

MIRROR

On

Frederick

— THROUGH 250 YEARS —



FRANCES A. RANDALL

COVER ILLUSTRATION

On November 18, 1898, four months after his victory over the Spanish fleet in Santiago Bay, Cuba, Rear Admiral Winfield Scott Schley returned to his hometown of Frederick to visit family and friends. He was warmly welcomed as a hero by the citizens of Frederick, with ringing of bells, tooting of whistles, two bands of music and a tremendous ovation.

Festivities in his honor included a parade, a banquet and a trip to Middletown on the Frederick and Middletown Railway.

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FRANCES A. RANDALL

Published by
Great Southern Printing
& Manufacturing Company
~ 1998 ~

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Frances A. Randall

DEDICATION



For all my children
and grandchildren,
and those who come after.
I hope they will find out about
those who lived before them,
and will be inspired
to make more history happen.

THANKS TO



All those who made this book possible -
Those who willingly supplied information and pictures.
Myra Anderson who shared pictures from the News-Post files,
Teresa Bell-Stockman, "Hello Frederick" editor,
the News-Post photographers, Ruth Offutt for proofreading,
and Judy Johnson for her artistic expertise and talent.

INTRODUCTION

Beginning in 1986 The Frederick News-Post issued an annual special tabloid entitled "Hello Frederick" in which appeared many articles and advertisements about the city and county. These introduced newcomers to the area to many facets of life here, and to further remind those already living here about what makes Frederick County unique.

The initial issue included a brief historical sketch. The series upon which this book is based was begun in the 1987 issue, as an overview of the early history of our area.

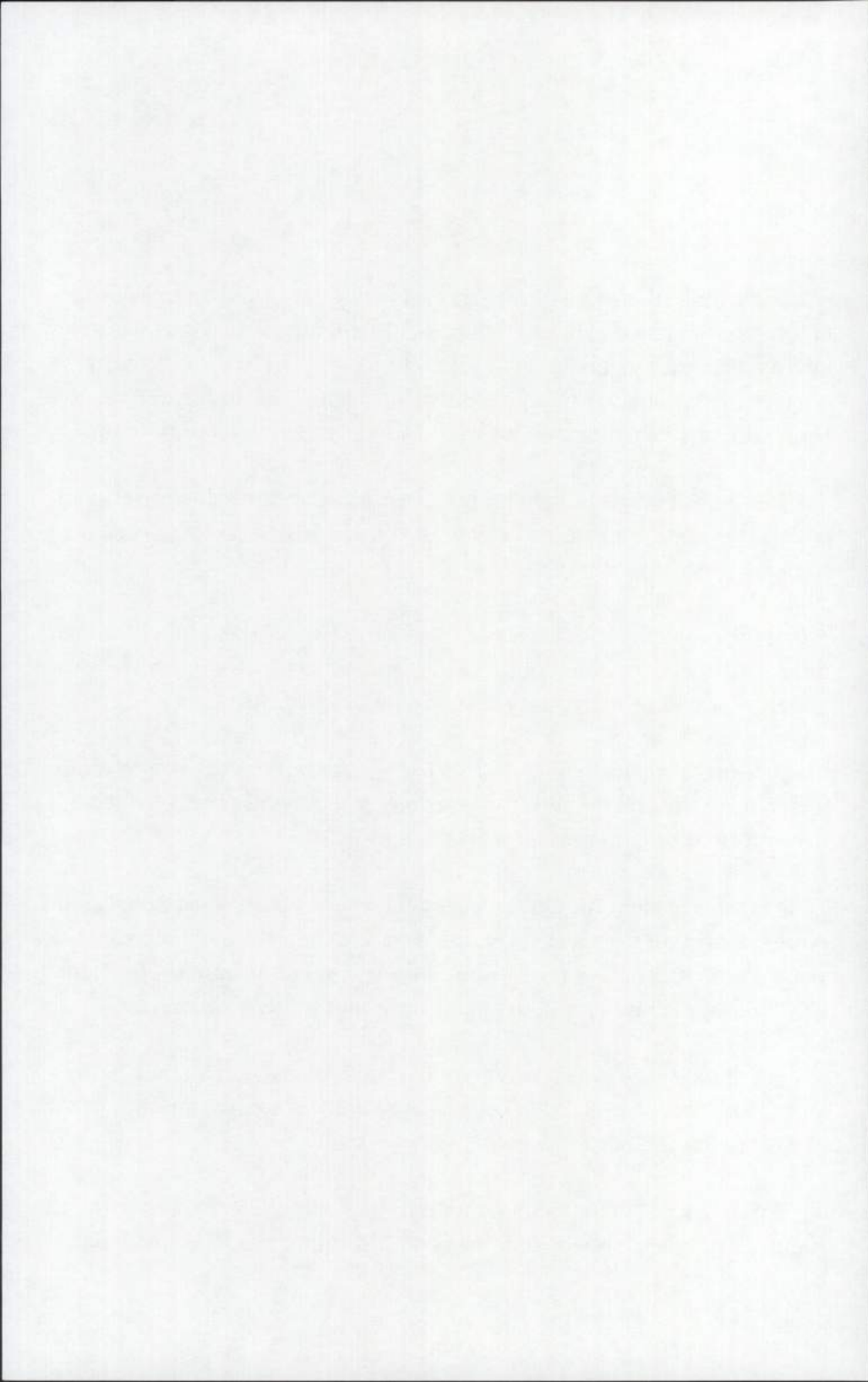
Since that time the history of the county has been explored through different aspects - some county-wide, and others focusing on the city, which is of course the county seat and hub of the entire area.

It seems as if the year of 1998 - the 250th anniversary of the establishment of the county and its government - is a good time to collect all this information and present it in book form.

May the reader enjoy these pages. They are not meant to be a complete history, but a look at several sides of life as it was lived through the years. Perhaps others will be inspired to develop an interest in local history, and to expand or add to the information presented here.

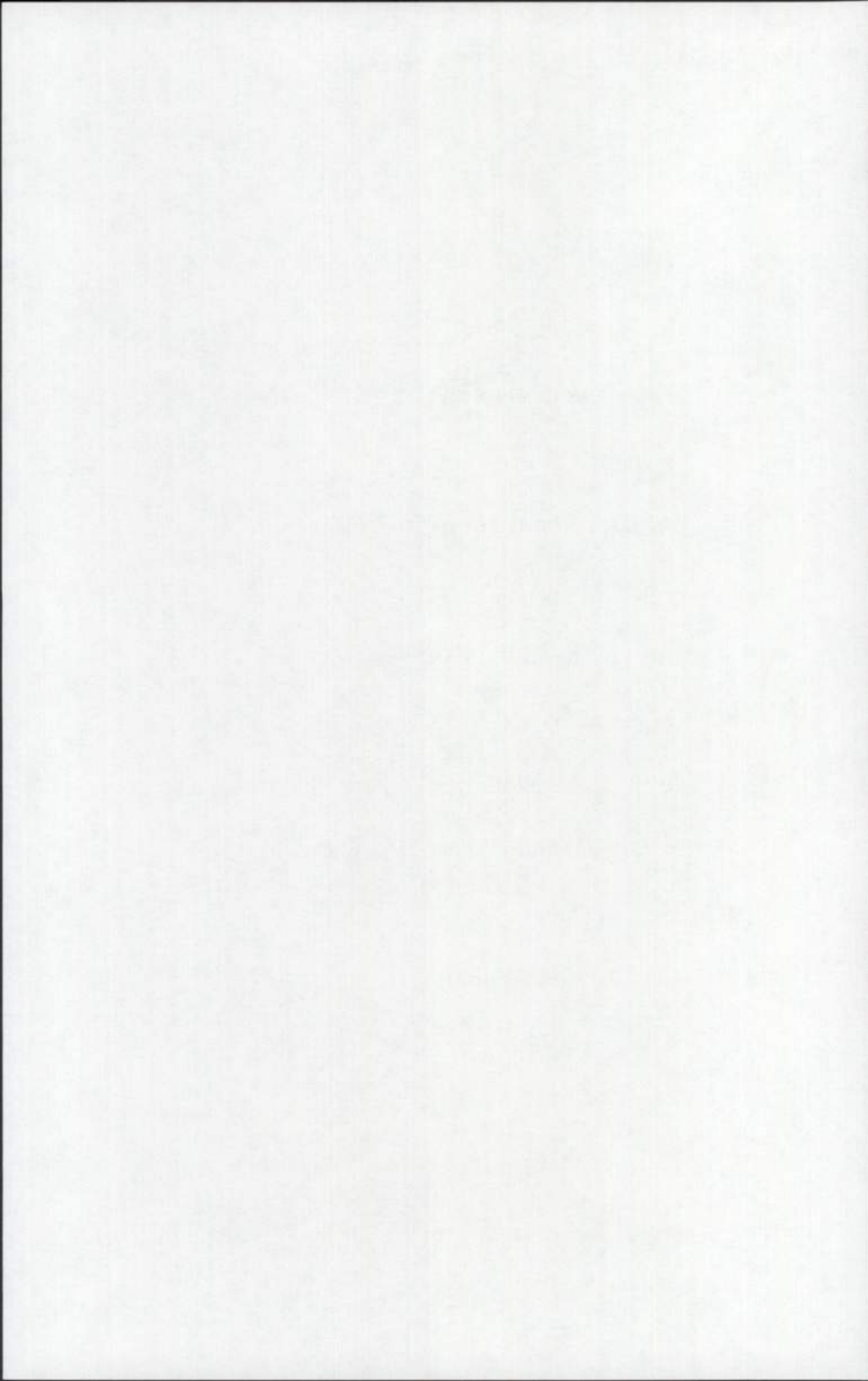
An apology to the Civil War buffs - there is so much already written and the subject so broad that only brief references to this important part of history are included.

And an apology for so much repetition. Each chapter was written to stand alone. To remove some facts would dilute the sense of what is being presented.



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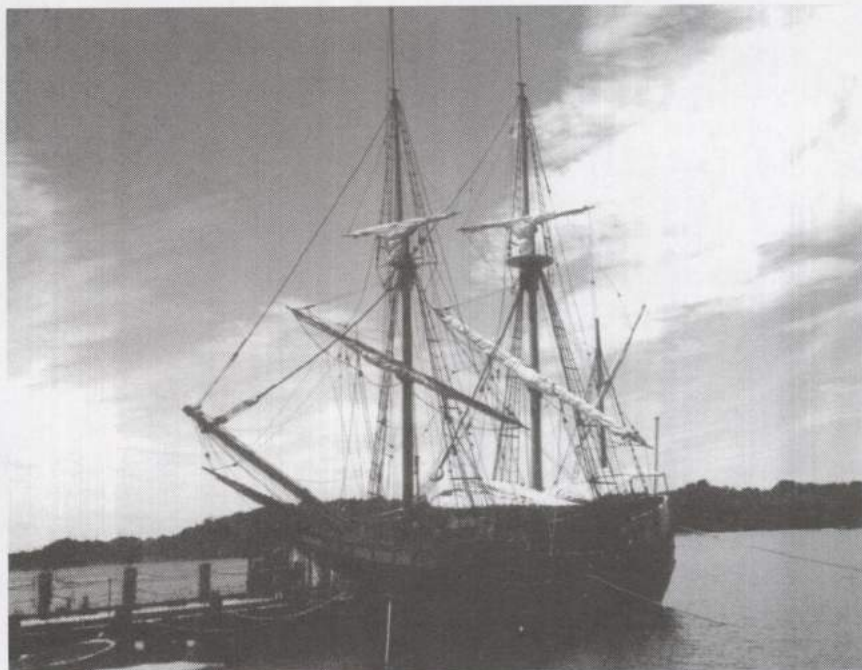


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In the Beginning...

People have been coming and going in Frederick County since it was first discovered by European explorers near the beginning of the 18th century. Before that time the land was a disputed area among neighboring native American Indian tribes.

It should be stated immediately that there has always been a mixture of nationalities in Frederick. The backgrounds of today's residents are even more varied and interesting, but as so many came so recently, it is beyond the scope of this book to include everyone. This variety of cultures as well as today's instant communication with the world has been and is mixing to create Frederick, and make it what it will be in the future.



The Dove, along with the Ark, brought the first settlers to Maryland in 1634.

The founding of Maryland on March 25, 1634, when the Ark and the Dove landed near St. Mary's City, was led by Roman Catholics from England seeking religious freedom. Most of the early settlers were from England, and they settled along the Chesapeake Bay and navigable rivers. Not all early settlers were Roman Catholics, but all enjoyed the freedom to worship as they desired.

Trade flourished with the mother country, the main export being tobacco. All sorts of household goods, tools, and even some foods were imported as no industries were set up. Tobacco was often used in place of money and farmers could not be persuaded to grow grains or other edible crops because they were not as profitable.

The slave trade soon began with Annapolis being the port of entry for the Maryland colony. The growing of tobacco was very labor intensive, so strong backs were imported to do the manual labor. A law was passed in 1748 limiting the growing of tobacco but this was largely ignored.

For almost 100 years after the first settlement of Maryland, population was centered around the Chesapeake Bay. Transportation has been the key to movements of people and resources, and water transportation was the easiest in those days.

There are always those who must explore and stretch horizons. Many did not leave records of their movements, but their presence can be inferred from those who gave written accounts.

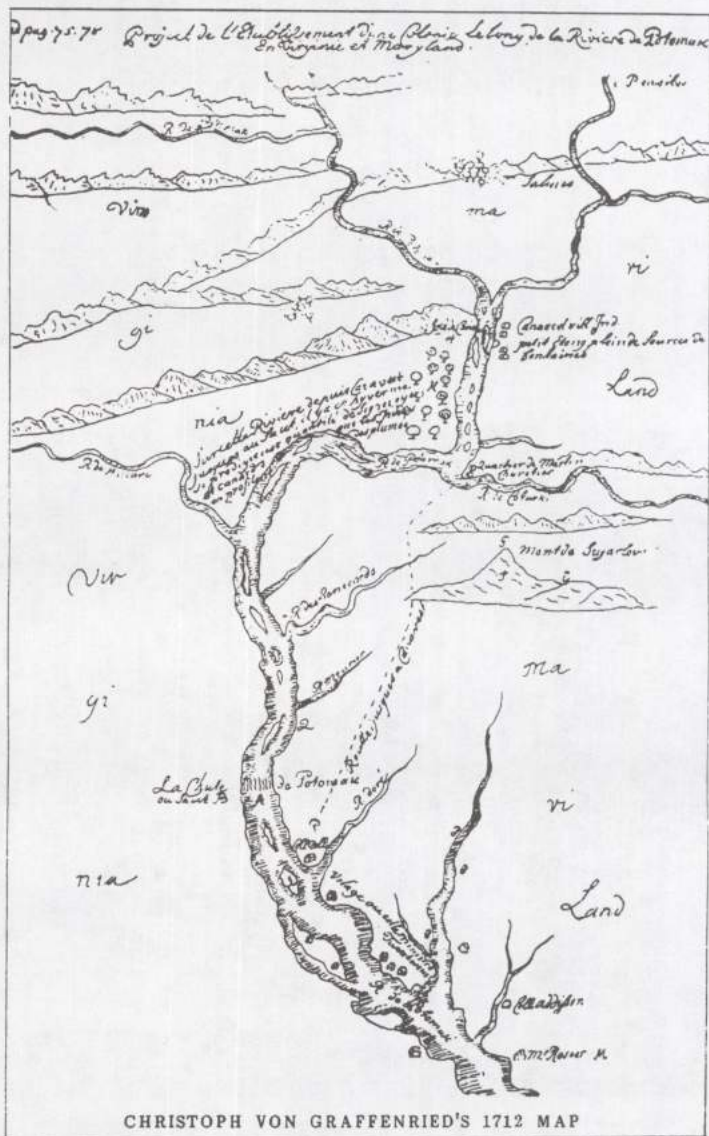
The Indians of the Frederick County area settled on flat lands near rivers. They developed trails through the woods and over the mountains for reaching hunting grounds and trading with other tribes. These trails served early European explorers as well.

The first records of explorers in this area show they were Swiss explorers Franz-Louis Michel (1702) and Christoph von Graffenried (1712). Michel was looking for silver ore, and was also interested in helping to relocate Swiss and German settlers from North Carolina. After his return to Europe, he was joined by Graffenried and George Ritter, who had been seeking help from Queen Anne of England for the existing settlement.

Graffenried came to Maryland and the Frederick area, but with lack of support, returned to Europe, and what might have been the first white settlement in Frederick County did not happen. These men and their group of explorers had traveled partly by boat but much of the distance on established Indian trails. They left maps of the Potomac River, Sugarloaf Mountain, Point of Rocks where the Conoy Indians were

living, the Monocacy River, and the Catoctin Mountains.

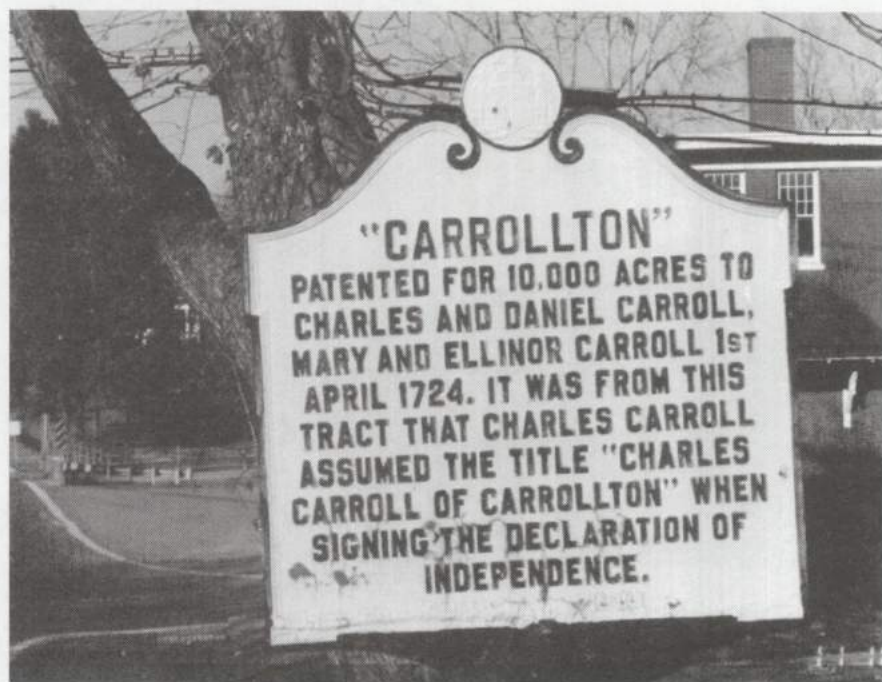
Indians gradually left the area, and by 1755 there were none left here. In a few areas, occasionally a farmer's plow will turn up an arrowhead or pottery shard, and archeological digs are required before any major road or building construction can begin in areas known to have been Indian settlements.



Early explorer Christoph Von Graffenried brought this map back to Europe to show possibilities for settlement, and to raise funds for further exploration.

Other explorers and traders visited the area and by the 1720s, small settlements were springing up as squatters moved in. It was in 1732 that Lord Baltimore issued a proclamation opening up the western lands of Maryland for settlement. It was land speculators who rushed in to take advantage of the generous terms. It had been the original intent to create English-type manors in the new land, to be owned and managed by aristocracy. Some lands in the east and south of present Frederick County were thus developed, and slaves imported for these tracts. The towns of Point of Rocks, Brunswick, Knoxville, Urbana, Buckeystown, Adamstown, New Market and Libertytown have roots in this movement.

Charles Carroll of Carrollton purchased his land from the Indians in 1721, and this purchase was upheld in later years.



This historic marker stands in the center of Buckeystown.

Here was the Frontier

Who were the early settlers in Frederick County, before the town of Frederick was laid out? Trying to find out is often a difficult task, as record keeping was not always done, some records may have been destroyed, and even the best of them may not be complete. Often church records or court records are the only clues available.

However, Dr. Arthur G. Tracey of Hampstead began a search of early maps and surveys in the 1930s in the days before inexpensive copy machines and computers were invented. His work was continued by his daughter, Grace L. Tracey, who, in collaboration with John P. Dern, has published "Pioneers of Old Monocacy - the early settlement of Frederick County, Maryland 1721-1743."

Lord Baltimore issued a proclamation in March, 1732 which opened the western lands for patenting. Those who patented lands were usually men of means who saw investment potential. They saw the opportunity to sell to others, or to rent the land and Germans coming through the area were the logical people to benefit.

There were over 100 patents granted for mostly large areas of land in present Frederick County after that time. The tract of interest to Frederick City was called "Tasker's Chance," patented by Benjamin Tasker in 1725.

Conditions in Europe in the late 1600s, especially in the Rhineland Pfalz, were very poor. The Thirty Years War followed by raids by the French under Louis XIV had devastated the land. Most of the people were very poor, and those who had been better off had been robbed and reduced to poverty. Many had moved out of the area to other parts of Germany, and some went to England. Some Swiss people then moved in; these are numbered among the emigrants in later years.

It is said that religion and religious differences played a part in Germans' decisions to leave their homeland. This is true especially since

the ruling prince would decree that his religion was the official religion of that state. In migratory waves there were nearly as many Roman Catholics as Protestants, who usually got along well with each other. Protestant sects did not often get along; there were also those with no religious belief at all.

Other factors creating a climate of discontent besides the devastation of war were oppressive taxation, land hunger, the severe winter of 1708, liberal advertising of British colonies, and the favorable attitude of the British government that gave aid to foreign Protestants when they passed a more liberal Naturalization Act in 1709.

Most Germans in Western Maryland arrived in the new land by way of Philadelphia, as did the "Pennsylvania Dutch" in Lancaster County. Some later Frederick settlers lived first in Pennsylvania. It was the recruiting of William Penn, first by printed flyers circulated in Germany and later by a personal visit in 1681 that induced many from the Palatinate region to forsake their homes and come to a new land. Often the earlier settlers sent word back home to encourage family members to come here also; this happened in the Brunner family, for example.

The journey was not an easy one. It was long, with cramped quarters, food in short supply, and illness and death common occurrences. Some emigrants could pay their own way. Others could finance the trip down the Rhine to seaports, but then became Redemptioners, by being sold to masters in the new world in payment of their passage. Many realized what this would mean, but were willing to work in this way to pay for their freedom after a period of years (often five years or so). Another class of emigrants were felons and criminals; jails were emptied to help supply workers abroad. Meanwhile Governor Dinwiddie in Virginia invited settlers to come to western Virginia. Many Germans from Pennsylvania were induced to move on. Land in Pennsylvania was becoming more scarce and more expensive by 1720, so a migration to the south began. Of course this meant widening Indian trails through Maryland which were sufficient for foot or horseback but not wagon travel. Some of these routes are partly preserved as U.S. Route 30 in Pennsylvania and Route 194 in Pennsylvania and Maryland.

Early German settlement occurred near today's Creagerstown. Although probably not a town as we know it, near the settlement was the old Monocacy church, the forerunner of the Evangelical Lutheran Church in Frederick. It was visited by famous itinerant Lutheran preachers before the establishment of Fredericktown.

Near Creagerstown is Woodsboro, which was later a stagecoach stop

on the road between Baltimore and Creagerstown as well as from Frederick to Lancaster to Philadelphia. The town was laid out by Joseph Wood, an Englishman, who had arrived in the area about 1743 where he bought land, established a grist mill, and eventually became one of the county's influential citizens.

He laid out the town of "Woods Town," later "Woodsberry" and "Woodsborough," in February 1786, on 40 acres near the boundary of Monocacy Manor. Today's population growth has hardly reached this town, and the area is one of few which remains largely agricultural. The road toward Frederick, now Md. 194, was laid out in the 1740s from petition by Joseph Wood and others.

South toward Frederick is Walkersville, a town whose complexion is rapidly changing with explosive growth. The area here and to the west was an area where Indians lived, and an archeological dig several years ago when Biggs Ford bridge was rebuilt exposed many ancient artifacts.

There were two separate towns which developed side by side. Georgetown began on Biggs Ford Road where houses were first built between 1781 and 1808. John Walker purchased land nearby in 1814 and houses were built before Walker's death in 1841. Only Main Street joined the two villages, which were situated in two separate election districts. Georgetown was named for George Cramer who owned much of the land north and east of the town. The Bond Map of 1858 shows two separate towns.

The combination of the two towns into one was a result of several factors. Walkersville had a post office; Georgetown did not. When the Frederick and Pennsylvania Line Railroad was completed in 1872, the railroad named the station Walkersville, to lessen confusion with Georgetown, D.C. The town was incorporated as Walkersville in 1892. In 1904 election districts were redrawn, and the Walkersville district was created.

Recent housing developments have retained historic names from the area's past: 1957, Glade Village; 1960, Spring Garden Estates; 1962, Glade Gardens; 1967, Discovery; 1965-72, Glade Town.

Other settlement was occurring simultaneously in northern Frederick County. Daniel Weller and his family came to the new world from Germany, going first to Berks County, Pennsylvania, and later in 1742 traveled down the Pennsylvania-Virginia road. The Wellers moved on past the "thriving settlement at Monocasy" and in 1748 settled near Cold Spring on the road leading to Hagerstown. The first

house was built in the area about 1751, and soon other homes were built by families named Creager, Wilhide, Firor and Eyler. There was an influx of craftsmen and farmers, and shops were located in settlers' homes. A tavern was built about 1800; Mechanicstown was a town.

East of the town, at Graceham, a Moravian church was founded in 1746, probably the only Moravian settlement in the state. On March 19, 1760, Peter Apple gave one-acre of land for a schoolhouse, church and cemetery. A log building was built in 1765, which was replaced by a stone building in 1826. This was used originally by Lutheran and Reformed congregations.



Graceham Moravian Church has been in existence since 1746, and predates nearby Thurmont.

The first Lucifer matches made in the United States were manufactured by Jacob Weller in Mechanicstown in 1825. Invented in France, the matches were imported into this country. Mr. Weller analyzed the chemicals in the match heads, produced his own, and sold them in books of sticks, to be broken off and struck on a piece of sandpaper. Mechanicstown was incorporated in 1828 and its name changed to Thurmont in 1894, to lessen confusion with towns of similar name.

The Catoclin Iron Works was located about three miles south of Thurmont. It played an important role in history, providing munitions for the Revolutionary War, the War of 1812, and the Civil War. Also produced were essential items of everyday living, such as stoves, cooking utensils, axes, plows and later iron rails and wheels for railroads.

The railroad reached Mechanicstown on Jan. 9, 1871. The Baltimore, Carroll and Frederick Railroad obtained a charter to connect

Baltimore with Carroll County and Hagerstown; the name was changed to Western Maryland Railroad in 1853. It finally reached Hagerstown in 1872, and provided an important link between the northern part of the county and the eastern markets.

Today, the "Gateway to the Mountains" provides access to Catoctin Mountain Park, built on land stripped of trees for use as fuel in the Catoctin Iron Works. The Federal Government maintains the park, which adjoins Cunningham Falls State Park, and hiking trails, camping areas, swimming and displays of nature and the area's history are to be enjoyed. The presidential retreat at Camp David is a part of the park property, and was the site for the summit meeting on the Mid-East resulting in the Camp David accord for peace in that area of the world in 1978.

About seven miles north of Thurmont is Emmitsburg, near the Pennsylvania border surveyed by Mason and Dixon between Dec. 7, 1763 and Jan. 9, 1768. The town was laid out by Samuel Emmit on Aug. 12, 1785 on land patented May 17, 1757 as Poplar Fields. He was not the first settler in the area, but he was a man of vision. He sold off lots, and the first two houses were built by Capt. Richard Jennings, one house later known as Otter Tavern.

Mr. Emmit had come from Ireland, and was one in a third influx of Scotch Irish, German, and Irish settlers to the area, which also included the father of Francis Scott Key. The settlers brought industry, such as tan yards, grist mills and hotels.

The town was named in honor of Samuel Emmit in 1786, and was incorporated Jan. 13, 1825. It escaped Civil War damage even though it was near the routes leading to Gettysburg.

Roman Catholic settlers, including William Elder, Robert Owings, and Joseph Livers, arrived in the area between 1728 and 1734, forming the first Roman Catholic congregation. A chapel was built, attached to the Elder homestead, which was visited occasionally by Jesuit priests. The congregation was at one time a part of Conewago congregation in Pennsylvania.

In 1793, the Rev. John Dubois from France was serving in Frederick as part of an itinerant missionary effort in Virginia and Maryland. He attended to the Emmitsburg congregation, and moved to the area in 1805. In 1808, he started what became Mount St. Mary's College and Seminary. Two young men who later became priests assisted him as tutors for the younger students, and he was joined by the Rev. Gabriel Bute in 1811. The Rev. Dubois became Bishop of New York in 1826, and the

Rev. Bute was to become the first Bishop of Vincennes, Indiana, in 1834.

The Mount is the second oldest Roman Catholic college in the U.S. It was granted a college charter from the Maryland Legislature in 1830, and since that time many prominent Roman Catholic clergy have graduated from the seminary, and there have been graduates from the college in many fields of study. The college became co-ed in the 1970s when St. Joseph's College for women, located nearby, was closed.



Mount St. Mary's College and Seminary, founded in 1808, is dominated by the golden statue of the Virgin Mary.

Perhaps the most famous resident of Emmitsburg was St. Elizabeth Ann Seton, who was beatified by Pope John XXIII in 1963, and canonized Sept. 14, 1975.

Elizabeth Ann Bayley was born in New York City on Aug. 28, 1774, of Protestant parents. Her mother died when Elizabeth was three, and she was raised by her father. In 1794 she married William Magee Seton, a prosperous business man of New York, and bore five children. On a trip to Italy in 1803, Mr. Seton died. Elizabeth and her daughter were befriended by merchant brothers in Leghorn, Italy, who helped them return to the U.S.

Always religious by nature, Elizabeth found answers in the Roman Catholic faith, and was received into the church in 1805. Hoping to join a convent, she arrived in Baltimore in 1808, and upon advice of a benefactor, went to Emmitsburg by Conestoga wagon with a small group of women in the spring of 1809. There she founded the Daughters of Charity, St. Joseph's Academy and the first parochial school in the U.S.

She often walked the hills above her settlement and the nearby college, and spent many moments of contemplation in the area where the National Shrine Grotto of Lourdes is now located. She died in 1821.

Today, St. Joseph's Provincial House of the Daughters of Charity stands as a tribute to the Saint's life and work, and many of her education aims are being continued today.

Turning westward from Frederick city, passing developments and shopping centers, a traveler scales Catoclin Mountain on U.S. 40A and crosses the gap at Braddock Heights. Here he is exposed to a vast panorama - Middletown Valley, one of the "most beautiful vistas in the country."

The first resident of the area is said to be Frederick Lauber, who came to an area known as Smithfield in 1730. The area later passed to Josiah Beall, who sold a 44-acre plot to Michael Jesserong in 1766. Mr. Jesserong laid out Middletown and sold the first lots in 1767. Among the first purchasers was Conrad Crone, who bought one lot, and later purchased the remainder of the unsold lots. At this time the rural areas were also being settled, mainly by Germans. The valley contained a route to western Virginia over which settlers were traveling, and many growing tired of travel remained here.

Middletown was incorporated in 1834. By this time there was a school and a drugstore, both managed by Swiss immigrants. The first church was built by the members of the German Reformed church in 1770, followed by the Lutheran church in 1783. In 1841 Jacob T.C. Miller started a newspaper, *The Catoclin Enterprise*. This became *The Valley Register*, owned and managed by the George Carlton Rhoderick family for many years until it was sold and then closed in 1991.

Famous citizens who called Middletown home included Sgt. Lawrence Everhart and Gen. Joseph Van Swearingen, who distinguished themselves in the Revolutionary War. Also of Middletown was Dr. Ezra Keller, who was born May 12, 1812. His father was a farmer who did not believe in education, but Keller persevered, eventually graduating from Gettysburg College. He became a Lutheran pastor, and founded and served as the first president of Wittenburg College in Ohio.

The Civil War came to Middletown briefly, but with a bang. After marching through Frederick, the Confederate troops, with Union forces behind them, crossed the mountain to the valley and took over the town for several days. During this time there were patriotic displays of Union flags similar to those in Frederick which made Barbara Fritchie famous. One of Middletown's heroines was Nancy Crouse, aged 17

years, who draped the Union flag around her body and dared the Confederates to shoot.

The Union troops were in hot pursuit from several directions, destined to have a showdown at Sharpsburg. The Battle of South Mountain, a prelude to the Battle of Antietam, took place Sept. 14, 1862, in sight of Middletown. The entire town became a vast hospital, and all available space was used for the wounded. Following the later Battle of Antietam, wounded were again brought into town, and many of the less critically wounded were carried over the mountain to Frederick.

After the war, Middletown continued its peaceful existence as the center of a large agricultural area. An improvement in transportation and communication came with the electric trolley lines during the 1890s. Not only passengers but mail and freight were hauled over the mountains to both Frederick and Hagerstown.

Today's population growth could hardly be imagined by the residents of the valley of years gone by.



Middletown is proud of its heritage as a center of a farming valley.

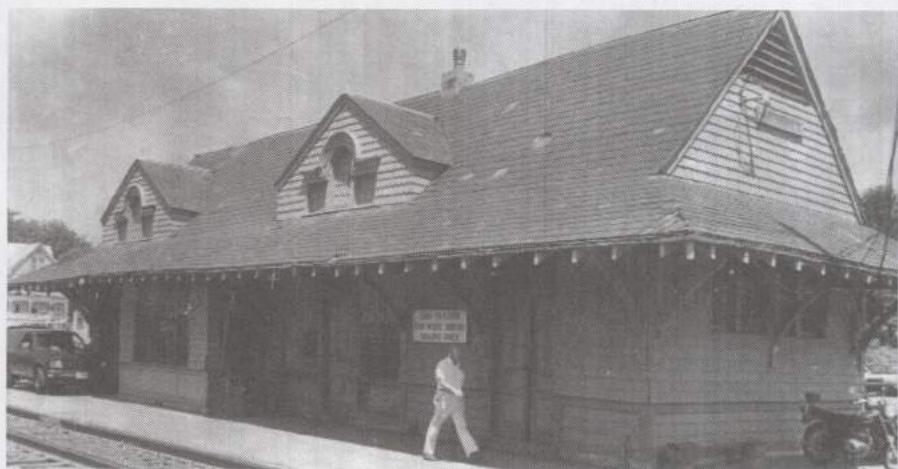
The City of Brunswick in the southern end of Frederick County has had a history based on the Potomac River and the railroad that was built parallel to the river. It lies across the river from Virginia.

In 1780, Leonard Smith laid out a portion of town on a part of an original grant of 31,000 acres which had been granted to John Hawkins on Oct. 10, 1753, from King George II of England. This was known as Hawkins Merry Peep-o-Day. The new town was called Berlin, and was a port for floating wooden rafts transporting grain, flour, bacon and whiskey to Georgetown. When a post office was established in 1832, the town was called Barry to distinguish it from Berlin on the Eastern Shore. It was renamed Brunswick when it was incorporated on April 8, 1890.

