEDFORD ST	c.1905	CONTRIBUTING	104	7016B
154 BEDFORD STREET	154 BEDFORD ST	c.1920	CONTRIBUTING	104	6
156–158 BEDFORD STREET	156 AND 158 BEDFORD ST	c.1905	CONTRIBUTING	104	0007B / 8
160 BEDFORD STRET	160 BEDFORD ST	c.1905	CONTRIBUTING	104	0009B
MURPHY'S FURNITURE	316 BOW ST	c.1946	CONTRIBUTING	104	7131
119 NORTH CENTRE STREET	119 CENTRE N ST	c.1900	NON-CONTRIBUTING	104	7181B
NICKLE BUILDING	121, 123, 125, 127 CENTRE N ST	1914	CONTRIBUTING	104	7182B
131 NORTH CENTRE ST	131 CENTRE N ST	c.1875	CONTRIBUTING	104	7183
137-139 NORTH CENTRE STREET	137 AND 139 CENTRE N ST	c.1900	CONTRIBUTING	104	0067B
HABIG BUILDING	151 CENTRE N ST	1913	CONTRIBUTING	104	7187
156–158 NORTH CENTRE STREET	156 AND 158 CENTRE N ST	c.1910	CONTRIBUTING	104	7214B
160–162 NORTH CENTRE STREET	160 AND 162 CENTRE N ST	c.1910	CONTRIBUTING	104	7215B
163–165 NORTH CENTRE STREET	163 AND 165 CENTRE N ST	c.1900	CONTRIBUTING	104	7190B
164–166 NORTH CENTRE STREET	164 AND 166 CENTRE N ST	c.1910	CONTRIBUTING	104	7216B
167 NORTH CENTRE STREET	167 CENTRE N ST	c.1900	CONTRIBUTING	104	7191
168 NORTH CENTRE STREET	168 CENTRE N ST	c.1910	CONTRIBUTING	104	7217B
169 NORTH CENTRE STREET	169 CENTRE N ST	c.1900	CONTRIBUTING	104	7192
172–178 NORTH CENTRE STREET	172, 174, 176, 178 CENTRE N ST	c.1898	CONTRIBUTING	104	7218B 7219B
182–184 NORTH CENTRE STREET	182 AND 184 CENTRE N ST	c.1900	CONTRIBUTING	104	0069B 0070B
183 NORTH CENTRE STREET	183 CENTRE N ST	c.1895	CONTRIBUTING	104	7040
186 NORTH CENTRE STREET	186 CENTRE N ST	c.1900	CONTRIBUTING	104	0071B
HARRY FOOTER BUILDING	188, 190, 192, 194, 196 CENTRE N ST	1909	CONTRIBUTING	104	71
198 NORTH CENTRE STREET	198 CENTRE N ST	c.1910	CONTRIBUTING	104	7222B
200–202 NORTH CENTRE STREET	200 AND 202 CENTRE N ST	c.1900	CONTRIBUTING	104	75 / 76B
ST. PATRICK'S CATHOLIC CHURCH	201 CENTRE N ST/ GARAGE BUILDING (NW)	c.1920	CONTRIBUTING	104	7193
ST. PATRICK'S CATHOLIC CHURCH	201 CENTRE N ST/ SCHOOL BUILDING (WEST)	c.1920	CONTRIBUTING	104	7193
ST. PATRICK'S CATHOLIC CHURCH	201 CENTRE N ST/ PRIEST'S RESIDENCE (EAST)	c.1880	CONTRIBUTING	104	7193
ST. PATRICK'S CATHOLIC CHURCH	201 CENTRE N ST/ CHURCH BUILDING	1851	CONTRIBUTING	104	7193

TABLE 3.1: CANADA-VIADUCT HISTORIC DISTRICT (AL-IV-A-142)—HISTORIC RESOURCES (CONTINUED)

Historic or Current Name	Street No.	Date	Contributing Resource?	Map	Parcel
ST. PATRICK'S CATHOLIC CHURCH	201 CENTRE N ST/ SISTERS OF MERCY BUILDING (SW)	1867	CONTRIBUTING	104	7193
204 NORTH CENTRE STREET	204 CENTRE N ST	c.1890	CONTRIBUTING	104	0077B
206 NORTH CENTRE STREET	206 CENTRE N ST	c.1890	CONTRIBUTING	104	0078B
208 NORTH CENTRE STREET	208 CENTRE N ST	c.1900	CONTRIBUTING	104	0079B
212 NORTH CENTRE STREET	212 CENTRE N ST	c.1895	CONTRIBUTING	104	0080B
CENTRE ST UNITED METHODIST CHURCH	217 CENTRE N ST	1871	CONTRIBUTING		
228–236 NORTH CENTRE STREET	228, 232, 234 CENTRE N ST	1923	CONTRIBUTING	104	7224B
238 NORTH CENTRE STREET	238 CENTRE N ST	c.1898	CONTRIBUTING	104	0081B
240 NORTH CENTRE STREET	240 CENTRE N ST	c.1910	CONTRIBUTING	104	0081B
242 NORTH CENTRE STREET	242 CENTRE N ST	1909	CONTRIBUTING	104	0082B
244 NORTH CENTRE STREET	244 CENTRE N ST	c.1890	CONTRIBUTING	104	0082B
MASTERPIECE HAIR AND NAILS	261 CENTRE N ST	c.1885	CONTRIBUTING	104	7216
CARPET OUTLET	302 CENTRE N ST	c.1875	CONTRIBUTING	104	7191
309 NORTH CENTRE ST	309 CENTRE N ST	c.1959	NON-CONTRIBUTING	104	7222
MURPHYS FURNITURE	310 CENTRE N ST	c.1948	CONTRIBUTING	104	7192
311 NORTH CENTRE ST	311 CENTRE N ST	c.1900	CONTRIBUTING	104	7225
313-315 NORTH CENTRE ST	313 AND 315 CENTRE N ST	c.1880	CONTRIBUTING	104	7225
317 NORTH CENTRE ST	317 CENTRE N ST	c.1860	CONTRIBUTING	104	2086
319 NORTH CENTRE ST	319 CENTRE N ST	c.1910	CONTRIBUTING	104	2087
321 NORTH CENTRE ST	321 CENTRE N ST	c.1910	CONTRIBUTING	104	2088
323 NORTH CENTRE ST	323 CENTRE N ST	c.1920	CONTRIBUTING	104	7226
TRINITY LUTHERAN CHURCH	326 CENTRE N ST	1849	CONTRIBUTING	104	7194
327 NORTH CENTRE ST	327 CENTRE N ST	c.1950	NON-CONTRIBUTING	104	7226B
CENTRE ST UNITED METHODIST CHURCH	406 CENTRE N ST	c.1910	CONTRIBUTING	104	7195B
ARCHWAY STATION	408 CENTRE N ST	c.1910	CONTRIBUTING	104	2114
412–414 NORTH CENTRE ST	412 AND 414 CENTRE N ST	c.1890	CONTRIBUTING	104	7196
413–415 NORTH CENTRE ST	413 AND 415 CENTRE N ST	c.1880	CONTRIBUTING	104	7229
417 NORTH CENTRE ST	417 CENTRE N ST	c.1890	CONTRIBUTING	104	7229
BETH JACOB TEMPLE	418 CENTRE N ST	1924	CONTRIBUTING	104	7197
419 NORTH CENTRE ST	419 CENTRE N ST	c.1890	CONTRIBUTING	104	2089
426 NORTH CENTRE ST	426 CENTRE N ST	c.1890	CONTRIBUTING	104	2116
428 NORTH CENTRE ST	428 CENTRE N ST	c.1890	CONTRIBUTING	104	2117
429 NORTH CENTRE ST	429 CENTRE N ST	c.1900	CONTRIBUTING	104	2090
430 NORTH CENTRE ST	430 CENTRE N ST	c.1900	CONTRIBUTING	104	2118

TABLE 3.1: CANADA-VIADUCT HISTORIC DISTRICT (AL-IV-A-142)—HISTORIC RESOURCES (CONTINUED)