The town was influenced by the development of the Chesapeake and Ohio Canal, and the people were very river conscious as it afforded work for many. Later the Baltimore & Ohio Railroad paralleled the river and canal. The first railway station was built in 1834.

In 1890 Berlin-Barry became a boom town and was renamed Brunswick. When the railroad found itself crowded at Martinsburg, West Virginia, the transfer sheds, shops and round house were moved to Berlin. The smoke, noise, strikes and cultural disinterest made Brunswick a railroad town. Recent layoffs from the railroad have caused residents to look elsewhere for employment.

Due to geography, most of the city is built on the hills north of the river and rail yards. The earliest homes in the area have disappeared, but records of them remain. Flooding of the Potomac River from time to time has taken its toll on the city and the low lying areas.



The station in Brunswick serves commuters on the MARC trains daily. It was built by the B & O and is the third station on the site.

The town of New Market, east of Frederick, was a major center for travelers and the importance of travel services there endured until the end of the horse and buggy age.

The town was laid out in June 1793, by William Plummer and Nicholas Hall on a tract of land patented by John Dorsey Jr. in 1743. The first house had been built in 1790 by George Smith, and this was used also as a tavern. At one time at least eight hotels and taverns lined Main Street to cater to the Conestoga wagons or those bringing droves of livestock on the hoof to Baltimore markets. Small businesses existed to service travelers and farmers, such as wheelrights, blacksmiths, a wrought iron shop and a tannery.



New Market is built along Main Street, where traffic was heavy on future Route 40 between Baltimore and the west. Several taverns or inns were located here.

Frederick Town

Frederick Town was laid out on a portion of "Tasker's Chance," the patent of Benjamin Tasker of 1725. Tasker sold the land to Daniel Dulany the Elder, who laid out the town in 1745. Daniel, Jr. followed in his father's footsteps; both assisted in many ways the new settlers who arrived. For example lots were donated to both the Reformed and Lutheran congregations for church buildings.

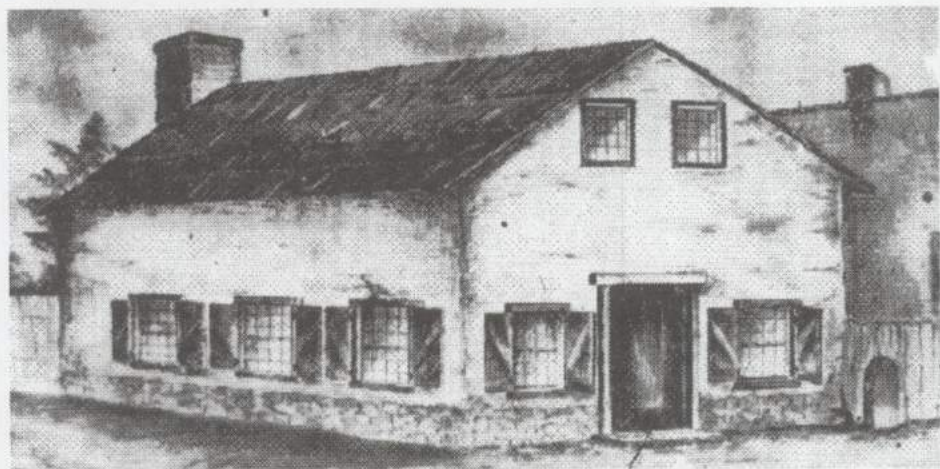
Enter John Thomas Schley. He was born in Moerzheim, Germany, in 1712, served as a schoolmaster there, and later moved to Appenhofen, his wife's home town, where he again was schoolmaster. It is said that it was from this area that he recruited his first 100 settlers for the new town. There is some confusion in the literature as to when and how Schley and his group arrived here and ultimately to Frederick. He apparently left Moerzheim about 1735 and is documented as being in Appenhofen in 1744. He had a lot deeded to him in Frederick in 1746. We celebrate September 1745 as a possible date for the actual founding of Frederick. Unfortunately ship logs of this period are non-existent.

The first house was built by Schley and his family on the northeast corner of East Patrick Street and Middle Alley. It was torn down about 1856. Many houses in the downtown area which are still lived in date from very early times.

The city became a trading center for farmers who brought their crops to town, and a transportation center connecting the farmers from Western Maryland to the port cities.

Early businesses in the city included hotels and taverns, livery stables, tanneries, glove makers and grist and lumber mills. In the county, mills were located on many small streams to grind grain from nearby farms. There were iron mines and foundries, the most famous being at

Catoctin Furnace, north of Frederick city. The area served as the gateway to the frontier, and was a source of supplies for the Lewis and Clark Expedition in 1803.



The first house in Frederick was built by the city's founder, John Thomas Schley, in 1746. It was torn down in 1856.

Schley and his family spent the balance of their lives here, he serving as a school master and lay leader of the Reformed Church, and owning a tavern. His daughter Maria Barbara was the first child born here.

Many other families are documented as living in or near Frederick from early times. Some descendants are still living here: others gave their names to streets, towns or river crossings. Some of these names are Brunner, Thomas, Bentz, Loy, Weller, Arnold, House, Apple, Staley, Stull, Moser, Six, Ramsburg (several spellings), Stoner or Steiner, Storm (Sturm), Trout, Brengle, Derr, Kemp and Keller. These family names appear in early deeds and land transactions; most were active in church and civic affairs.

Life in the new town as well as in the country must have been difficult. Land had to be cleared, shelter constructed, and food provided for the family. Farmers had to be as self-sufficient as possible, but in towns work could be shared with close neighbors. Gradually trades and crafts developed partly by necessity but also because in Germany a boy's education included learning a trade. Most farms were relatively distant from each other. In town there was a more rapid development of industry and crafts. Gradually crops were grown to be exported - wheat, corn and flax among them.

Religion played a large part in the lives of the settlers. Three main

Christian churches were represented in early Frederick - the Lutheran dating to the early "Monocacy Congregation" of 1738, the Anglican (Episcopal) which congregation petitioned the state government in 1742 for separate parish status, and the Reformed, organized by John Thomas Schley and his settlers in 1745. Other denominations followed as more nationalities and sects arrived in the area and often worshiped in homes or stores before permanent buildings were constructed.

What did the early German settlers bring to their new homes? Strong character traits were useful in the new land, and helped the communities develop into civilized enclaves. Some were able to bring treasured family heirlooms or tools for building new homes. Some of these however were left on the docks so that more people could be crowded into the ships. Tools were often shared, or made as needed on the spot.

The Germans brought much more than their families and a desire for freedom. While the English brought their governors, laws and were large land owners, the Germans were content with small farms. Hard work, unusual energy, perseverance, courage, frugality, ardent love of home and a longing to do their duty to family, community and state were all a part of their ethic. Their culture included such things as children's games and rhymes, stories, foods, observances of Ground Hog's Day, Shrove Tuesday and Halloween. German Folk Art is popular among collectors today.

There was rapid population growth in the western lands after 1732. In a petition presented to Governor Thomas Bladen in 1742, it was requested to form a new county. By 1747 there were approximately 1,000 Germans in the area, and by 1755 there were 200 houses and two churches in Frederick Town. In 1748 Frederick County was created from a portion of Prince George's County. Following the Revolution, Montgomery and Washington Counties were created from portions of Frederick County, and in 1837 another portion was used to form Carroll County, along with land from Baltimore and Howard Counties. There were 13,969 persons in Frederick County by 1752.

Things were not always peaceful in the western country. Although threats by Indians were not felt by residents east of the Catoctin mountains, the attacks on settlers to the west were real and frequent, especially after the French to the north became friendly with the natives and turned them against the new residents. The end of the English-French conflict in Europe in 1748 did nothing to settle the border disputes in America. This led directly to the French and Indian War.

France laid claim to Canada, to lands around the Great Lakes, down

the Mississippi to New Orleans, and to the Louisiana Territory. They effectively tried to block English expansion of the west, and a string of forts was built with this in mind.

General Edward Braddock made plans while in England to mount a three-pronged attack on the French, in Canada, in the south, and in the mid states using Frederick Town as a staging area to march to and conquer Fort Duquesne, at present day Pittsburgh. He arrived here July 9, 1755, with exorbitant demands for men, materials and wagons. Benjamin Franklin helped to gather supplies in Philadelphia, and George Washington met with the planners at the old tavern here.



George Washington reputedly used this building, probably a tavern, as a base for his Western Maryland adventures. It was torn down about 1936.

Washington had been defeated at Fort Necessity prior to this, and had been able to return to Virginia. He undoubtedly told Braddock about the Indians' method of ambush fighting, but Braddock ignored this and marched forward in strict British style. He was killed west of Cumberland, and his troops defeated. Several years later the British took Fort Duquesne and renamed it Fort Pitt after the English Prime Minister.

Indian attacks were so frequent and so severe that settlers left their homesteads for Fort Cumberland and Fort Frederick, which had been built in 1756 east of Hancock. Some even returned to Frederick Town for safety.

In 1757 troops were mustered in Frederick to assist in the war. Leaders were Captains Peter Butler, Elias Delashmutt, John Middaugh and Stephen Ransberger. Frederick was affected in other ways also. There was a shortage of supplies, men and food, and the Lutheran Church suspended the erection of its new church between 1752 and 1762. The war was officially over with the Treaty of Paris in 1763.

One colorful character who frequented this area in the mid 1700s was Thomas Cresap. He was a feisty settler, a promoter, trader and organizer. His travels ranged from Lancaster through present Frederick County to his homestead in Old Town near Cumberland. He (or his son Michael) and Thomas Price organized two military companies who were the first units to march to Lexington and Concord, Massachusetts, in 1775.

Following the French and Indian War, England was hard pressed for funds because of financing the war. It decided to impose a tax on all legal papers, from court documents to school diplomas. This Stamp Act was most unpopular, especially in Frederick where previous taxes on luxury goods had little effect. The Act went into effect Nov. 1, 1765. In August the stamp distributor was hung in effigy. On Nov. 18, the twelve justices of the Frederick Court expressed their opposition to the Act, and on Nov. 20, officially repudiated the Act, generally considered to be the first official rebellious action in the Colonies. This action is observed annually by the Frederick Chapter DAR when the Clerk of the Court reads the Act of Repudiation.



This building which stood behind (now) Frederick's City Hall is where the Twelve Immortal Judges issued the Repudiation of the Stamp Act, the first act against the English government in 1765.

As news of the other rebellious acts reached Frederick Town, the English Loyalists had little support from the populace, who had only slight ties with the Crown and little emotional support. However they did aid the revolt with men and supplies. British sympathizers were forced to have their lands confiscated in 1781, including the Dulanys.

One of Frederick's landmarks was built during the Revolution - the so-called Hessian Barracks, located on the campus of the Maryland School for the Deaf. It was built in 1777 and housed prisoners, English as well as the Hessians, although no battles occurred near Frederick. The Hessian soldiers, captured during the battle of Yorktown, were mercenaries. They felt right at home in Frederick, as many residents were still speaking German and clinging to German ways. A large number remained in Frederick after their release, including John Conrad Engelbrecht, father of diarist Jacob Engelbrecht.



Among several uses of these barracks through the years was the housing of Hessian soldiers captured during the battle of Yorktown, in the Revolutionary War. One of two buildings is standing today, and is used as a museum.

Patriots were willing to take up arms against these rulers from across the ocean. Michael Cresap had little trouble recruiting sharpshooters from among local residents for his march to Cambridge, Mass., in 1775. This group formed the nucleus for the new Continental Army.

Tories, or British sympathizers, had a hard time during the war and many fled the area to return to England or Canada. Their land holdings were confiscated by the local authorities. All Saints Church fell in hard

times because of its historic connections with the Church of England and the requirement that the priests must swear allegiance to the British Crown. It took almost 25 years for the church to recover.

German was a common language in Frederick for many years. It was debatable as to whether the colonies would make German or English the official language. The decision to make English the language of the land was made in the National House of Representatives in 1789. As recently as 100 years ago services in the German language were still being offered at both the Lutheran and Reformed churches.

During the 200 years since the Revolution, many noteworthy persons have served the state and nation.

John Hanson served as country's first president under the Articles of Confederation which predated the Constitution.

Thomas Johnson established the iron furnace at Catoctin Furnace, and served as the first governor of Maryland after the Revolution. A friend of George Washington, Johnson nominated Washington as Commander in Chief of the Continental Army and served the country in other positions.

Francis Scott Key and Roger Brooke Taney both began their legal careers in Frederick and are both buried here.

Four Maryland state governors have been from Frederick: Johnson, 1777-79; Thomas Sim Lee, 1779-82 and 1792-94; Francis Thomas, 1841-44; and Enoch Louis Lowe, 1851-54. Two U.S. Senators representing Maryland who were from Frederick were Richard Potts, 1793, and Charles McC. Mathias Jr., 1968-86. Outstanding patriots include Barbara Fritchie during the Civil War; Admiral Winfield Scott Schley, Spanish-American War; William Tyler Page, author of The American's Creed during World War I; and Lt. Col. Richard P. Ross Jr., who planted the flag on Shuri Castle, Okinawa, during World War II.

A fascinating era for history buffs is the Civil War period. This is the only conflict when actual fighting and enemy troops were in the area. Stories abound from these troubled times. Barbara Fritchie was made immortal by John Greenleaf Whittier's poem although she was not the only person to wave a Union flag at the Confederate troops that day.

The lost orders changing the tide of the war were found near here. Wounded troops from the Battle of Antietam were brought to makeshift hospitals in the city. Armies from both sides passed through with farms and gardens looted, and the City of Frederick along with other towns were forced to pay ransom to the Confederates under General Jubal Early.

The story continues with an increase in industry in the late 1800s, a reflection of the Industrial Revolution. The 20th Century and its many changes has caused explosive growth, which has caused continuing problems to be dealt with. Fort Detrick, which began as a National Guard air field, became a major biological warfare research center during World War II, and is now contributing to the nation's health through cancer research. It has had a great impact on housing, employment and population statistics.

The story is not over. The next years will continue to offer challenges to the government and citizens, as the press for growth and movement continues its tension with the preservation of our heritage and history.

The work and tradition of the early settlers set the stage for later years, the more prosperous and peaceful times, and for creative development of city, state and nation.

4

A Walk About Town

“Take a walking tour of Downtown Frederick” says the Tourism Council. That is a delightful way to spend an afternoon. So many of Frederick’s unique buildings are well preserved, and so many are intricately woven into the history of the area. The city has served as a hub for the county, a magnet for many born outside its boundaries, and an arena not just for local history, but for events that have helped shape our nation.

Walking around the historic district, one can easily imagine all sorts of men and women who have shared the city’s streets, some who have visited briefly, and many who have made their homes here. Just a few will tell us a bit about what happened in Frederick in days past.

When John Thomas Schley brought his band of 100 families to walk the streets of Frederick, he was not the first to have arrived from elsewhere, nor would he be the last! The English, who had been settling around the Chesapeake Bay and the Eastern Shore for 100 years, were eager to open new lands in the interior for trading, to secure raw materials for use back home and to have new markets for their goods. Land patents in this area had been secured as early as 1725, and it was on Benjamin Tasker’s “Taskers Chance” that the new town of Frederick was laid out in 1745.

Because of unsettled conditions in Europe, many citizens of central Europe were eager to try their luck in the New World, a world full of promise, as well as uncertainties of the unknown. Schley was approached in the town of Appenhofen in the Palatinate area of Germany where he was a schoolmaster, to bring a group of colonists to settle Frederick. It was as a schoolmaster that he continued to earn his livelihood in this frontier town.

Yes, Frederick was a frontier town, even after Frederick County was

created by an act of the Maryland Legislature in 1748, and the city became the county seat. This was a natural place for George Washington to visit on his way to and from the "West" - now western Maryland. General Edward Braddock and his troops walked through town when they were on their ill-fated campaign to try to capture Fort Duquesne, now Pittsburgh, Pennsylvania. Benjamin Franklin came to Frederick also, to try to advise Braddock on strategies. Braddock would not take advice, and was slain before reaching his destination.

Acts of dissension leading to the American Revolution occurred in the streets of Frederick. When the Stamp Act, levying a tax on the colonies, was enacted in England in 1765, the citizens of Frederick burned the stamp collector in effigy that August. Later in November, the "Twelve Immortal Judges" of Frederick officially repudiated the Act, which was the first major act of rebellion against the British government. The act was subsequently repealed, but the unrest remained.



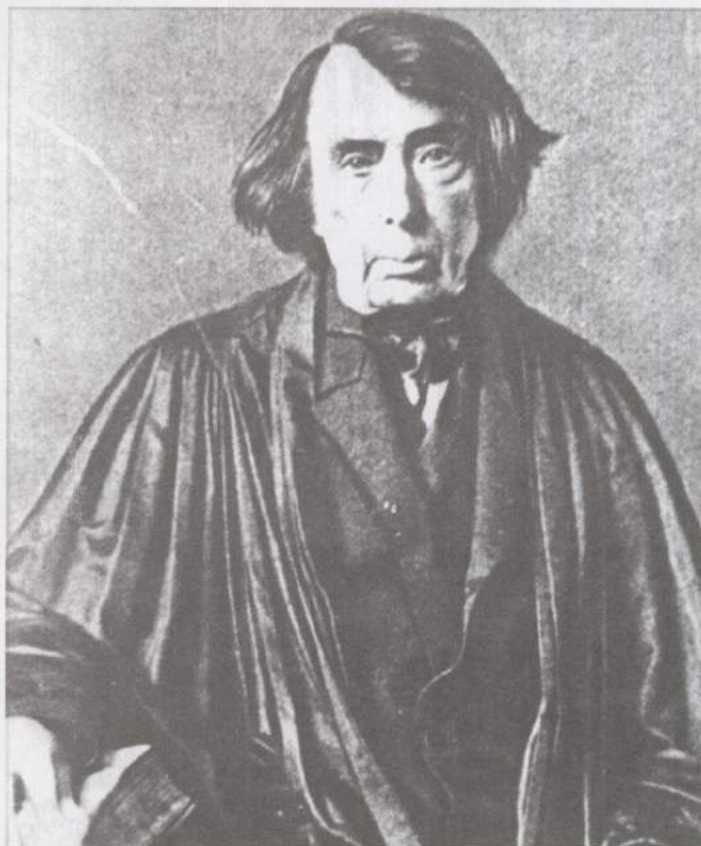
Thomas Johnson, best remembered as Maryland's first governor following the Revolutionary War, was a friend of George Washington, and served in several capacities for the Federal Government as well as the state.

John Hanson and Thomas Johnson were two Frederick residents prominent in politics during and following the Revolution. Hanson served as the first president of the U.S. under the Articles of Confederation, and Johnson served as governor of Maryland, and as nominator of George Washington as Commander in Chief of the Continental Army. Both men walked the streets of Frederick during their adult years.

Footsteps of another group of German settlers rang through Frederick streets during and following the Revolution. Captured at the Battle of Yorktown, Hessian mercenaries fighting for the British were captured and sent west to the frontier, and

were quartered in the Barracks on the south edge of town. The remaining building, used for various purposes through the years, still bears the name of these early residents. Unfamiliar with the frontier and having no survival skills for primitive life, they dared not escape. Local German-speaking townspeople, descendants of the earlier settlers, walked the streets with the prisoners, and induced many to remain here at the close of the hostilities.

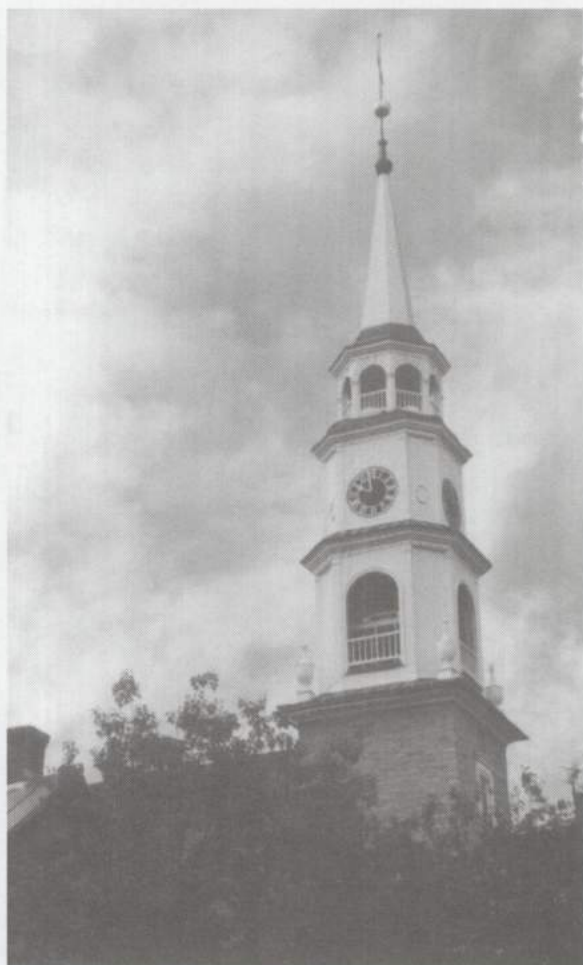
Some of the famous walked and worked in Frederick. Francis Scott Key, born north of the city on a farm that is now in Carroll County, practiced law here from 1800-1805, following his study in Annapolis. He would later become famous during the War of 1812 as the author of the Star Spangled Banner. His brother-in-law, Roger Brooke Taney, later to become Chief Justice of the U.S. Supreme Court, worked and walked here from 1801-1823. His home is a shrine on South Bentz Street.



Roger Brooke Taney spent his early years as a lawyer in Frederick before becoming the Chief Justice of the United States Supreme Court. He had the distinction of administering the Oath of Office to seven presidents.

A lesser known citizen who walked the streets of Frederick during the early 1800s was Stephen Steiner. Born here, he was too young for active duty during the Revolution, but served as a volunteer at the Hessian Barracks. His major contributions to the city were through his work as an architect and builder. The steeple on Trinity Chapel (1807), West Church Street, was his work, as was the home on West Patrick Street (1807-1817) that bears his name.

A familiar stroller through the streets of Frederick for over 60 years was a son of one of the Hessian soldiers who had remained here and



Trinity Chapel was originally designed by local architect Stephen Steiner. It is a part of the Evangelical and Reformed United Church of Christ.

married a local girl. This was Jacob Engelbrecht, who left as his heritage not only descendants still living in Frederick today, but also his dairies. These volumes hold valuable reflections on life in Frederick - and Jacob's many walks through the city - during the years from 1818 to 1878. He was interested in all facets of city life, and related innumerable births and deaths, comings and goings, and disasters and celebrations. He told of Lafayette's visit to Frederick in 1824, of farmers driving their herds and produce to market, of events during the Civil War. He was a neighbor of Barbara Fritchie, heroine of the Stonewall Jackson incident. He served Frederick as mayor from 1864-1868.

Jacob must have seen more than that of which he wrote, as he did not chronicle all of the building boom that was taking place in the mid-1800s. Three of the large downtown churches, the Evangelical Lutheran, the Evangelical and Reformed United Church of Christ, and All Saints Episcopal, date their main buildings from this era, as do many houses and structures on East Church Street such as the Trail mansion and Winchester Hall, which housed the Frederick Female Seminary and later Woman's College (now Hood College). Neighbors Col. Charles E. Trail and Hiram Winchester must have greeted each other often in passing.

A stroller through Frederick about 100 years ago could meet a number of grandparents of today's citizens, or people whose names are prominently displayed on buildings or parks. One would be Joseph D. Baker, banker and philanthropist. His legacies are myriad - Baker Park (1927), a hospital wing, the old YMCA - to name a few. Margaret E. Scholl Hood helped to endow the college named for her. Ann Grahame Ross was a familiar figure around Court Square - her family's portrait of the Thomas Johnson family was left to Frederick.

An after-dark trip through the streets during the 1890s would be lighted by these new electric lamps. Soon to be seen would be electric trolleys. *The Evening News* was being printed daily and delivered for \$3 per year. Bicycle enthusiasts were vying for space on horse-crowded streets that were not yet smoothly paved.

Familiar retail businesses of today were prominent around 1890. Farmers and Mechanics Bank (1817), Frederick County Bank (1818) and Fredericktown Bank and Trust Co. (1828) were located on Market Street, as was the Mutual Insurance Co. (1843) and Landis Jewelry Store (1893). The U.A. Lough and Son company opened its doors in 1874, and Harry F. Shipley was a clerk and bicycle dealer in 1895. Quynn's Hardware Store had been in business since 1796, and its name is now retained on an establishment on East Patrick Street. Schools included the Maryland School for the Deaf on South Market Street which opened in 1868 and moved into its new building in 1873, and Woman's College (1893) which later became Hood College.

This was a time of commercial development. A walk to the outskirts of Frederick, especially the east and south, would find the William D. Bowers Lumber Co. (1868), Frederick Brick Works (1891), and Frederick Iron and Steel Co. (1890). The Frederick light plant was on East Street, and printing companies were downtown, Marken and Bielfeld (1885) and the Great Southern Printing and Manufacturing

Co. (1883). Other thriving establishments, now gone from the city, were often located near to residences. Would the odors and noises from tanneries, grist and flour mills, breweries and milk plants be tolerated today?



Alumnae Hall, Hood College, was built by Lloyd Culler's construction company, of Frederick Reds, bricks from the Frederick Brick Works. It was the first building to be built on the new campus in 1915.

Some have walked the streets of Frederick as youths, later leaving Frederick. Rear Admiral Winfield Scott Schley, a descendant of John Thomas Schley, was born in 1839 north of Frederick. He moved with his family into Frederick city in 1848, later leaving for the Naval Academy in Annapolis, and leading a distinguished naval career that took him all over the world, from his 1860 tour to Japan and China, to helping to rescue Arctic explorer Adolphus Greely and his companions in 1884, to trips to European ports and the Mediterranean Sea, and finally to war with the Spanish, defeating them at Santiago Bay, Cuba in 1898.

The brave servicemen and women from recent wars are listed on monuments in Memorial Park. Also remembered is Lt. Col. Richard P. Ross Jr., distinguished for raising the American flag on Shuri Castle, Okinawa in 1945, who grew up in Frederick.

Others who walked Frederick streets came from nearby and remained. Many were farm folks who moved to the "big city" to seek their fortunes. One we mention was Lloyd C. Culler, a tall stately

gentleman who was born on a farm near Feagaville in 1869. He served as mayor of the city for an unprecedented seven terms, from 1922-1931, 1934-1943, and 1946-1950. In business he was a successful contractor and builder. His many public buildings include the early Hood College buildings, the old YMCA, Pythian Castle, Girls' High School (Board of Education offices), Boys' High School (Elm Street School), Calvary Methodist Church and Parkway Elementary School. Among private homes are several on West Second Street, across from Baker Park.

Culler Lake was dedicated in Mayor Culler's honor in 1940, "in appreciation of distinguished and constructive public service to the people of Frederick as their mayor . . .".

Walking became less popular with the coming of the bicycle and trolley, and later the automobile. Ideal Garage has sold Buicks since the early 1900s, and the Frederick Motor Company has dealt in Fords for almost as long. Better transportation enabled people to move away from the town center, and over the years, the city limits have been expanded. The first houses were built on Rockwell Terrace in 1903. Hood College moved in 1915 to its present campus. The Air National Guard used Detrick Field in the 1930s, and it became Fort Detrick in the 1940s. Mount Olivet Cemetery (1854) was always on the city's fringe, as was the Great Frederick Fair, dating back to 1849.

The automobile supplanted walking for visitors. Presidents of the United States have driven through the city, and some stopped to visit. Abraham Lincoln came by train in 1862, but Herbert Hoover, Franklin D. Roosevelt, Harry Truman and Lyndon Johnson arrived by car. Winston Churchill, Britain's great leader during World War II, stopped at the Barbara Fritchie house on May 17, 1943.

Yes, many of the brick sidewalks are the same, as are many of the buildings. "The times they are a-changing"- but enough of old Frederick remains to be explored, to be discovered, to remind us of the many things that have happened here to make our city and county unique, to give it the flavor we all like, need, and want to retain.

The Changes We See

What changes have occurred in Frederick City over the years! It is difficult to describe in detail the many ways in which life in Frederick is different from when the first settlers came to the area 250 year ago.

It is not too difficult to imagine what the countryside looked like in the early 1700s. A walk in wooded areas in nearby parks must still resemble how most of the area appeared to these early adventurers. Of course there were no towns - a few Indian settlements, perhaps - and no roads except the trails worn down by Native Americans going to hunting grounds or to trade with other tribes. John Thomas Schley and his band of German settlers did indeed have a difficult task to transplant their homeland culture into the harsh wilderness.

There are many ways to describe changes that have occurred over the years. Day-to-day routines - styles of dress - transportation - businesses - leisure time activities - and many other facets of life can be compared and changing ways traced through the years.

A study of architecture of downtown buildings in Frederick is a good way to note changes in style and use of structures. An historical architect can tell about the original use and approximate date of the construction by features of a building such as doors and windows, use of brick or wood for basic construction, roof lines, size and shape of the building. Fortunately for these history buffs many of Frederick County's older structures have not been significantly altered. Here lies much of the unique appeal of the city and county.

Uses of many buildings, however, have changed over the years. Downtown Frederick (and county towns) as originally conceived was a mixture of residences and retail shops. Industries were located along Carroll Creek, in outlying areas, or near a supply of raw materials. The town was accessible to residents by walking, and farmers transported

their produce or brought their families by horse and cart for shopping.

Many downtown retail business buildings were storefronts on the first floor with living quarters above for the shopkeeper's family. One such building was in the first block of East Patrick Street, west and across a small alley from the Carty Building. Known in later years as The Newman Home, it was formerly the residence of the Keefer family until sold to the Newmans about 1910. Mr. Keefer was a partner in the Hardt and Keefer Lumber Co. and father-in-law of Clarence C. Carty who lived above his furniture store next door.

I was fortunate to have taken a walk through the building before it was torn down for parking in 1969. The lot is now part of the access to the newest parking garage. The first floor consisted of a front showroom on the left with an office behind. Beside these rooms was a long dark hallway. Stairs ascended to the bedrooms above, and behind the store-rooms was a pleasant dining room and kitchen with access to a once-ample rear yard. Many of the pre-1910 features of the house were still evident, although some kitchen remodeling had been done. Door and window locks - bits of old wallpaper - the indoor "necessary" room were all preserved. I imagine other similar store - homes still exist today along Patrick and Market streets.



This log house, dated 1770, is still standing and being used as a residence. It is typical of early Frederick architecture.

Museums

Frederick is rich with its museums, former homes of famous - or not so famous - citizens.

1. Rose Hill Manor was built in the 1790s by Major John Colin Grahame, the son-in-law of Maryland's first governor of the new United States, Thomas Johnson. Johnson lived there during the last days of his life. The house looks much the same as when it was constructed, and when it was visited by both local and out-of-town guests.



Rose Hill Manor, the retirement home of Governor Thomas Johnson, now serves as a children's museum to introduce a by-gone way of life to its visitors.



Schifferstadt, built about 1756, is an architectural museum. It was built and lived in by the Brunner family from Schifferstadt, Germany.

2. Schifferstadt dating back to about 1756 is a unique architectural museum preserved to demonstrate not only early farmhouse construction but also the way of life of the more rural population.

3. The Home of Chief Justice of the U.S. Supreme Court Roger Brooke Taney preserves many of the Justice's belongings, and depicts in-town living of a rising young lawyer in the early 1800s. Justice Taney, as well as his brother-in-law Francis Scott Key, began his career in Frederick before moving on to greater fame and service to his country. Taney's home contains unique features such as a detached kitchen, a wine cellar and slave quarters. It is situated on South Bentz Street; the property originally contained a much larger lot.

4. The Barbara Fritchie house, of course, was not Barbara's home, nor was this house standing when Confederate Troops marched through Frederick in September 1862. But it is the site of her home, and a replica of the original.



A replica of Barbara Fritchie's home replaced the original, which was badly damaged during the flood of 1868.

You can believe as much of the legend of Barbara Fritchie as you wish. She was a real person and an active citizen of Frederick. She was a Union patriot; she did live to be 96 years old. (She died Dec. 18, 1862.) A book exists which was printed in 1887 which was written by her neighbor Henry M. Nixdorff telling of heroic deeds during those trying times when the Confederates marched through Frederick Sept. 11, 1862. She was one of many loyal and patriotic women and men who bravely demonstrated their patriotism. The book is entitled "Life of

Whittier's Heroine Barbara Fritchie," W.T. Delaplaine & Co. publishers and printers.

The original Fritchie house contained the shop and storeroom of John Casper Fritchie, a glove maker. It was badly damaged during the flood of 1868 and subsequently demolished. Today's replica was built on the original site in 1928 by a group of local businessmen as a tourist attraction. Many of Barbara's possessions are displayed.

5. Steiner House on West Patrick Street was the home of Stephen Steiner and his family. The rear section was constructed in 1807 and the more elegant front section was added in 1817. Stephen was a well-known citizen and an architect. He was responsible for constructing the spire on Trinity Chapel, West Church Street.

The house was home for several families following the deaths of Stephen and his wife. The Lipps family resided there almost 100 years, and conducted several businesses during that time.

Through a generous gift by Mrs. William Bradley Tyler Belt, the house was given to the Historical Society of Frederick County, who dedicated it as their headquarters as part of Frederick's Bicentennial in 1945. It was sold in 1962 to the Frederick Woman's Civic Club, who maintains it as headquarters and occasionally opens it to the public.

6. The Historical Society Home and Museum on East Church Street was built about 1820 by Dr. John Baltzell, a local physician.



The Frederick County Historical Society Home was built by Dr. Baltzell around 1820, and later owned by John Loats, a local tanner. After serving as a girl's home, it was sold for its present use.

It was purchased in 1873 by local tanner and successful businessman John Loats. Following his death in 1879, the property and a legacy were willed to his church, the Evangelical Lutheran Church across the street, to be used as an orphan home for girls. In the 1950s it was no longer the accepted practice to raise children in this atmosphere as modern sociology dictated foster home care to be superior. After a court case to break the provisions of Mr. Loat's will, the home was sold to the Historical Society for its headquarters in 1959 and the first meeting of the Society was held there in 1960.

A major refurbishing project has been completed in the building, but the exterior remains unchanged. The library for historical research has been reorganized, and displays of historically important acquisitions are open to the public.

7. The National Museum of Civil War Medicine is housed in the Carty Building at 48 East Patrick Street. Formerly the C.C. Carty Furniture Store, the upstairs of the building was also the home of Mr. Carty's family.

Clarence Clarendon Carty began a furniture and undertaking business across the street from this location in 1868, and purchased the former Whitehill property by 1872. Although the storefront has been altered several times, the business remained located here for over 100 years, until it closed July 19, 1978. The most recent change to the front of the building occurred in 1923.

Other uses

Not all buildings have been turned into museums. The Tyler Spite House on West Church Street is a Bed & Breakfast Inn. The former Trail Mansion at 106 East Church Street became the Keeney and Basford Funeral Home.