Historic or Current Name	Street No.	Date	Contributing Resource?	Map	Parcel
432–434 NORTH CENTRE ST	432 AND 434 CENTRE N ST	c.1880	CONTRIBUTING	104	2120 7198
FLURSHUTZ HOUSE	435 CENTRE N ST	c.1900	CONTRIBUTING	104	2092
436–442 NORTH CENTRE ST	436-442 CENTRE N ST	c.1890	CONTRIBUTING	104	7199
437 NORTH CENTRE ST	437 CENTRE N ST	c.1895	CONTRIBUTING	104	2092
439 NORTH CENTRE ST	439 CENTRE N ST	c.1890	CONTRIBUTING	104	2093
441 NORTH CENTRE ST	441 CENTRE N ST	c.1910	CONTRIBUTING	104	7241B
443 NORTH CENTRE ST	443 CENTRE N ST	c.1860	CONTRIBUTING	104	2094
444 NORTH CENTRE ST	444 CENTRE N ST	c.1860	CONTRIBUTING	104	2126
445 NORTH CENTRE ST	445 CENTRE N ST	c.1890	CONTRIBUTING	104	2096
446 NORTH CENTRE ST	446 CENTRE N ST	1907	CONTRIBUTING	104	2127
450 NORTH CENTRE ST	450 CENTRE N ST	c.1890	CONTRIBUTING	104	2129
451 NORTH CENTRE ST	451 CENTRE N ST	c.1900	CONTRIBUTING	104	2097
455–457 NORTH CENTRE ST	455 AND 457 CENTRE N ST	c.1865	CONTRIBUTING	104	7244
456 NORTH CENTRE ST	456 CENTRE N ST	1901	CONTRIBUTING	104	2130
500 NORTH CENTRE ST	500 CENTRE N ST	c.1959	NON-CONTRIBUTING	104	7201
502-510 NORTH CENTRE ST	502-510 CENTRE N ST	c.1967	NON-CONTRIBUTING	104	7202
505 NORTH CENTRE ST	505 CENTRE N ST	c.1925	CONTRIBUTING	104	7248
509 NORTH CENTRE ST	509 CENTRE N ST	c.1950	NON-CONTRIBUTING	104	7250
515 NORTH CENTRE ST	515 CENTRE N ST	c.1892	NON-CONTRIBUTING	104	7253
521-525 NORTH CENTRE ST	521 AND 525 CENTRE N ST	c.1900	CONTRIBUTING	104	7254
527 NORTH CENTRE ST	527 CENTRE N ST	c.1900	CONTRIBUTING	104	7255
528 NORTH CENTRE ST	528 CENTRE N ST	c.1880	CONTRIBUTING	104	2135
529 NORTH CENTRE ST	529 CENTRE N ST	c.1880	CONTRIBUTING	104	7256
530 NORTH CENTRE ST	530 CENTRE N ST	c.1880	CONTRIBUTING	104	2134
531–533 NORTH CENTRE ST	531 AND 533 CENTRE N ST	c.1924	CONTRIBUTING	104	2098
534 NORTH CENTRE ST	534 CENTRE N ST	c.1890	CONTRIBUTING	104	2137B
536 NORTH CENTRE ST	536 CENTRE N ST	c.1880	CONTRIBUTING	104	7204
538–540 NORTH CENTRE ST	538 AND 540 CENTRE N ST	c.1910	CONTRIBUTING	104	2141
542–544 NORTH CENTRE ST	542 AND 544 CENTRE N ST	c.1890	CONTRIBUTING	104	7205
546 NORTH CENTRE ST	546 CENTRE N ST	c.1910	CONTRIBUTING	104	2142
548 NORTH CENTRE ST	548 CENTRE N ST	c.1880	CONTRIBUTING	104	2143
549 NORTH CENTRE ST	549 CENTRE N ST	c.1912	NON-CONTRIBUTING	104	7259
601 NORTH CENTRE ST	601 CENTRE N ST	c.1915	CONTRIBUTING	104	7266
603 NORTH CENTRE ST	603 CENTRE N ST	c.1890	CONTRIBUTING	104	2106

TABLE 3.1: CANADA-VIADUCT HISTORIC DISTRICT (AL-IV-A-142)—HISTORIC RESOURCES (CONTINUED)

Historic or Current Name	Street No.	Date	Contributing Resource?	Map	Parcel
605 NORTH CENTRE ST	605 CENTRE N ST	c.1890	CONTRIBUTING	104	2107
606 NORTH CENTRE ST	606 CENTRE N ST	c.1910	CONTRIBUTING	104	7207
607 NORTH CENTRE ST	607 CENTRE N ST	c.1900	CONTRIBUTING	104	2108B
609 NORTH CENTRE ST	609 CENTRE N ST	c.1900	CONTRIBUTING	104	2109B
611 NORTH CENTRE ST	611 CENTRE N ST	c.1880	CONTRIBUTING	104	2110
612–614 NORTH CENTRE ST	612 AND 614 CENTRE N ST	1912	CONTRIBUTING	104	7208
613–615 NORTH CENTRE ST	613 AND 615 CENTRE N ST	1907	CONTRIBUTING	104	2110
617 NORTH CENTRE ST	617 CENTRE N ST	c.1900	CONTRIBUTING	104	2110
618 NORTH CENTRE ST	618 CENTRE N ST	c.1880	CONTRIBUTING	104	2146
619 NORTH CENTRE ST	619 CENTRE N ST	c.1890	CONTRIBUTING	104	2111
620 NORTH CENTRE ST	620 CENTRE N ST	c.1880	CONTRIBUTING	104	2147
621 NORTH CENTRE ST	621 CENTRE N ST	c.1935	NON-CONTRIBUTING	104	7271
624–626 NORTH CENTRE ST	624 AND 626 CENTRE N ST	1910	CONTRIBUTING	104	2149
625 NORTH CENTRE ST	625 CENTRE N ST	c.1972	NON-CONTRIBUTING	104	7272
628–630 NORTH CENTRE ST	628 AND 630 CENTRE N ST	1910	CONTRIBUTING	104	2150
632 NORTH CENTRE ST	632 CENTRE N ST	c.1994	NON-CONTRIBUTING	104	2151
CUMBERLAND BREWING CO.	637 CENTRE N ST	c..1940	CONTRIBUTING	104	7273
638 NORTH CENTRE ST	638 CENTRE N ST	c1900	CONTRIBUTING	104	2153
710 NORTH CENTRE ST	710 N CENTRE ST	c.1996	NON-CONTRIBUTING	104	7214
CUMBERLAND BREWING CO.	711 CENTRE N ST	1904	CONTRIBUTING	104	7273
PAGE'S ICE CREAM I	735 CENTRE N ST	2001	NON-CONTRIBUTING	104	7115
CUMBERLAND CITY OF	CENTRE N ST	c.1976	NON-CONTRIBUTING	104	7203
PAGE'S ICE CREAM I	735 CENTRE N ST	2001	NON-CONTRIBUTING	104	7115
CUMBERLAND CITY OF	CENTRE N ST	c.1976	NON-CONTRIBUTING	104	7203
12 CRESCENT PLACE	12 CRESCENT PL	c.1895	CONTRIBUTING	104	2132
14 CRESCENT PLACE	14 CRESCENT PL	c.1895	CONTRIBUTING	104	2131B
8–10 CRESCENT PLACE	8 AND 10 CRESCENT PL	c.1900	CONTRIBUTING	104	2133B
PARCEL 7242 EUCLID PLACE	EUCLID N PL (UNNUMBERERD)	c.1930	CONTRIBUTING	104	7242
110 EUTAW PLACE	110 EUTAW PL	c.1895	CONTRIBUTING	104	2092
10–12 HAMPTON PLACE	10 AND 12 HAMPTON PL	c.1900	NON-CONTRIBUTING	104	2141
9–11 HAMPTON PLACE	9 AND 11 HAMPTON PL	c.1910	NON-CONTRIBUTING	104	2138
107–109 HANOVER STREET	107 AND 109 HANOVER ST	c.1890	CONTRIBUTING	104	0044B
111 HANOVER STREET	111 HANOVER ST	c.1890	CONTRIBUTING	104	0045B
113 HANOVER STREET	113 HANOVER ST	c.1874	CONTRIBUTING	104	0047B

TABLE 3.1: CANADA-VIADUCT HISTORIC DISTRICT (AL-IV-A-142)—HISTORIC RESOURCES (CONTINUED)

Historic or Current Name	Street No.	Date	Contributing Resource?	Map	Parcel
114 HANOVER STREET	114 HANOVER ST	c.1900	CONTRIBUTING	104	7041B
115 HANOVER STREET	115 HANOVER ST	c.1900	CONTRIBUTING	104	0048B
116 HANOVER STREET	116 HANOVER ST	c.1911	CONTRIBUTING	104	0064B
117 HANOVER STREET	117 HANOVER ST	2017	NON-CONTRIBUTING	104	0049B
118 HANOVER STREET	118 HANOVER ST	c1900	CONTRIBUTING	104	0063B
119 HANOVER STREET	119 HANOVER ST	c.1900	CONTRIBUTING	104	0050B
120 HANOVER STREET	120 HANOVER ST	c.1900	CONTRIBUTING	104	0062B
121 HANOVER STREET	121 HANOVER ST	c.1905	CONTRIBUTING	104	0051B
122 HANOVER STREET	122 HANOVER ST	c.1900	CONTRIBUTING	104	0061B
123 HANOVER STREET	123 HANOVER ST	c.1891	CONTRIBUTING	104	0052B
124 HANOVER STREET	124 HANOVER ST	c.1900	CONTRIBUTING	104	0060B
126 HANOVER STREET	126 HANOVER ST	c.1900	CONTRIBUTING	104	0059B
127 HANOVER STREET	127 HANOVER ST	c.1900	CONTRIBUTING	104	0053B
129 HANOVER STREET	129 HANOVER ST	c.1900	CONTRIBUTING	104	0054B
131 HANOVER STREET	131 HANOVER ST	c.1900	CONTRIBUTING	104	0055B
133–135 HANOVER STREET	133 AND 135 HANOVER ST	c.1900	CONTRIBUTING	104	0056B 0057B
105 KNOX ST	105 KNOX ST	c.1955	NON-CONTRIBUTING	104	7023
113 KNOX ST	113 KNOX ST	c.1930	CONTRIBUTING	104	7022
113 LENNOX PLACE	113 LENNOX PL	c.1900	CONTRIBUTING	104	18
46 LOWELL PLACE	46 LOWELL PLACE	c.1920	CONTRIBUTING	104	7227
301–303 NORTH MECHANIC ST	301 AND 303 MECHANIC N ST	c.1955	NON-CONTRIBUTING	104	7133
307 NORTH MECHANIC ST	307 MECHANIC N ST	c.1955	NON-CONTRIBUTING	104	7132
312–314 NORTH MECHANIC ST	312 AND 314 MECHANIC N ST	c.1880	NON-CONTRIBUTING	104	7100
318 NORTH MECHANIC ST	318 MECHANIC N ST	c.1880	CONTRIBUTING	104	2230
322 NORTH MECHANIC ST	322 MECHANIC N ST	c.1880	CONTRIBUTING	104	2228
328 NORTH MECHANIC ST	328 MECHANIC N ST	c.1880	CONTRIBUTING	104	2226
CANADA HOSE COMPANY (AL-IV-A-111)	400 MECHANIC N ST	1845	CONTRIBUTING	104	7101
401 NORTH MECHANIC STREET	401 MECHANIC N ST	c.1920	CONTRIBUTING	104	7128
BLUE SPRING	402 MECHANIC N ST	NA	CONTRIBUTING	104	7102
ZION REFORMED CHURCH	403 AND 405 MECHANIC N ST	1911	CONTRIBUTING	104	7127
408–410 NORTH MECHANIC STREET	408 AND 410 MECHANIC N ST	1917	CONTRIBUTING	104	2224
412–414 NORTH MECHANIC STREET	412 AND 414 MECHANIC N ST	c.1880	CONTRIBUTING	104	7103
413 NORTH MECHANIC STREET	413 MECHANIC N ST	c.1900	CONTRIBUTING	104	2253
415 NORTH MECHANIC STREET	415 MECHANIC N ST	c.1890	CONTRIBUTING	104	7125
416 NORTH MECHANIC STREET	416 MECHANIC N ST	1901	CONTRIBUTING	104	7104