At 1201 North Market Street is located the Robert E. Dailey & Son Funeral Homes, P.A. The property ownership can be traced back to the 1840s but is probably older than that, according to Mr. Dailey. The property was formerly a part of the Rose Hill Manor estate, and was probably built as an overseer's house in the Southeast corner of the estate, as opposed to a tenant house, deduced because of the high ceilings.

Several prominent families owned the home through the years, including Roy Poole, a contractor, the Neidig family, and Ellsworth C.

Valentine, a paving contractor, who remodeled the home about 1939. He eventually lost his business and the home.

Robert Dailey Sr. and his wife Margaret purchased the property in December 1950 but the funeral establishment opening was delayed until July 1953 because of zoning problems.



Now the Robert E. Dailey and Son Funeral Home, P.A., this home served as a gracious residence for several families through the years.

The present City Hall on North Court Street was built as the third Frederick County Court House after the second one was destroyed by fire in 1862. When plans were being made in the 1980s to construct the present Court House complex on West Patrick Street, a committee of city and county residents was formed to advise the county on possible ways to utilize the building. Suggestions ranged from more county offices or privately owned offices to a complex of retail shops. Fortunately the City of Frederick purchased the building and completely refurbished the inside for City Hall, retaining the outside as originally built. The building became City Hall in 1985.

A commercial building that has remained a business, although changed in ownership and purpose, is *The News-Post* building at 200 East Patrick Street. It was constructed about 1910 as the terminal for the trolley lines that ran through Frederick and continued to Thurmont on the north; Braddock Heights, Middletown and Hagerstown on the

west; and Jefferson on the south. The building contained offices, a Railway Express agency and a track, which ran through the building and emerged to the street through the present front door.



Built as a terminal for the trolley line in 1910, this building is now the home for *The Frederick New-Post*. After purchasing it in 1967, the new owner did extensive remodeling and renovation.

The Potomac Edison Company, parent company of the Hagerstown & Frederick Railway, as the trolley was called, did some remodeling of the building after the trolley lines were discontinued in the late 1940s and early 1950s. When their offices were consolidated about 1965 to a new location near Hagerstown, the building was sold to the Great Southern Printing and Manufacturing Company. The first newspaper was printed here in 1967, and newspaper offices and printing operations were completely moved in 1968. A pressroom was added and a few other alterations were made. The front of the building, with the exception of the front door, retains the look of the 1910 structure.

Several local school buildings have been "recycled." Two downtown structures have retained their original appearances - the old Girls' High School on East Church Street that became the Church Street School, and more recently the Board of Education offices, and the North Market Street School at 520 North Market Street, once an elementary school and now home for the Senior Citizens Center. The old South Street School at West South Street and Ice Street has been recycled several times. Among its recent uses was the Jeanne Bussard Workshop, and is now an apartment building.

Hood College can claim credit in the reuse of two buildings. Winchester Hall on East Church Street was built as the home of the Frederick Female Seminary of which Hiram Winchester was the first headmaster in 1845. When Woman's College was founded in 1893, it was also located in these buildings. The college's name was changed in 1913, and it moved to its present campus about 1915. Upon the dissolution of the Seminary in 1920, Winchester Hall became the property of Frederick County. As the county office building it has undergone several remodelings, but still retains the two columned original buildings.

The second "recycled" building claimed by Hood College is Brodbeck Hall on campus. Several small homes on the periphery of the campus are also owned and used in college operations. Brodbeck Music Hall is the original structure on the property, which was purchased through the help of Margaret E.S. Hood, for whom the college was renamed. The property was formerly known as Groff Park, a social club for German-American residents of Frederick. Brodbeck has been used by the college as an auditorium, classrooms and home of the Music Department.

These buildings are just a sampling of old Frederick buildings that give the city its unique character. Other homes have retained their original appearance and are still homes. Some storefronts may look like the original structure and are still stores.

With new interest in preserving history and the look of the past it is hoped that another 50 or 100 years will not see significant architectural changes in the city and county of Frederick. The future is in the hands of today's generation. May this preservation of the past continue for all to enjoy.



Brobeck Hall, the original building on the Hood College campus, once served the German population of Frederick as a social hall. It is now used as a music hall.

Records From the Past

Frederick city and county history buffs are blessed with a wealth of information available about local persons and places. Sometimes it seems that some facets of the pictures of years gone by may be elusive, but a thorough search can often fill in the blanks. Where specific instances may be missing, it is sometimes possible to infer with some reasonable accuracy what might have happened, or what function the locale or situation could have had.



Jacob Engelbrecht's "Diaries" provide an unusual insight into the life of Frederick from 1818 to 1878. He had a wide interest in the comings and goings of citizens, as well as occasional national and international news.

It was popular in years gone by for a person to record their day-to-day activities in a diary. Most famous of these that have been preserved and most useful for researchers is that of Jacob Engelbrecht, which begins in 1818 and ends just before his death in 1878. He describes in great detail comings and goings in Frederick during this period, and some comments occasionally on state or world affairs. The Diaries were published in a three-volume set by the Historical Society of Frederick County as a Bicentennial project in 1976. A limited number of sets are available; call the Society at 301-663-1188 for information.

Published in 1992 was the "Diaries of Margaret Scholl Hood,

1851-1861." She married James Mifflin Hood, and became one of Frederick's great benefactresses. Although more limited for historical research than Mr. Engelbrecht's writings, it is nonetheless an interesting look at the life of a young lady of that time, and surprising in the range of her activities.

This brief historical sketch will trace some of Frederick's story through the eyes of those living during five periods of Frederick's history, as it might have been written down in a diary. Actual quotes are cited from Jacob Engelbrecht; Mrs. Hood will be depicted in a later period of her life than her published diary describes. Although most diary entries are fictional, they are based on historical facts, and an attempt has been made to be as accurate as possible.

John Thomas Schley

Born Moerzheim, Germany Aug. 31, 1712

Died Frederick, Md., Nov. 20, 1790

"June 15, 1762. I walked over to East Church Street to inspect the Lutheran Church, which is about completed. Our Reformed Church (on West Church Street) will soon be erecting a new building, and I wonder if the two churches will look alike? Yesterday's rain left many puddles on Market Street, but Patrick Street had dried more quickly, probably due to the travelers from the east. I met several school boys enjoying the first day of summer vacation, and saw other children helping in the family garden."

John Thomas Schley is credited with being the founder of Frederick. He was born in Germany and was married to Maria Margaretha Wintz in 1735, and his first children were born there. He was a school teacher, first in his native Moerzheim, and later in his wife's home town of Appenhofen. It was from there that he, his family and about 100 other persons left for the new country to be pioneer settlers in the wilderness.

For many years Frederick was a frontier town. We can imagine muddy streets and walkways, small family gardens behind small log or brick houses, and fledgling industries related to farming being developed. The Germans were an industrious people, and brought many skills with them from home. Trading of farm products and innkeeping catering to travelers to and from the west were big businesses of that time. Early in history there were three inns, increasing to 12 within a few years.

For some years the Lutheran, Reformed and Anglican churches dominated Frederick city's religious scene. All were organized within about a seven-year period, from 1738 to 1745, before the settlement of the city. The Lutherans at first traveled to the Monocacy church to the north, but with more settlers nearby, a church was organized in Frederick.

The Reformed congregation dates to 1745. A building was erected on Patrick Street, behind the present location of Trinity Chapel on West Church Street. The church had a school affiliated with it whose building was built first. John Thomas Schley served as the schoolmaster and choirmaster, and was an outstanding leader in the congregation. He was also a tavern keeper (innkeeper). Plans for a new church building were begun in 1761, and it was used for worship by 1764.

The Lutheran congregation at first used the building of the Reformed church for its services, building a log church in 1746. A stone building was soon begun to replace the log church, but demands of supplying the French and Indian War beginning in 1755 delayed construction. The new building was finally dedicated in 1762.

The Anglican (Episcopal) Church had strong ties with the mother country, England. The first church was built on East All Saints Street.

The church was first a part of Prince George's Parish.

During the Revolution the church fell on hard times, with many lay members and clergy returning to England or Canada. It was later reorganized and a new building erected on North Court Street in 1814,



Governor Samuel Ogle was the colonial British governor of Maryland who signed the act creating Frederick County in 1748.

using bricks from the older building.

Originally the area of now Frederick County was a part of Prince George's County. With so much activity and growth in the area a separate county - Frederick - was created by the Legislature in 1748. The first court proceedings were held in the Reformed Church, until a Court House could be built in 1756. A more substantial building was built in 1785; this building burned in 1862, and the third building to occupy the site was then erected. This serves today as Frederick's City Hall. The large county was later divided and Garrett, Allegany, Washington and Montgomery counties, as well as parts of Carroll and Howard counties were separated from Frederick.

There was unrest among the colonists against some of the taxation measures taken in England against the colonists. In 1765, a Stamp Act was passed, whereby all pieces of paper, legal or otherwise, were required to have a tax paid and a stamp applied. The judges in Frederick, nicknamed the Immortal Twelve were the first jurists in America to repudiate the Stamp Act - the first act of defiance against the ruling country. About the same time the tax collector was hung in effigy.

Frederick supplied troops and many supplies to the new country during the Revolutionary War. It must have been exciting to John Thomas Schley to see such changes during his lifetime, and to see Frederick change from a raw wilderness settlement to an important cog in our new nation's existence.

Major John Colin Grahame

Born Lower Marlboro, Md., Aug. 8, 1760

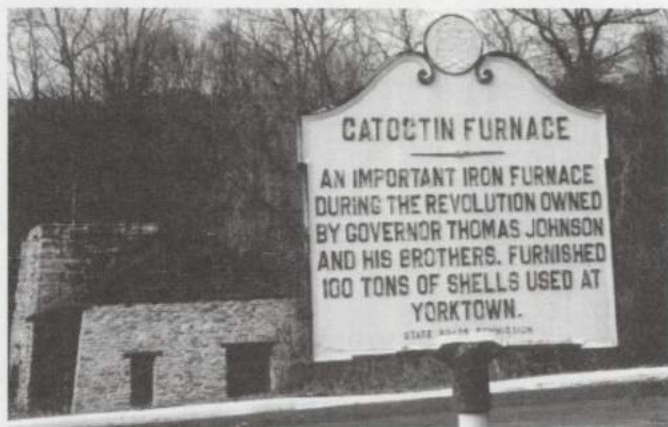
Died Frederick, Md., March 20, 1833

"September 21, 1814. The Baltimore Patriot newspaper of yesterday arrived by stage today. It reported a fierce battle for Fort McHenry. How fortunate that the British were unable to take the fort. There was a stirring patriotic poem printed therein entitled "The Defence of Fort McHenry". I heard that former Frederick attorney Francis Scott Key was in the midst of the battle. I must ask Mr. Taney if this is true."

Major John Colin Grahame, who lived the later years of his life in Frederick, was the husband of Ann Jennings Johnson (1759-1835) who was the daughter of Governor Thomas Johnson (1732-1819). Major Grahame was a contemporary of many of Frederick's well known citizens in the early days of our country, following the Revolutionary War.

His title of Major derived from service with the Militia.

Although best known as being Maryland's first governor, Thomas Johnson has so many activities to his credit they cannot all be listed here. As a close friend of President George Washington, he was asked to serve in numerous federal positions. As a lawyer he served as a federal judge. He was a business man and part owner of Catoctin Furnace with his brothers James and Baker. He held thousands of acres of land in both Maryland and Virginia and, for a time, lived at Richfield, north of Frederick City. He was active in an early canal project along the Potomac River, trying to connect by water the new City of Washington to the developing west.



Catoctin Furnace was only one of the many business enterprises in which Governor Thomas Johnson was interested. Here he was in partnership with his brothers.

Johnson and his wife Ann Jennings, whom he married in Annapolis on Feb. 16, 1766, had eight children. To his second child and oldest daughter he gave 225 acres named Rose Hill when she was married to John Colin Grahame on Jan. 7, 1788. They lived in a log house on the property while building the mansion we know today as Rose Hill Manor.

Following Johnson's retirement from public life and following the death of his wife Nov. 22, 1794, he lived at Rose Hill with his daughter and her family. He lived to a ripe old age, and, although weak physically, he was clear of mind to the end. He died in 1819.

Major Grahame was active in the life of Frederick after moving here. He was a lawyer and business man of some means. He was first president of Frederick County National Bank from its organization in 1818 until his death. He was an active parishioner of All Saints Episcopal Church and served on the Vestry and numerous committees.

He served in the Maryland General Assembly, being elected in 1813. Toward the end of his life he suffered financial reverses and was forced to mortgage Rose Hill Manor.

A contemporary of John Colin Grahame was Roger Brooke Taney. Born in Calvert County March 17, 1777, he attended Dickinson College, Carlisle, Pennsylvania, and, after three years studying law in Annapolis, was admitted to the Maryland Bar.

Taney's interests as a lawyer were in the area of trials and litigation. Frederick was a growing frontier area with many opportunities for a young lawyer, so the call of the frontier appealed to Taney, and he moved here in March 1801. His practice went well. In 1818, he was named as one of the first directors of Frederick County Bank. He served in the Maryland Legislature as state senator. He married Anne Phoebe Charlton Key, sister of Francis Scott Key, in 1806, and they purchased the home in 1815 on South Bentz Street, now bearing his name.

His reputation was growing in the state. He was called into cases in Baltimore and Annapolis and often argued before the Supreme Court. He decided to move to Baltimore in 1823, and subsequently was named Chief Justice of the U.S. Supreme Court. He swore into office seven presidents, including Abraham Lincoln. He died in Washington October 12, 1864, and is buried in St. John's Cemetery in Frederick.

Taney is best known in history for his decision in the Dred Scott case before the Supreme Court. In spite of the decision, he was known to be a friend to slaves. He had freed his slaves while living in Frederick and supported some of the older slaves with monthly stipends until they died. The case is said to be one of the direct causes of the Civil War.

Francis Scott Key, author of our National Anthem, was born at Terra Rubra, the family estate at Pipe Creek then in Frederick County and now in Carroll County. He was born Aug. 9, 1780, and died in Baltimore Jan. 11, 1843. First buried in Baltimore, he and his wife Mary Tayloe Key now repose by the imposing monument in Mt. Olivet Cemetery, Frederick, which was first dedicated Aug. 9, 1898.

Key studied at St. John's College in Annapolis, then studied law. He returned to Frederick to practice and remained here until 1805 when he moved to Georgetown, D.C. to take over the law practice of his uncle. Although never elected to office, he served on prestigious committees for the U.S. government.

The circumstances surrounding the writing of the Star Spangled Banner on Sept. 14, 1814, are well documented. President James Madison asked Congress to declare war against Great Britain on June 1, 1812,

citing reasons such as restrictions on foreign trade, impressment of seamen by the British and western expansion issues. Battles were fought on land and sea in much of the eastern and southern United States. Frederick was spared actual battles, but supplies and troops were furnished to the United States, especially during the Battle of Bladensburg and the defense of Baltimore. Francis Scott Key served briefly as a lieutenant and quartermaster in the Georgetown Light Artillery.

There were several battles and skirmishes around Baltimore. In the summer of 1814 the British fleet sailed up the Chesapeake, and soldiers marched

toward Washington, stopping at Upper Marlboro. There they selected the mansion of Dr. William Beanes as headquarters. The next several days were trying ones in the District of Columbia. The President and his cabinet fled to Virginia. The British troops met with little resistance, and moved into the city, burning the Capitol, White House and other government buildings, Aug. 24, 1814, in retaliation for the burning of government buildings in Canada.

The British troops then retreated and prepared to make an attack on Baltimore. The troops took Dr. Beanes prisoner and, although aged, he was taken on a 35-mile midnight horseback ride to meet the British



This monument to Francis Scott Key stands near the entrance to Mt. Olivet Cemetery. It was first dedicated August 9, 1898.

fleet. The British considered Dr. Beanes not as a prisoner of war, but a non-combatant who had feigned friendship for the British and then broken faith.

Francis Scott Key heard of Dr. Beanes' plight. After conferring with President Madison he was given permission to be an official emissary under a flag of truce. A letter from General Mason was written to Major General Robert Ross, commander of the British Army, stating that Key and John S. Skinner would present the U.S. government's case and request the release of Dr. Beanes.

Key and Skinner went to Baltimore and embarked in search of the British fleet. This was located near the mouth of the Potomac on Sept. 7. Skinner and Key were taken on board the *Tonnant*, Vice Admiral Cochrane's 80-gun flagship, where they argued for Dr. Beanes' release, citing his kind treatment of wounded British soldiers. After much discussion with Cochrane, Rear Admiral Cockburn and General Ross, it was decided to release Dr. Beanes - after the fleet's attack on Baltimore, the city that had equipped and sent to sea more privateers than any other city in America.

Key, Skinner and Beanes were ultimately transferred to the U.S. cartel ship, but were prevented by British Marine guards from leaving the Baltimore harbor until the attack on Fort McHenry was over.

We all know the outcome - the British were repelled. Key was jubilant and he was inspired to write the "Star Spangled Banner", originally entitled the "Defence of Fort McHenry." It was first published by a 14-year-old apprentice printer at the *Baltimore American*, and first in a newspaper in the *Baltimore Patriot* on Sept. 20. The poem, set to music, became our National Anthem by an act of Congress in 1931.

Yes, Major Grahame, Francis Scott Key was indeed in the midst of battle.

Jacob Engelbrecht

Born, Frederick, Md., Dec. 11, 1797

Died, Frederick, Md., Feb. 22, 1878

"Fri., Sept. 5, 1862 Commotion - this morning our town is in a small Commotion - the report is that Stonewall Jackson has crossed the Potomack at Noland's Ferry with 12,000 men..."

Sat. Sept. 6, 1862 - Frederick captured by the Rebels - this morning about 10 o'clock the Rebels took possession of our Good City of Frederick without opposition - no Soldiers of the U.S. being here ... No commotion or

excitement - but all peaceable and quiet the Soldiers are around the town purchasing clothing - shoes, boots, caps and eatables ... Many of our citizens left town last night and this morning - the Post Master with all the Mail Matter and all officers of government appointment - Telegraph, etc. put out.

Tues. Sept. 9, 1862 - Is it possible? the good old City of Frederick is in possession of the Confederate Army under Gen'l R E Lee, but the City, I believe, under Stonewall Jackson. Yesterday the men had leave of absence to visit the town and make purchases - all the Stores and Shops were sold out ...

Wed., Sept. 10, 1862 - Going - perhaps gone - this morning, say 3 or 4 o'clock, the Southern Army commenced moving westward and has continued ever since - I suppose 8 or 10 thousand passed today - it took them about 17 hours altogether - the whole town was with closed doors and windows from Saturday to Thursday

Sat. Sept. 13, 1862 - I went to the roof of Mr. Val.S. Brunner's warehouse at the Depot where I saw (with an opera glass) the Union troops advancing - the Union army came flocking into town from nearly every point of the compass - south and east, and by seven o'clock, the town was full of soldiers - such Huzzaing you never did hear ...” From *The Diary of Jacob Engelbrecht*, Vol.3, published by Historical Society of Frederick County, 1976

Jacob Engelbrecht did a great service for historians and the City of Frederick when he kept his diaries from 1818 until just before he died in 1878. They provide an intimate glimpse of the time, what Frederick was like, events that happened both here and elsewhere, and who lived, married and died in the city.

Jacob's own life could be called a commentary on history. His father, Conrad, was born in Aichig, Franconia, Germany, and served as a mercenary employed by the British Army during the Revolution. He was among those captured at Yorktown and brought to Frederick as a prisoner where he was probably confined to the "Hessian Barracks."

Following the war he decided to remain in Frederick where there were many families of German descent and he felt at home. He decided to start a new life. He married Margaret Houx of German heritage; Jacob was one of their seven children.

Jacob learned the trade of tailor from his father. He later became a shopkeeper, and served as Mayor of Frederick 1865-1868. His diary entries encompassed a wide variety of subjects - births, marriages, deaths, fires and other disasters, and commentary on life in general in the city. He lived on West Patrick Street next to Carroll Creek in a house since torn down, and across the street from Barbara Fritchie. He

was in an excellent position to observe the comings and goings along the National Road, and often included reports of livestock being driven to market and wagons loaded with goods.

And what of the story of Barbara Fritchie as related in John Greenleaf Whittier's poem?

Yes, Barbara was a real person, a Union patriot during the Civil War and in her 96th year in 1862; she died Dec. 18 of that year. She was born in Lancaster, Pa., Dec. 3, 1766, and moved to Frederick with her family as a young girl. She served tea in 1791 to General Washington. She married John C. Fritchie, a glovemaker, in 1806. After living at Old Braddock for a time, the Fritchie's moved to West Patrick Street and John plied his trade at their home, which stood where the reproduction of the house now stands. They had no children, but Barbara was fond of the neighborhood children and often served milk and cookies to nieces and nephews who visited her.

Another description of Barbara and the time of the Civil War was written by Henry M. Nixdorff, another Patrick Street neighbor. His small book was published in 1887 by W.T. Delaplaine & Co., Publishers and Printers, predecessors of the Great Southern Printing and Manufacturing Co. who today publish *The News* and *Frederick Post*. Entitled "Life of Whittier's Heroine, Barbara Fritchie," it also includes "a brief but comprehensive sketch of historic 'Old Frederick.'" He mentions the City Spring (now covered by cement) and Carroll Creek, describes the Fritchie's' home and



Barbara Fritchie's heroic deed, whether fact or fiction, was immortalized in John Greenleaf Whittier's famous poem.

business, and states the fact that Barbara was often seen at the upstairs window where the country's flag was flying, for her patriotism was strong and unwavering.

Nixdorff's description of the cool reception of the Confederate troops by Frederick residents and the looting of stores and shops matches Engelbrecht's Diary entries. Nixdorff does mention that Mrs. Mary Quantrell, who lived a block west, did wave a flag in an encounter with rebel troops and he presumed others had also, including Mrs. Fritchie, who had previously cleared her front stoop of several noisy soldiers by using her walking stick. When the Union troops marched through the city the next day they were delighted to see Mrs. Fritchie waving her flag for them.

Thus Frederick was spared a great confrontation, which occurred some days later at Antietam.

Information concerning Barbara Fritchie was relayed to Mrs. Southworth, a distinguished authoress who was in Washington at the time. She sent to Whittier a newspaper "slip" relating to Barbara Fritchie's action when General Lee's army entered Frederick, and this was the inspiration for the famous poem. Whittier never visited Frederick.

Jacob Engelbrecht chronicled many other events in Frederick during his lifetime as he often strolled about the city and described events as he saw them. He noted, for example, the building of the jail on West South Street and the new building at the School for the Deaf on South Market Street, razed in 1967, both built with bricks manufactured by Benjamin Franklin Winchester in 1875, which was before the founding of the Frederick Brick Works in 1891. His interest in politics of the time led him to friendship with many of the leading citizens, but he was truly a friend and acquaintance of all.



This old building housed the Maryland School for the Deaf on South Market Street for almost 100 years. Jacob Engelbrecht noted its construction in his Diary.

Margaret Elizabeth Scholl Hood

Born July 7, 1833, in Frederick, Md.

Married James Mifflin Hood (1821-1894) in 1873

Died Jan. 13, 1913, in Frederick, Md.

"April 2, 1892 - Spring is upon us. The snow has gone and the ground is bare once more. The carriage ride into the city yesterday was muddy but beautiful, and we drove around Court House Square and passed the home on Record Street of Mrs. Ann Ross and Mr. and Mrs. Charles Ross, which will become the home for some of Frederick's older residents. It is a wonderful idea I will support, and I am happy that I will serve as vice president of the Board of Managers. We stopped at Pearre's Drug Store for some medicine for Mr. Hood, and at Hendrickson's for new gloves for Easter. Brought home a copy of "The News" for all to read.

I heard at the Seminary (Frederick Female Seminary) that there is talk of starting a college for women here. Our church (the Reformed) is in the forefront of this movement."



Mrs. Margaret Elizabeth Scholl Hood (Mrs. James M.) kept a diary as a young girl. This was published by Hood College in 1992.

The life of Margaret Elizabeth Scholl Hood is representative of a different era, and a different way of life. Frederick during her lifetime was quite civilized by our standards, and she, as an only child of well-to-do parents, was able to enjoy life and take advantage of opportunities for study and travel. She had many friends both in Frederick and elsewhere. Her schooling included boarding school away and two years at the Frederick Female Seminary from which she graduated. She married James Mifflin Hood, a local carriage maker who had moved here from Baltimore in 1873. They had no children, but she was devoted to Mr. Hood's children from a previous marriage.

Margaret Scholl kept diaries as a young girl. If she continued the practice into later adulthood we do not know; the above excerpt might have been written by her. Her diaries from 1851 to 1861 were discovered at the Historical Society of Frederick County and were published in 1992, and released as a part of the centennial celebration of Hood College. They tell of her life as a girl and young adult.

Margaret was born near Frederick into a family with connections with many well-known local citizens and pioneer residents. The family farm is called "Manchester" and is located on New Design Road south of the city. She must have made many trips into town. She and Mr. Hood were married following the death of her parents, and they continued to reside in the family home, later spending the winters at City Hotel.

The Hoods were active members of the Reformed Church and took part in the social life of the city. Margaret contributed generously of her time and treasure to many civic enterprises, both while she was living and through her will. Her donations included the Reformed Church, the Record Street Home, two wings at Frederick Memorial Hospital, the C. Burr Artz Library, Mercersburg Academy, Franklin and Marshall Seminary and the college where she donated toward the Daniel Scholl Observatory in 1884. She helped found the Historical Society of Frederick County.

Frederick City had many active businesses during the close of the 1800s. It was a hub of a rich agricultural area, and trading and manufacturing connected with farming was most prominent. Businesses changed as demand for their products changed or ceased, and many industries such as carriage makers, tanners, grist mills, coal dealers and livery stables no longer exist. Lawyers and doctors have always been in demand. Several local banks have histories that go quite far back in history: Farmers and Mechanics Bank dates to 1817, Frederick County

National Bank to 1818, and Fredericktown Bank and Trust Company to 1828.

Mrs. Hood would find other businesses of today the same as when she was active 100 years ago. These would include the *Frederick News-Post* (1883), Landis Jewelry Store (1893), Bowers Lumber Company (1868), Marken and Bielfeld (1885), and Frederick Brick Works (1891).

Special mention needs to be made of Mrs. Hood's contributions to the college bearing her name. Following the death of her husband in 1894, Mrs. Hood became friends with Dr. Joseph Henry Apple, first president of Woman's College, which had been founded May 12, 1893, and which rented the buildings of the Frederick Female Seminary on East Church Street. A gift from Mrs. Hood in 1897 allowed the new college to purchase the 28-acre Groff Park property for a future campus.

During the last six years of her life she resided in Winchester Hall, and it was a common sight for students to see this elegant lady depart in her carriage for a trip around town.

Mrs. Hood gave \$25,000 to establish the college's endowment. After her death in 1913, the trustees of the college voted to amend the charter to change its name to Hood College, and the class graduating that year was the first to have "Hood College" on its diplomas.

Lloyd Clayton Culler

Born Feagaville, Md., June 1, 1869

Died Frederick, Md., Jan. 6, 1960

"January 8, 1940 - The events of yesterday made me very happy. The naming of the new city lake in my honor and the dedication of it and the boathouse - skaters' shelter were done with great ceremony. I was glad grandson Charles could unveil the plaque. It was cold, but this made the ice on the lake perfect for young skaters.

My, the city is growing, but the storm clouds in Europe and the Pacific make me wonder what lies ahead for all of us."

Lloyd Clayton Culler served as mayor of Frederick longer than anyone else in Frederick's history. His terms spanned the years of 1922-1931; 1934-1943; 1946-1950, a total of seven terms. The city saw a lifetime of changes and a doubling in size and population under his leadership.



The tablet on this bench at Culler Lake at the western edge of Frederick thanks former Mayor Lloyd Culler for his many civic contributions.

Mr. Culler was born on a farm near Feagaville, the youngest of 13 children of Phillip Henry and Rebecca Culler. He attended school at the Feagaville School (when he wasn't playing hookey) and attended Feagaville Lutheran Church. His father died when Lloyd was 15, and he quit school to work on the family farm.

In 1889, Mr. Culler started to learn the trade of carpenter under Newton Shaffer of Church Hill at 50 cents per day. At the end of three years he was earning \$1.50 per day, and was deemed worth every cent of the "exorbitant" stipend.

In 1892, Mr. Culler went into the contracting business for himself. His first job was to build a barn for Mr. R. Scott Derr, who had earlier characterized young Lloyd as "a worthless boy." A handshake bound the bargain.

Mr. Culler moved into Frederick in 1905. Here he became known for the quality of the buildings his company erected, and he was called on to be the contractor for many structures which are still being used today:

- All early Hood College buildings except the Apple residence (now Alumnae House) and Strawn, up to and including the Apple Library and Gambrill Gym
- Old Frederick High School, later called Elm Street School and recently torn down
- Old Washington Street School

- A number of county schools and banks
- Parkway School
- Carillon in Baker Park
- Several buildings at Maryland School for the Deaf
- Taney Apartments
- Hotel Braddock (burned down in 1929)
- Old YMCA downtown (also burned; now a parking lot)
- Central Trust building
- Calvary Methodist Church
- Kemp Hall improvements
- Addition to Record Street Home
- State Armory, now Frederick Recreation Center
- original Baker Park swimming pool
- two wings on Frederick Memorial Hospital



Calvary Methodist Church on North Bentz Street is one of the many buildings built by Lloyd Culler during his long career.

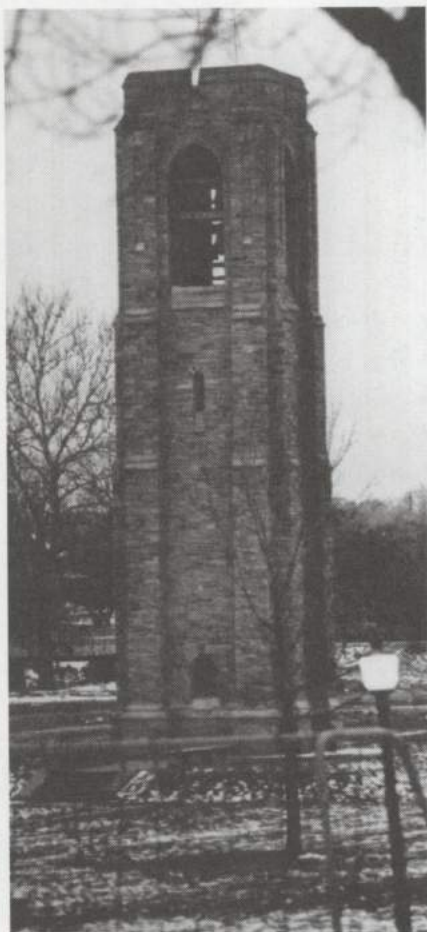
The years following the first World War were good ones in Frederick. Business was on an upswing and building activity was increasing. Automobiles were becoming more popular, and, in 1921, the seventh annual Auto Show was held. Plans were announced for the building of a Community Hotel - the Francis Scott Key Hotel was opened for business in 1923. The Beth Sholom Congregation Synagogue was completed in 1923, and Hood College's Coblenz Hall was erected in 1921-22.

Lloyd C. Culler's first stint in politics was in 1913-1916 when he was elected alderman. He served as president of the Board. He was first elected mayor of Frederick in 1922, opening an era of civic improvements. A new street lighting system was begun in 1921. Parks and street improvements were made, and the city planned for annexing land in 1924. West Second Street was extended in 1925, and the mayor's plans included improvements to the watershed at Fishing Creek, which was first constructed in 1923. Linganore Creek water plant was begun in 1931; the sanitary sewer system was begun in 1935. New concrete bridges were built on South Market Street, East Patrick Street and Bentz Street, and the old swinging bridge moved to its present location behind the swimming pool.

The development of parks was a significant improvement for the city. In 1926, Mr. and Mrs. Joseph D. Baker purchased two farms west of Bentz Street and presented them to the city for a park. The adjacent Zentz Mill was purchased by the city and later it was destroyed by fire. The new park was dedicated and named for the Bakers in 1927.

In a private enterprise action the property where Barbara Fritchie's house had stood before it was flood damaged and demolished in 1868 was purchased, and a replica of her home was built as a tourist attraction. The Tivoli Theater (now the Weinberg Center) was built and the first performance was held on Dec. 23, 1926.

The Great Depression had an effect on Frederick. In 1931, several previously begun projects were completed: the new city light plant began operation; Parkway School opened; new White Way street lights were installed. In 1935, building operations in the city and county hit



This carillon in Baker Park was erected and dedicated to Joseph Dill Baker in 1941. Its range of bells is unique and wide.

a record low, while industry showed some small gain. Banks had closed; many people were out of work.

Mr. Culler's long span of service was broken twice by voters, once in 1931-34 and again 1943-46. However, improvements to the city were many and varied under his leadership, so it was not surprising that in 1939 it was proposed to honor him in a meaningful way. The Board of Education had purchased the Kidwiler farm on West College Terrace near Patrick for a site for a new high school. Some of the land was swampy and unusable, and other land was located across Carroll Creek from where the school would be built. In 1938, the city purchased some of this land for an extension of Baker Park, and a lake was created for boating, ice skating and fishing for children. The dedication ceremony was held Jan. 8, 1940, naming Culler Lake for the Mayor "*In Appreciation of 15 years of Distinguished and Constructive Public Service to the People of Frederick ...*"

1940 and 1941 were busy years in Frederick even as war clouds gathered around the world. The new Frederick High School was dedicated, Hood College laid the cornerstone for the Apple Library, parking meters were installed in downtown Frederick, and the 14-bell carillon was dedicated to Joseph D. Baker on Nov. 30, 1941.

The National Guard was called into active service in 1940, a county draft board was named, and 17 youths were the first to register for the draft. In 1941 there was a campaign for the USO, the WPA (depression era work program) slackened off, and Alton Bennett was appointed Director of Civilian Defense. Big news in the city in 1938-40 was the slum clearance project and the building of low-rent housing with federal funds. The first low-income housing had been built in 1929 on Bentz Street under the mayor's guidance.

Mr. Culler was given a three-year rest by the voters from 1943-1946, and returned to office to serve a four-year term, until 1950 when he decided to retire from politics.

The events in Frederick during the years of the Second World War are numerous. It is interesting today to read of these times daily in the 50 Years Ago column of *The News* and to imagine what life was like with rationing, curtailed car transportation, and many men and boys away from home serving in various branches of the Armed Forces.

Mr. Culler retired as mayor in 1950. He continued to be active in his many civic affiliations including the Lions Club, Elks, Knights of Pythias, Chamber of Commerce and as a member of the board of the Frederick County Agricultural Society. He was known as the "Patriarch

of Politics" and was a staunch Democrat while serving all citizens. "I enjoyed being mayor" he said at age 90. His list of grievances included inferior construction and one-story schools which "are a waste of money." He attributed his health and long life to hard work, and "I never use tobacco or whiskey."