TABLE 3.1: CANADA-VIADUCT HISTORIC DISTRICT (AL-IV-A-142)—HISTORIC RESOURCES (CONTINUED)

Historic or Current Name	Street No.	Date	Contributing Resource?	Map	Parcel
418 NORTH MECHANIC STREET	418 MECHANIC N ST	1909	CONTRIBUTING	104	7105
422 NORTH MECHANIC STREET	422 MECHANIC N ST	c.1860	CONTRIBUTING	104	2223
424 NORTH MECHANIC STREET	424 MECHANIC N ST	c.1890	CONTRIBUTING	104	2222
429 NORTH MECHANIC STREET	429 MECHANIC N ST	c.1920	CONTRIBUTING	104	7118
434 NORTH MECHANIC STREET	434 MECHANIC N ST	c.1910	CONTRIBUTING	104	7107
435–437 NORTH MECHANIC STREET	435 AND 437 MECHANIC N ST	1905	CONTRIBUTING	104	2251
436 NORTH MECHANIC STREET	436 MECHANIC N ST	c.1900	CONTRIBUTING	104	2221
438 NORTH MECHANIC STREET	438 MECHANIC N ST	c.1900	CONTRIBUTING	104	2220B
439–441 NORTH MECHANIC STREET	439 AND 441 MECHANIC N ST	c.1910	CONTRIBUTING	104	7115
440 NORTH MECHANIC STREET	440 MECHANIC N ST	c.1900	CONTRIBUTING	104	2199
445 NORTH MECHANIC STREET	445 MECHANIC N ST	c.1910	CONTRIBUTING	104	2125B 7113
446 NORTH MECHANIC STREET	446 MECHANIC N ST	1906	CONTRIBUTING	104	7109
447 NORTH MECHANIC STREET	447 MECHANIC N ST	c.1910	CONTRIBUTING	104	2249B
500 NORTH MECHANIC STREET	500 MECHANIC N ST	c.1955	NON-CONTRIBUTING	104	7176
510 NORTH MECHANIC STREET	510 MECHANIC N ST	c.1890	CONTRIBUTING	104	2196
514 NORTH MECHANIC STREET	514 MECHANIC N ST	c.1890	CONTRIBUTING	104	2195
516–518 NORTH MECHANIC STREET	516 AND 518 MECHANIC N ST	c.1910	CONTRIBUTING	104	2194 / 2193
519 NORTH MECHANIC STREET	519 MECHANIC N ST	c.1930	CONTRIBUTING	104	7137
520 NORTH MECHANIC STREET	520 MECHANIC N ST	c.1900	CONTRIBUTING	104	2192
522 NORTH MECHANIC STREET	522 MECHANIC N ST	c.1880	CONTRIBUTING	104	2199
524 NORTH MECHANIC STREET	524 MECHANIC N ST	c.1900	CONTRIBUTING	104	2199
526 NORTH MECHANIC STREET	526 MECHANIC N ST	c.1880	CONTRIBUTING	104	2199
KELLER PROPERTY HO	527 MECHANIC N ST	1880	CONTRIBUTING	104	2246
528–530 NORTH MECHANIC STREET	528 AND 530 MECHANIC N ST	1900	CONTRIBUTING	104	7175
MCINTOSH HOUSE	531 AND 533 MECHANIC N ST	c.1860	CONTRIBUTING	104	2245
532 NORTH MECHANIC STREET	532 MECHANIC N ST	c.1910	CONTRIBUTING	104	2188
535 NORTH MECHANIC STREET	535 MECHANIC N ST	c.1880	CONTRIBUTING	104	2244
536 NORTH MECHANIC STREET	536 MECHANIC N ST	c.1905	CONTRIBUTING	104	7174
537 NORTH MECHANIC STREET	537 MECHANIC N ST	c.1880	CONTRIBUTING	104	2244
538 NORTH MECHANIC STREET	538 MECHANIC N ST	c.1999	NON-CONTRIBUTING	104	2187
539–541 NORTH MECHANIC STREET	539 AND 541 MECHANIC N ST	c.1880	CONTRIBUTING	104	2242
542 NORTH MECHANIC STREET	542 MECHANIC N ST	c.1905	CONTRIBUTING	104	2186
544 NORTH MECHANIC STREET	544 MECHANIC N ST	c.1910	CONTRIBUTING	104	2185
550 NORTH MECHANIC STREET	550 MECHANIC N ST	c.1900	CONTRIBUTING	104	2184
552 NORTH MECHANIC STREET	552 MECHANIC N ST	c.1912	CONTRIBUTING	104	2183

TABLE 3.1: CANADA-VIADUCT HISTORIC DISTRICT (AL-IV-A-142)—HISTORIC RESOURCES (CONTINUED)

Historic or Current Name	Street No.	Date	Contributing Resource?	Map	Parcel
554-556 NORTH MECHANIC STREET	554 AND 556 MECHANIC N ST	c.1910	CONTRIBUTING	104	2182
555 NORTH MECHANIC STREET	555 MECHANIC N ST	c.1925	NON-CONTRIBUTING	104	7139
608 NORTH MECHANIC STREET	608 MECHANIC N ST	c.2000	NON-CONTRIBUTING	104	2178
609–611 NORTH MECHANIC STREET	609 AND 611 MECHANIC N ST	c.1940	CONTRIBUTING	104	7141
613–615 NORTH MECHANIC STREET	613 AND 615 MECHANIC N ST	1915	CONTRIBUTING	104	2239
617–619 NORTH MECHANIC STREET	617 AND 619 MECHANIC N ST	c.1900	CONTRIBUTING	104	2239
625 NORTH MECHANIC STREET	625 MECHANIC ST	c.1920	CONTRIBUTING		
626 NORTH MECHANIC STREET	626 MECHANIC N ST	c.1880	CONTRIBUTING	104	2174
631 NORTH MECHANIC STREET	631 MECHANIC N ST	c.1948	NON-CONTRIBUTING	104	7143
632 NORTH MECHANIC STREET	632 MECHANIC N ST	c.1880	CONTRIBUTING	104	2173
634 NORTH MECHANIC STREET	634 MECHANIC N ST	c.1900	CONTRIBUTING	104	2172
638 NORTH MECHANIC STREET	638 MECHANIC N ST	c.1880	CONTRIBUTING	104	2171
640–642 NORTH MECHANIC STREET	640 AND 642 MECHANIC N ST	c.1902	CONTRIBUTING	104	2170
643 NORTH MECHANIC STREET	643 MECHANIC N ST	c.1989	NON-CONTRIBUTING	104	7146
646 NORTH MECHANIC STREET	646 MECHANIC N ST	c.1910	CONTRIBUTING	104	2168
648 NORTH MECHANIC STREET	648 MECHANIC N ST	c.1910	CONTRIBUTING	104	2167
650 NORTH MECHANIC STREET	650 MECHANIC N ST	c.1955	NON-CONTRIBUTING	104	7171
700–702 NORTH MECHANIC STREET	700 AND 702 MECHANIC N ST	1907	CONTRIBUTING	104	7170
704–706 NORTH MECHANIC STREET	704 AND 706 MECHANIC N ST	1907	CONTRIBUTING	104	7169
708–710 NORTH MECHANIC STREET	708 AND 710 MECHANIC N ST	c.1900	NON-CONTRIBUTING	104	2166
712 NORTH MECHANIC STREET	712 MECHANIC N ST	c.2000	NON-CONTRIBUTING	104	2166
714 NORTH MECHANIC STREET	714 MECHANIC N ST	c.1937	CONTRIBUTING	104	7168
730 NORTH MECHANIC STREET	730 MECHANIC N ST	c.1920	NON-CONTRIBUTING	104	7166
732 NORTH MECHANIC STREET	732 MECHANIC N ST	c.1870	CONTRIBUTING	104	7165
738 NORTH MECHANIC STREET	738 MECHANIC N ST	c.1890	CONTRIBUTING	104	2164
740–742 NORTH MECHANIC STREET	740 AND 742 MECHANIC N ST	c.1910	NON-CONTRIBUTING	104	2163
321 MILTON PLACE	321 MILTON PL	c.1920	CONTRIBUTING	104	7224
TWO WAY RADIO SERVICE INC	NECESSITY ST	c.1910	NON-CONTRIBUTING	104	7261
TWO WAY RADIO SERVICE INC	PEAR ST	c.1935	CONTRIBUTING	104	7263
107 POLK STREET	107 POLK ST	c.1925	CONTRIBUTING	104	7023B
108–110 POLK STREET	108 AND 110 POLK ST	c.1885	CONTRIBUTING	104	0032B
109 POLK STREET	109 POLK ST	c.1905	CONTRIBUTING	104	0030B
111 POLK STREET	111 POLK ST	c.1910	CONTRIBUTING	104	0029B
119–121 POLK STREET	119 AND 121 POLK ST	c.1900	CONTRIBUTING	104	0027B
123 POLK STREET	123 POLK ST	c.1914	CONTRIBUTING	104	0024B

TABLE 3.1: CANADA-VIADUCT HISTORIC DISTRICT (AL-IV-A-142)—HISTORIC RESOURCES (CONTINUED)

Historic or Current Name	Street No.	Date	Contributing Resource?	Map	Parcel
125 POLK STREET	125 POLK ST	c.1905	CONTRIBUTING	104	0023B
126 POLK STREET	126 POLK ST	c.1889	CONTRIBUTING	104	0033B
127 POLK STREET	127 POLK ST	c.1905	CONTRIBUTING	104	0022B
129 POLK STREET	129 POLK ST	c.1960	NON-CONTRIBUTING	104	0021B
130 POLK STREET	130 POLK ST	c.1910	CONTRIBUTING	104	0034B
131–133 POLK STREET	131 AND 133 POLK ST	c.1924	CONTRIBUTING	104	0021B 0020B
134 POLK STREET	134 AND 136 POLK ST	c.1910	CONTRIBUTING	104	0035B 0036B
135–137 POLK STREET	135 AND 137 POLK ST	c.1910	CONTRIBUTING	104	0019B 0017B
138–140 POLK STREET	138 AND 140 POLK ST	c.1915	CONTRIBUTING	104	0037B
141–143 POLK STREET	141 AND 143 POLK ST	c.1910	CONTRIBUTING	104	0014B
144 POLK STREET	144 POLK ST	c.1915	CONTRIBUTING	104	0038B
145 POLK STREET	145 POLK ST	c.1910	CONTRIBUTING	104	0013B
146 POLK STREET	146 POLK ST	c.1915	CONTRIBUTING	104	0039B
147 POLK STREET	147 POLK ST	c.1910	CONTRIBUTING	104	0012B
148–150 POLK STREET	148 AND 150 POLK ST	c.1898	CONTRIBUTING	104	0041B 0043B
149 POLK STREET	149 POLK ST	c.1910	CONTRIBUTING	104	0011B
153 POLK STREET	153 POLK ST	c.1898	CONTRIBUTING	104	0010B
8–10 SMITH STREET	8 AND 10 SMITH ST	c.1900	CONTRIBUTING	104	2111B
12 SMITH STREET	12 SMITH ST	c.1890	CONTRIBUTING	104	2113
11 VALLEY STREET	11 VALLEY ST	c.1928	CONTRIBUTING	104	781
15–17 VALLEY STREET	15 AND 17 VALLEY ST	c.1905	CONTRIBUTING	104	780
18 VALLEY STREET	18 VALLEY ST	c.1912	CONTRIBUTING	104	7134
19 VALLEY STREET	19 VALLEY ST	c.1906	CONTRIBUTING	104	779
21 VALLEY STREET	21 VALLEY ST	c.1947	NON-CONTRIBUTING	104	778
105–107 VALLEY STREET	105 AND 107 VALLEY ST	c.1910	CONTRIBUTING	104	776
109–111 VALLEY STREET	109 AND 111 VALLEY ST	c.1910	CONTRIBUTING	104	775
112–116 VALLEY STREET	112-116 VALLEY ST	c.1861	CONTRIBUTING	104	7246
117 VALLEY STREET	117 VALLEY ST	c.1955	NON-CONTRIBUTING	104	7245
RAILROAD VIADUCT	RAILROAD VIADUCT	1851	CONTRIBUTING		

TABLE 3.2: THE GATES PROPERTY AND FAMILY HOUSES (AL-IV-A-145-3)—HISTORIC RESOURCES

Name	Street No.	Date	Contributing Resource?	Map	Parcel
HOUSE	503 GREENE STREET	1860	CONTRIBUTING	106	939
HOUSE	509 GREENE STREET	ca. 1870	CONTRIBUTING	106	937
HOUSE	511 GREENE STREET	ca. 1870	CONTRIBUTING	106	936
HOUSE	515 GREENE STREET	ca. 1870	CONTRIBUTING	106	935

TABLE 3.3: THE DINGLE (AL-IV-A-174)—HISTORIC RESOURCES

Name	Street No.	Date	Contributing Resource?	Map	Parcel
HOUSE	801 BUCKINGHAM RD	1920	CONTRIBUTING	108	2021C
HOUSE	803 BUCKINGHAM RD	1915	CONTRIBUTING	108	2022
HOUSE	804 BUCKINGHAM RD	1915	CONTRIBUTING	108	2064
HOUSE	805 BUCKINGHAM RD	1915	CONTRIBUTING	108	2023
HOUSE	806 BUCKINGHAM RD	1913	CONTRIBUTING	108	2065
HOUSE	807 BUCKINGHAM RD	1920	CONTRIBUTING	104	2024
HOUSE	808 BUCKINGHAM RD	1915	CONTRIBUTING	108	2066
HOUSE	809 BUCKINGHAM RD	1915	CONTRIBUTING	108	2025
HOUSE	810 BUCKINGHAM RD	1913	CONTRIBUTING	108	2067
HOUSE	812 BUCKINGHAM RD	1914	CONTRIBUTING	108	2068
HOUSE	814 BUCKINGHAM RD	1925	CONTRIBUTING	108	2069
HOUSE	816 BUCKINGHAM RD	1927	CONTRIBUTING	108	2070
HOUSE	818 BUCKINGHAM RD	1914	CONTRIBUTING	108	2071
HOUSE	820 BUCKINGHAM RD	1965	CONTRIBUTING	108	2071
HOUSE	821 BUCKINGHAM RD	1920	CONTRIBUTING	108	2084
HOUSE	822 BUCKINGHAM RD	1927	CONTRIBUTING	108	2073
HOUSE	823 BUCKINGHAM N RD	1925	CONTRIBUTING	108	2083
HOUSE	824 BUCKINGHAM RD	1942	CONTRIBUTING	108	2074
HOUSE	825 BUCKINGHAM RD	1920	CONTRIBUTING	108	2082
HOUSE	826 BUCKINGHAM RD	1925	CONTRIBUTING	108	2075
HOUSE	827 BUCKINGHAM RD	1920	CONTRIBUTING	108	2081
HOUSE	828 BUCKINGHAM RD	1920	CONTRIBUTING	26	171
HOUSE	829 BUCKINGHAM RD	1920	CONTRIBUTING	108	2080
HOUSE	831 BUCKINGHAM RD	1928	CONTRIBUTING	108	2079
HOUSE	833 BUCKINGHAM RD	1939	CONTRIBUTING	108	2078
HOUSE	901 BALMORAL RD	1952	CONTRIBUTING	108	2041
HOUSE	905 BALMORAL RD	1942	CONTRIBUTING	106	2042

TABLE 3.4: WHITE OAKS SURVEY DISTRICT (AL-III-C-186)—HISTORIC RESOURCES

Name	Street No.	Date	Contributing Resource?	Map	Parcel
HOUSE	1423 WILLOW CT	1961	CONTRIBUTING	112	609
HOUSE	1424 WILLOW CT	1961	CONTRIBUTING	112	603
HOUSE	1425 WILLOW CT	1961	CONTRIBUTING	112	610
HOUSE	1426 WILLOW CT	1961	CONTRIBUTING	112	602
HOUSE	1427 WILLOW CT	1961	CONTRIBUTING	112	611
HOUSE	1428 WILLOW CT	1961	CONTRIBUTING	112	601
HOUSE	1429 WILLOW CT	1961	CONTRIBUTING	112	612
HOUSE	1430 WILLOW CT	1962	CONTRIBUTING	112	600
HOUSE	1423 LAUREL CT	1962	CONTRIBUTING	112	620
HOUSE	1424 LAUREL CT	1961	CONTRIBUTING	112	616
HOUSE	1425 LAUREL CT	1962	CONTRIBUTING	112	621
HOUSE	1426 LAUREL CT	1961	CONTRIBUTING	112	615
HOUSE	1427 LAUREL CT	1961	CONTRIBUTING	112	622
HOUSE	1428 LAUREL CT	1961	CONTRIBUTING	112	614
HOUSE	1429 LAUREL CT	1962	CONTRIBUTING	112	623
HOUSE	1430 LAUREL CT	1961	CONTRIBUTING	112	613
HOUSE	1423 MAGNOLIA CT	1963	CONTRIBUTING	112	628
HOUSE	1424 MAGNOLIA CT	1962	CONTRIBUTING	112	627
HOUSE	1425 MAGNOLIA CT	1962	CONTRIBUTING	112	629
HOUSE	1426 MAGNOLIA CT	1963	CONTRIBUTING	112	626
HOUSE	1427 MAGNOLIA CT	1961	CONTRIBUTING	112	630
HOUSE	1428 MAGNOLIA CT	1962	CONTRIBUTING	112	625
HOUSE	1429 MAGNOLIA CT	1961	CONTRIBUTING	112	631
HOUSE	1430 MAGNOLIA CT	1961	CONTRIBUTING	112	624
HOUSE	1423 DOGWOOD CT	1963	CONTRIBUTING	112	638
HOUSE	1424 DOGWOOD CT	1963	CONTRIBUTING	112	635
HOUSE	1425 DOGWOOD CT	1965	CONTRIBUTING	112	639
HOUSE	1426 DOGWOOD CT	1964	CONTRIBUTING	112	634
HOUSE	1427 DOGWOOD CT	1965	CONTRIBUTING	112	640
HOUSE	1428 DOGWOOD CT	1963	CONTRIBUTING	112	633
HOUSE	1429 DOGWOOD CT	1964	CONTRIBUTING	112	641
HOUSE	1430 DOGWOOD CT	1964	CONTRIBUTING	112	632
HOUSE	1415 CHURCH ST	1986	NON-CONTRIBUTING	112	649
HOUSE	1421 CHURCH ST	1968	CONTRIBUTING	112	650