Lloyd Culler was Mayor of Frederick longer than any other mayor.
He was a successful builder and civic leader.

How Frederick has grown! The city today bears little resemblance to the tiny town of 250 years ago. It has taken time - and the efforts of many people - to develop a frontier village into the thriving city we know today.

These vignettes give glimpses of what Frederick was like in the past. Further study and research are always possible, and sources are near at hand.

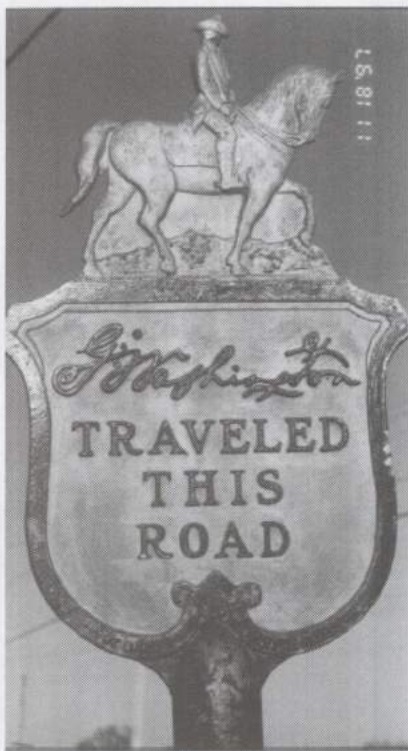
History buffs in the future will welcome the writings of everyone.

Monuments and Memories

Frederick is well endowed with monuments and plaques that tell the story of people and events. A walk through downtown Frederick, or a visit to almost every county town or hamlet, will enrich the history buff with reminders of the past or an awareness of some little known fact about our community.

Plaques and monuments come in many shapes and sizes, and have been gifts to posterity by many groups and organizations. Tombstones and cemeteries have stories to tell. The Sons of the American Revolution and the Daughters of the American Revolution have done outstanding jobs marking events and sites dating back to the early history of the county. The American Legion Posts in many county towns have remembered our veterans from the first World War to the present, usually in attractive parks to be enjoyed by all citizens. Many churches are marked, not only by the cornerstone and date but by tablets describing early history and pioneers.

Almost 60 years ago the State Roads Commission placed historical markers, large metal signs with black



This is one of many similar markers erected in 1932 to help celebrate George Washington's 200th birthday. They were found along routes taken by Washington in his travels.

letters and containing the state seal, beside roads throughout the state. Many have been well maintained and still remain in Frederick County. Some of these were a part of the celebration of the Bicentennial of the birth of George Washington in 1932.

Landmarks Foundation has made available markers for properties in the county that are a part of our history because of their ages.

Perhaps the plaque that tells us of the earliest date in Frederick County history found in Buckeystown. It is one of the State Roads Commission markers, and states: "Carrollton patented for 10,000 acres to Charles and Daniel Carroll, Mary and Ellinor Carroll, 1st April 1724. It was from this tract that Charles Carroll assumed the title Charles Carroll of Carrollton when signing the Declaration of Independence."

Of course Maryland was discovered and colonized almost 100 years prior to this date. The first settlements took place along the Chesapeake Bay and its tributaries. However, businessmen were looking for sources of raw materials to ship to England and other ways of making money through colonization of new lands. Because of this, large tracts of land were patented in other parts of the state, including Frederick County, and settlement was encouraged. The Carrolls were among the first to receive a patent in this area.

Another patented tract, north of Carrollton, was "Tasker's Chance" by Benjamin Tasker, in 1725-27. It was in this area that the city of Frederick was laid out by Daniel Dulany in 1745 and colonized by John Thomas Schley and his band of Germans from the Palatinate. A plaque in Schley's memory is located on the front wall of Trinity Chapel on West Church Street.



The present Lutheran Church is the direct descendant of the early church at Monocacy, founded in 1738.

There were many German immigrants in the area before the city was laid out. In fact, a Lutheran church congregation was formed near Creagerstown in 1738. Eventually many of the church members moved to the new city and the congregation existed in two locations for a time. The site of the original "Monocacy Church" has been lost in antiquity, but three plaques on the Evangelical Lutheran church on East Church Street remind us of the history of the church, and the early pioneers who had been buried in the original graveyard.

The German Reformed congregation was served by Schley as schoolmaster, and was probably begun about 1745. All Saints Episcopal Church was started about three years earlier; this is recognized on a plaque on the church's second building on North Court Street. The original building of the church was located on East All Saints Street, from which the street derived its name.

Three years after the founding of the city, there were enough residents in the area for the formation of a new county. Originally a part of Prince George's County, the new Frederick County comprised an area that included present Montgomery County, a part of Carroll County, and westward to the state line. A plaque in the present Frederick City Hall commemorates the building erected in 1862 as the third court house on that site. When the new Court House was built on West Patrick Street, the former Court House was renovated and rededicated as City Hall in 1986.



Frederick City Hall, formerly the county Court House, was refurbished and dedicated as City Hall in 1986.

Incidentally, a painting depicting "Justice" hangs over the wide staircase to the second floor. Originally painted by local artist Helen Smith in 1924, it was restored by her (she was 91 at the time) during the building renovations.

The Court House of 1765 was the site of the Repudiation of the Stamp Act, one of the first acts of defiance against England prior to the Revolutionary War.

Frederick figured prominently in the conquest of the west. Originally settled as a frontier town, the city served as a base as settlers pushed westward in the quest for more land. General Edward Braddock and his British troops were sent from England in an attempt to drive the French from Fort Duquesne, now Pittsburgh, Pa. Gen Braddock used Frederick as a supply center and hired young George Washington as a guide. Benjamin Franklin also came to Frederick as an advisor to the campaign. A monument located on Route 40-A on the eastern slope of Braddock Mountain memorializes the passing of the troops through that area, and is placed near the spring where the troops refreshed themselves. The monument was placed in 1924 by the Frederick Chapter of the Daughters of the American Revolution.



This marker at Braddock Spring is the legendary stopping place of General Edward Braddock's troops as they marched on their ill fated attempted conquest of Fort Duquesne, the site of today's Pittsburgh, Pennsylvania.

This was not George Washington's only visit to the Frederick area. He frequently traveled present Route 194 through Woodsboro and New Midway, a preferred route to Philadelphia from Virginia and Baltimore, avoiding marshy lands of the Chesapeake Bay area. At Woodsboro, a small marble marker in the park at the junction of Routes 194 and 550 reads: "Site of the Slagle Inn at the Sign of the White Charger. Legendary stopping place of George Washington." Several miles north is a marker stating "George

Washington on his way to Philadelphia Friday July 1, 1791, stopped in this building known as Cookerly's Tavern. Erected by Frederick, Md. Chapter DAR 1932." The building has recently been restored as a private home.

A small marker topped by a man on horseback stands on North Market Street near the entrance to Rose Hill Manor, where Governor Thomas Johnson spent his last days. The marker reads: "George Washington (signature) traveled this road." There were probably other similar markers in the area.

Washington visited Johnson on many occasions. They were good friends, and Johnson, who served as the first Governor of Maryland after the Revolution, nominated Washington as Commander in Chief of the Continental Army in 1775. In addition to their political activities, both men were interested in the development of business and trade with the west, and worked together and with others to try to establish a canal along the Potomac River to facilitate trade and travel.

Johnson, born in Calvert County in 1732, came to Frederick to assist his brothers in their business endeavors. They established an iron works at Catoctin Furnace, where household goods were manufactured as well as shells used at the battle of Yorktown. Two markers have been erected at the site, which is now owned and managed by the state as a part of Cunningham Falls State Park. In addition to his service as governor, 1776-79, Johnson is known for other positions he held in the state and nation.

Washington also visited his friend at "Richfield" on U.S. 15 north of Frederick in 1785 and again in 1791. Johnson later moved to Rose Hill Manor and spent the remainder of his life with his daughter and her family.

"Richfield" was later owned by a branch of the Schley family, and it was here that Admiral Winfield Scott Schley was born. He is remembered on a plaque at the home as the hero of the Battle of Santiago Bay, July 3, 1898, during the Spanish American War.

Other monuments commemorate Thomas Johnson in the Frederick area. Governor Thomas Johnson High School was built on a portion of the property formerly attached to Rose Hill Manor. His bust is one of two in City Hall Park. His grave in Mount Olivet Cemetery is marked with the Maryland flag and a handsome marble monument erected by some of his descendants.

Two contemporaries of Johnson are remembered, one in the city and one in the county.

John Hanson was a city resident. Born in Charles County April 3, 1715, he lived in Frederick during his adult years. He served as first president of the U.S. in Congress Assembled 1781-1782. His house was rebuilt on West Patrick Street at the time of the construction of the new County Court House as a part of that complex and is marked with a tablet honoring him.

Other sections of the county were simultaneously being settled. In the southwest section, now on Md. 17, is a marker stating "Forest of Needwood, estate of Governor Thomas Sim Lee 1745-1819, Member Maryland Convention of 1775." Twice Governor of Maryland, 1779-82 and 1792-94, he was also delegate to the Continental Congress 1783 and a member of the state convention which ratified the Constitution in 1788.

Two other Maryland governors were Frederick residents, Francis Thomas, 1841-44, and Enoch Lewis Lowe, 1851-54.

In the northeast of the county, Col. Joseph Wood (1743-1800) founded Woodsboro on Jan. 1, 1786. He was also responsible for laying out Md. 194, and is remembered by a small granite marker in the Woodsboro memorial garden.

Places can be as important as people in the history of an area. Prominent in the history of the area is a gray stone building on the grounds of the Maryland School for the Deaf. Built about 1777 as a barracks, it was one of two buildings on the site. Tablets were dedicated Sept. 14, 1914, by members of the National Star Spangled Banner Centennial Pilgrimage and by the Frederick Chapter DAR in 1976. Both tablets outline some of the history of the building, from housing British and Hessian soldiers captured during the Revolutionary War and French sailors in 1799, quartering U.S. troops in the War of 1812, serving as a staging area for Lewis and Clark Expedition 1802-03, and later serving as a hospital for soldiers wounded at the Battle of Antietam, 1862-65.

The building became the first home for the Maryland School for the Deaf when it was founded in 1868. The western building was demolished when a new school building was built. Next to the barracks is a bust of "William R. Barry, born June 28, 1828, died Aug. 12, 1900. Lifelong friend of the Deaf." On the school's present classroom building is a tablet honoring Charles Wright Ely who served as principal from 1879 to 1912.

As the West was being settled there was a need for better roads to transport farm produce and raw materials to eastern markets. The first

National Road using federal funds was laid out from Baltimore to Boonsboro, about 1807. This became Route 40 when highways were numbered some years later. At each mile along the road a stone marker was placed. Some of these are still in place west of Frederick, and are easily located. In Frederick City one is to be found in front of the 101 East Patrick Street.

Frederick residents continued their connections with national history. One of the best known figures of the early 1800s is Francis Scott Key. He was a lawyer in Frederick, later moving to Georgetown, and was a patriot during the War of 1812. His contact with the British and subsequent detention on an enemy ship during the Battle of Fort McHenry in the Baltimore harbor, at which time he was negotiating for the release of his friend Dr. William Beanes, presented the inspiration for the writing of "The Star Spangled Banner." This poem was adopted as our National Anthem by Congress in 1931.

The citizens of Frederick erected an imposing monument to Key at the entrance to Mt. Olivet Cemetery in 1898. This was refurbished and rededicated in 1987. Smaller dedicatory plaques have been placed at the monument by Rotary International in 1923, and the National Society of the U.S. Daughters of 1812 in 1979.

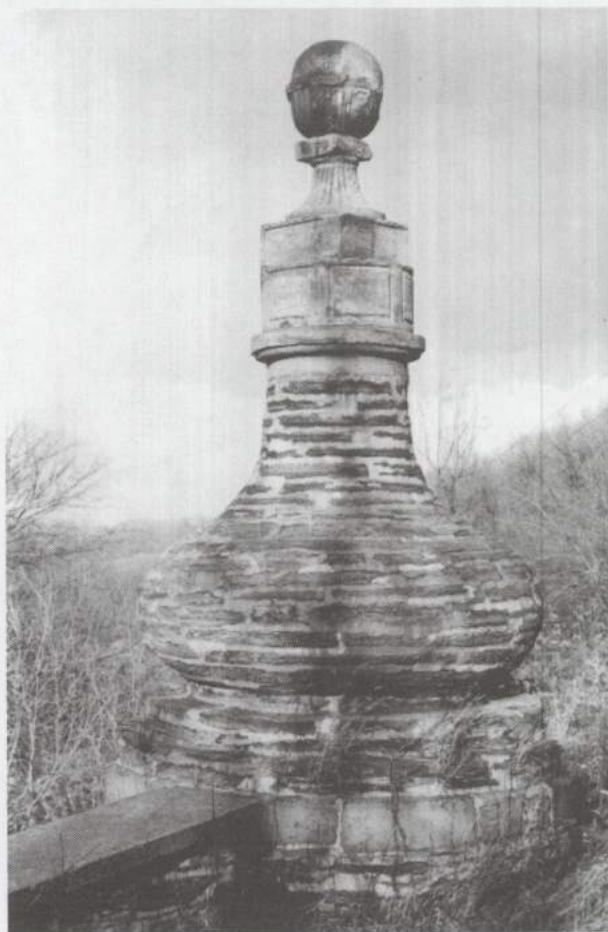
An unusual event occurred in Frederick in 1824. General Lafayette, who had been a supporter of the American Revolution, visited the United States on a goodwill tour. Having been made an honorary citizen of Maryland by the state legislature, he included Maryland on his itinerary, and was subsequently invited to Frederick. Playing a major part in the local events was Sgt. Lawrence Everhart, a native of Middletown. Born in 1755, he served during the entire Revolutionary War, and was Orderly Sgt. to Col. William Washington, a relative of



Mile markers such as this designated the route as well as the mileage between Baltimore and Boonsboro. They were erected about 1808-9.

George. In his position he assisted General Lafayette when the latter was wounded during the Battle of Brandywine.

It was therefore natural that Sgt. Everhart was included in events during Lafayette's visit. Three plaques remind us of this visit. One is found on the east edge of Frederick near Interstate 70, beside the large stone jug that formerly was located beside the bridge that bore its name. The bridge was built about 1809 as a crossing over the Monocacy River for the National Road. The significance of the jug is lost to antiquity. One span of the bridge collapsed in 1942, and the replacement bridge was the only Maryland road project undertaken during World War II.



The unique jug which stood at the eastern edge of the bridge east of Frederick now rests closer to Frederick, since the bridge collapsed in 1942.

The Lawrence Everhart Chapter, Sons of the American Revolution, dedicated the monument in 1924 to mark the spot where Lafayette was met by a group of citizens. With the realignment of the road, the marker has been moved from its original location. Lafayette was a guest in the home of Col. John McPherson, now known as the Ross home, and marked in 1974 by the Frederick Chapter, DAR.

Sgt. Everhart's grave is located in Middletown Lutheran Church Zion; he died in 1840.

The Civil War is remembered by many plaques and monuments. Chief Justice of

the U.S. Supreme Court Roger Brooke Taney was a lawyer in Frederick until he moved to Baltimore in 1823. His local home is on South Bentz Street, marked by two plaques.

Two plaques on Kemp Hall, on the southeast corner of East Church and North Market streets, tell us of the meeting of the Maryland Legislature held here in 1861 when it was decided that the state would remain with the Union.

On West Patrick Street a plaque had been situated on the bridge telling of Barbara Fritchie's legendary act of defiance before Rebel Stonewall Jackson's troops in 1862. Some of the facts may not be exactly true, but it is a fact that the townspeople's loyalties were divided, and many flag-waving episodes occurred. Barbara Fritchie died the following December and is buried in Mt. Olivet Cemetery, where her grave is marked with a granite shaft bearing Whittier's poem on a bronze plaque.

The southern troops who marched through Frederick in September 1862 were followed closely by the Union troops. Battles took place on South Mountain, west of Middletown. At Fox's Gap, General Jesse Lee Reno was fatally wounded. A monument erected in 1889 by survivors of the 9th Army Corps marks the spot; it was rededicated by the citizens of Middletown 100 years later.

Five days later, and after reinforcements arrived for both sides, the major Battle of Antietam was fought near Sharpsburg. Described as the bloodiest battle of the Civil War, it resulted in many casualties on both sides. Churches and large halls were pressed into service as hospitals, and the less severely wounded were transported as far as Frederick.



The Battle of South Mountain was a prelude to the Battle of Antietam in September 1862. General Jesse Reno was killed near this spot during the battle.

Evangelical Lutheran Church Zion, Middletown, is one of many buildings upon which a plaque has been placed.

Following this battle, President Abraham Lincoln visited the battlefield. His route took him through Frederick, where he detoured to a house on Record Street, now marked with a plaque, to visit wounded General George L. Hartsuff. Lincoln is just one of several U.S. presidents who have traveled through Frederick and stopped briefly.

Another Civil War site dating to that same period is west of Burkittsville, at Crampton's Gap. Owned at one time by George Alfred Townsend, a journalist, it is now Gathland State Park. Mr. Townsend erected a large stone monument to honor Civil War journalists, artists and photographers. This area is maintained by the National Park Service and includes many tablets describing the military actions in the area.

A later battle near Frederick was in 1864, called the Battle of Monocacy, the battle that saved Washington. Many monuments are found in that area, south of the city, placed by states that had troops in action there.

Monuments and plaques do not tell of the history of the next 50 years. Chronologically the next plaques remember William Tyler Page. His birthplace at 111 Record Street and boyhood home at 121 Record Street are both marked by the Frederick Chapter DAR. Mr. Page served as a page in the U.S. House of Representatives, and was in the employ of the U.S. Government continuously for 50 years. In 1917, Mayor Preston of Baltimore held a contest for a person expressing thoughts on patriotism. Mr. Page won first prize for his entry, "The American's Creed."

Frederick countians have done well in remembering those who served their country in wartime, from the first World War to the present. Following the Armistice in 1918 plans were made to honor "the sons and daughters of Frederick County who served their country in the Great World War 1917-1918." The cemetery of the Evangelical and Reformed Church was donated for this purpose, and a monument was erected to memorialize those buried in the former cemetery after bodies were removed. A large monument topped by "Victory" is the centerpiece in the park.

Since World War II, other monuments have been erected in the park, making it a true memorial park. A total of nine monuments and six memorial trees are found there. The World War II monument to all county veterans was dedicated in 1985, replacing one formerly located

in front of the old Court House. Other monuments memorialize those who participated in the D-Day Invasion on June 6, 1944, those who served in the Korean Conflict, and those who served in Vietnam. The latest monument was dedicated June 24, 1990 to Korean War Veterans.

In addition, county towns have been generous in remembering their veterans. For example, Woodsboro has an area set aside for monuments, and Brunswick imported an Army tank for a memorial.

Throughout the county, parks have been set aside for recreation, and many are marked with names of donors or in honor of prominent citizens.

Probably the largest and best known is Baker Park in Frederick. The original portion was opened in 1927 and was named for Joseph Dill Baker, a well known philanthropist and citizen of Frederick. The park was created when the course of Carroll Creek was realigned, a new bridge built, and the old swinging bridge, a foot bridge, was moved to its present position behind the Edward P. Thomas Jr. swimming pool. The park had been a meadow, and a mill stood on Bentz street near the site of the present Frederick City Recreation Center. Two bronze plaques mark the entrance to the park.

About the time the present Frederick High School was built in 1939, Culler Lake was developed, using a naturally marshy area. The lake was named for former Mayor Lloyd C. Culler, who served Frederick for over 15 years. The skaters shelter was erected at the same time. Baker Park extends through the city for a mile, following the course of Carroll Creek, and provides many opportunities for recreation.

This quick tour of monuments may serve as an introduction to local history for some, and a quick review for many. Frederick County has



The first memorial in Memorial Park was dedicated to those who served in World War I. Located on North Bentz Street, the park now contains monuments to veterans of all wars since that time.

been generous with its historical markers, but, as usually happens, some have disappeared with the passing of time.

It might be interesting to try to recall and restore missing markers, and with them remember a bit more of Frederick County's heritage.

But that is another story.



Joseph Dill Baker is memorialized in this plaque located on the Carillon in Baker Park.

It's Not All Work

Lei'sure, n. 1. *freedom from the demands of work or duty.* 2. *free or unoccupied time.*

Rec-re-a-tion, n. 1. *refreshment by means of some pastime, agreeable exercise, or the like, as after work.* 2. *a pastime, diversion, exercise or other resource affording relaxation and enjoyment.*

Americans, and Fredericktonians, enjoy a wide variety of activities to fill their leisure hours. So many things are available that today there is a problem of scheduling to include all the things a person might want to do.

Leisure time has not always been as much a part of life as it is today. The advent of the 40-hour work week drastically altered the way time is used and increased the number of free hours.

A look at how things have changed since Frederick was first settled in 1745 reveals some interesting facts. One might surmise that it was all work during those early years, but that was not the case.

October 31, 1756

Jacob Sinn and Maria Magdalena Biber were joined in marriage at the Reformed Congregation in Manakesssee, during the ministry of the Rev. Conrad Steiner. This is the first marriage entry in the "Records of the Evangelical and Reformed Church in Frederick, Maryland 1746-1800." Baptisms were recorded from 1746. Steiner was not the first pastor of the congregation, as the church was well established by the time of his arrival.

One can imagine festivities around this important family occasion. In fact, according to writers describing colonial life, weddings were almost the only gatherings not accompanied by the labors of reaping,

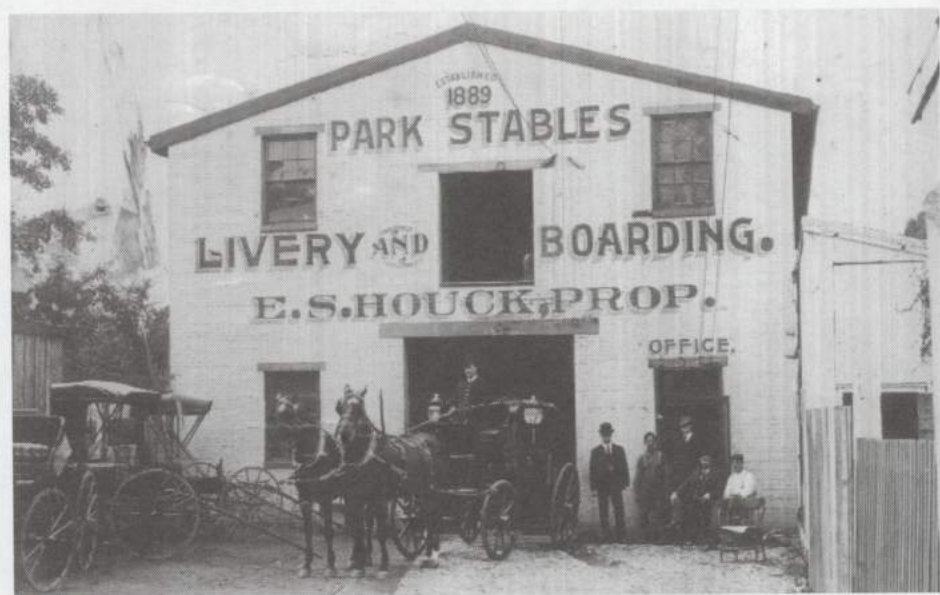
log rolling, building a cabin or planning a military campaign. Early settlers did bring along games and sports, as well as a love for games of chance, horsemanship and the bottle from their native countries.

May 31, 1760

The Rev. Andrew Burnaby of England arrived in Winchester, Virginia during his two-year "Travels through the Middle Settlements in North America in the Years 1759 and 1760". He kept a meticulous diary and commented frequently on his perception of the inability of the states he visited to cooperate and the speculation that the colonies would never separate from England.

His travels were through parts of Pennsylvania, Maryland, Virginia, New Jersey, New York and New England. Although he never visited Frederick, he described the mountains and valleys nearby and the Potomac River.

In those days there was little travel for pleasure. Mr. Burnaby, although a young man, must have been a person of wealth to undertake such a journey. His transportation was by horseback, covering as much as 25 miles a day, including fording or ferrying across rivers. He had paid servants to help him, and lodging was most often in private homes. He stayed at Mount Vernon, for example, on two occasions.



Many livery stables were located in downtown Frederick during the 1800's to provide horses and carriages for business and pleasure for residents who did not own their own rigs.

July 10, 1791

Ferdinand-M. Bayard, a Frenchman, arrived in Frederick via a coach drawn by two horses. He was accompanied by his wife and baby son, on their way to Bath, Virginia (Berkeley Springs, W.Va.) He made many comments on life in this country, and was a critic of the taverns where his traveling group found lodgings. In Frederick, he was pleased to join in a meeting of local citizens where politics was being debated.

Although Frederick had been a frontier town for many years, it was by this date developing into a small city. Nevertheless, M. Bayard discovered differences of opinion among the townspeople as to the desirability of "the absence of neighbors with whom one can converse and drink." Though leisure time was scarce, people made their own amusements. He did mention occasional groups of actors traveling through this area.

December 29, 1824

French General Marquis de Lafayette arrived in Frederick. He was entertained at a banquet at Talbott's Tavern, and hosted overnight at the Council Street home of Col. McPherson. Among those present was Sgt. Lawrence Everhart of Middletown, who had served as an aide to Col. William Washington during the Revolution. He had assisted Gen. Lafayette after the General was wounded in battle.

By this date, some houses in Frederick were quite large and beautiful. Many of those on Court Square around today's City Hall date from this era. Entertaining in the home was fashionable, and residents were



Now known as the Ross House on Court Square this home was owned by Col. McPherson. Lafayette spent the night here in 1824.

proud to show off their beautiful furniture and decorative items, many imported from Europe.

Lafayette was just one of many visitors from Europe who had traveled through this area. Many undoubtedly left impressions on the local citizens, who were eager to meet visitors and learn more about the world beyond Frederick.

By this time the first National Road had been built, and travel to Baltimore or the West was much more pleasant. There were regular stage coach runs and numerous inns along the way. Undoubtedly many Frederick residents went to visit old friends and relatives for pleasure and not just business, if their time and means permitted.

August 1854

Margaret Scholl (Hood) and a group of friends went on a picnic to White Rock (west of Frederick). (from "Margaret Scholl Hood's Diary" which was published for the Hood College Centennial 1993)

There was more leisure time available by the mid-1800s, especially for young ladies. Carriages and horses were used for pleasure trips, with many families owning their own. There was a good business for carriage makers and livery stables providing rigs for hire.

Transportation was becoming easier for those with time and money to travel. However, Margaret Scholl's trip to New Oxford, Pennsylvania, about 1853 was not undertaken lightly. She stayed with friends for several weeks.

Jacob Engelbrecht's Diaries, 1818-1878

Jacob Engelbrecht has many notations in his "Diary" of local citizens traveling around the country, a few going to Europe, and even to Central and South America, usually for their health. Trips to Baltimore were frequent, and Philadelphia seemed to be a popular destination. His sisters Catherine E. Hardt and Ann Maria Engelbrecht, along with Michael Engelbrecht, traveled to Philadelphia in 1837, traveling "from Baltimore via Steam boat" and returning 10 days later by "the cars." Jacob himself went to Philadelphia by railroad in 1876 to see the Centennial Exhibition.

Both Mr. Engelbrecht and Margaret Scholl recorded in their diaries many types of diversions and visiting entertainers. Margaret told of playing parlor games and holding mock weddings. There were camp meetings, band concerts, balloon ascensions, parades, Barnum's Menagerie - and for the men, social clubs, saloons and billiard halls.

Brodbeck Hall on the Hood College campus was built in 1868 as a country club for Germans, who tried to maintain some of their old-country culture at Schwetzin (later Groff) park. The property was later made available to Hood College by Margaret Scholl Hood through land dealings and was used by college students for picnics and outings before the campus was moved.

Among the many businesses listed in Williams' "Frederick Directory, City Guide and Business Mirror 1859-1860" were 13 bakers, two billiard rooms, two book and stationery stores, three breweries, 10 confectioners, six cigar and tobacco dealers, three fancy goods, two jewelers, seven millinery shops, one music teacher, three newspapers, three ambrotypes-photographs-etc., one repairer of musical instruments, four restaurants, six saloons, and four wine and liquor stores, etc. Frederick must have been a lively town in which to live.

Summer 1893

Independent Hose Company No. 1 was host for the first Maryland State Firemen's convention. Each of the then three local companies lavishly decorated its fire house, and a big parade was held through the streets of the city.

The Maryland State Firemen were organized early in 1893, having begun talking about it in 1892.

The Independents were organized in 1818, followed by the Juniors in 1838 and the Uniteds in 1845. Along with volunteer companies throughout the county, some firemen and their equipment have probably taken part in every parade ever held.

In addition to fighting fires and taking training in up-to-the-minute fire fighting techniques, the firemen find their hall a good place to meet and socialize with fellow members.

Other social clubs have played prominent roles in the life of the city and county. Many, such as Masonic Lodges, date back to the 1800s.

1890-1895

"The News" was the local special representative for the Rambler bicycle.

The bicycle as we know it today was invented in 1889. Smoother roads and air-filled tires made riding pleasant, and clubs of riders were formed. Races were held between county towns, and a special "Century Run" of 100 miles was frequently made between Frederick and

Baltimore, and return. Children look on their bikes as favorite toys, but cycles can also be assets for the physical fitness devotee.



The first Maryland State Firemen's Convention was held in Frederick in 1893. Fire companies were organized well before this date all over the county and state.

August 5, 1896

The first electric trolley cars carrying both passengers and freight began regular runs between Frederick and Braddock Heights. By October the road was completed to Middletown.

This new mode of transportation opened up great possibilities for recreation for people in the Frederick area. First there were rides on the trolley car and new vistas to explore. Then there were more possibilities for visiting friends along the way.

The greatest related development was Braddock Heights, the summer resort dating to 1901, and the picnic and amusement park there. Although a few families were year-round residents in the early days, the community was basically summer residences and boarding houses. Elegance was the word to describe the Braddock Hotel built in 1906 which was destroyed by fire in 1929. Commuting to Frederick was easy, and many families spent time during the summer with plenty to do to occupy everyone - merry-go-round, pony rides, swimming pool, giant slide, tennis courts, skating rink, summer theater, dance pavilion and observation tower. In later years there was a miniature train that circled the mountain top. Many churches, schools and clubs had their annual "Braddock picnic."

The trolley ceased its run to Braddock Heights in 1947 and the park closed in the 1960s. Only the skating rink remains today, but that is still a popular place for young people. The swimming pool, never a part of the park, has been owned by the Braddock Heights Community Association since 1969 and is a membership facility.



Old Hotel Braddock was a popular summer resort until it burned in 1929. It was one of many homes which served visitors to "The Heights" in its heyday.

May 8, 1903

The Choral Society of Frederick presented Handel's "Messiah" at City Opera House at 8 pm.

Music and drama have been favored diversions in Frederick through the years, whether it be local talent or imported professional groups. The group singing in 1903 was founded by the instructors of Woman's College music department, Maurice Beckwith and Naomi Gring, in 1900, and continued for at least 10 years, according to Williams' "History of Frederick County." Many of the young women and men of the community were members with soloists imported from Baltimore. It was accompanied by a local orchestra.

There have been many musical groups in the county, with almost every church boasting of its choir, usually accompanied by an organ or piano. Some Sunday Schools had bands, and county towns as well as Frederick city had community bands, such as the Yellow Springs Band and the Harmony Band. When ballroom dancing became popular in the 1920s and '30s there were dance bands available, led by musicians such as Joe Stephens, Sperry Storm and Dave Hagan. Today's young musicians carry on this tradition. A group of dedicated classical musicians calling themselves Monday Musicales met regularly to study and perform.

Choral music has held the interest of many. Some readers may remember the Frederick County Choral Society under the direction of Harold R. Yarroll in the mid-1940s. This group was open to anyone who wanted to sing, and they performed oratorios and other classical works. At least once there were reciprocal concerts with the Charles Town, W.Va., Choral Society. Today there are such groups as the Catoctones, the Frederick Chorale and the Frederick Singers.

Regular visitors on the local musical scene are the Baltimore Symphony Orchestra with four performances annually during the winter season, and concerts brought from the national scene by the local Community Concert Association. This group of local people provided a wide variety of quality entertainment for over 50 years.

The City Opera House was built by the City of Frederick as a combined City Hall and theater in 1872. The stage was the second largest in the state, and regular performances of operas, Shakespearean dramas and shows such as the George White Scandals were held. Every year during Fair Week the Merkle-Harder Company performed a different show every night to sold-out audiences.

After the coming of movies, the city reserved a certain number of

nights per year for local presentations. A "regular" was the Easter Monday home talent show produced by the American Legion.

In 1919, Walter Decker moved to Frederick to manage the Empire Theater, next door to the Opera House. This building was built by the Junior Fire Company. For some years Mr. Decker also managed the Opera House, which was demolished to make space for the parking deck and an enlarged City Hall in the 1970s. It is now the home of Brewer's Alley, restaurant and brew pub.

Another theater in the same block was first called "The Star," then the "Maryland," and later the "Frederick." "The Star" was run by Billy Fischer and his family who manned the ticket booth, sold refreshments, ushered and played the piano. It showed primarily westerns. During performances the audiences showed their emotions vocally and by tossing soft drink bottles and snack boxes into the aisles - hence the nickname of "Mad House."

December 23, 1926

This was grand opening night for the newly built Tivoli Theater, ornately decorated and containing the Mighty Wurlitzer Organ. It featured silent films at first; talkies arrived in Frederick about 1930. During the 1930s the admission was 35 cents for downstairs, 25 cents



The Tivoli Theater was indeed a handsome place for a date or family outing when it opened in 1926. Movie theaters were located in almost every county town about this time.

for the balcony, and 10 cents for children. Shows changed three times per week, and, besides the regular feature and coming attractions, there was a newsreel and a cartoon or short comedy. Air-conditioning was installed in 1941. The theater was purchased by the local Dan Weinberg family in 1959, and it continued its regular movie schedule until disastrously flooded on October 9, 1976.

Since the generous gift of the theater by the Weinberg family to the City of Frederick, its renovation and restoration to 1920 grandeur has been a community endeavor. It is now the home of the Fredericktowne Players and other local theater groups. Over 200 shows are performed yearly to a total audience of 75,000 people - local talent, national acts and the ever popular Armed Forces bands.

The visual arts have enjoyed wide popularity among Frederick folk. One local artist was Miss Helen Smith, who painted almost until her death in 1997. She was once head of the Hood College Art Department, until she opened her own studio in the mid-1920s.

The Frederick Art Club was begun in 1897 by Florence Doub, the first head of the Woman's College Art Department. It is still a vital group today, having celebrated its centennial in 1997.

The newest facility on the Frederick scene is the Delaplaine Visual Arts Center. In 1987 the Delaplaine and Randall families donated the old Mountain City Mill on Carroll Street to the City of Frederick for the establishment of an arts center. In addition several local artists maintain smaller galleries.