TABLE 3.4: WHITE OAKS SURVEY DISTRICT (AL-III-C-186)—HISTORIC RESOURCES (CONTINUED)

Name	Street No.	Date	Contributing Resource?	Map	Parcel
HOUSE	1423 CHURCH ST	1965	CONTRIBUTING	112	651
HOUSE	1424 CHURCH ST	1964	CONTRIBUTING	112	645
HOUSE	1425 CHURCH ST	1966	CONTRIBUTING	112	652
HOUSE	1426 CHURCH ST	1964	CONTRIBUTING	112	644
HOUSE	1427 CHURCH ST	1968	CONTRIBUTING	112	653
HOUSE	1428 CHURCH ST	1964	CONTRIBUTING	112	643
HOUSE	1429 CHURCH ST	1968	CONTRIBUTING	112	654
HOUSE	1430 CHURCH ST	1966	CONTRIBUTING	112	642
HOUSE	10 BEECHWOOD DR	1964	CONTRIBUTING	112	604
HOUSE	11 BEECHWOOD DR	1968	CONTRIBUTING	112	605
HOUSE	13 BEECHWOOD DR	1965	CONTRIBUTING	112	606
HOUSE	15 BEECHWOOD DR	1965	CONTRIBUTING	112	607
HOUSE	17 BEECHWOOD DR	1968	CONTRIBUTING	112	608
HOUSE	19 BEECHWOOD DR	1968	CONTRIBUTING	112	617
HOUSE	21 BEECHWOOD DR	1970	CONTRIBUTING	112	618
HOUSE	23 BEECHWOOD DR	1970	CONTRIBUTING	112	619
HOUSE	25 BEECHWOOD DR	2015	NON-CONTRIBUTING	112	636
HOUSE	27 BEECHWOOD DR	1996	NON-CONTRIBUTING	112	636A
HOUSE	29 BEECHWOOD DR	1996	NON-CONTRIBUTING	112	636A
HOUSE	31 BEECHWOOD DR	1983	NON-CONTRIBUTING	112	637
HOUSE	33 BEECHWOOD DR	1969	CONTRIBUTING	112	646
WHITE OAKS SHOPPING CENTER	1501 WHITE OAKS PLZ	1962	CONTRIBUTING	38	352
WHITE OAKS BANK BUILDING	1501A WHITE OAKS PLZ	1962	DEMOLISHED DURING SURVEY	38	352
WHITE OAKS BANK BUILDING	1501B WHITE OAKS PLZ	1982	NON-CONTRIBUTING	38	352

Section IV

Recommendations

FURTHER RESEARCH 500 BLOCK OF NORTH MECHANIC STREET

The Canada-Viaduct neighborhood is one of the earliest settled sections of Cumberland. According to tradition, some of the buildings located on North Mechanic Street were originally log buildings that have been encapsulated within modern materials. The workers' house at 531 and 533 North Mechanic Street is an example of such a evolution. Private citizens purchased the building and discovered that a portion of the building was constructed of logs. They believe the McIntosh family constructed the building in 1809. Other buildings along North Mechanic Street exhibit a similar design to 531/533 North Mechanic Street, such as 539 North Mechanic Street. Based on these possible findings, the City of Cumberland should research further buildings in the 500 block of North Mechanic Street to determine if any were constructed during the first half of the nineteenth century.

ETHNOGRAPHIC RESEARCH IN CANADA-VIADUCT

As was seen with the Hiser family and their surrounding neighborhood, the community consisted of a white, working class who were first generation American citizens. However, this was only an analysis of a portion of Canada-Viaduct neighborhood. It is recommended to review the entire U.S. Census consisting of the population living in the Canada-Viaduct neighborhood to gain a more comprehensive understanding of the population's ethnographic makeup.

ENCOURAGE TAX CREDITS

The Canada-Viaduct neighborhood is one of the City's currently zoned historic districts, so residents can financially benefit from this local designation through state and local tax credits. The City of Cumberland should consider increasing outreach within the Canada-Viaduct community to ensure property owners and occupants are the best stewards of their historic buildings. This includes projects on a scale from preservation maintenance to larger rehabilitation projects following the City's guidelines. This will help maintain the area as a valueable contribution to the City's heritage tourism.

INTERPRETATION AND PROMOTION OF THE GATES PROPERTIES

The Gates Property represents perhaps the most complete record of African American life in Cumberland. Moreover, because of the small size of the city's black populations as well as a long history of segregation and racism, Cumberland's African Americans are significantly underrepresented in the city's history. Thus, beyond pursing and supporting a National Register nomination for the Gates Property, the City should support the interpretation and promotion of the resource, from interpretive signage to partnerships with the area's other heritage tourism sites, and work to secure grants for continued preservation projects at the site.

CONTINUED RESEARCH OF THE GATES PROPERTIES AND THE AFRICAN AMERICAN EXPERIENCE IN CUMBERLAND

The history of Gates Properties would benefit from further research into the Stephens family, the two sisters who married into Gates family. Other African American families should be researched including the Coopers (who lived at 509 Greene Street for multiple generations), the Pecks at 503 Greene Street, and the Wilsons at 505 Greene Street. Additional background and contextual research into Cumberland's African American population is needed, particularly to establish how many more black residents settled in the area around the Gates family houses by comparing city directories with census data. Cumberland is desperately in need of a robust history of African American citizens. This project should identify the community spaces, events, and institutions that retain significance and meaning to the African American community.

LOCAL DESIGNATION FOR THE DINGLE

As reflected in its high degree of historic integrity, property owners in The Dingle are proud stewards and maintain their homes in excellent condition. They do this without the benefits of tax credits, but having tax credits available could increase investment. The City should reach out to the owners and residents of The Dingle and explain the pros and cons of becoming a designated local district, including protection against tear downs and insensitive, out-of-scale additions. Even without local designation, the City can encourage appreciation of the architecture to promote stability.

WHITE OAKS ORAL HISTORY AND OUTREACH

The White Oaks neighborhood was created and built by people and businesses exclusively from the City of Cumberland. The mid-century community represents the migration from the city proper to the outer suburbs. Unfortunately, because the U.S. Census is only public to the 1940s and the *City Directories* are not available after the 1950s, there is a gap of information concerning the first residents of the White Oak Manor subdivision. It is recommended that the city reach out to the community of White Oaks to determine if there are any early or original residents still living in the neighborhood and record their story. This would provide a better understanding about the original population of White Oaks. Other options are to further capture the history of White Oaks by conducting oral histories and requesting that the public share historic photographs or original documentation of White Oaks, such as advertisements from the developers, house plans, and covenants. There is much more to be discovered about this special neighborhood.

The city should also consider outreach on how the White Oaks community can preserve its architectural history by highlighting the importance of retaining original materials. The house at 1427 Laurel Court, built in 1961, has the highest architectural integrity within the neighborhood. The City of Cumberland could use this property as an example on how keeping original materials is possible with current standards of living.

Once the owners and residents of White Oaks can share and appreciate their stories, they may wish to become a local historic district protected through zoning. The neighborhood will continue to be attractive and reflect Cumberland's mid-century history well into the future. Local district designation may include the White Oaks Shopping Center, which currently has a high level of vacant spaces. It is primed for the economic benefits, such as tax credits, that designation brings.

Sections V & VI

Effectiveness of the Report and Location of Final Product

Historitecture's efforts to document the historic structures in the survey area will assist the city of Cumberland in fulfilling its responsibilities to manage historic properties. The completion of the Historic Resources Survey will advance the understanding of the State's historic resources, and provide documentary, photographic, contextual, and analytical information on African Americans in the City and its neighborhoods and their historic resources. If City of Cumberland moves forward with formally including the survey districts and historic districts in its historic preservation ordinance, this will provide historic property owners the ability to apply for Federal or State Rehabilitation Tax Credits, which would further protect these vulnerable historic resources.

The location of the final product will be located with the City of Cumberland, Department of Community Development at City Hall/Lower Level, 57 North Liberty Street, Cumberland, MD 21502, and the Maryland Historical Trust at 100 Community Place, 3rd Floor, Crownsville, MD 21032-2023.

Section VII

References Cited

Allegany High School

2001 Surviving the Great Depression. Allegany High School Social Studies Department, Cumberland, Maryland.

2007 Echoes of an Era: A History of Industry in Allegany County. Allegany High School Social Studies Department, Cumberland, Maryland.

Avirett, James A.

1953 Tableland Trails, Allegany County. www.whilbr.org, accessed on April 19, 2017.

1997 A Lawyers Life and Times. Princeton Alumni Weekly.

Baldwin, Joan H., Feldstein, Albert L., and Schwartz, Lee G.

1980 A Pictorial History: Allegany County. Virginia Beach: The Donning Company.

Baltimore Sun

1921 To Open Road August 8, *Baltimore Sun*, July 30, 1921.

1929 Company Plans to Run Busses in Cumberland. *Baltimore Sun*, July 6, 1929.

1947 Mrs. Rawlins Married to Mr. Avirett Tuesday, *Baltimore Sun*, July 27, 1947. http://baltimoresun.newspapres.com/image/216623052, accessed on April 19, 2017.

1959 Cumberland Flood Works are Opened, *Baltimore Sun*, May 10, 1959. Located in The Enoch Pratt Library Vertical File.

1974 Scarupa, Henry. "Cumberland: A City Portrait," *Baltimore Sun*, November 3, 1974. Electronic Document, Accessed through ProQuest Historical Newspapers.

Bruce, Robert

1916 The Old National Road. National Highways Association, Washington, D.C. http://www.rootsweb.ancestry.com/~mdallegh/nationa2.htm (accessed February 20, 2017).

Christman, Jodi

2013 "Franklin Street Bridge," Bridgehunter.com: Historic and Notable Bridges of the U.S., https://bridgehunter.com/md/allegany/200000A-C-02010/, accessed on April 28, 2017.

City of Cumberland

1806 City of Cumberland Map. Reprint from 1898.

1908 Cumberland Drawing Index, Plan 2412.

1917 Greene St. Paving Bills Between Millman Place &Brooke Ave. City of Cumberland, Maryland.

1921 Cumberland Drawing Index, Plan 3231.

1923 Cumberland Drawing Index, Plans 2121, 3604, and 5631.

1924 Cumberland Drawing Index, Plan 537.

1928 Cumberland Drawing Index, Plan 5524.

1929 Cumberland Drawing Index, Plan 959.

1935 Cumberland Drawing Index, Plan 6318 and 7932.

1938, 1947, 1954, 1958, 1961Street Map of City of Cumberland, Maryland.

1947 Plat of White Oaks Addition, Cumberland, MD, Allegany County.

1987 Bicentennial History, 1787-1987.

2005 Cumberland Historic Preservation Guidelines, Volume 2.

2013 Comprehensive Plan.

2016 Cumberland Preservation District Design Guidelines.

N.D. Cumberland: Maryland's Second City, Chamber of Commerce. Located in Maryland Special Vertical File at the Enoch Pratt Library, Baltimore.

Cumberland Daily Times

1888 Death of "Aunt Jane Gates", *Cumberland Daily Times*, January 7, 1888.

1888 Died, *Cumberland Daily Times*, January 7, 1888.

1907 Building Permits, *Cumberland Daily Times*, February 5, 1907.

Cumberland Evening Times

1894 The Oriole Club Soiree, *Cumberland Evening Times*, February 23, 1894.

1894 The April Jury, *Cumberland Evening Times*, March 17, 1894.

1894 List of Trustees, *Cumberland Evening Times*, May 10, 1894.

1897 The Price Case, *Cumberland Evening Times*, October 15, 1897.

1905 Winning Canines, *Cumberland Evening Times*, February 10, 1905.

1905 Real Estate Transactions, *Cumberland Evening Times*, April 8, 1905.

1905 Building Permits, *Cumberland Evening Times*, August 8, 1905.

1905 Emancipation Day, *Cumberland Evening Times*, September 20, 1905.

1906 Real Estate Transfers, *Cumberland Evening Times*, December 14, 1906.

1907 Real Estate Transfers, *Cumberland Evening Times*, January 30, 1907.

1907 Reliable Caterer, *Cumberland Evening Times*, August 15, 1907.

1908 Annual Sermon at Colored Y.M.C.A, *Cumberland Evening Times*, October 9, 1908.

1908 Mechanic Street School, *Cumberland Evening Times*, December 23, 1908.

1909 Classifieds, *Cumberland Evening Times*, May 24, 1909.

1909 Entertained the Club, *Cumberland Evening Times*, June 2, 1909.

1931 Engineers to Begin Work on Overhead Bridge Plans, *Cumberland Evening Times*, February 21, 1931.

1936 Flood Stricken City Turns to her Rehabilitation Work, *Cumberland Evening Times*, March 19, 1936.

1937 Dear Santa, *Cumberland Evening Times*, December 17, 1937.

1940 David Gates Dies, *Cumberland Evening Times*, July 15, 1940.

1942 Local Board No. 3 Names 33 Draftees, *Cumberland Evening Times*, June 4, 1942.

1943 Wedded at Emmanuel Church, *Cumberland Evening Times*, March 22, 1943.

1945 Negro Association Formed, *Cumberland Evening Times*, July 30, 1945

1947 Addition Proposed, *Cumberland Evening Times*, June 9, 1947.

1947 High Tank Needed, *Cumberland Evening Times*, August 25, 1947.

1947 Hospital, *Cumberland Evening Times*, May 21, 1947.

1947 Fulton-Myers Post Elects New Officers, *Cumberland Evening Times*, June 12, 1947.

1947 New Sewer Planned, *Cumberland Evening Times*, October 27, 1947.

1950 Deaths: Mrs. Caroline Gates, *Cumberland Evening Times*, February 11, 1950.

1956 Old Chapel, *Cumberland Evening Times*, April 26, 1956.

1957 Dolores Gates Becomes Bride of H.W. Thomas, *Cumberland Evening Times*, February 24, 1957.

1958 Looking Backward: 25 Years Ago, *Cumberland Evening Times*. March 26, 1958.

1958 Man Sentenced to 30-Day Term, *Cumberland Evening Times*, April 17, 1958.

1960 Gates Services, *Cumberland Evening Times*, July 1, 1960.

1961 Advertisement, *Cumberland Evening Times*, July 14, 1961.

1961 Henry J. Stephens, *Cumberland Evening Times*, September 1, 1961.

1961 Lease Filed on Shopping Center Here, *Cumberland Evening Times*, December 8, 1961.

1961 Mrs. Edwards L. Gates, *Cumberland Evening Times*, April 14, 1961.

1961 Property Transfers, *Cumberland Evening Times*, June 22, 1961.

1961 Real Estate for Sale, *Cumberland Evening Times*, October 2, 1961.

1961 Real Estate for Sale, *Cumberland Evening Times*, October 6, 1961.

1961 Store Center Slated Here, *Cumberland Evening Times*, May 6, 1961.

1962 Paving Job Cost Issue is Tabled, *Cumberland Evening Times*, August 20, 1962.

1962 White Oak Avenue Job Prepared, *Cumberland Evening Times*, July 30, 1962.

1964 Assessment at Shopping Center Aired, *Cumberland Evening Times*, May 6, 1964,

1964 Local Woman Wins New Car, *Cumberland Evening Times*, May 21, 1964.

1967 Marriage Licenses, *Cumberland Evening Times*, June 7, 1967.

1967 Police Check Burglaries on Weekend, *Cumberland Evening Times*, June 13, 1967.

1970 Avirett Named to Dean's List, *Cumberland Evening Times*, June 30, 1970.

Cumberland News

1944 Advertisement, *Cumberland News*, March 17, 1944.

1945 Edward Gates, *Cumberland News*, July 10, 1945.

1945 Edward Gates Rites, *Cumberland News*, July 11, 1945.

1950 Mrs. Gates Burial, *Cumberland News*, February 14, 1950.

1951 Births: Memorial Hospital, *Cumberland News*, August 14, 1951.

1955 Mrs. Lillian Gates, *Cumberland News*, April 13, 1955.

1956 Roscoe B. Gates, *Cumberland News*, April 21, 1956.

1956 St. Philip's Men Plan Ox Roast Picnic Sunday, *Cumberland News*, July 13, 1956.

1956 Women's Auxiliary To Meet Tonight, *Cumberland News*, August 10, 1956.

1960 Gates Service, *Cumberland News*, July 2, 1960.

1961 Mrs. Edward L. Gates, *Cumberland News*, April 15, 1961.

1962 PE Official to Retire Soon, *Cumberland News*, December 27, 1962.

1963 Business Opportunities, *Cumberland News*, January 10, 1963.

1964 Advertisement, *Cumberland News*, May 20, 1964.

1964 Local Woman Wins New Car, *Cumberland News*, May 21, 1964.

1964 Thrift Drug Advertisement. *Cumberland News*, March 6, 1964.

1965 Demolition in Path of Bridge to Begin, *Cumberland News*, June 10, 1965.

1965 Local Church Women To Aid Nursing Home, *Cumberland News*, August 10, 1965.

1966 Cumberland Thruway Opened to Motorists, *Cumberland News*, December 5, 1966.

1979 Library Trustees Honored. *Cumberland News*, April 24, 1979.

Cumberland Sunday Times

1957 Junior Qualifies for University, *Cumberland Sunday Times*, January 20, 1957.

Cumberland Times News

2009 Bittner, Steve. "Local Couple Chronical Life in the Dingle," *Cumberland Times-News* (September 8). http://www.timesnews.com/localcouplechroniclelifeinthedingle/article_eec2e8d746fc52ccbd54b70e0d8cf5f2.html (accessed February 20, 2017).

Curtis, Nancy C.

1998 Black Heritage Sites: The South. The New Press.

The Evening Star

1964 Blitz, John . "The Appalachian Queen Begins Extending Her Domain in 3 States," *The Evening Star*, January 22, 1964. Located in The Enoch Pratt Library Vertical File.

Faith Presbyterian Church, LaVale, Maryland

N.D. About Us. No Date. http://faithpca-lavale.org/about-us/, accessed on March 28, 2017.