Many local artists are well known, and their works are popular here and elsewhere. Other artistic endeavors are overseen by the Frederick Arts Council, which encourages local talent and coordinates activities with the Maryland State Arts Council.

August 21, 1911

The first airplane landed in Frederick on a farm field near where Fort Detrick is located.

These were exciting days for Frederick residents, as so many changes were taking place in the world. Although airplanes for pleasure have had only limited popularity in Frederick, there has always been interest in flying, and today's Model Airplane Club holds regular meetings.

The invention of the airplane followed soon after the invention of the first automobiles. James E. Solt was the first auto mechanic in Frederick. He had owned a bicycle store on East Patrick Street, but,

recognizing the potential of the automobile, he turned his attention to this new mode of transportation. His was the only garage in Frederick for five years, around 1907.

Early auto travel was an adventure - bumpy, dusty roads, unreliable tires and motors and inexperienced drivers. But for those who could afford this luxury, there could be adventurous times. Soon more and more auto dealers came to town, service stations sprang up almost everywhere, and it wasn't long before an automobile was a necessity.

There have been many makes of cars sold in this area, but only a few familiar names survive today. By giving everyone "wheels" travel is almost unlimited. A favorite diversion for families when gas was cheap and plentiful was the "Sunday afternoon drive" which might take as long as all day and include a picnic lunch at a nearby or not-so-near park or historic site.



James Solt opened the first garage for automobiles in the early 1900s and did a thriving business as the "great love affair" with the car developed. Streets were poorly paved, but it was fun to drive around the city and county.

October 1924

A large boulder marking "The National Trail over which traveled Gen. Edward Braddock and Lt. Col. George Washington, 1755" was erected and dedicated by the Frederick Chapter, Daughters of the American Revolution.

This monument marks only one of the many sites commemorated by local historical groups. The Frederick Chapter, DAR, was founded

in 1892 by a group of women who could trace ancestry to a patriot of the Revolutionary War. The Chapter continues to be active today, as does the Lawrence Everhart Chapter, Sons of the American Revolution, founded November 9, 1920.

Fredericktonians have long been interested in history. The Centennial of the United States in 1876 was celebrated locally by a ringing of bells, singing, a parade and speeches. On August 9, 1898, the monument to Francis Scott Key located in Mt. Olivet Cemetery was dedicated; it was rededicated 50 years later, when the Post Office Department issued a Francis Scott Key Commemorative Stamp and an impressive ceremony was held at the monument. In 1987, the monument was shipped to Cincinnati, Ohio, where it was restored. Upon its return, another dedicatory ceremony was held.

The Historical Society of Frederick County was founded in 1888. Now housed in the former Loats home at 24 East Church Street, its museum contains mementos from earlier days, as well as a research library. Six lectures per year are held by the Society on subjects of interest to local history buffs.

Another good collection of historical facts is housed in the Maryland Room of the C. Burr Artz Library on East Patrick Street.

Celebrations of Frederick's history have been held almost yearly. One, known as "Bell and History Days" was begun in 1968 partly as a tourism venture and also as an education for Frederick residents, and occurred for several years.

June 30, 1926

Mr. and Mrs. J.D. Baker presented the City with a gift of the Reifsnider and Wertheimer properties toward a city park.

June 23, 1927

The new city park was formally dedicated.

August 12, 1927

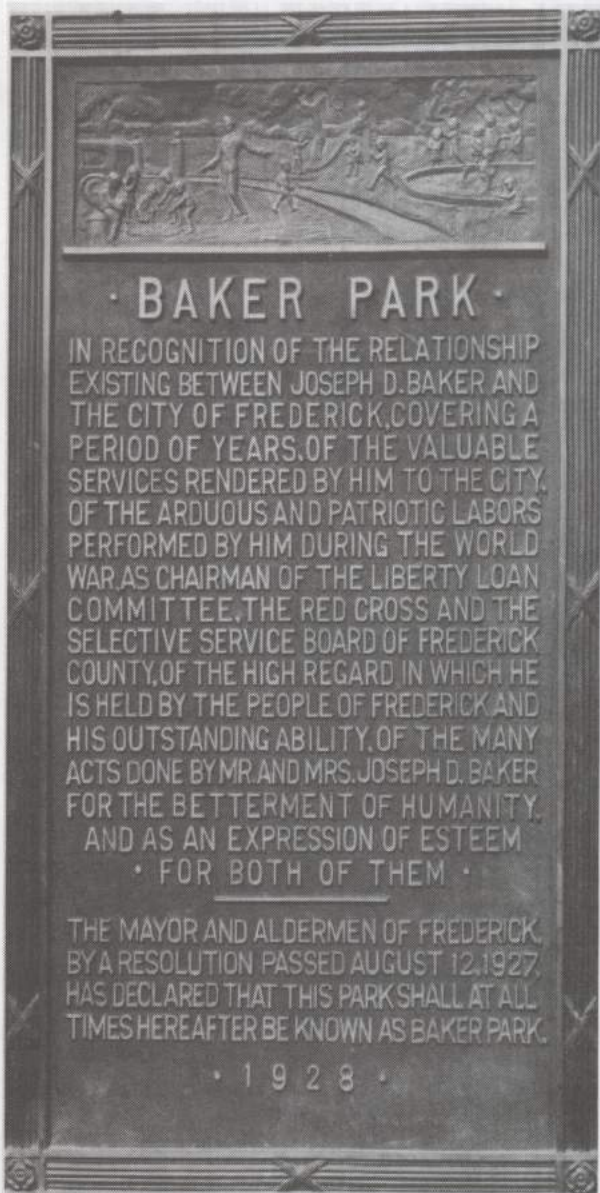
The Mayor and Aldermen formally named the new city park "Baker Park" in honor of Joseph D. Baker.

Today Baker Park is a real treasure in Frederick City. From its original entrance on Bentz Street at the foot of Church Street hill, it extends over a mile westward and includes the Carillon (erected 1941), bandshell (rebuilt 1990), playground equipment for children, tennis courts, picnic areas, swimming pool, Culler Lake (1940), and

numerous softball/baseball diamonds. It is the site for Frederick's annual Fourth of July observance, and numerous other civic activities.

Other parks have been added to the city park system, including Mullinix Park, Staley Park, Monocacy Village Park and Harmon Field.

The county, too, can boast of numerous recreation areas, and most county towns maintain their own local parks. In the 1930s the federal Civilian Conservation Corps was instrumental in developing Gambrill State Park and Catoctin Mountain Park among others. Gathland State Park west of Burkittsville was built on land once owned by George Alfred Townsend, writer and newspaper correspondent during the Civil War. His War Correspondent's Arch at the mountain gap where a battle preceding Antietam was fought is unique in design and purpose.



This plaque is found at the eastern entrance to Baker Park, along Bentz Street. It was dedicated to Joseph D. Baker and his wife in 1928, to express appreciation for their many acts of service to the community.

Popular Sports

Sports events have long been popular. A baseball club had been formed by 1887. McCurdy Field has been the home of semi-pro teams such as the Hustlers, which played baseball from the early 1900s to the 1950s, and the Frederick Falcons football team, which began in the late 1960s. During the 1940s the Dr. Pepper softball team was well known. Today the Frederick Keys professional baseball team enjoys its home at the Harry Grove Stadium.

Both boys and girls are acquiring a love of sports by playing on the many county Little League teams and in other similar games designed for younger players.

Golf is becoming more and more popular. For many years the VFW Country Club was the only club in Frederick. After World War II the local VFW Post purchased the Catoctin Club from its former owners, who had constructed the course in the 1920s.

There are now eight public and private golf courses in the county.

Other Recreation Today

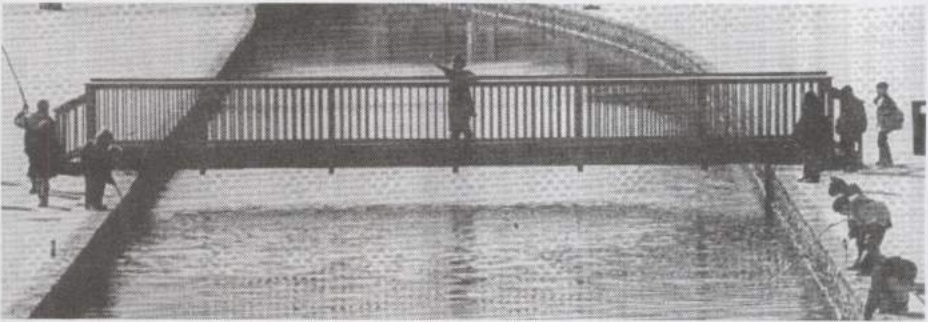
Today there seems to be an endless variety of leisure time activities, some tracing beginnings in the past, and others are more recent.

In looking for something to do, have you considered the many summer fire department carnivals?... school productions?... club fund-raisers?... the Great Frederick Fair held in September, which dates from 1820?... the C. Burr Artz Library in Frederick and branches in many county towns?... camping in nearby parks?... Scouting activities for boys and girls?... the YMCA which dates from the 1890s with programs for all members of the family?... or volunteering for one of the many social service organizations or community projects that help others?

The choice is yours!

But We Need That Fresh Water

The development of business enterprises along the Carroll Creek flood control project brings to mind the importance of not only this waterway in the history of Frederick City and county, but also other rivers and similar streams that flow through the area.



Today's use of the Carroll Creek area is an improvement not only for people but for control of floods which have been devastating to businesses and homes near the waterway.

Water is a basic ingredient necessary for life. It sustains the world as we know it, and we often take its presence for granted. Beyond that, uses have developed as civilization developed. Man's dependence upon water and nature's bounty is sometimes all too clearly demonstrated, whether through floods or droughts.

Indians were the first settlers in this area. They lived where they could depend upon a good supply of water. The well documented settlements along the Monocacy near today's Biggs Ford Road, and along the Potomac in the vicinity of Heater's Island, used the nearby rivers in most activities of daily living. Besides for drinking, cooking, washing and irrigating fields, they relied on the rivers for fish and other river life for their food. Weirs are still visible at some places in the Potomac River. Transportation, too, was furnished by larger rivers. Travel for

trading between tribes was via canoe, and hunters used smaller streams to guide them to mountains and good hunting grounds.

European immigrants to the new country were dependent upon water for transportation. They arrived and settled first at port areas, in Maryland on both sides of the Chesapeake Bay and as far inland as their ships could navigate. This provided easy access to European markets, to sell what they produced and for supplies from the homeland. Land routes in the earliest days were almost nonexistent; and travel by horseback was expensive and difficult.

Of course the more adventuresome among the early residents were not satisfied to remain in one spot. The governments in Europe laid claim to lands to the west, and the leaders saw potential for development. They were eager to find people to settle, develop markets for goods, and to import raw materials for European manufacturing enterprises.

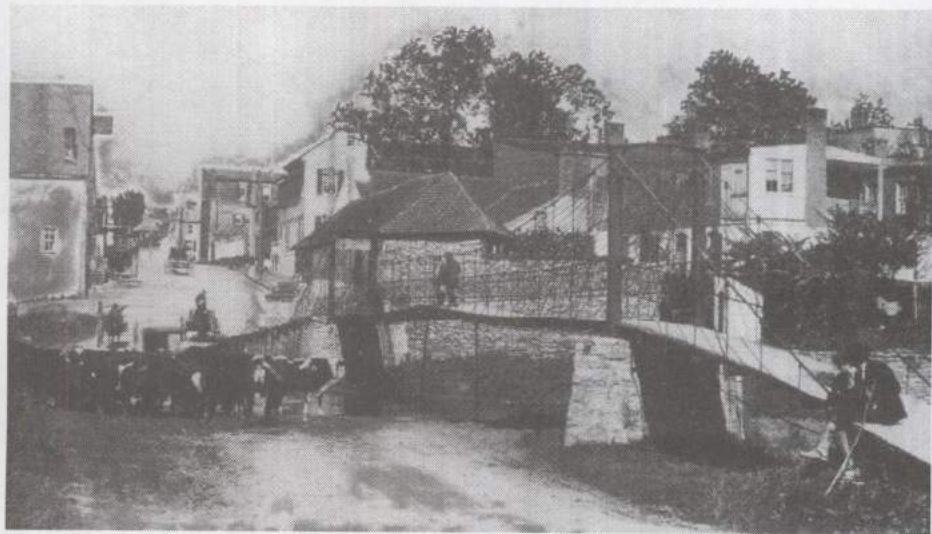
Early explorers in Frederick County came to the area in the early 1700s. They sent maps and glowing reports back east. A description of the earliest pioneers is found in "Pioneers of Old Monocacy 1721-1743" by Grace L. Tracey and John P. Dern. Dr. Tracey completed the work of examining surveyor certificates and surveys begun by her father, Dr. Arthur G. Tracey, in the early 1930s. This is perhaps the most complete work of its kind. Besides listing settlers and their land holdings, Dr. Tracey has included maps of the county showing streams, rivers, roads, and early surveyed tracts with their sizes and owners.

By 1745, when John Thomas Schley arrived with 100 German settlers to begin the town of Frederick along the banks of Carroll Creek, there were other residents already in the area. Some had set up homesteads near springs or waterways, most of which were too small for navigation. But they did supply water and in some cases power for small industries. The names of some springs on maps today are reminders of early times. Yellow Springs was undoubtedly named for the yellow iron-rich water. Was Indian Springs near an earlier Indian settlement? Kanawha is an Indian name, and many deer probably lived near Deer Spring. One can only guess the origin of other, such as Fountain Rock, Bootjack or Whiskey Springs.

Agriculture was the first and foremost occupation in the county. It must have been most difficult to set up a new home site in the wild. Everyday necessities that we take for granted had to be brought from elsewhere or made on the spot until farms could produce, or the ways of the native Americans learned. These original residents were

understandably not too friendly or eager to share their knowledge of existing with nature.

Along with agriculture came industries that made use of the bounty of the land. Mills, usually grain or grist mills, but also saw mills and woolen mills, could be found throughout the county. At one time 80 such mills were located in the county, according to T.J.C. Williams and Folger McKinsey in their "History of Frederick County." Today most are memories, but some have left their names on roads, such as Blacks Mill, Boyers Mill, Reels Mill, Glissans Mill, Etzler Mill, Old Mill, Longs Mill, McKinstry Mill, Hoovers Mill and Wormans Mill, just north of Frederick, the building there having been razed within recent memory. All undoubtedly used water power from streams.



Zentz Mill on North Bentz Street was typical of mills throughout the county. Nearby was the "Swinging Bridge" and a ford through Carroll Creek.

Other industries gradually developed as needs of residents grew. Goldmine Road near Old Braddock was never very successful, but its name remains. Coppermine Road near Woodsboro, Spahr's Quarry Road, Keller Lime Plant Road, Slate Quarry Road and Kelly's Store Road remind us of other businesses probably more successful. Other enterprises leaving their names behind were noted in Noland's Ferry Road, Fire Tower Road, Gas House Pike, Prices Distillery Road and Ahalt Distillery Road, Old Kiln Road and Fish Hatchery Road.

Indians, too, are remembered by the names Potomac, Monocacy, Catoctin, Tuscarora, and Linganore. And early, or not so early, residents are remembered by streams and bridges: Toms, Owens, Renner, Israel,

Sams, Clemson, Ballenger, Bennett, Sixes, LeGore, Millers, Roddy, Hessong, Links, Creager and Devilbiss. Before there were bridges there were fords across streams, as at Hughes Ford and Reich's Ford.

Two hundred years ago, following the end of the Revolution, there was a great emphasis on business development as well as western expansion. Crucial to both of these was transportation, and water transportation was still the most feasible. Of course the great mountains to the west posed a problem. Two solutions were proposed, one, the Chesapeake and Ohio Canal, which reached neither, and the National Road, which later became the route of U.S. 40, going from Baltimore to Cumberland, then to Ohio, and ultimately to San Francisco.

Among those interested in developing a canal, to run from Georgetown, D.C., to Cumberland, were George Washington and his friend from Frederick, Thomas Johnson. Perhaps no one was more interested in the possibilities for commerce and industry than Johnson. Other famous Fredericktonians were lawyers, judges, legislators, farmers and land owners, doctors or small business owners. Familiar names of the period from about 1780 to 1820 included Richard Potts, John Hanson, Charles Carroll of Carrollton, Francis Scott Key, Roger Brooke Taney, Thomas Sim Lee, Stephen Steiner, Col. Charles Beatty, William Beatty, Col. John McPherson, Sgt. Lawrence Everhart, Michael Cresap, Dr. John Tyler and Dr. William Tyler.

Johnson's life was intimately linked with the Revolution. He is one of only a few men who have achieved greatness in all three branches of government. He was named Brigadier General of Provincial Forces in 1776 and missed being a signer of the Declaration of Independence because he was in Frederick recruiting troops. As a member of the Continental Congress in 1775 he nominated his friend Washington as Commander in Chief of the Continental Armies. He served on the committee that framed the constitution of Maryland. He served Maryland as governor for three one-year terms, and later as the Chief Judge of the General Court of Maryland. Washington named him as an Associate Justice of the U.S. Supreme Court, and he helped in planning of the City of Washington and served as a Commissioner until 1794. He retired to Frederick, and lived with his daughter Ann, who had married Major John Colin Grahame. They lived at Rose Hill Manor, which Grahame had built on property given them by Johnson.

George Washington was interested in improving navigation on the Potomac, and reaching westward by 1762. By 1784 it was proposed to build a canal on the Virginia side of the river, and the Potomac

Company was formed with Washington as president and Johnson serving on the Board. Resolutions were passed by governments of both Virginia and Maryland, and a short stretch of the canal was built that proved to be inadequate for the trade envisioned, and the project was ultimately abandoned. The Potomac River proved to be too undependable for navigation.

Another industry that was located in Frederick County survived for only a short time. However the few remaining pieces of its production are highly prized today and are to be found in museums displayed as works of art. This was the New Bremen Glass Works, founded by John Frederick Amelung in 1785 south of Urbana along Bennett Creek.

The story of Amelung as told by Judge Edward S. Delaplaine in a reprint of a newspaper series in 1971 describes in detail the many trials and tribulations of founding a business in the early days of our county. Although the endeavor was short-lived, as it went out of business in 1795 when it was declared bankrupt, the remaining pieces of glass are extremely beautiful and historically significant, as this was one of only a few early glass works in America.

Amelung was a native of Bremen, Germany. He received a good education, including a command of English, and he owned and operated a farm in Germany before financial difficulties forced him to look elsewhere for employment. He then went to work in a glass factory operated by his brothers.

After 10 years of experience he happened to meet Benjamin Crockett, a salesman from Maryland, who persuaded him that a move to Maryland and a creation of a glass factory would be an advantageous business venture. Frederick County was a prime site, with plenteous raw materials and in a good location for trade, said Crockett.

Amelung seemingly laid solid



This is one of the few samples of glassware produced along Bennett's Creek at the Amelung glass factory about 1790.

ground work for his venture by obtaining financial backing from investors from Bremen, and recruiting experienced glassblowers from some of the best glass factories in Europe. He also obtained letters of introduction from prominent Americans stationed in Europe including John Adams and Benjamin Franklin.

However not everything went smoothly. Due to severe winter weather in Germany in 1784 many of his workmen were delayed, some being found half starved along the way. His expenses were greater than anticipated when he had to support the workers through the winter.

English merchants and seamen were unhappy with the possibility of competition in the glass industry and persuaded German princes and merchants to forbid Amelung and his workers from leaving Germany. However, Amelung quickly set sail for the new world with his wife, their son and three daughters, and equipment to set up the new factory. In addition to 68 glassblowers, the passengers included bakers, tailors, shoemakers, carpenters, blacksmiths and other craftsmen chosen to make possible the establishment of self-sufficient community.

The ship landed in Baltimore where a hearty welcome awaited from the Germans there. The group then traveled to Frederick Town, and after enlisting the aid of Abraham Faw, Amelung secured land south of Frederick along Bennett Creek. Here the factory and town of New Bremen were built, and the manufacture of glass was begun.

Although not critical to the manufacturing process, water played a part in choosing the location, as being near the Monocacy and Potomac Rivers was seen as providing transportation of the glassware both westward and eastward to Georgetown and beyond.

In the short time that Amelung's glass works was in production, many beautiful as well as utilitarian glass pieces were produced. By 1787 about 300 workmen were employed. It was about this time also that Amelung became interested in the art of engraving on glass, producing many beautiful works, including those surviving today.

The glass factory was never highly successful financially, and Amelung petitioned Congress for help, which was debated but not forthcoming. A major disaster struck in 1790 when the factory was destroyed by fire. The company never fully recovered and was declared bankrupt in 1795. Amelung died in Baltimore in 1797, and the glass works fell into ruins.

Fame finally came to Amelung in 1928 when a large piece of his glass was presented to the Metropolitan Museum of Art in New York City. The glass was so clear and engraving so exquisite that the

acquisition attracted wide interest in the field of art.

Subsequently an archeological excavation in 1962 was conducted by the Corning Museum of Glass, the Smithsonian Institute and Colonial Williamsburg. Much information was obtained about the early glass industry and a clearer evaluation was made of Amelung's place in the history of glassmaking.

Although Frederick could not develop a water connection for shipping to and from ocean ports, it did become a major link in the transportation of farm products to the east and manufactured goods on return trips.

The land route west through Frederick was constructed as the National Road in 1808. Bridges were built across rivers, including one across the Monocacy east of Frederick that was marked by a large stone jug. This Jug Bridge carried traffic from 1808 until the spring of 1942, when a span collapsed into the water below. Fortunately no one was injured, but highway officials declared the bridge not reparable. The remaining spans were dynamited and a new bridge with approaches was built downstream. This was the only major civilian road project undertaken during World War II, providing a necessary link from east to west. The jug has been moved, and rests on a knoll overlooking Interstate 70 just east of Frederick City and west of its original location.

It was at this time also that the C&O Canal was finally started on the Maryland side of the Potomac River. The first spade of dirt was turned on July 4, 1828, which happened to be the same day when the Baltimore and Ohio Railroad was begun with appropriate ceremonies in Baltimore. Thus started the race to the west, by water or land. The C & O Canal was finally completed and opened to traffic in 1850. Unfortunately during floods the canal and its towpath suffered great damage. It did serve for many years as a water link between Georgetown and Cumberland. However the railroad won the race.

A group of men from Frederick envisioned a canal partially paralleling the Monocacy River to connect the city and nearby areas to the C & O Canal. Plans were drawn up in 1830, but financing was hard to find. With the arrival of the first railroad train in Frederick on December 1, 1831, the canal project was abandoned.

Frederick Town was a bustling community in the early 1800s. After its founding in 1745 there was a continuing and steady influx of new citizens. By the time of the first census in 1790 about 5,000 people were counted in the country. By 1850 this number increased to just under 41,000.



The C & O Canal, paralleling the Potomac River, provided slow but steady transportation between Georgetown, D.C. and Cumberland, Md. The weather was not kind to it, and the flood of 1924 caused the demise of the canal, where the tow path now provides recreation to hikers and bikers.

The 1850 Census of Frederick County has been published as "Bridge in Time" by Mary Fitzhugh Hitselberger and John Philip Dern. It gives an accurate and detailed picture of the county at that time.

Agriculture and handcrafts were by far the most numerous occupations. Listed under agriculture were swine, cattle, sheep and horses. Butter, wool and slaughter of livestock as well as growing corn, wheat, oats, potatoes and hay were usual products of farms. Industrial products listed included milling, leather work, metal work, wood work, cloth and clothing. These listings accounted for all but 7 percent of the output from 255 different industrial establishments.

There was still much being done at home or on the farm. However there were 72 flour mills where mill races supplied water power to turn the grinding stones. There were 12 coopers, 43 tanneries (with one fourth of these in the city) 16 shoemakers, 8 saddlers and 32 blacksmiths, along with other occupations needed for society at the time.

Some institutions that survive today were established in the early 1800s or before. "The Key," Frederick's newspaper in 1790, listed churches in Frederick as the Evangelical Lutheran (1738), All Saints

Espiscopal (1742), Reformed (1745), Methodist (1772), St. John's Roman Catholic (1763), Presbyterian (1780), and others in the county. The United Brethren, now merged into the United Methodist, was founded at the home of Peter Kemp near Frederick on Sept. 25, 1800. The Baptists were organized in Frederick by 1798.

Early financial institutions include Farmers and Mechanics Bank (1817), Frederick County Bank (1818), Fredericktown Savings Institute (1828), and Mutual Insurance Company (1845).

Fire companies began in 1818 (Independents), 1838 (Juniors), and 1845 (Uniteds).

Early private schools were Mount St. Mary's College (1808), St. John's Literary Institute for boys (1829), Visitation Convent for girls (1845) which was preceded by an earlier girls' school in 1821, and Maryland School for the Deaf (1868).

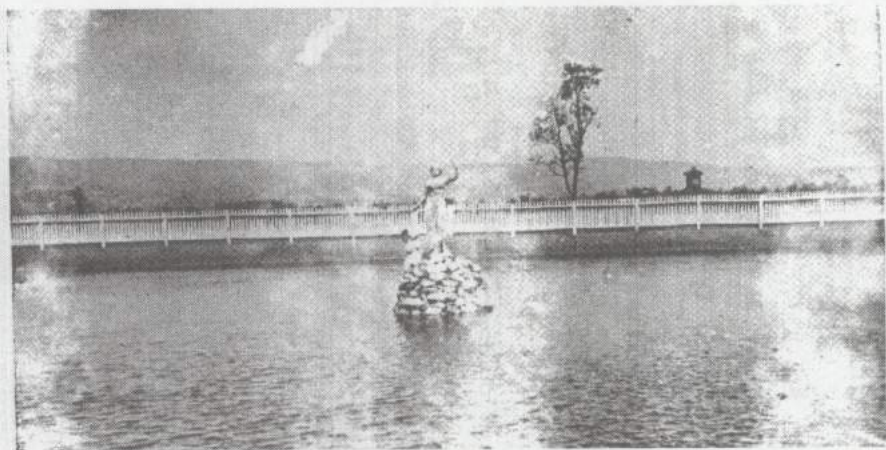
Man's need for water is basic to his existence. Through the ages the availability of reliable sources has often dictated where towns and cities are founded and prosper.

Water treatment and distribution is a science. Where people live closely together they cannot rely on primitive water sources such as ground water or private wells. Undoubtedly early settlers could rely on these sources, and often hauled water to their homes from nearby springs.

Municipal systems were not unheard of in early times. However it was expensive to store water and to dig and bury conduits for distribution.

Williams and McKinsey in their "History of Frederick County" tell of some early developments of the Frederick City water system. In 1825 a company was organized to provide a water works. Water was brought from a spring two and a half miles northwest of town through wooden pipes to a reservoir about a mile from the city from which it was distributed to customers. This was a great achievement, but the supply was inadequate, and the system was abandoned before 1840.

In 1839 the town government became involved and raised money through a lottery, and borrowed additional funds for construction. The system required just over a year to complete by Nov. 22, 1845, at a cost of \$90,000. The reservoir was located a mile from town, and it was suggested that a park be created. "Each young man in town was urged to plant one tree and so make a Lover's Lane for promenades on summer evenings." The local newspaper urged residents to make use of the "splendid water supply."



Frederick's water supply was improved about 150 years ago by the building of a reservoir on West Seventh Street. Later a second reservoir was built next to the first one.

In a few years it became evident that the supply was insufficient and the town government began looking for an additional source. An artesian well had been bored for a farmer near Walkersville as an experiment. As it proved successful, it was decided to bore a well for the city supply.

The work began in the summer of 1853 and was located at the foot of the mountain above the reservoir. Progress was slow, but water was finally delivered to the reservoir on Aug. 14, 1854. The flow was disappointing, however, and it was decided to deepen the bore, which was still not adequate.

In May 1855 an ordinance was passed for introducing the waters of Little Tuscarora Creek into the reservoir, and subsequently a second artesian well was authorized. However, the second well at 700 feet apparently tapped the same underground stream as the other one, and the first well went dry.

The water supply had become a political issue, and on May 16, 1860, it was admitted that wells were a failure, and the city looked elsewhere for a more reliable supply.

It was noted that the B & O Railroad got its supply of water for its locomotives from the city for \$50 per year, and nine other steam engines were supplied for \$10 each annually.

Williams and McKinsey later described the 1910 system of two reservoirs containing 8,000,000 gallons from a receiver in the Catoctin Mountains about 5 miles away. These reservoirs, one dating to 1845 and the other built in 1895, were located near the intersection of Seventh

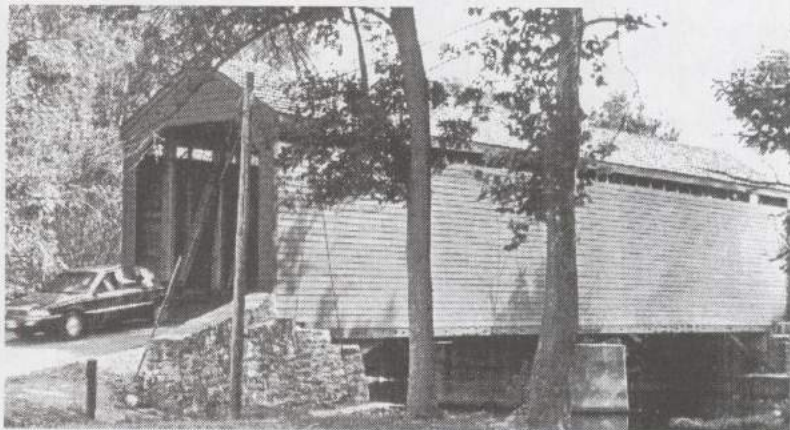
Street and Fairview Avenue where Max Kehne Park is now located.

Today Frederick's water is supplied by Fishing Creek and the reservoir, Linganore Creek and the Monocacy River. County towns get their water from a variety of sources, and there is talk of tapping the Potomac River for a water supply for the south end of the county.

Crossing streams and rivers must have been a major consideration for overland travel in the early days of the country. If waterways were shallow enough, fording the stream was the best way to go. Biggs Ford and Hughes Ford Roads derive their names from this. Apparently only on the Potomac were ferries used in this areas, such as at Noland's Ferry Road. Other ferries may have been supplanted by bridges.

Bridges were built and rebuilt through the years. The Jug Bridge mentioned previously was on the National Road over the Monocacy. The opening of the bridge east of Buckeystown in the late 1800s is described by Williams and McKinsey as a great festive occasion when a picnic was held on the bridge with over 400 guests attending.

Frederick City bridges over Carroll Creek have been rebuilt several times recently. About 1930, the bridges were named, usually for famous people who had frequented the area. Barbara Fritchie, Stonewall Jackson and Lafayette were among those remembered this way. Bentz Street near Church Street was for many years a ford, with a "Swinging Bridge" for foot traffic beside the ford. When Baker Park was constructed in 1927-28 and the creek bed redirected the Stonewall Jackson Bridge was built, and the foot bridge moved upstream to where it is today, behind the municipal swimming pool. Most city bridges have been rebuilt in connection with the Carroll Creek flood control project.



Loy's Station covered bridge is one of three in the county which are being preserved. They were built about 1850, and are typical of ones all over the country

The three county covered bridges were probably built about 1850, to protect the road surfaces from the elements. Two, at Utica and on Roddy Road, have been repaired. The Loy's Station bridge, destroyed by fire in 1991, has been reconstructed.

Many bridges over the Monocacy River were built about 100 years ago. Some were destroyed during Hurricane Agnes in 1972 and have been rebuilt. The Monocacy bridges on Md. 355 and Md. 26 were built around 1930 and were not affected by this storm.

After Frederick was laid out in 1745 on both sides of Carroll Creek and lots sold for homes and businesses, the town became a mecca for the outlying farm areas and a center of trade for the county. Bustling traffic on the National Road added to the trade and business. Many businesses sprang up in the creek area, some lasting only a few years and others existing for longer times.

Found along Carroll Creek was so-called Washington's Headquarters, which was probably a tavern where Washington and other dignitaries stayed on the way to the western frontier. There were many farms and residences. Included were Bentztown, which was basically a residential area in the vicinity of Bentz and Patrick streets made famous by Folger McKinsey, the "Bentztown Bard," who was editor of the Frederick "News" and later a columnist for "The Baltimore Sun"; Barbara Fritchie's home; the old stone mill also known as the Zentz, Bentz or city mill; tanneries, breweries; Victor Remedies; Union Manufacturing (the hosiery); the Everedy Company, which was formed after a bottle capper was invented for home use; Ox Fibre Brush Company; William Kemp Steam Flour Mill (now the Delaplaine Visual Arts Center); Ott pottery; and Wayside Inn. Not all of these were located directly on the creek, nor were all in existence at the same time.

A look at past businesses and organization rosters will not yield too many familiar names. Some businesses of 100 years ago ceased operation because their products were no longer useful, or the process used became obsolete. Some of these were the Ox Fibre Company, the Union Manufacturing Company and the Everedy Company. Others were absorbed into larger companies or changed direction, such as the Middletown and Frederick Railway (1896), which evolved into the Potomac Edison Company (now Allegheny Power), and the M.J. Grove Lime Company, now Redland Genstar Company.

Some notable businesses still existing are the Frederick Brick Works (1891); Great Southern Printing and Manufacturing Company (1880-83), which prints the *Frederick News-Post*; Woman's College (1893),

now Hood College; the Historical Society of Frederick County (1888); Frederick Chapter DAR (1892); Marken and Bielfeld (1885); Middletown Valley Bank (1887); and Woodsboro Savings Bank (1899).

The waterways of Frederick County play a much smaller part in the life of today's citizens. Except for some municipal water supplies most people view streams and rivers as resources for recreation. Sport fishing in trout streams of the mountains is popular as is fishing from the banks or from boats in the Monocacy or Potomac. Amateur biologists comb the waters for unusual plant and water life. Canoeing is popular as is rowing or motor boating in deeper waters. And who hasn't relaxed and cooled off beside a rippling stream or rushing river in the heat of summer?

When the Carroll Creek project in Frederick City fulfills its promise, many pleasures will again be available in our own back yard. And the businesses this waterway once supported will be only dim memories.

School Days

Memories, nostalgia - or awe, curiosity - whatever the emotion, today's citizens are sure to be fascinated with a bygone age, and an educational experience in a one-room school that is foreign to today's students.

How did one-room schools begin? How did they operate? What has happened to the former students, the buildings and the communities they served?

Frederick County was full of these schools, as well as small two-room buildings, 100 years ago. None remains today as a school, but here and there buildings can be spotted, and many of the county's older residents remember fondly their days in the elementary grades.

Early Days

Early settlers in this area were interested in education for their children. The Germans brought a tradition of learning to read. They were able in many cases to have schools established by their churches; especially notable was John Thomas Schley, Frederick founder, leader and school master at the Reformed Church. Although the German language tradition was kept alive for many years, new residents were also eager to learn the English language of the ruling class, and many people were bilingual until the end of the 19th century. In addition to schoolroom duties the schoolmaster was often relied upon to lead Sunday services in the absence of a minister, and to lead the singing. This occurred in both the Reformed and Lutheran congregations.

Another schoolmaster in Frederick was John Doll, from Germany via Lancaster, Pennsylvania, in the German Reformed Church, possibly in Glade Valley or Middletown. Two early Scottish schoolmasters were John Ferguson and Andrew McDonald.

The English, too, had a background of education. In many cases families were able to hire private tutors for the household, and sometimes small "plantation" schools were set up. All Saints Anglican (now Episcopal) Church opened "a school of instruction of Negro children ... and employed a master for the benefit of poor planters and their children ... to be taught to read and write English gratis." This occurred between 1758-68.

Roman Catholic education was begun early in Frederick's history also.

In 1802, Mrs. Colvin had a school in her dwelling on "First Street."

In 1860, Miss Ann B. Coubery is listed as operating a school on the south side of Church Street between Market Street and Middle Alley. Miss Catharine Reynolds held a school on the north side of Second Street between Market and Public.

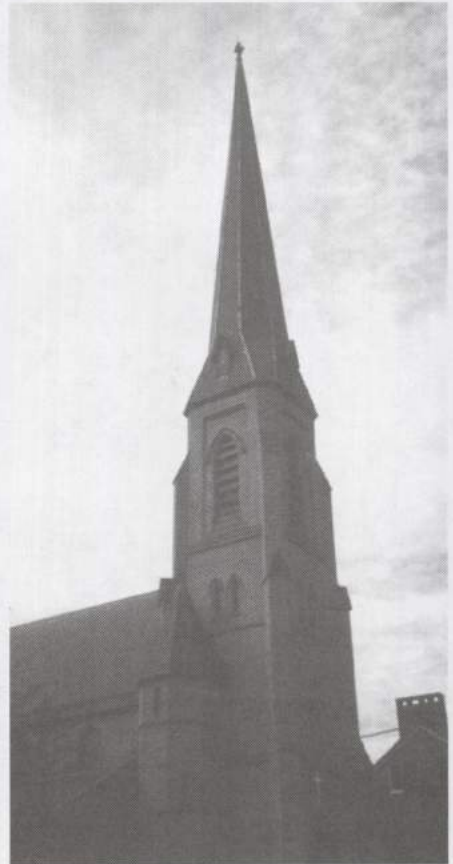
A list of occupations in Frederick in 1754 showed five men as school teachers in the town.

But these were not public schools.

School Laws

As stated above, early residents of the county and state were interested in the education of their young. To this end the legislature enacted laws through the years establishing and regulating schools.

The Colonial Legislature enacted a bill to establish one free school in each county at the most convenient place and as near the center of the county as possible. Since Frederick was not yet a county until 1748, and the population was scattered, it was not until 1796 that Frederick College (or Academy) was declared by the legislature to be the Frederick County school.



All Saints (then Anglican) Church was an early proponent of education for all children, as early as 1758.

"Free school" seems to have indicated that students could be from any social group, but few attended free of charge.

State school laws were passed in 1816, 1823 and 1826, creating an elaborate school organization for the state and counties by setting up a State Superintendent, school districts with trustees, and levying a school tax. In the early days lotteries were a popular way of securing funds for schools, as well as for churches and other public buildings.

All white children between the ages of 5 and 18 inclusive were entitled to a public school education; the census of 1850 lists schools by election district but not by name - there were at least 79 primary schools in the county.

It was probably these acts that made it possible to begin the creation of many one-room schools throughout the county.

The next law to have a major impact on public schools was passed in 1865. The free public schools throughout the state became more uniform, a State Department of Education was created and district commissioners for each county were appointed, whose duties were to employ teachers, visit schools, have custody of school houses, purchase fuel and plant shade trees. School houses were to have proper light and ventilation, and have "suitable outbuildings for convenience and decency" and for protection of fuel and other articles not to be placed in the school room.

The length of the school year was regulated (at least six months), and the schools should be free to all white youths over 6 and under 19 years old. Subjects to be taught were defined as orthography (spelling as a subject of study), reading, writing, English grammar, geography, arithmetic, and history of the United States, as well as good behavior. Provisions were made for the inclusion of more advanced subjects, whenever the district commissioners deemed it expedient; these were presumably included more often in high school curricula.

The teachers were also given the duty "to impress upon the minds of youth the principles of piety and justice, loyalty and sacred regard for truth, love of their country, humanity and benevolence, sobriety, industry and chastity," ... "and to lead their pupils into a clear understanding of these virtues, to preserve the blessings of liberty, promote temporal happiness and advance the greatness of the American nation."

The "Colored Population" was included in a separate section under this law, and provided for founding schools for these children under the direction of the school commissioners and with their oversight. Provision was also made for the funding of these schools.

1916 Maryland School Law

The Maryland Legislature in its 1916 session voted to amend its school laws to reflect major facets of a report made by the Maryland Educational Survey Commission, in order to improve the educational status of the state. The State Board of Education was defined, as were the county boards, their appointments and authority.

Course of study in all schools were prescribed, as was the certification of teachers; these were state board responsibilities.

County Board areas of responsibility were spelled out in detail, including property ownership and maintenance, sanitary facilities, supervision of schools and policies within state framework, financial concerns, appointment of principals and teachers, and grading and standardization of all schools within a county.

A far-reaching section of the law was stated "Consolidate schools and pay necessary transportation costs for pupils." A county attendance officer was required. The local district trustees' functions were itemized and defined. Also required was a minimum of 180 days annually for schools to be open, without charge, to youths between ages 6 and 20. A 40 to 1 student - teacher ratio was maintained, and any school having an average daily attendance of 12 pupils or less for two consecutive terms was to be closed. Suitable textbooks were to be furnished without charge.

Before this time Frederick County had been closing one-room schools and selling properties, but the process now became more deliberate. Transportation from outlying areas was a concern, as wagons and horses were still the accepted mode of transportation. In the Board of Education meeting of Aug. 9, 1916, a committee was appointed to take up the matter of transportation; it reported back on Aug. 21, recommending that zones be established around high schools, and that high school pupils living beyond the 3-mile zone be allowed transportation at the rate of 2 cents per mile per day on days attended. Little mention was made of elementary



Native stone was used in the construction of Bethel School (construction date unknown).

students, although in December 1917, the School Board directed that arrangement be made for students of closed White Oak School to be transported by automobile bus.

When schools were consolidated, there was the problem of how to house those being moved. A system of "portables" was set up, and many one-room schools became two rooms. For example Rocky Springs added a portable in 1925 when Edgewood School burned and Valley View was closed. Grades 1-3 were housed in the portable, with 4-7 remaining in the original building. Plans for a one-room wooden schoolhouse are available in a file in the C. Burr Artz Library. No date nor location are given, so it can be presumed the plans are for one of the "portables." Six new portable schools were erected in 1921 to accommodate the large number of children enrolled.

But transportation became more available in the 1920s, and it can be assumed that the larger number of consolidations from then on were influenced by this.

A new elementary school to be built in Frederick city was authorized when the purchase was made of a site in the western part of the city in 1927. Parkway School opened in the fall of 1930, and with redistricting of schools in and near the city, school closings were considerable that year.

Educational philosophy was being developed and implemented during this time. During a talk to teachers at the beginning of the 1931-32 school year, Dr. Weglein from Baltimore City stated the change as "the old method of teaching which took for granted that all children would respond similarly to teachings to the new one whereby attention is given the individual ability or capacity of a child to learn."

Likewise in a speech before the Frederick Rotary Club in October 1931, Miss Hal Lee Taylor Ott, primary school supervisor and former teacher, contrasted "Then and Now in Education," playing down the simple buildings and programs of older (one-room) schools and defining "an enormous science of education ... concerning the primary child's learning ... developed from objective studies."

Bigger is better, so the one-room schools finally disappeared with integration in the 1950s. The last one-room white school to close was Philip's Delight in the Catoctin mountains west of Thurmont in 1955.

Larger Schools

Frederick and other larger towns had enough student population to establish two- or more-room schools. These will not be discussed here,

as they were somewhat different and would make for a more complex story. Frederick city, of course, had public schools during the 1800s, and especially after 1865. Emmitsburg and Urbana each had early academies, as did Frederick city. A few of these survive today; some small private schools (especially those for girls) were active and sought after until the early 1900s. And at least one family had their girls' education begun privately by the librarian of Woman's College (now Hood College). They then continued through the seminary and college.

Some communities which supported "large" (two or three room) schools are surprising to us today. These included Buckeystown, Point of Rocks, Doubs, Adamstown (which also at one time had a high school!), Creagerstown, Emmitsburg, Sensabaugh, Forrest, Urbana, Liberty, New Market, Ijamsville, Sabillasville, Foxville, Woodsboro, Knoxville, Myersville, Jefferson, Franklinville, Catoctin Furnace, Harmony, Johnsville, Oak Orchard, Lewistown, Mountindale, Brook Hill, Broad Run, Burkittsville, Feagaville and Pleasant View. These are found in a list of schools and teachers in 1925.

Establishing Schools

How were schools established?

A typical situation would find a group of neighbors meeting, deciding that their children needed to be educated, and having one of them donate or sell land, an acre or so, for a building. Several men would be selected who would be responsible for having a building constructed and maintained, and hiring a teacher.

At first there were no rules on attendance; many older boys would remain at home to help with harvesting in the fall and planting in the spring; attendance therefore would vary according to the season. And there were no days off for snow. If a parent decided it was too risky to send a child, he stayed home.

At one time there were more than 100 schools in Frederick County, most being one room and one teacher. In 1923 there were 96 one-room schools listed. By 1929 this number had dwindled to 42, and each year thereafter saw fewer and fewer around.

Consolidation was facilitated by the School Law of 1916. It took almost 10 years for plans to be made and carried out on a large scale. In 1927 there were 76 one-room schools, and 11 consolidations; 1928 figures show 64, with 13 consolidations; 1930 figures were 42 one-roomers and 15 closed.

In 1931, 21 schools were closed, with 42 “white” and 14 “colored” schools remaining.

The last minority schools were closed when integration took place, after the Supreme Court ruling of 1954. The first integrated school district was Liberty, when Miss Helen Loud retired, and her former pupils went to Libertytown Elementary School.

Frederick County should be proud of how smoothly integration was carried out, at all grade levels, and with all teachers.

The Typical School

What did these one-room schools look like?

The school yard was about an acre in size, large enough for recess activities, and containing two “out houses,” possibly a wood or coal shed, and often a pump for water. Sometimes water was secured from a spring or well on an adjoining property.

The school houses varied in design and materials, although the interiors were more standardized. Native materials such as logs or stones were first used, and in later years bricks became more the standard. There was always a bell in a cupola on the roof to call the students to class.



Highland School has been preserved, and is being used as a dwelling.

The interior contained blackboards around the walls, sufficient windows for light and ventilation, a potbellied stove in the center of the room, and a teacher’s desk in the front of the room. Rows of desks were of several sizes according to the age of the child, and boys were placed on one side of the room with girls on the other. One teacher was employed for teaching all seven grades! There was a separate cloak room for coats, sometimes segregated for boys and girls.

Most children walked to school, often a mile or two each way. Schools were located so that this was possible. Yvonne Georg, in her recently published book "So Many Mornings," quotes her mother's life-long experiences including riding horseback with her brother George to the Ellerton School. A nudge to the horse would send him back home; he knew the way! And they would walk home in the afternoon. Most children brought their lunches to school, although if they lived close enough, they could go home.

It was the job of boys to bring firewood or coal from the shed for the stove, and the girls to bring fresh water daily for drinking. Everyone drank from the same dipper that hung nearby.

Class size varied, and each school often had an entire family as the majority of students, in different grades. Mrs. Pearl Masser Stup, a teacher for four years in several one-room schools, says she remembers "being as busy as you can think about" as she managed the classroom of 45 with so many ages and subjects.

The typical day opened with the Lord's Prayer, a song and sometimes a Bible reading. Classes lined up in front of the teacher's desk for instruction and recitation. Blackboards were full of information, and students made good use of many books and their tablets and pencils. Discipline problems were rare, although boys were more "adventurous and daring to break the law." Younger students often listened to the older classes - a real advantage.

Recess - mid-morning and again mid-afternoon - found the children outside. Marbles were a favorite game, as were ball games with the boys and tag, hide-and-seek or house with the girls.

After school it was home, with many chores to do to help the family - little time for play, and of course no organized sports!

Some schools were fortunate to have music as an enrichment activity. School board minutes of 1906-1914 reported securing organs for several schools.

School buildings did not always sit idle after children went home. They often served as community centers, with spelling bees, pot luck suppers and hymn sings being some of the activities. Sometimes a church would use a building, if it could not offer large enough facilities on its own.

Teachers

From statistics available for one-room schools in the 1920s and 1930s there seems to be no clear distinction between the number of

men and women teachers. In fact, with the school law of 1865, a State Normal School was established to educate both sexes.

Education was desirable for teachers, of course, but when the supply of teachers was low, emergency measures had to be taken, and teachers were hired if they promised to attend summer school. Two years of education has been mentioned, and a three-year course led to graduation. Women were not allowed to teach after they had children, nor sometimes after marriage.

Further education was sought after by career teachers, especially women who did not marry. Night classes at Hood College, and summer terms at the Normal School in Towson and the University of Maryland were popular, and even out-of-state colleges and universities were selected.

In some cases teachers were hired to teach in their local communities and could live at home. Others boarded with local families in the school neighborhood. At least one teacher living in Frederick, a graduate of Hood College in 1916, taught at Old Braddock, rode the trolley, and hiked across fields to the school.

Minority Schools

Schools for the city and county minority population were first founded at the end of the Civil War, after Lincoln's Emancipation Proclamation, and after the school law of 1865 was passed.

A further law in 1872 required every Board of School Commissioners to establish at least one public school in each election district for black children.

"Separate but Equal" was the rule. Separate for sure, but not very equal. Schools were located in the communities throughout the county where the population was centered. Some of these areas were Point of Rocks, Buckeystown, Doubs, Middletown, Hopeland, Ebenezer, Della, Comstock, Libertytown, New Market, Bartonville, New London, Fountain Mills, Petersville, Brookville, Mount Pleasant, Sunnyside, Woodville, Oldfield, Mount Olive, Horsey's, Burkittsville, Brunswick, Walkersville and of course Frederick. Most of these were one-room schools, although some boasted of two rooms and two teachers.

The curriculum in the one-room schools was basically the same as in the white schools. Teachers were dedicated and often well trained for the time. Supervision was under the distinction of the county Board of Education, with at one time John W. Bruner and later Charles E.

Henson specifically assigned as supervisors of these schools. Facilities might have been below par, with some out of date books and even pre-used schools "handed down," but teachers were dedicated and inspiring.

It was not until after the Supreme Court ruling declaring segregation to be unconstitutional that these minority students were guaranteed equal access to educational advantages, and one-room schools disappeared completely from the Frederick County scene.

School Names

Many schools were named for the town or village in which or near which they were located - Kemptown, Highland, Ellerton, Bloomfield, Bethel, Shookstown, Rocky Springs, Lime Kiln, Mount Tabor, Rocky Ridge, Mount Carmel, Bartonsville, Harmony Grove, Ebenezer, Della, Mapleville and Sunnyside, to name a few.

Others were named for a prominent family - Tyler's, Everhart's, Reno, Fink's, Philip's Delight, Ecker's and Horsey's.

Names came from prominent natural features - White Oak, Coppermine, Valley View, Edgewood, Tom's Creek, Poplar, Locust Grove, Green Valley, Cedar Grove, Forest Grove, Pine Tree, Cattail Branch, Slate Hill and Pleasant View.

But the origins of some names remain a mystery. Some of these are Quebec, Hampton, Quirauk, Olive and Paradise.

Closed Schools

What happened to the buildings after the students left?

Most of the schools that were closed were sold, and many have been converted into homes. Harmony Grove, Shookstown and Old Braddock are ones near Frederick city. The school at Araby, built in 1886, was bought in 1927 when it was closed, and with additions became a comfortable six-room home, still lived in today.

Hampton School west of Urbana was at one time used as a residence. It was sold in 1987 to the Kiplinger Washington Editors, Inc.

In the minutes of the School Board of 1916 and 1917 there are references to schools being sold: Fountain, Locust Grove, Hayfield, Koogles and Green Oak. In 1926 and in 1927, bids were being received for Everhart's, Fink's, Quebec, Sugarloaf, Monrovia, Quirauk, Deerfield and Friends Creek.

Occasionally fire was the reason for the demise of a school, and some buildings were left to the forces of nature. The land presumably

reverted to the former owners.

In Urbana District an early school was Bear Branch Academy located on Mount Ephraim Road. It was made of logs, and remained in use from 1839 to 1889. It was later moved to Flint Hill Road where it was converted into a grocery store.

Several schools were converted into community centers, and others purchased by churches.



The brick school at Old Braddock along Alternate Route 40 has been added to, and is an attractive private residence.

Memories

Former pupils and teachers shared some memories of their school days.

Miss Helen Smith remembered her early days well. She was the oldest of six siblings who attended Ballenger School, about a mile from her home. She remembers a favorite springtime trick in which boys tried to scare girls by wrapping young snakes around sticks and chasing the girls. However she did not scare easily, even when the boys tossed the snakes off the sticks.

She describes herself as being assertive. One day the school bell was stuck upside down. A father brought a ladder to have a boy climb up to turn it over. None would do it. Someone said to her, "Why don't you?" So she went up the ladder and a boy did follow her up. They got the bell turned over - but she was "as scared as you can get" to go back down.

She recalls a small library, one bookcase with about two dozen books; Miss Willard was one of her teachers; she feels advantages to the one-room school included being able to listen to the upper classes, and having only four or five in a class.

Miss Smith completed her high schooling at Girls' High School and continued at Maryland Institute for Art, to become Frederick's best known artist.

Mrs. Helen Delaplaine recalled her one year spent in the Ballenger School from September until spring when her family moved, when she transferred to Jacob's Well School, located west of the Monocacy River on the Baltimore Pike about where present U.S. 40 is located. This school was closed in 1917.

She was only 5 years old when she began school - the laws were very lax on admitting young pupils - and she went with her older sister. One day Superintendent of Schools Mr. White visited the school and gave her a penny because she could write her name.

Her one-room school days lasted only one year, because her father was dissatisfied with so many boys being in the school. He arranged for transportation into Frederick for his girls.

After graduating from Girl's High School she continued her education, and eventually taught in the Frederick County School System.

Mrs. Pearl Masser Stup was both a pupil in a one-room school, Valley View, and later a teacher.

Mrs. Stup began her schooling at age 4, and learned to read before she was 5. She walked to Valley View, which was located near the present intersection of Shookstown and High Knob roads. A small High Knob post office (it fit into a box!) was near the school and was operated by her great uncle. She liked all subjects except Geography.

After completing seven grades she attended Girls' High School in Frederick, sometimes walking five miles each way, but later staying with her grandmother in town, or riding with a friend who had a horse and buggy. The horse was hitched for the day on Bentz Street.

In 1921, when she graduated from high school, there was a shortage of teachers. Superintendent of Schools G. Lloyd Palmer told her that if she went to Towson State Teachers College for two summers she could teach. Her first assignment was for two years in Ladiesburg. Some of the girls were almost as old as she was!

She next taught at Shookstown for one year, and Rocky Springs for one year, retiring from teaching when she married and began raising her family.

Legacy of One-Room Schools

As mentioned above, some buildings still exist and are in use today, for various purposes.

There are at least 10 roads in the county bearing the names of former schools: Bollinger School, Forrest School, Fountain School, Highland School, School Lane, (Emmitsburg), School Street (Myersville), School Road (Woodsboro), Quebec School, Quirauk School and Olive School.

But most of all the community benefited from these pupils. They were instilled with values which have been passed on to our later generations, and many contributed much during their lifetimes.

Two outstanding teachers and sisters, Mary E.M. Smith and Ruth Elizabeth Smith, both now deceased, were graduates of the Hampton School, and each taught there during their careers.

Miss Mary was born Sept. 23, 1901, in Buckeystown District, the daughter of George D. and Hattie Poole Smith. After completing studies at Hampton School she attended Girls' High School in Frederick, graduating in 1920. She continued her education at Maryland State Normal School (now Towson University), Class of 1922, and began teaching at Hampton School. Her career took her to Prince George's County, Urbana School, and for 26 years she was principal at Parkway. She retired in 1966 after 44 years in the school system. She died Jan. 29, 1982.

Her sister, Miss Ruth, was born April 22, 1903, and died Oct. 24, 1979. After attending Hampton School she graduated from Frederick High School in 1923 and continued her education at Towson. She took night classes at Hood College and received a master's degree from the University of Maryland. Her teaching career included Flint Hill School, Washington Street School, Hampton School, Elm Street School, Parkway, principal at Urbana, and West Frederick Junior High School, retiring in 1966 after a career of 42 years.

Both sisters were involved in community activities including Calvary United Methodist Church, National Education Association, Retired Teachers, and Delta Kappa Gamma. They enjoyed traveling together.

Their wills included provisions for setting up a scholarship fund for Frederick County students to continue their education. This fund was one of the first ones now administered by the Community Foundation of Frederick County and benefits a number of college-bound students each year.

Another well-known former Hampton School student is former County Commissioner Russell Z. Horman. He served two terms as commissioner, from 1962-1970. He says he received a good education at Hampton School, and his favorite subject was math. He was the sixth child in a family of nine children, whose parents were Mr. and Mrs. George William Horman, farmers near Urbana. He was a real estate broker for 35 years and developed some land.

Miss Helen Smith, at 102, remembered her days in Ballenger School. As Frederick's premier artist, she needs no introduction. She gave much credit for her success to her early training.

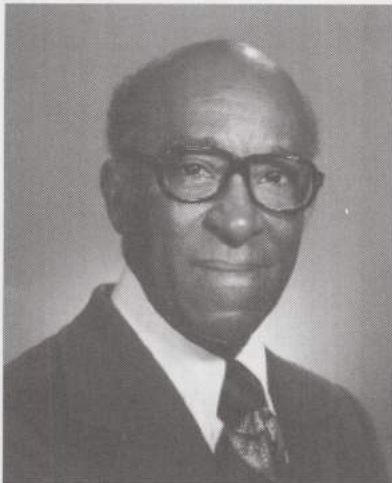
Contributions

The one- and two-room schools were not all bad, and they laid solid groundwork for many who later became teachers in local schools. One whose career we remember with pride is Claude R. DeLauter Jr.

Mr. DeLauter was born in Doubs and attended the two-room school there during his elementary years. Then he traveled to Lincoln High School in Frederick.

His teaching career began in 1933 when he taught fourth through seventh grades in Brunswick, a two-room school. After six years he was transferred to New Market, also teaching the upper elementary grades there. After serving in the Armed Forces during World War II, he continued his education, graduating from Storer College in 1948, and later receiving a master's degree in administration and guidance from Columbia University. He taught at Lincoln High School, and after the integration of the school system, taught eighth grade at West Frederick Junior High before becoming a guidance counselor there. He retired from teaching in 1973.

Mr. DeLauter is justly proud of his role in the smooth integration process of Frederick County schools. But his influence has spread far beyond the schoolroom walls. He was the first minority member of the Frederick City Board of Aldermen, serving two terms, 1974-82 the second as president pro tem. He has served on committees for the city and



Mr. and Mrs. Claude DeLauter

Mr. Claude DeLauter, who taught in several small black schools in the early part of his career, played a critical role in the smooth integration of Frederick County Black-White schools.

Mrs. Alice DeLauter was also a teacher for many years, and was a strong supporter and assistant for her husband.

was president of the Frederick Kiwanis Club in 1977-78.

He was also a member of the County Board of Education beginning in 1980, was a king of Mardi Gras, is a Mason, and received the Frederick Sertoma International Award for Service to Mankind in 1984.

His influence has spread beyond Frederick and beyond Maryland. He received a guidance fellowship at Boston University and an honorary doctorate at the University of California in 1988. His interest and activities in promoting world peace and understanding have won him recognitions and friendships here and abroad, and he is most pleased to have personal friendships with two outstanding young Oriental men.

Alice Dunne DeLauter came to Frederick as a young woman, hired to be teacher-principal at Doubs School in 1932. She boarded at the home of Claude's grandmother - so it was not long before wedding bells were ringing for Alice and Claude.

Mrs. DeLauter's career included teaching in several schools - Ebenezer and Urbana, and eventually Lincoln School. She was a behind-the-scenes supporter of her husband, and a quiet influence on the many students who passed through her classes. Her untimely death in 1982 was mourned by the entire community.

Mr. DeLauter's creed of Prayer-Patience-Practice has held him in good stead. Both teachers have left a positive mark on all of Frederick.

Summary

Many former one-room school students remember their early days and teachers with fondness. Former County schools have frequent reunions. What tales are told, and what good friendships are revived!

Today's students can get a small taste of bygone days. The Board of Education has set up a traveling exhibit of a one-room school, complete with McGuffey readers, slates and chalk, and old-style clothing. Fifth graders can experience for a short time how students from bygone days learned.

Could we go back to the "good old days," back to a simpler life and to teaching only basics?

With today's technology and emphasis on "2001," with the results of studies in modern pedagogy to guide teachers, and with a student population expanding so rapidly, it would be an impossible task to give students the advantages they and their parents have come to expect.

But it can be hoped that other things taught in the old schools, values to serve a lifetime, respect for others and a desire to continue learn-

ing after school days are over, can be cornerstones of a good education in the future, as they were in the past.

Several One Room Schools

The Hampton School

Situated on a small knoll on Md. 80 on the corner of Park Mills Road and Route 80 stands Hampton School, a one-room school from 1908-1929. With no houses nearby, this school is in contrast to many others of the county that were located in villages or small clusters of houses.

The origin of the name Hampton remains unknown today, but it should not be confused with Hampton Valley, also a one-room school, in northwest Frederick County. Land for the school was bought by the school board from William Henry Horman (1847-1933) who farmed the adjacent land.

There were up to 15 or 20 pupils attending at any one time, in grades one through seven, under the guidance of one teacher. The interior was similar to other schools of the time, and the school bell on the roof called the students to class.

Following the closing of the school, it was sold and converted into a residence. At least part of the time it was rented as a farmer's tenant house.



The Hampton School, now serving as office and conference facilities for Kiplinger Washington Editors, Inc. It is west of Urbana, and is occasionally used for the meetings of the Urbana Historical Society.

In 1987, the Kiplinger Washington Editors, Inc. purchased the school and extensively remodeled it. "It is in better shape now than when I came here" said one former student. The interior is again one room and reminiscent of when students spent their days with the "3 R's."

The Kiplinger organization is conscious of community feelings in maintaining the building, and allows the Urbana Historical Society to hold meetings here. A public open house was held by the Society in April 1996 when about 10 former students returned to share memories and renew old acquaintances.

Ballenger School

Students attending today's Ballenger Creek Elementary School and Ballenger Creek Middle School will be surprised to know that there was a one-room "Ballenger School" in their area 100 years ago.

The name "Ballenger" comes from the families of two brothers, Henry and Josiah Ballenger, who moved to the area with a settlement of Quakers before Nov. 4, 1725. They came from Burlington, New Jersey, and were sons of Henry, Sr.

Josiah owned a tract of land called "Josiah," which was surveyed on Nov. 4, 1725.

Henry rented a tract called "Henry" from John Radford, surveyed Nov. 23, 1724. He bought the property in 1748, and had surveyed "Mill Lot" Dec. 3, 1743. He built the first mill of record on Mill Creek, now known as Ballenger Creek.

Most of the Ballenger children moved from the area, the last one being recorded in the 1790 census. The name of the creek remains today.

It is uncertain when Ballenger School was opened, or when it closed. It is shown in the 1873 Titus Atlas of Frederick County; it had closed by 1923.

The Rocky Springs School

Possibly the oldest school building still standing is the Rocky Springs School, west of Frederick on Rocky Springs Road.

Built of native stone and painted white it has the date of 1835 near the roof on the front of the school, but land records indicate 1839 is the date when the land was deeded to the school district trustees, who were Cornelius Staley, Ezra Doub and Nicholas Whitmore. A bell and cupola

were located atop the roof, but were removed about 1991 because of danger of falling. The interior of the school still retains its late 19th century tongue-and-groove wainscoat and ceiling and bleak black-boards between the windows. There is still an unoperable pump in the school yard.

Early settlers in the area included the families of Kemp, Staley, Thomas, Hildebrand, Hanshew, Free, Blank and McKenzie. Some houses built in the 1700s are still standing, including Foxes' Spy, at the corner of Rocky Springs and Old Receiver roads. The name undoubtedly comes from the rocky nature of the soil, and the many springs found in the area. The school land was a part of the Foxes' Spy property.

The community has been held together by family ties, and farming is the vocation. There was never a store or post office in the area, it being near enough to Frederick for shopping and mail delivery. The United Brethren Church was organized at Peter Kemp's home on Sept. 25, 1800. It held services at the school from about 1860 until it built a chapel next to the school about 1882.

The school operated as a one-room school, with all seven elementary grades in one room with one teacher, who sat at a desk elevated at the front of the room. Lessons were heard by the teacher from pupils standing before the desk. Mr. John W. Grove, later a county commissioner and developer of a large part of the western area of Frederick city, was a teacher there in 1906.

In 1925 the nearby Edgewood school burned down, and Valley View school was closed. A one-room "portable" was added on the



Possibly the oldest remaining school building in the county is the stone Rocky Springs School. It serves as a community center and is a part of the congregation which worships in the chapel next door.

property to take care of pupils from all three schools. This housed grades one through three, with grades four through seven in the stone school. Of course an additional teacher became necessary. Mrs. Grace Free Koehl remembers she was the only girl with seven or eight boys in the first grade, the last year the school was open before consolidation and buses moved the students into Church Street School in Frederick. When it was closed in 1930, the stone building was sold to the next-door chapel for \$200 and has been used as a community center. Mrs. Koehl, a nearby neighbor, is the school's unofficial watch dog and promoter.

In 1995 a survey was made of the building for the Maryland Historical Trust, and is included in the Maryland Inventory of Historic Properties. The report contains a detailed description of the present building, including an addition to the rear built about 1930, and lists the building's uses.

The Harmony Grove School

The small village of Harmony Grove 2 1/2 miles north of Frederick, today is a quiet residential area, much different from the bustling community of 80-100 years ago. Although never incorporated, it boasted of a mill, a feed, grain and general merchandise store and warehouse, post office, railway depot, general store and gas station, a woman's club, two churches and a school, plus numerous homes most of which remain today. U.S. 15, a main north-south national road then as now, ran through the center of the settlement.



After having served several varied purposes after being closed, the Harmony Grove School has been remodeled into an attractive and comfortable home.

The main area around the town was agricultural. Grain and other products from the farms passed through, especially via railroad. Family names in the area included Worman, Cramer, Delauter, Thomas, Mercer, Bowers, Cronise, Ramsburg, Houck and Wachter.

History touched the town several times. Winfield Scott Schley, born 1839 at Richfield, north of town, attended Harmony Grove School, though not in the present building. During the Civil War there were several overnite encampments of both North and South soldiers, who helped themselves to horses and food. The feed mill burned in 1925. The May 1929 tornado touched down in the area, leaving great destruction especially at Richfield. The Hurricane Agnes flood in 1972 destroyed the railroad bridge over the Monocacy - the end of trains into Frederick. The Post Office and store, railroad stop and feed warehouse were torn down in 1971 when U.S. 15 was widened and relocated.

The feed and grain store was opened about 1900 by Calvin Cronise, born in 1843. He operated the store for about 11 years, after which several others ran the business, then it was finally taken over by D. Casper Ramsburg, followed by his son, Greg, and later Greg Jr. Men of the community gathered there, sometimes staying as late as 1 a.m. Greg Ramsburg was postmaster until 1919, when the Post Office closed.

The school was built on land bought from Isaac Cronise in 1876. Built of brick, it was similar in appearance, inside and out, to other county schools of the time. There was a beautiful cupola on the building, since removed, with a very nice bell. The students performed the same chores as in other schools, carrying the daily water from the pump, and boys carrying wood for the stove and keeping the fire going. The school was closed about 1919, after which students came into Frederick to school on the train.

The building was sold to Mr. and Mrs. T.B. Hayward, nearby neighbors, and a tea room "Brocton Orchard" was opened, operated by Miss Elizabeth Tyler, sister of Mrs. Hayward. Many improvements were made to the building and property, and meals were often served on the porch and lawn, in addition to inside.

After the tea room closed, the building was used for a storage house for Brocton Orchard, the Hayward farm. The Hayward Mansion was purchased from Ransom Lewis by the Board of Education in 1957-8 and the Harmony Grove School for developmentally disabled children was located there before moving and becoming Rock Creek School in 1972.

In 1940 Mr. and Mrs. Carl Brown purchased the old school building and remodeled it into a home which they still own. Mr. Brown, a

retired employee of the Frederick Post Office, has written a short history of Harmony Grove, available in the C. Burr Artz Library.

Do you remember?

7 grades, one teacher, one room ...

boys and girls seated on opposite sides of the room ...

outdoor "facilities" ...

bucket with a common cup for drinking water ...

potbellied or chunk stove for heat ...

walking across fields or snowdrifts to school ...

horse and buggy, or sleigh in winter, or perhaps train or trolley to get to school ...

Most of these memories live with those who attended one room schools. These are a part of our educational heritage.

We Did Get Around!

America has been described as a country on the move. Frederick County as a part of it is no exception. Methods of transportation in the past, inventions furthering the efficiency of moving people, and the local adaptations of vehicles and the power behind them have added up to how Frederick Countians have gotten about, and have played a large part in where we live today.

Early settlers

When the state of Maryland first developed following its founding in 1634, the easiest form of transportation was on water. Thus for the first almost 100 years, settlements were made in the tidewater regions of the state. The Chesapeake Bay provided the main route, and many tributaries allowed limited access to lands not directly abutting the bay's water. The bay also provided food - fish and shellfish - and ports were established for trade with England, bringing goods to the settlers as well as more settlers to the new land. In return England was glad to receive raw materials and farm products, and much tobacco, via returning ships.

To increase trade early businessmen were interested in exploring and opening up lands to the west. The first known white men in present Frederick County included Franz Louis Michel, a Swiss explorer, about 1702 and Baron Christoph von Graffenried in 1712.

Settlers arrive

Concurrently with Maryland's hope for western expansion was the opening of lands in Virginia by Governor Dinwiddie. He encouraged German settlers arriving in Pennsylvania to come to settle in Virginia's west. This meant, of course, that the people coming from Lancaster

and York must cross Maryland and Frederick County to reach this newly-opened land. Many liked what they saw here and decided to stay. Part of their decision was undoubtedly based on the difficulty of transportation.

How did these people travel?

Many walked, of course. Provisions and possessions were carried by pack horses, mules, oxen and crude carts. It was a slow procession, made more difficult by the crude route they took.