Feldstein, Albert L.

2006 Allegany County. Arcadia Publishing, Charleston, South Carolina.

2009 The Great Cumberland Floods: Disaster in the Queen City. Charleston, South Carolina: Arcadia Publishing.

2012 The Great Cumberland Floods: Disaster in the Queen City. The History Press, Charleston, South Carolina.

Freudenheim, Leslie M.

1977 It Isn't Size That Matters, *Baltimore Sun*, May 24, 1977. Located in The Enoch Pratt Library Vertical File.

Gates, Henry Louis, Jr.,

1994 Colored People. Vintage Books: A Division of Random House, Inc., New York

Grove, William Jarboe

1928 History of Carrollton Manor, Frederick County, Maryland. Frederick, Md.: Marken & Bielfeld.

Hansrote, Hazel Grove.

1970 Historic American Building Survey Inventory Form. Centre Street United Methodist Church (AL-IV-A-115). Maryland Historical Trust.

1970 Historic American Buildings Survey Inventory Form. St. Patrick's Catholic Church (AL-IV-A-108). Maryland Historical Trust.

N.D. Trinity Evangelical Lutheran Church (German Lutheran Church)(AL-IV-A-109). Historic American Buildings Survey Inventory Form. No Date. Maryland Historical Trust, Crownsville, Maryland. Electronic Document. https://mht.maryland.gov/secure/Medusa/Search.aspx, Accessed February 22, 2017.

Henry, Frank

1961 Cumberland-Now a City of Contrasts, *Baltimore Sun*, October 22, 1961. Located in The Enoch Pratt Library Vertical File.

HistoricAerials.com

2017 "Historic Aerials", NETROnline, www.HistoricAerials.com, accessed on June 19, 2017.

Jones, Martha S.

2014 In 186 Maryland, Confusion Over Emancipation Made Slaves Interpreters of Law. Huffington Post, August 25, 2014. http://www.huffingtonpost.com/martha-s-jones/in-1864-maryland-confusio_b_5702706.html, accessed April 16, 2017.

KCI Technologies, Inc.

2000 Suburbanization Historic Context and Survey Methodology. Maryland State Highway Administration, Baltimore, Maryland.

Keller, Genevieve P.

1976 Canada Viaduct Historic District (AL-IV-A-142). Maryland Inventory of Historic Properties Form. Maryland Historical Trust, Crownsville, Maryland. Electronic Document, https://mht.maryland.gov/secure/Medusa/Search.aspx, Accessed January 30, 2017.

Kelly, Clare Lise

2015 Montgomery Modern: Modern Architecture in Montgomery County, Maryland, 1930-1979. Maryland-National Capital Park and Planning Commission.

Lachin, Teresa B.

2012 Rockville's Recent Past. Rockville, Maryland: Peerless Rockville Historic Preservation, Ltd.

Lanier, Gabrielle M., and Herman, Bernard L.

1997 Everyday Architecture of the Mid-Atlantic. Baltimore: Johns Hopkins University Press.

Lafort, Remigius

1914 The Catholic Church in the United States of America: Undertaken to Celebrate the Golden Jubilee of His Holiness, Pope Pius X. Catholic Editing Company, New York.

LaParle, Frank and Lea

2009 "The Dingle" Then and Now. Frank and Lea LaParle, Cumberland, Maryland.

Library of Congress

1887 Sanborn Fire Insurance Map from Cumberland, Allegany County, Maryland. Sanborn Map Company, November 1887, https://www.loc.gov/item/sanborn03592_001/, accessed on April 29, 2017.

1892 Sanborn Fire Insurance Map from Cumberland, Allegany County, Maryland. Sanborn Map Company, April 1892, https://www.loc.gov/item/sanborn03592_002/, accessed on April 29, 2017.

1897 Sanborn Fire Insurance Map from Cumberland, Allegany County, Maryland. Sanborn Map Company, April 1897, https://www.loc.gov/item/sanborn03592_003/, accessed on April 27, 2017.

1904 Sanborn Fire Insurance Map from Cumberland, Allegany County, Maryland. Sanborn Map Company, July 1904, https://www.loc.gov/item/sanborn03592_004/, accessed on April 27, 2017.

1910 Sanborn Fire Insurance Map from Cumberland, Allegany County, Maryland. Sanborn Map Company, September 1910, https://www.loc.gov/item/sanborn03592_005/, accessed on April 27, 2017.

1921 Sanborn Fire Insurance Map from Cumberland, Allegany County, Maryland. Sanborn Map Company, 1921, https://www.loc.gov, accessed on April 26, 2017.

1941 Sanborn Fire Insurance Map from Cumberland, Allegany County, Maryland. Sanborn Map Company, 1941, https://www.loc.gov, accessed on April 26, 2017.

1956 Sanborn Fire Insurance Map from Cumberland, Allegany County, Maryland. Sanborn Map Company, 1956, https://www.loc.gov, accessed on April 26, 2017.

1995 Kelly-Springfield Tire Plant, HAER No. MD-102-A (HAER MD, 1-CUMB,4A). HABS/HAER/HALS Collection at the Library of Congress, Prints & Photographs Division.http://lcweb2.loc.gov/master/pnp/habshaer/md/md1300/md1385/data/md1385data.pdf, accessed on April 1, 2017.

Lowdermilk, William Harrison

1878 History of Cumberland, (Maryland) from the Time of the Indian Town, Caiuctucuc, in 1728, Up to the Present Day. University of Minnesota; James Anglim.

Martenet, Simon J.

1873 Martenet's Map of City of Cumberland, Maryland. Published by Stedman, Brown & Lyon, Baltimore, Maryland.

Maryland Department of the Environment

2004 Celanese Fiber Company, Amcelle Plant, Cumberland, Maryland (MD-031). http://www.mde.state.md.us/assets/document/brownfields/Celanese_Fiber.pdf (accessed February 20, 2017).

Maryland State Highway Administration

1991 "Building the National Freeway," Maryland Roads, http://msa.maryland.gov/megafile/msa/stagser/s1800/s1883/000000/000017/pdf/msa_s1883_000017.pdf, Maryland State Highway Administration, accessed April 27, 2017.

McAlester, Virginia and Lee

2006 A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture. New York City: Alfred A. Knopf.

Our Lady of the Mountains

2017 "Saint Patrick – Cumberland", Our Lady of the Mountains. www.olmcumberland.org/churches/saint-patrick-church/, accessed on June 19, 2017.

Pratt, William and Dorsey, Dave

1977 Cumberland Hose House No. One (AL-IV-A-111). Maryland Inventory Historic Properties Form. Maryland Historical Trust, Crownsville, Maryland. https://mht.maryland.gov/secure/Medusa/Search.aspx, accessed on February 22, 2017.

N.D. Blue Spring (AL-IV-A-091). Historic American Buildings Survey Inventory Form. No Date. Maryland Historical Trust, Crownsville, Maryland. https://mht.maryland.gov/secure/Medusa/Search.aspx, accessed on February 22, 2017.

Princeton Alumni Weekly

2001 James Alfred Avirett '33, Princeton Alumni Weekly, May 16, 2001. www.ancestry.com, accessed on April 19, 2017.

Raitz, Karl & Thompson, George

1996 The National Road. Baltimore: Johns Hopkins University Press.

Rasmussen, Fred

1993 John Avirett, Lawyer, Safety Advocate, *Baltimore Sun*, October 29, 1993. http://baltimoresun.newspapers.com/image/170960205, accessed on April 19, 2017.

Stegmaier, Harry I, David M. Dean, Gordon E. Kershaw, and John B. Wiseman

1976 Allegany County: A History. McClain Printing Company, Parsons, West Virginia.

St. Philips Chapel

1991 A History of Holy Cross Episcopal Church, Cumberland, Maryland, 1891-1991. St. Philip's Church. http://www.whilbr.org/itemdetail.aspx?idEntry=3059, accessed April 20, 2017.

Tabler, Dave

2014 General Braddock's Road Through the Wilderness, Appalachian History: Stories, Quotes and Anecdotes (February 20). http://www.appalachianhistory.net/2014/09/general-braddocksroadthrough.html (accessed February 20, 2017).

U.S. Army Corps of Engineers

2015 Fact Sheet as of February 2015. Electronic Document, www.nab.usace.army.mil/portals/63/docs/.../MD-WV-CumberlandRidgeley-OM.pdf, accessed April 27, 2017.

The Washington Post

1992 Beyers, Dan. "Mountain Road of Promise Slow to Lift Fortunes," *The Washington Post*, September 8, 1992,

https://www.washingtonpost.com/archive/local/1992/09/08/mountain-road-of-promise-slow-to-lift-fortunes/6336b9cb-7a13-47d3-8ea4-6a374fa41c10/, accessed on April 28, 2017.

2014 Boorstein, Michelle. "As the Smallest Jewish Communities Fade, High Holidays are a Time to be More Visible." *The Washington Post*. September 23, 2014. https://www.washingtonpost.com/local/cumberlands-jewish-community-determined-to-hang-on-to-its-heritage/2014/09/23/2580ab8e-434c-11e4-b437-1a7368204804_story.html?utm_term=.d98af1169447, Accessed on March 29, 2017.

Western Maryland Regional Library

1953 Robinson, Felix G. "Religious Foundations in Cumberland." www.whilbr.org, accessed on March 29, 2017.

1978 Cumberland, Maryland (Churches and Synagogues). www.whilbr.org, accessed on March 28, 2017.

1978 Cumberland, Maryland (Streetcars and Buses). http://whilbr.com/itemdetail.aspx?idEntry=5310, accessed February 20, 2017

Weaver, Joseph H.

1987 Cumberland, 1787-1987: A Bicentennial History.

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.

Appendix A

Research Design

Historitecture, with the guidance of the City of Cumberland and the Maryland Historical Trust, developed the following research design at the beginning of this project.

PROJECT AREA

The project area is located in the City of Cumberland, Maryland's western gateway city and the county seat of Allegany County, Maryland. The project area involves one individual eligible property (the Jane Gates House and Laura Gates Hamilton House, collectively called the Gates House) and three eligible survey districts (the Canada/Viaduct Junction District (AL-IV-A-142), the Dingle Neighborhood, and the White Oaks Neighborhood).

The Gates House and supporting structures are located at 511-515 Greene Street in the West Side neighborhood, west of Willis Creek and north of Interstate Highway 68. The property is believed to be one of the oldest homes owned by an African American in the City and has been continuously owned by the Gates family.

The Dingle is also located in the West Side neighborhood and is bordered by Braddock Road to the north and Greene Street to the south and includes structures located on Windsor Road and Buckingham Road. The Dingle was established as a private gated community, possibly the first in Alleghany County, in 1913. Approximately 53 residential properties are located in the neighborhood.

The Canada/Viaduct Junction District (AL-IV-A-142), deriving its name from the nineteenth-century railroad viaduct and the historic Canada Company Firehouse, is adjacent to the Downtown/Baltimore Street District. The district is located south of Henderson Avenue, Centre and Mechanic Streets, and contains most of North Centre and North Mechanic Streets, Polk Street, and Hanover Street. There are approximately 258 properties located within the Canada/Viaduct Junction District, including 86 commercial and 6 religious properties, that have a mix of nineteenth and early twentieth-century buildings and structures.

The White Oaks Neighborhood contains mostly mid-twentieth century residential buildings and its boundaries extend from the intersection of the Westbound Lane of Industrial Boulevard and East Oldtown Road to the intersection of East Oldtown Road and White Oaks Avenue, and to the intersection of Church Street and White Oaks Avenue. From initial review, the neighborhood has experienced some modern infill construction and contains at least one early twentieth century building. The White Oaks Neighborhood has approximately 58 properties, with majority of them being residential.

GOALS AND OBJECTIVES

The overall goal of this project is to provide needed updates to the City of Cumberland's forty-year-old comprehensive inventory for the Maryland Historical Trust's (MHT)

Maryland Inventory of Historic Properties (MIHP). Many buildings, structures, and districts are now eligible for inclusion to the National Register of Historic Places (NRHP). Historitecture's objective will be to collect and analyze architectural and historical data to produce an individual MIHP form for the Jane Gates House and Laura Gates Hamilton House (Gates House), and produce three MIHP survey district forms concerning the Canada/Viaduct Junction District (AL-IV-A-142), The Dingle, and the White Oaks Neighborhood. Accompanying these forms will be a final survey report that outlines the project methodology, recommendations, and results. Last but not least, Historitecture will complete one to two page Determination of Eligibility (DOEs) forms for the Gates House and the three survey districts.

FIELDWORK

Historitecture will visit the Gates House and three survey districts to record their architectural features and photograph principal buildings in the project areas. The fieldwork for this project will be conducted by Historitecture architectural historians and historians who exceed the Secretary of the Interior's (SOI) Professional Qualification Standards cited in 36 CFR Part 61 in their respective disciplines. During the fieldwork, archaeological potential will not be considered because this is a historical and architectural survey. The intensive-level fieldwork will be completed by March 15, 2017.

PHOTOGRAPHY

Digital photographs will be in conformance with the Standards for Submission of Digital Images to the Maryland Inventory of Historic Properties (MHT 2015). Historitecture will record all of the survey photographs on a Canon EOS digital camera with 16.1 megapixel resolution, and then print them according to the National Register's seventy-five-year archival standard using an Epson Stylus Photo 1400 inkjet printer. This includes Epson Claria high-definition inks on four-by-six-inch Epson ultra-premium glossy photo paper. Historitecture will save the photographs as five-by-seven-inch, 300 pixel-per-inch images, in tagged image file format (TIF) and burn them onto a 300-year, archival compact disc. Historitecture will try to photograph as many elevations as possible of the Gates House. For the survey districts, Historitecture will take at least one image of the principal building on each property, as well as overall photographs of the neighborhood. Based on MHT's requirements, all photographs of the Gates House will be printed, and up to 20 selected images from each survey district. All other images will be supplied digitally.

BACKGROUND AND ARCHIVAL RESEARCH

Historitecture will gather information from a number of local repositories and online sources relevant to the project, including the Allegany County Public Library, Enoch Pratt Free Library in Baltimore, records from the Allegany County Clerk and Recorder, Sanborn Insurance Maps, digitized newspaper collections, electronic databases such as Ancestry.com for genealogical records, and online searches for relevant topics. Historitecture will review existing background research relevant to complete this study, including historic maps, Geographic Information System (GIS) analysis, and State Department of Assessments & Taxation data records, and information provided by the City of Cumberland. Historitecture will gather existing MIHP and NRHP forms on historic properties and districts that are near the project area, based on findings from MHT's Medusa cultural resources information system. The SOI-quali-

fied architectural historians will review these forms to assist with determining the survey districts' historic significances and periods of significance. Research will also involve a review of existing bibliographic, photographic, and documentary material relevant to the project area. The methodology used to complete the background research of the project areas will follow the Secretary of the Interior's Guidelines for Historical Documentation (26 CFR § 800.4) and the Standards and Guidelines for Historical and Architectural Investigations in Maryland (2000). Research methods and the results of analysis will be incorporated into the individual MIHP form for the Gates House, and the three MIHP survey district forms.

FORM COMPLETION

Historitecture will produce an individual MIHP form for the Gates House and produce three MIHP survey district forms for the Canada/Viaduct Junction District (AL-IV-A-142), The Dingle, and the White Oaks Neighborhood. This work will be in accordance with Chapter IV of the Standards and Guidelines for Architectural and Historical Investigations in Maryland (2000) and the Standards for Submission of Digital Images (2015). Historitecture will draw from existing MIHP forms for the history of nearby individual properties located in the project area, materials provided by the City of Cumberland staff, previous research, and the survey findings to demonstrate the historical significance of the Gates House and the three survey districts. Each MIHP form will include a capsule summary, two copies of a USGS Quadrangle map, verbal boundary justification, and current photographs. There will be a chain of title included with the individual MIHP form for the Gates House. The three survey districts' boundaries will be identified and defined, a chart listing of all contributing and non-contributing properties will be included, representative buildings will be selected and described in further detail in Section 7, and character-defining features such as landscape features, setbacks, trees, curbs, and sidewalks will be noted in the forms. Historitecture will also complete DOEs for each MIHP form. Each survey district form shall also include a statement of significance and historic context in Section 8.

RESIDENTIAL STYLES

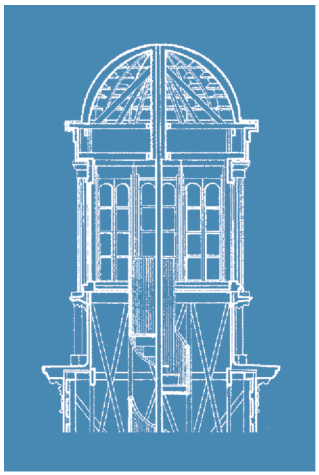
Historitecture will provide pages on midcentury residential styles for Chapter 4 of the City's revised guidelines (provided electronically via CD or cloud). This will be based on the findings from the White Oak Neighborhood survey district, which has a high concentration of midcentury residential styles. The dominant midcentury architectural styles will be identified and include a photograph representing each style, and a description that recognizes their common character-defining features.

FINAL SURVEY REPORT

Historitecture will prepare a final survey report following the guidance outlined in MHT's Standards and Guidelines for Architectural and Historical Investigations in Maryland. This survey report will include the research design; the project methodology; geographic description including survey boundaries; maps; a list of individual sites and districts potentially eligible for listing in the National Register of Historic Places; the location of final products; a list of recommendations for future work; and an evaluation of the effectiveness of the project.

EXPECTED RESULTS

Historitecture anticipates that the historic significance of the Gate Houses will be eligible under Criterion A for its significant contribution to the broad patterns of history with the African American community within the City of Cumberland. It also believes that the survey districts will be eligible under Criterion A for their significant contribution to the broad patterns of history concerning residential development for the City of Cumberland during the late nineteenth, and early to mid-twentieth century. It is not anticipated that the Gates House or survey districts will be eligible for NRHP under Criterion B, as this study will not generate the amount of research needed to effectively evaluate resources under this criterion. It is anticipated that the Gates House and survey districts will qualify under Criterion C for embodying the distinctive characteristics of a building type, period, or method of construction. After a preliminary visit to the project area, the SOI-qualified architectural historians expect the Canada/Viaduct Junction District (AL-IV-A-142) and The Dingle will include a representative sampling of buildings and structures with varying architectural styles, mainly vernacular or industrial. Concerning, the White Oaks Neighborhood, it is anticipated that the representative sampling of buildings and structures will focus on primarily modern, midcentury architectural and residential styles. Since this study does not include the examination of interior spaces, the Gates House and survey districts cannot be evaluated under Criterion D for yielding important information on building systems or certain types of structures.



HISTORITECTURE LLC

architectural history | preservation planning | digital preservation media

post office box 181095, denver, colorado 80218 • 303.390.1638 • www.historitecture.com