Many of the paths were just that - hardly wide enough for men to walk. But sometimes they were wide enough for wagons. Many early routes were made by Indian hunters out looking for food. It is said that others were made by wild buffaloes as they migrated from place to place. Large in size, and many moving at one time, they were able to create well-worn trails. They had an uncanny sense of finding the easiest way to cross a mountain or ford a river, and to return by the same route time after time.

Difficult as travel was, come they did. Settlers are recorded in Frederick County as early as 1720. Many of the earliest men were traders and trappers. Others lived in small unnamed clusters, and assisted each other with building homesteads and farms, using materials found nearby - wood, stone, mud, etc. Eventually bricks were made locally, and some families preferred to live by themselves as resourceful pioneers.

Roads were gradually improved, not only for travelers passing through, but for local people to get together, and to send their excess commodities to market. Stones and logs were often laid, to aid especially in wet weather and in marshy places. Bridges across rivers were not built, but fords were used at more shallow places.

Beginning in 1745, the settlement of Frederick City under the guidance of John Thomas Schley must have been a difficult undertaking. The town had been laid out by Daniel Dulany on land patented in 1725 as Taskers Chance by Benjamin Tasker. There were land speculators in those days, also!

It is not clear where Schley and his settlers landed in this new country, nor how they reached this area. Some sources said they arrived in Annapolis; others claim Philadelphia was the port. In either case some travel needed to be overland, and the trip was difficult at best.

Early Frederick was built slowly. Streets were muddy and rough. Many occupations developed in the new town, and were transportation-related.

The Era of the Horse

Horses were known to man for thousands of years before the discovery of the New World. Useful in agriculture and transportation, they were also used for pleasure and sporting events. So it was normal and natural that early settlers would introduce the use of animals when they established their new colonies. They also brought oxen, mules and donkeys, as well as other farm animals not used for transportation.

The floods of migration through and into Frederick County arrived by foot, by pack horse or ox cart. Horses were luxuries as well as necessities, but gradually became very important to the economy.

Other occupations besides farming developed, many related to or dependent upon the horse. Blacksmiths created tools and iron fittings for harnessing horses and oxen to wooden plows, as well as shoeing horses, and sometimes they gave veterinary care to farm and dairy animals. Saddlers made harnesses, horse collars and saddles and riding equipment. Tanneries were busy manufacturing leather, much of it used in connection with horses. For example, the George K. Birely and Sons tannery, tracing its family connections to the late 1700s, ceased tanning in 1924. Their chief output was harness leather. Wheelwright was a specialized trade because expert craftsmanship was required to make a wheel that could support heavy loads transported over rutted roads and rocky stream beds. Taverns were operated to care for the needs of travelers, and they were also able to care for horses, trade horses, or rent teams and wagons to masons or carpenters for transporting materials to building sites. Carriage and wagon makers were an integral part of the economy.

At the time of General Edward Braddock's ill-fated campaign, Benjamin Franklin had procured most of the wagons in Frederick



Horse drawn wagons were used to haul oak bark to the George K. Birely and Sons Tannery. The bark supplied the tannin used in the process of converting animal hides into leather.

County for him. It is also said that the French and Indian War in the early 1750s effectively brought the building industry in the county to a standstill for want of transportation. The building of the stone church for the Lutheran congregation on East Church Street, whose foundation is incorporated into the rear of the present church structure, is one prominent building whose completion was delayed at this time.

Regular stage coach routes were created, with Frederick being a hub, connecting Hagerstown on the west, Baltimore on the east, Georgetown (later Washington, D.C.) on the south, and Gettysburg and Pennsylvania on the north. These stages carried passengers, luggage, occasionally some freight, and mail.

In 1773 Absalom Bonham announced that he rode post from Baltimore to Frederick once a week. In 1786 there was an announcement in Matthias Bartgis's newspaper of a post to Baltimore and also extended to Sharpsburg and Hagerstown and back every fortnight. By 1799 stages were operating also to York and Lancaster.

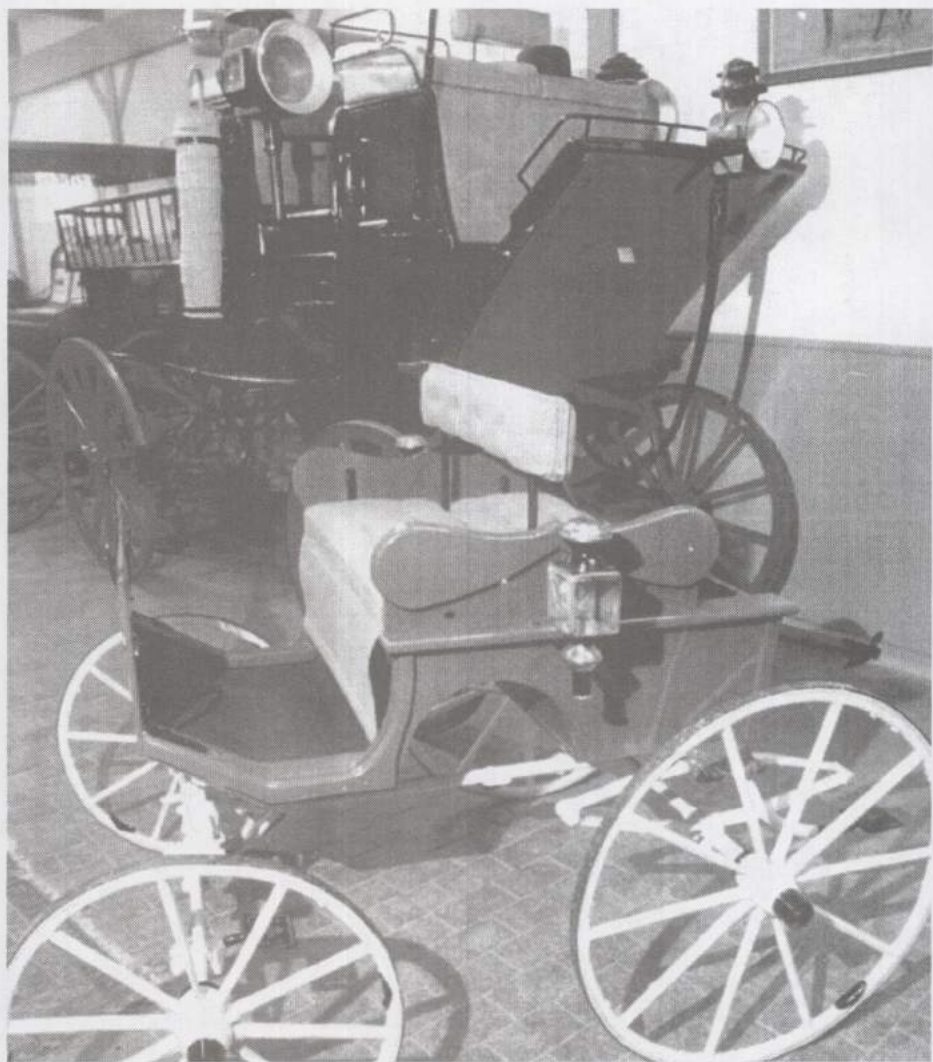
Several existing Frederick City and County Directories have lists of occupations. In 1860 in the city were nine blacksmiths, two livery stables, three wagon manufacturers, one express company, five tanneries and four saddle and harness makers. By 1887 the list grew countywide to 108 blacksmiths, 24 carriage makers, 25 livery and sale stables, and 31 express agents. In 1892 for the city the list contains 10 blacksmiths, five carriage and wagon builders, two express offices, five harness and saddle makers, six livery, sale and exchange stables with "special rates to traveling people," and four veterinary surgeons. In 1906 there were eight blacksmiths, four carriage and wagon manufacturers, six harness and saddlery makers, six horse dealers, and seven livery and boarding stables.

During the 1800s people relied heavily on horse transportation. There are accounts in diaries of outings and longer trips. One such diary is that of Margaret E. Scholl Hood whose name was given to our local college for women. Her husband was James Mifflin Hood, a carriage maker by trade located on South Market Street; they were married in 1873. In her 1853 diary she described a trip - "got in carriage, then returned home by the new road." Other entries describe group outings when "Nellie drove the carriage and others rode on horseback."

Young "blades" of the turn of the century often rented carriages and horses to escort their dates to social functions. Sometimes these inexperienced drivers would end up with a runaway horse and carriage. The horse would find its way back to the stable, but that might be the end

of the driver's relationship with his intended beau.

It was not always the most comfortable or safe trip by stage coach. Roads were not as smooth as they could have been, there were instances of armed robbers along the way, the trips were long, and accidents did happen. One family story handed down tells of great-grandfather as a baby in 1810 being sent with his 2-year-old brother from Georgetown to Frederick County where they were raised by an aunt. The carriage upset, and the baby was passed through the carriage window, unharmed.



Carriages of several styles are being preserved in a museum at Rose Hill Manor, to show the modes of horse-drawn vehicles which were used for so many years.

The popularity of horses did not decline until well into the 20th century, when other methods of transportation were well developed. For example an obituary notice from 1947 appeared recently in *The Frederick News* 50 years ago column that Richard Arthur "Uncle Dick" Selby, 77, the last of the Frederick-Jefferson horsedrawn stage drivers, had died. He had handled the stage operated by Samuel V. Gregg for 18 years until Mr. Gregg discontinued its operation in 1918. There was an article in *The Frederick News-Post* in March 1916 that one potential purchaser of a motor truck changed his mind because of the bad conditions of county roads, and gas and tire prices were high - "much more economical to continue using my horse," he decided.

By-ways and Highways

In the early days of the exploration and settlement of Frederick County, travel was tortuous and dangerous. There were no roads, save a few Indian paths or animal trails. Waterways were preferred methods of transportation, but the Potomac from the east was unreliable and in places impossible to navigate. Settlers from the north (Pennsylvania) had no water route at all. Their paths were designed with easy fording places of the Monocacy River. There were six important fords used by these people.

Settlers from Pennsylvania were enticed to travel through Frederick County into Western Virginia, which had been opened for settlement by Virginia's Governor Dinwiddie. They had been preceded by traders who traded rum for skins from the Indians.

Joist Hite and his party were early settlers who had to cut their own road from York. Paths were often interrupted by narrowness and natural obstructions, or even ambushes. The early settlers often traveled in groups, in painful and dangerous journeys of weeks and perhaps months until a suitable spot was selected. Often neighbors, if any, were called together to help the newcomers clear the land and construct a crude first dwelling. Progress of settlement was slow, especially from the east, up the Potomac. But the opening of lands in Frederick County by Lord Calvert in 1732, and the speculation in land dealings by Benjamin Tasker and Daniel Dulany, did speed up the process. There was considerable settlement in the Frederick County area by the time Frederick Town was laid out and settled in 1745, and enough population in Western Maryland so that the new Frederick County could be established in 1748. Transportation to Annapolis and other metropolitan centers was far from good, but roads were passable for the most part, and

there was communication and trade with the tidewater, and eastward across the ocean.

The campaign of General Edward Braddock had roots here in Frederick. Benjamin Franklin came here to help secure wagons and other supplies for the campaign in 1755. Frederick served as military headquarters for all operations against the French and their Indian allies. France hoped to capture all the British colonies. Although Braddock's campaign was unsuccessful in its mission with its General and many troops killed, the English troops eventually were able to drive out the French and push the Indians further west and north.

The route over mountains was crude and narrow. Braddock used 500 axmen to cut a road for his infantry and supply wagons. Braddock himself rode in a coach. Franklin had been unable to secure many wagons in Maryland, so he used connections in Pennsylvania to obtain more.

This campaign proved once and for all that a water route from the Potomac at Cumberland to the Ohio River at Fort Duquesne was impossible, nor was a good portage route easily available.



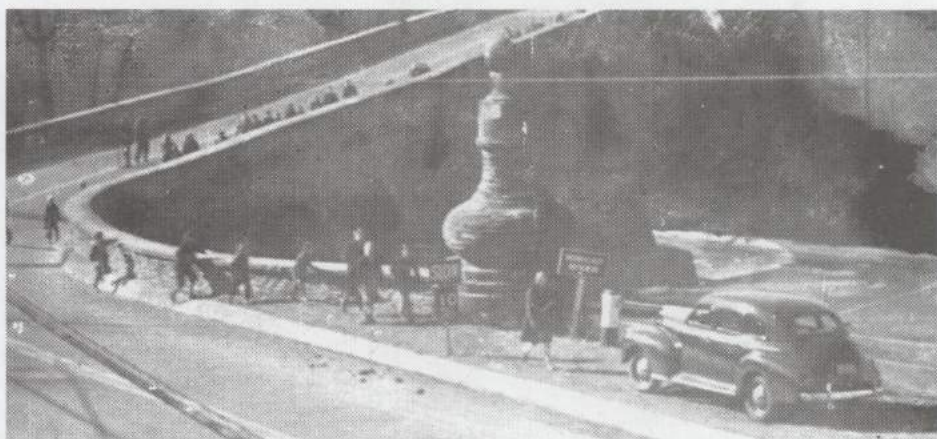
British General Edward Braddock led his campaign into Western Maryland and Western Pennsylvania, beginning in Frederick, in 1755.

Following the Revolutionary War there was a push to settle lands west of the Allegheny mountains, and for a better road to be developed from Baltimore through Frederick. In 1783 there was a bi-weekly line of stage coaches running between Baltimore and Frederick Town. They stopped at inns along the way for the refreshment and entertainment of travelers. Mail was also carried from town to town. In fact, in 1707 an act of the assembly was passed by which the opening of letters by

unauthorized persons was made a special offense. An act of Parliament created the first regular Post Office in 1710; by 1717 there was a regular post established from Virginia to Maryland. In 1753 there was delivery of letters by penny post or letter carriers, and in 1758 a charge was instituted for delivering newspapers, which previously had been free. Sometimes groups of men hired carriers to deliver mail to distant points. There were various stage routes established by 1799, to York, Lancaster, Georgetown and Hagerstown as well as Baltimore.

There was an act of the assembly passed in March 1797 to lay out a turnpike road from Baltimore "through Frederick Town to Elizabeth Town (Hagerstown) and Williamsport." By 1804 there were demands to improve Frederick County roads. The first proposition was to make a turnpike from Frederick to Baltimore, and the Baltimore and Frederick Town Turnpike Company's charter was authorized by the 1808 General Assembly. The road was completed to Boonsboro, and marked with stone mile markers. It was this road which necessitated the erection of Frederick's Jug Bridge, east of town, in 1809. It lasted until March 3, 1942, when one span collapsed. The remaining spans were dynamited on April 13, and a temporary structure was built and opened to traffic on July 24, 1942. This was the only road construction authorized in Maryland during World War II. The jug was moved several years ago and rests on a small plat of grass where it reminds us of the construction feats nearly 200 years ago.

This turnpike was a popular route. It was said that "no other road did as large a business as this." Coaches traveled at 12 miles per hour.



Jug Bridge, located east of Frederick, was a popular place to visit. Traffic was light, so that hiking on the bridge could be done easily.

Wagons followed each other so closely that it was said that "the heads of one team were in the rear of the wagon before it. Private carriages, horseback riders and an endless procession of cattle and sheep" passed along the road.

Many famous men passed through Frederick on their way east or west, including several presidents, but they left no permanent mark on the town. In 1824 French General Lafayette, who had served with Americans during the Revolution, visited Frederick at the invitation of his former aide, Sgt. Lawrence Everhart of Middletown. He was regally entertained while here, and shown great respect and admiration for his part in defeating the British.

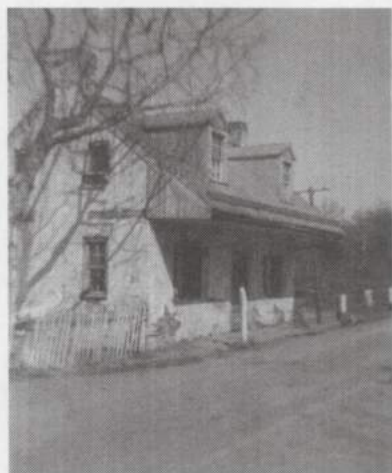
1815-1822 the turnpike was built from Boonsboro to Hagerstown. It was later extended to Cumberland.

Meanwhile the push was on to the west. The federal government realized that if there was not good transportation and communication between east and west there was a possibility that France would make inroads via the Mississippi and Ohio Rivers. Also the route from Cumberland to Pittsburgh was one of only three good routes to consider to the west. By a pact between the U. S. government and Ohio, a free road from Cumberland to Wheeling, West Virginia, and later to Vandalia, Illinois, was constructed. In 1822 a macadam road reached 268 miles long from Baltimore to Wheeling, the first local use of macadam. It was later extended to California and became the National Road - Route 40.

The connecting road between Hagerstown and Cumberland was known as the Bank Road because the government told banks of Washington County to subscribe toward the joint enterprise in proportion to their respective paid-in capitals for stock in the turnpike company to complete the road, which was finished in 1820. This completed the overland route to send wagons and stock from the developing Ohio region to the Atlantic Coast.

Macadam as a road surface was first used in 1796 on the road between Philadelphia and Lancaster. It was first used in England in the late 1700s by Scottish inventor J.L. McAdam. It was a great improvement over mud, or even crushed stone. An improved variation of this system is in use in road building today.

Turnpike fever had hit the country in the early 1800s. Collecting tolls was seen as a way of paying for roads and returning some income to investors. The "Pike" or stile ensured that traffic did not pass the toll house without paying.



Many toll houses such as this one were located on many spots along the highways. The revenue helped to maintain the roads before the state took over the system.

Other roads leading to and from Frederick were built as turnpikes. One was built through Buckeystown, taking traffic south and west by way of Harper's Ferry and up the Shenandoah and Potomac Rivers. Eastward it connected with Triadelphia Pike and old Baltimore Road from Ellicott's Mill. Manasses J. Grove, founder of the M.J. Grove Lime Co., helped to build the road.

Theodore Crist Delaplaine, father of the founder of *The News*, owned the mill east of Buckeystown known as Monocacy Mill, or later Michael's Mill. He realized a better road meant a better market for farmers' wheat. He was

instrumental in building the first community stone road in the county from his mill into Buckeystown. His efforts cost him an eye.

Another 7 1/2 mile long turnpike was built toward the end of the 19th century, connecting Frederick with Centreville, south of Jefferson. Two toll gates were used on the road.

In 1810 a charter was granted to build a road from Hagerstown to Westminster, to pass through Emmitsburg. Until 1893 popular paving materials were bricks or cement. Horseless carriage and bicycle owners began demanding better roads around the turn of the century.

Other turnpikes and toll houses have disappeared. One was located on present West Seventh Street (whence Toll House Avenue gets its name). One was near Walkersville, and Lime Kiln, and another just west of Jug Bridge. There were undoubtedly others.

The Frederick to Baltimore turnpike decreased in traffic and declined in repairs due to the use of the more popular railroad.

About one hundred years ago one of the first truly planned roads was built, going south from Frederick through land dotted with small farms. A "New Design" in concept and in name, this road is the straightest road in Frederick County.

Other important roads information includes:

- * 1908 - State Roads Commission created
- * Beginning 1910 - state took over toll roads and made them toll-free

- * 1920s - revitalized National Road
- * 1925 - grid system of numbered highways created even numbers east-west and uneven, north-south.
- * 1930s - Maryland road system said to be the best in the nation.

Today's Interstate Highways, designed and begun in the 1970s, are a further improvement over what began as mere paths or trails, and allow for the high speed traffic and distant travel enjoyed by all of us today.

Following World War II there was interest in improving many roads. Small dirt roads around the county have been paved, some by request by residents, or by builders interested in better access for developments. The process is still going on in some remote areas with small populations and use.

Governor Theodore Roosevelt McKeldin was elected governor of Maryland in 1950. He proposed a 12-year plan for upgrading all state rural highways, and selected Russell McCain, a Frederick resident, as head of the State Roads Commission.

"Old Route 40" - the original Hagerstown to Frederick to Baltimore road was at the head of the list. Its route had not ever been substantially changed for over 150 years. In the late 1930s the "New Dual Highway" from Frederick to Hagerstown was envisioned. Rights of way were secured, grading was done, some bridges built east of Hagerstown, then the war broke out. This stopped the project. However, with so much traffic on the old road, the paving of one lane of the new road was the first major construction in the mid 1940s.

When the Interstate Roads projects was conceived, it was decided to build Interstate 70 as a completely new route. Today we have Alternate U.S. 40, U.S. Route 40, and Interstate 70, all going west.

Route 40 east was completed as a dual highway in 1955. Parts of this road were absorbed into Interstate 70; other parts of the old road became Md. 144.

Interstate 270 was conceived as an alternate to Route 240 to Washington (now designated as Md. 355). The first leg was built south from Frederick - it was dubbed the road to no where, as there was no connecting link at the southern end. No traffic problem. Next it ran to Hyattstown. No traffic. The next section was built to Clarksburg; this was described as a marvel of the Interstate system, and used as a pattern for other roads under President Eisenhower's administration, and the flood of cars, new residents and commuters began, about 1964.

The Iron Horse

Travel and transportation were routinely and adversely affected by inclement weather - muddy roads developing deep ruts, and snow and ice making travel difficult or impossible. Attempts were made in Europe as far back as 1550 for laying wooden rails for horse drawn wagons or carts, to make the going easier. Later the rails were covered with strips of iron. All iron rails were first cast in 1767 in England.

James Watts in England in 1769 was among the first to harness steam power. In 1804 a crude steam railway was built and in the United States attempts were made to use horse powered trains. In 1825 a steam track was started in New Jersey followed by the importation of three steam locomotives to Pennsylvania; only one of these worked, and that not for long.

The opening of the first few miles of the Baltimore and Ohio Railroad near Baltimore marked the real beginning of the railroad era in America. Here was proved the value of steam-powered railroad.

July 4, 1828 was a big day in transportation history in the U.S. It was on that day that the cornerstone for the Baltimore and Ohio Railroad was laid. The President of the United States, John Quincy Adams, accepted the invitation for the beginning of the C&O Canal near Georgetown - canals were proven in other sections of the country, so he decided to attend there. The B&O cornerstone laying was attended by Charles Carroll of Carrollton, the last remaining signer of the Declaration of Independence, who was enthusiastic about the new road. In fact it was Carroll who was the main influence for the passing of the B&O through the heart of Carrollton Manor instead of going west by way of Frederick. He gave full and clear right of way and practically all grading was done through the manor during the 1830s, before the branch to Frederick was started.

The building of the railroad to the west was not smooth going. Personality clashes among the engineers and board members occurred. The construction itself was difficult - bridges and viaducts had to be built - no easy task with primitive equipment. So it was a miracle that the railroad reached Frederick in 1831.

Much of the credit for the successful building of the railroad goes to Caspar Wever, who was superintendent of engineering. He was born in Lancaster County, Pa., in 1786. He held several positions in business and government as a young man, in nearby Virginia and later in Hagerstown. He became interested in the building of the C&O Canal and purchased land west of present day Brunswick, realizing its potential

for development. Later he became superintendent of engineers for the building of the National Road through Ohio; he was removed from this position in the mid-1820s by President Jackson. It was through his friendship with other engineers on the B&O project that he was hired. His liking of work with his hands proved valuable in building the support structures for the new railroad.

By 1849 Wever had developed plans for the industrial town of Weverton. Some of his plans were built, but the town never realized the potential Wever had dreamed of, and today only the town name remains.

There was an air of anticipation in Frederick in November, 1831 - the railroad was approaching Frederick. Jacob Englebrecht describes the arrival date in his diary - December 1, 1831. Five cars full of passengers, including city dignitaries, the governor and company officials, arrived amid the firing of cannon, the ringing of bells, etc. The car "Frederick" was first - and all pulled by horses. A dinner was given at Talbott's Hotel.

On December 6 Engelbrecht reports that passengers from the west come to Frederick by stage and transfer to the railroad to Baltimore, 60 miles - the longest railroad in the world. "Fare to Baltimore is \$1.80." On Jan. 1, 1832 he and his daughter Ann Rebecca rode in the car "Columbus" as far as Monocacy viaduct and back for 25 cents. There were 75 or 80 passengers.

The railroad ordered steam locomotives in 1831, and were first used on the rails to Frederick in August 1832 when "The Atlantic" arrived here.

It was apparent that a conflict would arise at Point of Rocks where the mountain meets the river, and only a narrow strip of land exists between them. In 1829 the C&O Canal had an injunction against the railroad to stop the railroad there. Since there was no other feasible way for either system to continue westward, a compromise was reached in 1832 that both should pass on that strip of land jointly to Harpers Ferry. The railroad reached Harpers Ferry in 1833.

Jacob Engelbrecht, in his diaries chronicling life in Frederick, reported several train trips taken by himself or by relatives.

August 28, 1837 *"Michael Engelbrecht, sister Catherine Hardt, and Ann Maria Engelbrecht (George's wife) left here Wednesday 16 east to Philadelphia. From Baltimore to Philadelphia they went in the steam boat through New Castle etc., and returned via Wilmington, Port Deposit etc., on the railroad."*

August 16, 1838 "Philadelphia - This forenoon at 11 o'clock Michael Engelbrecht, Mrs. Catherine Hardt, Mrs. Annett Engelbrecht, Mrs. Caroline Wolfe and Mrs. Eliza Engelbrecht (my wife) left for Philadelphia - to see the fashions. (They returned on Thursday evening August 30 - about two weeks).

A successful trip - Michael was married there August 28."

As time passed, the railroad became more and more accepted for travel and transport. By the time of the Civil War, railroads played an important part in transporting supplies and troops. So it was natural that bridges, rail lines, and supply cars were vulnerable and attacked by the enemy. April 20, 1861 Jacob Engelbrecht wrote that there was a report that all railroad bridges leading to Baltimore were destroyed. On June 14 there was a report that the rebels burned or destroyed nearly all bridges west of Point of Rocks. Scharff in his "History of Western Maryland" reported that detachments were posted at different stations from Ellicott's Mills to Monocacy Junction, remaining from fall into spring.

Paul and Rita Gordon, in their books "A Playground of the Civil War" and "Never the Like Again," describe numerous incidents when the railroad played a crucial role in the war. Supplies - food, ammunition and the like - were transported by train, and needed to be guarded against enemy attack. In some cases trains could not get through for delivery. Frederick was chosen as the site for the Maryland Legislature to meet, at least partly because it was accessible by train.



The B&O station at South Market and All Saints streets had many famous visitors before it was closed and the tracks removed. It is now home to the Frederick Community Action Agency.

A well-known visitor arrived in Frederick on Oct. 1, 1862 as the train backed into the passenger station on the corner of South Market and East All Saints streets. President Lincoln was on his way to visit the battlefield at Antietam where so many lives had been lost.

The station had been built in 1854. Previously passengers purchased tickets at the freight office on Carroll Street, at the oldest freight station in the country (since demolished). Passengers were discontented with the surroundings there and demanded a better facility. The new station was a definite improvement, providing comfortable and pleasant surroundings. The only drawback was the necessity for trains to back into the station - one track, dead end. Today the building houses the Frederick Community Action Agency.

Lincoln and his party were transported to Antietam by horse-drawn ambulance, and on his return he visited wounded General Hartsuff, who was recuperating in the Ramsey home on Record Street. Return to the station was made by one-horse buggy driven by a field officer.

Following the war life returned to a busy, normal pace. Railroad building was at a peak, and the B&O was no exception.

It had become obvious by 1850 that the lack of a direct route from Washington, D.C. to the west was a hindrance. It was suggested that such a link be built, and the Metropolitan Railroad Company was organized in August 1853. Twenty

years later the B&O revived the project and the line built to Point of Rocks. A connection was made to the main line of the B&O there, and a handsome station was built in 1873 where passengers could change trains for their intended destinations. The station has been placed on the



Commuters to jobs in the Washington area admire this station at Point of Rocks daily. It was placed on the National Register of Historic Places in 1973.

National Register of Historic Places (1973) and will be preserved. The Metropolitan Line tracks continue to be used for freight to and from the west.

A part of railroad expansion was the increase in employees. Toward the end of the 19th century and with the industrial revolution came the labor movement, and the establishment of labor unions, to protect workers against the greed of the great new companies and their officials. The first railroad union was established in 1877 by the locomotive engineers. In 1883 a group of eight men met in a caboose in Oneonta, New York, and began the Brotherhood of Railroad Trainmen. Today all employees are members of the United Transportation Union.

The city of Brunswick is intimately tied to the B&O Railroad. It has a long history dating back to a grant of 3,100 acres from King George II of England to John Hawkins on Oct. 10, 1753. A town was laid out in 1780 known as Berlin. The town grew slowly as it witnessed the coming of both the railroad and the C&O Canal, both reaching Berlin about the same time in about 1838. For many years the canal was more important for business than the railroad.

All of this changed by 1890. The railroad yards in Martinsburg, West Virginia, became too small, so operations were moved to a new center which was constructed at Berlin. This produced a boom town with the population increasing tenfold in a short time. The old buildings of the town disappeared, and the new city rose on the hills to the north. The name was changed to Brunswick, since there was another Maryland town named Berlin on the Eastern Shore. The new railroad yard consisted of many tracks, machine shops and freight sheds where the work of redistribution and re-routing of freight took place. A depot was built first in 1834, a new one in 1879, and finally was replaced in 1907. A round house was built - a landmark in the city. This was razed in November 1995.

Business on the railroad continued to be good. Sons followed fathers as employees of the B&O. The city's economy was based on the business of the railroad and there were boom times during the 1920s. The depression affected the railroad during the 1930s, as was true of most businesses.

World War II brought back good times for the railroad. With curtailed private auto travel, many passengers again depended on the railroad. But the armed forces and the government were the biggest customers.

A veteran railroad man who began his employment in 1940 and

retired in 1982 has described some of the trains during the war. Troop trains went to Fort Meade empty - 13 coaches, plus two baggage cars outfitted with kitchens in the middle. As they left they carried 1,000 men. Some were taken to a port of embarkation in New York; others went to California. The President declared an emergency, work hours were long, and trainmen were exempt from the draft. Later there were German prisoner trains, many men staying in camps in Frederick County. Finally there were hospital trains full of wounded veterans. And of course freight traffic was heavy at the same time.

President Truman visited Frederick in 1948, backing into the B&O Station. He was enthusiastically greeted by citizens and trainmen alike, following his election upset that year.

The last passenger train in Frederick City arrived in 1949. The demise was caused by poor business following the war. Other changes have occurred since that time. About 1970 the Chesapeake and Ohio Railroad bought into the B&O and consolidated operations, bringing in employees from Huntington, West Virginia, to Brunswick. This formed the Chessie system. About the same time Seaboard merged with Atlantic Coastline. In the early 1980s C (Chessie) S (Seaboard) X (infinity) was formed, virtually controlling railroads east of the Mississippi.

All news from the B&O was not good through the years. There were disasters to report, derailments, collisions, and personal injuries and deaths. Three well-remembered disasters:

*Sept. 23, 1942 when the Cleveland night express stopped while crossing the Monocacy River near Dickerson because of an overload. Despite adequate warnings, the Ambassador engineer fell asleep, did not see warnings, and plowed into the stopped train. People were killed in the last car.

* March 1958 during the blizzard the train was 50 minutes late- the worst trip.

* June 20, 1972 Hurricane Agnes - on the 8 p.m. coal train from the west the roof was blown off the cabooses, and bridges were washed out. The train was cancelled, and the crew was rescued by helicopter. 110 cars were laid over on a siding at Woodstock for six months.

Today commuters travel daily on the B&O tracks to Union Station in Washington, and freight is still transported over the main line tracks to and from Baltimore and the west. There are negotiations going on to further merge rail lines, affecting the trains in Frederick County. And excursion runs are being made by Walkersville Southern Railroad now

that the Monocacy River bridge was rebuilt.

The Pennsylvania Railroad

The heyday of railroads was during the early 1900s. This was certainly true of the Pennsylvania Railroad in Frederick.

The city of Frederick is credited with starting the railroad, known then as the Northern Central Railroad, later the Frederick and Pennsylvania Railroad. It was designed to have connection with the Western Maryland Railroad at Bruceville (Carroll County) and continue to York, Pennsylvania, with connections there. It was built in 1872-3 and passed through the communities of Harmony Grove, Walkersville, Woodsboro and Ladiesburg. The city leased the railroad until 1896 when it was sold to the Pennsylvania Railroad.

There was good passenger as well as freight traffic going both south and north. There was a connection with the B&O on the south side of Frederick, although most activity seemed to be between Frederick and the north. The morning train carried students into the city before the county-wide school transportation system was begun, and students could easily walk from East Street to their schools.

The Pennsylvania station between East Patrick and Church Streets was a hub of activity, and a point of interest for youths living in the east section of the city. Two tracks ran northward on East Street and sidings were built at many factories along the way. The trains were met at the station by horse-drawn carriages and wagons for deliveries into Frederick City. The railroad was much used during World War II.

The tracks were kept in good condition; in 1962 the track from Taneytown to Frederick was rebuilt. The Pennsylvania Railroad was later combined with the New York Central to form Penn Central.

The last passenger train on the line was August 14, 1948. This line as others was affected by automobiles and trucks. Freight traffic continued until the flood of Hurricane Agnes June 21, 1972 when the bridge over the Monocacy was destroyed.

The passenger-freight terminal on East Street was razed prior to 1977 to allow more space for the new post office and its loading areas.

Some track on East Street remains today. There was a movement about 1991 to re-create a trolley line using these tracks, but nothing has occurred recently. The Walkersville Southern Railroad has been formed and has trains running in the Walkersville area. The Monocacy River Bridge had been rebuilt, and it is hoped to run the train into Frederick.

Western Maryland Railroad

Travelers and freight from Hagerstown to Baltimore and return had little choice of travel in the mid-1800s. Stage coaches and wagons still traveled over the National Pike through Frederick, or a connection could be made with the B&O Railroad here. So it was natural that business men and farmers especially were interested in a direct rail line to the port city.

The biggest problem to be faced was crossing the two ranges of mountains between the cities. It had been projected that a railway would be built as early as 1830, and some preliminary work was done, but only a short stretch near Baltimore was built. In 1852 an act was passed incorporating the Baltimore, Carroll and Frederick Railroad Company, authorizing the company to build a railroad to the "headwaters of the Monocacy River." The following year the name was changed to "The Western Maryland Railroad Company," and an act was passed to allow the road to be built to Hagerstown.

Progress was slow, but the line was completed to Westminster in 1861, then 12 miles further to Union Bridge. Finally in 1871 the railroad was opened to Mechanicstown (Thurmont), 59 miles from Baltimore.

Further construction to Hagerstown was begun in 1866. Engineering had improved since the early days of the railroad so that although crossing the mountains was slow, it was done. The complete line from Baltimore to Hagerstown through northern Frederick County opened on June 6, 1872. An extension was built to the Potomac River at Williamsport in 1873.

Inducements to passengers were given, chiefly by developing Pen Mar Park and the nearby summer resort, as well as providing transportation to citizens of smaller towns along the route.

The Western Maryland Railroad has provided a link to both Baltimore and Hagerstown. A connection was made in 1886 with the Monocacy Valley Railroad serving Catoctin Furnace, and to Emmitsburg by way of the Emmitsburg-Rocky Ridge Railroad in 1875. In the early days of this century connection was made to Frederick by way of the H&F Railway - the trolley. Freight was handled on this line until 1959, after passenger traffic was ceased in 1957.

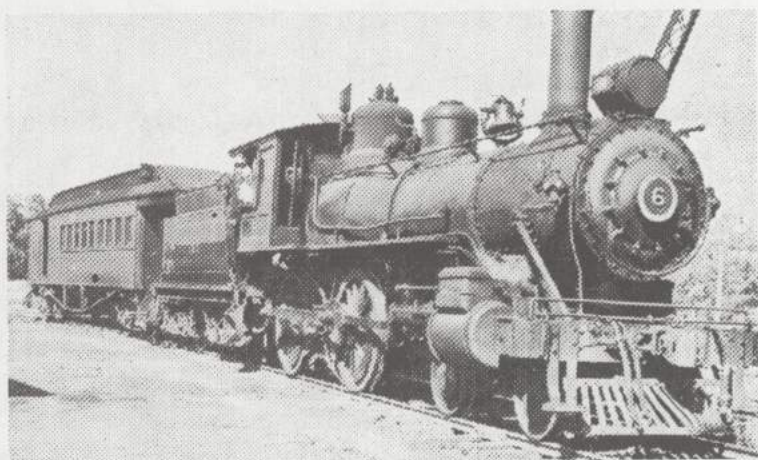
Today the Western Maryland Railroad still travels over most of its original route. It is a part of the CSX system.

Emmitsburg Railroad

The year was 1867, the Civil War was over, and life was getting back to normal. A railroad line was established connecting Emmitsburg with the Western Maryland Railway at Rocky Ridge. It was completed in 1875.

At first the railroad was not too successful, and went into the hands of receivers. In 1897 Vincent Sebold, an Emmitsburg attorney and businessman, saw the need for the railroad. He formed a syndicate of local capital and purchased the system. His business sense proved right - the 7-mile short line was a successful venture for over 30 years, hauling passengers and freight over the line.

Many students of both Mount St. Mary's College and Saint Joseph's College were transported to a connection with the Western Maryland, going and coming from home. Local school children also regularly rode the train. Freight consisted of cattle, coal, milk, lime, grain and lumber. Six daily round trips were barely enough to take care of the business, and often extra cars had to be borrowed from the Western Maryland Railroad.



The Rocky Ridge - Emmitsburg Railroad supplied a link to Emmitsburg from the Western Maryland Railroad.

By the early 1930s business had declined considerably, chiefly due to availability of good roads and automobiles. The Public Service Commission authorized the discontinuance of passenger traffic June 4, 1935. The railroad intended to continue to carry freight, mail and express. The company was operated by a three-man crew; the rolling stock consisted of one engine, a combination passenger and baggage car, and a freight car.

The blizzard of 1936 caused the demise of operations. The company was too small to absorb the costs of repairs, nor did traffic warrant the continuation.

There is little left today to remind us of this once - active railroad - Motters Station Road bordered by the flat right of way, and little else.

Monocacy Valley Railroad

A railroad to serve mainly one industry was the Monocacy Valley Railroad. Its purpose was to deliver products from Catoctin Furnace in a more efficient manner. Previously wagon trains had been used.

In 1886 a railroad was built from the furnace to Thurmont. Here was a connecting link directly with the Western Maryland Railroad and access to Baltimore and its port.

The railroad was used until the furnace ceased operation in 1907. After that time the tracks were absorbed into the Washington, Frederick and Gettysburg Railroad. When that line failed, the tracks were taken over by H&F Railway, completing a link from Frederick to Thurmont. At first the trains were powered with steam engines; electricity was utilized after the take-over.

Washington, Frederick and Gettysburg

A railroad connection between Washington, D.C., and Gettysburg, Pennsylvania, had probably been dreamed of for many years. It was in 1898 when a group chartered a corporation in Frederick to build such a line. It was first called the Frederick, Thurmont and Northern Railroad, and the plan was to use existing tracks from Catoctin Furnace to Thurmont, and from Rocky Ridge to Emmitsburg.

In 1905 the name of the company was changed to Washington, Frederick and Gettysburg Railroad, and work was finally begun after numerous delays and surveys. It took two years for the line to be built from Frederick to Lewistown; the remainder of the route was never begun.

Thus the nickname of "Walk Fast and Get There" proved to be correct. The stretch which was built was later electrified and absorbed by the Hagerstown and Frederick Railway - the Trolley.

Westward Ho - the C&O

July 4, 1828 was a momentous day in the annals of transportation history. Not only was the first track for that newfangled idea of a "railroad" laid in Baltimore on that day, but also the first shovel of dirt was

dug in Washington for a canal which was envisioned as the great answer to the problems of sending goods and receiving raw materials and farm products between east and west. The success of the Erie Canal in New York State by 1826 encouraged this endeavor, and problems in previous attempts at water transportation utilizing the Potomac River were seen to be solved by this endeavor.

Water transportation had historically been the most satisfactory and economical method since the earliest days. The first explorers in the Frederick County region used rivers and streams whenever possible. With the big push to settle the lands to the west, past the Allegheny Mountains into Ohio and on eventually to the Pacific, more thought was given toward a commercially successful venture.

As early as 1762 George Washington was scheming to improve navigation on the Potomac to improve communication and trade between Western Maryland and Virginia with the tidewater portion of the colonies, the center of population. Only rude trails existed, which were impassable for a large part of the year.

After the Revolutionary War, Washington realized it would be impossible to hold the settlers in the west as a part of the new country unless they were bound by chains of communication, commerce and self interest. He envisioned navigation as far as possible, and then a road over the mountains to the Ohio River.

Washington was joined by Maryland's first governor Johnson and others in forming the Potomac Canal Company. The biggest obstacles west of Georgetown were the Little Falls and Great Falls of the Potomac. These were successfully by-passed, and the river was then used for transporting cargo. This system extended westward to Williamsport. Travel was difficult. The flat-bottomed boats used only the natural current of the river to float downstream with their merchandise. Often the boats were broken up and the wood sold for firewood after only one trip down the river. It was cheaper to build a new boat than to pole up-river against the water flow.

Washington and Johnson were both backers of James Rumsey's steamboat on the Potomac near Shepherdstown, (W.) Virginia. Rumsey was able to travel 4 miles per hour against the current, on March 14, 1786. Part of the machinery for his boat came from Catoctin Furnace, supplied by the Johnson brothers.

By 1820 this Potomac Canal project was seen as inadequate for merely local traffic, in the transport of hay, flour and whiskey. In 1823 a new canal was discussed; Caspar Wever was one of those attending

the convention. It was proposed to construct the canal on the Maryland side of the river, and it was hoped to connect Washington, D.C. and Georgetown with Pittsburgh and the Ohio River there. The name chosen was thus Chesapeake and Ohio, as opposed to the former name of Potomac Canal Company.

In June 1828 sufficient stock had been sold - the company was formally organized and accepted its charter - and the first spadeful of dirt were dug by President John Quincy Adams and other dignitaries, amid cheers by onlookers.

There were many snags and difficulties as work progressed. Workers were imported from Ireland and Italy, and illness and death was frequent. To reach Cumberland, 74 lift locks had to be built to raise the water level 610 feet. Eleven aqueducts, 200 culverts, waste weirs and 50 lock houses were built. Intake gates for water from the river were needed, and near Paw Paw a tunnel was constructed through the rocky mountain. This was the most costly part of the canal, and it took 7 years to build it. The Monocacy Aqueduct near the Frederick-Montgomery County line was considered the most outstanding canal aqueduct in the Western Hemisphere.

By 1831 the canal was completed between Georgetown and Seneca. It reached Harper's Ferry in 1833; Hancock in 1839; and Cumberland in 1850, which had been reached by the railroad 8 years before.



Barges such as this were pulled by mules along the towpath of the C&O Canal, bringing freight of many kinds to and from Cumberland and Georgetown, D.C.

Traffic was slow on the canal. The mule-drawn barges averaged two miles per hour, carrying loads of grain, flour, cement, lime and lumber. The coal mining industry believed the canal would be the best transportation for delivering coal to markets, and indeed the canal is credited with developing this industry in Allegany County. But as a national thoroughfare, it was a bitter disappointment.

The canal was, of course, subject to weather variations. The heat of summer, the freezing in winter, but mainly river floods and wash-outs made travel unpredictable. The great 1889 flood caused great damages; the canal was restored by 1891. Business dwindled, and some men wanted to use the towpath for a railroad. The flood of 1924 was the final disaster, causing the closing of the canal to traffic.

The canal was subsequently sold to the B&O Railroad, which in 1938 sold it to the U.S. government. About 1954 Supreme Court Justice William O. Douglas discovered the natural beauty of the area. After he led several hikes on the towpath, the National Park Service created the C&O Canal National Historic Park in 1971. Even today the weather is not kind to the canal, and periodic flooding has taken its toll. But as a recreation area, its 184.5 miles for hikers and bicyclists is a popular - and nearby - treasure.

In connection with the C&O Canal the Monocacy Valley Canal was considered by some citizens in 1830. Its 23 miles would have been built northward from Dickerson to above Creagerstown, utilizing water from the Monocacy in the north and the C&O Canal in the south. This waterway would have connected Frederick and the north county area directly to the C&O Canal.

It was never built. Plans were stored in a tin case, and were re-discovered years later by the Frederick City Register.

Trolley Days

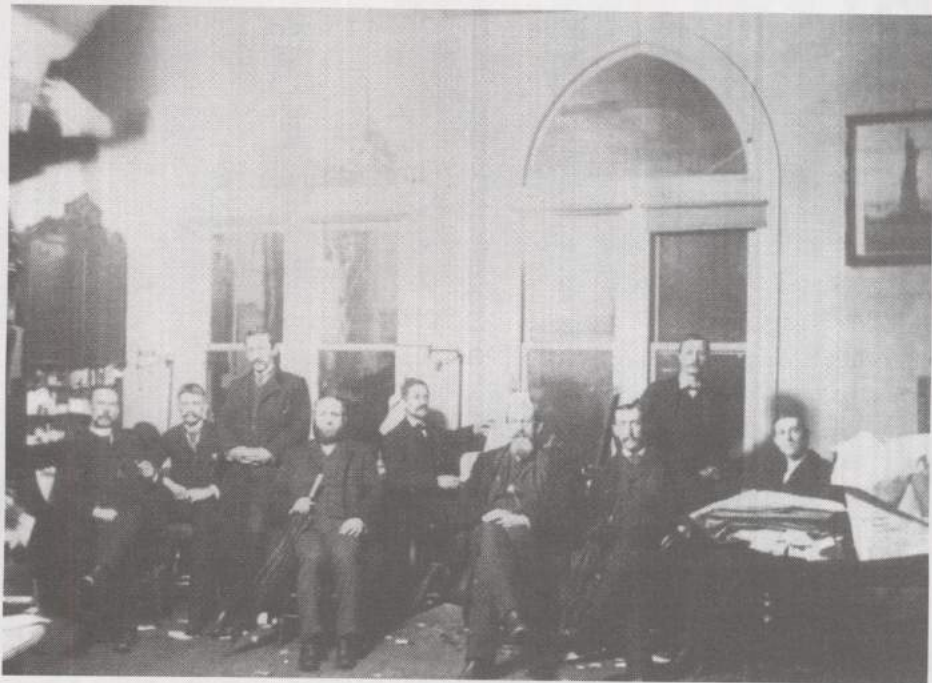
Trolley - a grooved metallic wheel or pulley carried on the end of a pole by an electric car or locomotive and held in contact with an overhead conductor, usually a suspended wire from which it collects the current for the propulsion of the car or locomotive.

Trolley Car

This seemingly simple device provided the power for 50 years for some of Frederick County's outlying areas to be readily connected to Frederick City and the outside world. Although rails ran to only a few select areas, this "electric road" could climb mountains, service valleys, and maintain reasonable schedules for patrons.

Electricity was discovered in the late 1700s, but it took Michael Faraday's discovery of electro-magnetism, and others after him, to create electricity useful in everyday endeavors.

The first cars on rails within large cities were drawn by horses. They were popular in the late 1800s, but were never used in Frederick. Electricity came here in 1888 when a group of local men witnessed a demonstration of the electric light in the office of *The News*, then located on North Market Street in the former Hendrickson's building.



A demonstration of the first electric light bulb in Frederick took place in the office of *The News* in 1888. It was not long afterward that electricity was supplied to Frederick, and later outlying areas, for home and street lighting.

It was not long after that when a municipal power plant was built and the streets of the city were lighted by these new lamps. Slowly home owners realized the advantages of electricity, and homes became lighted with electricity also.

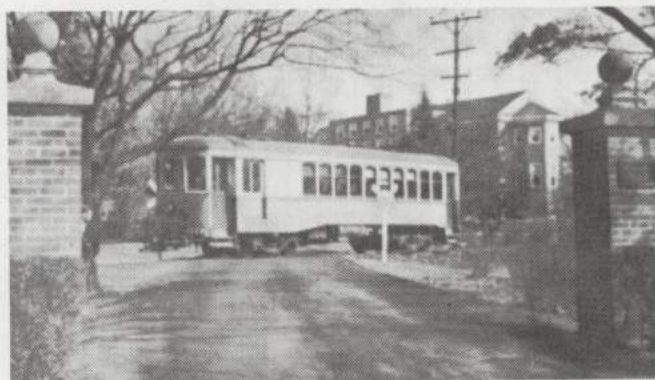
"Trolley fever" hit the USA in the 1880s. Steam railways were already in existence, but they were not too practical for urban travel, with the noise and smoke they produced being unpopular with citizens. However, after the first successful demonstration of electric trolley operation in Richmond, Va., the electric cars were seen to be a viable alternative to muddy roads, their impassability during rain and snow,

and the difficulties of using animal power.

A group of local men, led by George William Smith, saw the possibilities for providing better transportation, development of real estate, new businesses, cheaper and more reliable haulage of freight, and access to more markets. One venture was the promotion of land along the top of the ridge west of Frederick, a stretch of farm land with spectacular views and pleasing altitude - Braddock Heights.

The Frederick and Middletown Railway was incorporated in April 1893. Stock subscriptions raised the capital necessary, and right of way purchases were initiated, at first to the top of the ridge west of Frederick, and later into Middletown.

The rail line was begun at the corner of Patrick and Carroll streets where a car barn would be built. Power was purchased from the city light plant at first. The initial 5 1/2 mile stretch of rails reached the top of the mountain by the end of the summer of 1896, the new cars arrived, and the first trips up and down the mountain were made on Sunday, Aug. 23, 1896. There was an enthusiastic crowd for the send-off and many rode up and down the mountain that day.



The Hagerstown and Frederick Railway (The H and F Trolley) ran lines through many areas of Frederick City. This line through Hood College reached Thurmont, and a connection with the Western Maryland Railway.

one woman died later of complications. But this did not deter the patrons or the company. After re-evaluating its equipment and procedures, service continued, and rails were laid into Middletown.

About the same time a terminal was built on East Patrick Street in Frederick and tracks were laid on East Patrick Street to the fairgrounds. Patrons of the Great Frederick Fair were able to ride to the grounds that year. The one-mile spur was laid in 12 days.

The track continued down the mountain westward to Middletown,

The first disaster struck that afternoon when over 100 people crowded on the car built for 47. The car gained speed as it raced down the mountain, the brakes proved inadequate, and the car left the rails on a sharp curve. There were many injuries;

completed in late October. This was greeted enthusiastically by residents! Shortly after, a new power house was built between Braddock Heights and Middletown supplying more power.

Myersville was planning for an extension of the trolley there. Citizens raised funds, incorporating as Myersville and Catoclin. The line was leased to the Frederick and Middletown company, and service was begun in 1898. This opened up a new world to distant residents who found it convenient for shipping produce to markets, and for family excursions for shopping or amusement. There are still people living in these rural areas who remember fondly their rides on the trolley.

An eventual connection was made over the mountain to link up with a line from Hagerstown to Boonsboro. Now there was a direct line from Frederick to Hagerstown, in 1904.

The first cars on the line were wooden. Two were open passenger cars, with flaps available for inclement weather, and the third with provision for baggage. Later closed cars were purchased, some new and others used. One remaining today is #150, being restored by Donald Easterday in Myersville. It is on exhibit during Myersville Days in the fall, and Mr. Easterday shares his knowledge and exhibits memorabilia.

The immediate benefits of the trolley line were obvious - convenient passenger travel, and dependable farm-to-market service. It opened up farm land for development in Braddock Heights by the Braddock Heights Improvement Company, supplied electricity for homes and businesses, and prompted the construction of an amusement park on Braddock Mountain, which provided entertainment and picnic facilities until the late 1960s. The skating rink, built early in this century, operated until burned down by arsonists in August 1998. And the Braddock Heights community, once a summer resort whose fame spread to Washington and Baltimore, now has year-round residents, and has been expanded to the north and south of the original environs.

In 1904 some businessmen from Baltimore took over the Frederick and Middletown Railway. They had big plans for the extension of the line to Jefferson, and eventually Brunswick. Track was laid down on (present) Jefferson Boulevard to Jefferson, and some track was laid in Brunswick. The Jefferson branch opened February 1907 but was never completed to Brunswick. Two more miles were opened for development in Braddock Heights.

In 1908 local interests took over the company again, under the leadership of Emory L. Coblentz. He was able to parlay a 15-mile country trolley line into a 4,000 square mile utility system and a 1,300 mile

transportation network.

The first action under his leadership was the extension of a trolley line from Frederick to Thurmont, and connection with the Western Maryland Railroad. An ambitious railroad had been proposed to link Washington, Frederick, and Gettysburg - the W F & G. It was completed from Frederick to Thurmont by utilizing Pennsylvania Railroad track on East Street, west on Fourth Street (eventually moved to Fifth Street), linking into the Monocacy Valley Railroad at Catoctin Furnace, and into Thurmont; the line was electrified, and began service in 1909.

The next expansion for the trolley company was the laying of freight sidings into industrial plants in Frederick, the purchase of new equipment, the building of new city trolley routes, and the erection of the new brick terminal on East Patrick Street at Carroll Street in 1910 - (now the home of *The Frederick News-Post*). A car barn was built further east, where Allegheny Power offices are now located.

The Frederick Railroad underwent name changes along with its acquisitions and emphasis on utilities expansion. Purchases included the Frederick Gas and Electric Company (1910) and the Hagerstown



It was an exciting time when the trolley tracks were laid on North Market Street in Frederick! This part of the system was closed, and the tracks removed, in 1937.

Railway (1912), lines in Waynesboro, Pa. and Martinsburg, W.Va., and the electric company in Cumberland. The name was eventually changed to Potomac Edison Company in 1922, with the H&F division managing the transportation systems locally. Popularity peaked during the 1920s, and during the 1930s usage was somewhat curtailed due to the Great Depression as well as the increased popularity of the motor car. The last through trolley to Hagerstown ran on Oct. 7, 1938; the trolley on Frederick City routes closed on July 30, 1937 and bus routes were substituted.

During World War II the trolley line supplied a critically needed element on the transportation scene. The personal automobile, because of scarcities of tires, gasoline, and new cars, was used less and less, and people began riding the trolleys again. Freight transportation gained in usage, but little-used lines were closed - the Braddock Heights to Jefferson run was discontinued Sept. 9, 1943, and the track pulled up and sold for scrap. The run to Myersville was discontinued in 1945.

The end of the war saw people flocking to buy gas, tires and cars - and not riding the trolley. The last run from Frederick to Middletown was on Sept. 30, 1947. The Thurmont line lasted a bit longer, carrying some school children into Frederick, and transporting some freight from Frederick to Thurmont. The last passenger run was Feb. 20, 1954, and by 1958 the freight line was closed. The company formally ceased existence on April 26, 1961.

There are few remnants around to tell us of the heyday of the trolley lines - a few buildings, power lines and rights of way across fields or along roads, but no tracks. However memories are clear - of the Sunday ride on "The Loop" in Frederick - the daytime trip to Braddock for swimming or a day at the park - the boarding and ride on the trolley from the western part of the city to downtown with transfer at Fifth and Market Streets (all for ten cents) - an exciting time for young people too young to drive but testing some first independence.

Will the trolleys return? Certainly not in their previous form. There was a movement begun in the early 1990s to restore an old car and have short runs available. Fun, perhaps, but no substitute for the by-gone days. Perhaps the MARC system will show some promise.

Bicycles

What youngster hasn't had his/her horizon expanded by riding a bicycle in the neighborhood, to a friend's house, to school, or on a planned trek.



An early cyclist in Frederick was young Robert E. Delaplaine, son of the founder of *The News*, and later Editor and Publisher of the newspaper. He was about ten years old when this picture was taken.

Bicycles have never figured seriously as transportation for adults, although a few hardy souls can be spotted commuting to and from work on some of the lesser-traveled roads. Bikes are certainly environmentally desirable, but with a lack of dedicated bike routes, they are not the safest means of travel. And bad weather doesn't help the rider either.

The bicycle as we know it today descended from a walk-along vehicle that first made its debut about 1790 and improved about 1810, and the Draisene in 1816. Later inventions included placing pedals on the front wheel by Ernest Michaux in 1860, and a patent by Pierre Lallemont in 1866 for the Boneshaker - the large front wheel and small rear wheel often associated with the Victorian age.

Other inventions made the bicycle more practical - chain drive in 1885, the use of ball bearings, air-filled rubber tires by 1889, and better roads for riding. In 1889 there were 312 factories making bicycles; the most popular era for bicycle riding was 1889 until just after 1900.

Locally *The News* was the agent for the Rambler bicycle around 1895. Bicycle clubs were popular, and "century runs" were held periodically. The bicycle faded in popularity in the early 1900s when Americans flocked to the "new fangled" motor car.

The popularity of bicycles has risen and fallen through the years. The 1930s saw many riders, especially youngsters, on city streets and country lanes. Health-conscious citizens have re-discovered bicycle riding, and many riders can be seen especially on weekends. A favorite off-the-beaten track is the C&O towpath, paralleling the Potomac River.

Bicycles are being used today for patrolling neighborhoods by some Frederick City policemen.

The bicycle continues to be popular in several European countries where special bicycle routes are designated for commuters. The Orient continues to make use of bicycles for transportation. It is not unusual especially in China to see large cartons containing appliances attached

over the rear wheel, or to see produce, birds or even fish being transported by a bicycle rider.

The Great Love Affair

Frederick has shared in what has been described as America's Great Romance - with the automobile. This has affected the way all of us live today, our work and our play. What was once considered a toy is now a necessity.

The 19th century was a great time for inventions and discoveries. Many of these new-fangled ideas were developed, leading eventually to the invention of the horseless carriage, as cars were at first called.

The storage battery development can be traced back to Allesandro Volta (1745-1827)'s discovery of the Voltaic cell. The rechargeable feature of the present day battery was essential to the energy requirement of the auto.

The discovery of the oil well by E. L. Drake in Western Pennsylvania in 1859 is credited with being the beginning of today's petroleum industry. Oils and gas had been known and used for centuries, mainly for heating and lighting. Gasoline was a useless by-product in those days.

The internal combustion engine was designed as a 4-cycle engine to burn gasoline by Gottlieb Daimler in 1885. He based his invention on previous work by inventors in Germany.

Pneumatic tires were invented in 1888 by John Dunlop of Great Britain. Latex had been used by South American Indians for centuries, and was introduced to European explorers. In 1770 Joseph Priestley invented the (pencil) eraser. In 1823 Charles Macintosh began producing rubberized raincoats. In 1839 Charles Goodyear invented vulcanization. Named for Vulcan, the Roman god of fire, the process produced rubber that was elastic, airtight and water tight.

Better roads were being built around the turn of the century.

The word "automobile" first appeared in a French dictionary in 1877. The first cars were steam cars, the Stanley Steamer. They were not too practical. About the turn of the century electric cars were produced, but they had to have batteries recharged about every 100 miles. Many were produced and used in Europe.

The first successful gasoline-powered auto was made in Springfield, Massachusetts, in 1893, by Duryea. Henry Ford began manufacturing cars in Detroit, Michigan, in 1896, and this was quickly followed by many other manufacturers. Ford began mass producing cars in 1902,

using the conveyer belt.

Other inventions were added to cars, to make driving easier and safer:

- 1900 - steering wheel replaced the Tiller
- 1901 - speedometer
- 1902 - running board added
- 1903 - shock absorbers and front windshield
- 1904 - closed body sedan
- 1906 - front bumper
- 1908 - left steering wheel and electric horn
- 1909 - electric headlights
- 1911 - rear view mirror
- 1916 - rear stop light.

The first automobile dealer in Frederick was James E. Solt. He had owned a bicycle store which he turned into a garage on East Patrick Street. It was the only garage in Frederick for five years. Early automobile owners included William Smith, Harry Hoke and Charles Wertheimer.

Cars were first viewed as toys, and used more for recreation than business. Roads were not good, so it was a real adventure to travel far from home. Appropriate dress was "dusters" - long coats to protect clothing - and caps for men and bonnets for the ladies.

One automobile, a "White," was owned about 1912 by Lewis



Dusters and caps, or large bonnets for the ladies were the style when a drive into the country was enjoyed about 1912. Shown with George B. Delaplaine Sr. are his uncles, Lewis E. and George Birely, and his cousin Lillian Birely.

Edward and George Birely, who operated George K. Birely and Sons Tannery. Their nephew, George Birely Delaplaine Sr. was their chauffeur, and niece Lillian Birely was often a passenger. Mr. Delaplaine held one of the early auto operator's licenses; it was issued with no instruction or testing necessary. He renewed the license in 1937, also without testing. How long the men owned the car is not known. Mr. Delaplaine was also a walker and bicycle rider; he resumed driving for the tannery in 1940, and drove until his death in 1977.

A spot check of 1916 newspapers reveals some interesting information.

- The automobile was described as a luxurious past time.
- E.B. Shipley and his auto tire repair works advertised to rebuild old tires.
- Tires were advertised at prices from \$10.40 to \$50.60, depending on size.
- The Maxwell car was advertised for \$635 for a roadster and \$655 for a touring car.
- The Chalmers car was advertised at \$1,050 - a blend of ability and strength - what Americans want. It could go 60 miles per hour and burn 18 miles per gallon.

One prospective purchaser was reported to have changed his mind, and not ordered a car after all, citing "bad condition of county roads" and high gas prices (25 cents per gallon, as opposed to 8 cents per gallon several months previously). He felt his horse was a more dependable mode of travel.

It was not long before trucks were developed and used in business. C.C. Carty Funeral Home had probably the first hearse in Frederick City. Frederick Brick Works shipped bricks to Washington by rail, and the bricks were transferred by motor truck to be taken to building sites. The Army depended on trucks during World War I for delivering supplies both in this country and to the front lines.

The 1925 *News Post* Yearbook summarized the 18,000-word automobile law of Maryland for its readers. Road building and inspection was reported. Ads appeared for Ideal Garage selling Buicks; Reynolds Battery Co. "free testing and filling station;" Woodward and Munshower "automobile magnetos, starting and lighting equipment, storage battery experts."

On Dec. 21, 1925 James E. Solt sold his garage to Amos Rudy. Automobile shows were being held annually.

The 1929 yearbook included ads for Amoco Gas, and People's Fire Insurance Company sold automobile insurance. In March of that year automobile dealers from Frederick formed the Frederick Auto Dealers Association. Various auto accidents and thefts were reported.

The Blue Ridge Transportation Company acquired motor bus lines to Baltimore in 1924. It advertised "Ride on Rubber" - competing with the railroad for passengers. The routes of the bus eventually extended to Baltimore on the east, Washington on the south, Hagerstown to the west, connecting to Winchester, Virginia, and Harrisburg, Pennsylvania, and further west to Pittsburgh. The buses were popular with Hood College students, who were not allowed to have cars until the end of their senior year. The bus terminal was on West Patrick Street, in a building next to the Tivoli (Weinberg Center). The present day narrow passageway remains today as a reminder of the passageway where the buses would drive through, and discharge and board passengers.

The bus line was sold to the Pennsylvania Greyhound Company in 1955. The Blue Ridge Lines had been affiliated with the Potomac Edison Company, and in later years maintained offices in the present *News-Post* building at 200 E. Patrick St.

The yellow pages of the 1940-41 telephone directory reveal that in the county there were 20 car dealers, 22 service stations with AAA affiliation, 49 filling stations, 47 garages, one bus line, four railway companies, 10 transportation companies, eight taxicabs, and many auto services for batteries, radiator repairing, parts services and body repairing.

World War II affected everyone's life. Families were disrupted by young men being drafted into the service, some never to return. On the home front adjustments had to be made as there were severe shortages - meat, sugar, tires and gasoline, all of which were rationed. Local ration boards were set up, and ration books issued. Gasoline stickers were placed in car windshields, for the amount of gas a person could buy, according to whether the vehicle was used for business or pleasure. Businesses depending heavily on transportation were given unlimited purchase rights - the ordinary citizen was allowed very little. Tires and rubber were in short supply, and purchase was determined by a Tire Rationing Board, first meeting on Jan. 5, 1942. Retread tires were sometimes available but these were not always of the best quality. A question often asked was "Is this trip necessary?"

Automobiles were not manufactured for civilian use - everything was produced for the military. An interesting local anecdote, little known at the time, was related in later years by the late Roland

Harbaugh, a dealer for Hudson automobiles. The factory had produced cars ahead of sales orders, but the company was not allowed to sell them. Mr. Harbaugh was approached, and he arranged to have a number of new cars placed "in storage" - on cement blocks without tires, in a building at the Frederick Fairgrounds. With no fairs being held during this period, the cars were safe, and ready to be sold after the cessation of hostilities.

Even after the end of the war and the end of formal rationing, new cars continued to be scarce for several years, as were some other consumer goods. Fortunate was at least one local young veteran who won a new car in a raffle in 1946.

The gradual easing of availability of automobiles and automotive products made life easier for everyone. Evidence all around us today proves how life has been changed by the automobile - the development of motels, fast food restaurants, out-of-town malls, bigger and better roads, and the coming of new residents who commute many miles every day to their jobs. Could we return to the life of 50 years ago? I doubt it.

That Flying Machine

Of all the inventions which began or matured around the turn of the century probably the one capturing the imaginations of a majority of people was the airplane.

Even since the earliest times men were intrigued by the flight of birds and insects. Greek mythology tells of Daedalus and his son Icarus who tried to escape the king. Daedalus supposedly reached Sicily, but Icarus flew too close to the sun, his waxed wings were melted by the sun's rays, and he plunged into the sea.

There had been hot air balloon ascensions for many years, often at county fairs or town celebrations. But the news of Orville and Wilbur Wright and their heavier-than-air machine's successful flight must have been exciting reading for everyone.

The military saw possibilities for these machines in war and training exercises. The first flight to Frederick was by Capt. Charles de F. Chandler and Lt. Harry H. Arnold, of the Army Aviation School, who flew the 40 air miles from College Park to D. Columbus Kemp's farm, adjacent to Camp Ordway, of the District of Columbia National Guard. The date was Aug. 21, 1911. It was said in *The News* report "it was the longest flight by Uncle Sam's birdmen."

"Visitors flocked to see the plane. Coming in automobiles, bicycles and on the excursion trains, crowds gathered in the city and went to the camp

grounds. It hardly seemed like Sunday with autos and motorcycles darting about" - according to the report in *The News*. The aviators were given a military hop at Braddock Heights by the Frederick Board of Trade.

The next appearance of an airplane in Frederick was the following May when Nicholas J. Beachey "recognized as the greatest living aviator" came to Frederick under the sponsorship of *The News*. In spite of inclement weather, large crowds witnessed the flights. *The News* hired Lloyd Jeffries to go about the streets of the city with a megaphone announcing when Beachey would fly at the fairgrounds.

Jesse I. Renner of New Midway flew and owned one of the early private airplanes in Frederick County. He was an entrepreneur, selling bicycles and motorcycles, and later Reo and Ford cars in Northeastern Frederick County. His "Queen of Frederick County" was probably one of the first privately owned planes in Frederick. Mr. Renner later owned a general merchandise store, ran the Post Office in New Midway, and was elected county commissioner. He claimed his father owned one of the first cars in the county.

Frederick City got into the airport business July 29, 1929 when it purchased 92 acres of land in the western section of the city between Fourth and Seventh streets, comprising the former Camp Ordway and D. Columbus Kemp farm lands, at a cost of \$26,785.56. It was immediately leased to the U.S. government as an emergency landing field.

It was made a "permanent" training field for the annual encampment of the 104th Aero Squadron of the 29th Division, Maryland National Guard in 1931 and named Detrick Field in honor of the late Dr. Frederick L. Detrick, who served as flight surgeon for the unit. Dr. Detrick and his family were from the New Market area. Two turf runways were constructed, and the field was occasionally used by local aviation enthusiasts and visiting barnstorming pilots who offered rides (for a price) to local residents.

The field was under lease to the Civil Aeronautics Administration who marked the field and maintained a weather station. Just prior to World War II it was used by the Army as a student pilot training center, and a huge hangar and several barracks were erected. This use tapered off because the city couldn't afford to purchase more land for expansion.

This led to the acquisition of the airport land March 9, 1943 by the Army for biological warfare research. This was a very hush-hush project which was a well-guarded secret during the war. But this caused Frederick to be without an airport.



A larger airport was constructed for Frederick following World War II. Located east of the city, it is still undergoing expansion and development.

Meanwhile Howard Stevens opened an airport near Lewistown along Route 15. It was used as a training field in 1942 for college students as a part of preparing a backlog of aviators for the armed services. A class of 50 students could be handled, after receiving ground instruction in college.

It was obvious to the city fathers that having no airport was unacceptable. A 5-man committee submitted a comprehensive report on the city's need for adequate facilities, and in 1944 a federal grant was made to purchase land east of Frederick for airport development.

The new airport was dedicated May 1, 1949. Bus service to the new field was available from downtown. It was noted that the first airplane landed at the new airport April 17, 1946 while construction was being done.

The administration or terminal airport building was named the "Delaplaine Building" to perpetuate the memory of the first Frederick aviator to lose his life in World War II. He was one of eight killed in an April 27, 1943 crash of a twin engine Navy transport plane on a hill near Oakland, Calif. He would have been 24 years old five days later.

William Theodore Delaplaine III was the oldest grandchild of W. T. Delaplaine, founder of *The News*. His father was hoping to see him become interested in the family business, and he did work there during the summers while in college. However he was intensely interested in aviation. He frequented Detrick field, arriving there on his motor bike, and he received his pilot's license at age 16. A graduate of the McDonogh School near Baltimore, he then attended and graduated from Washington and Lee University, his father's alma mater. He then entered the journalism school at the University of Missouri.

War clouds were on the horizon, and the lure of the airplane was

strong. "Billy" withdrew from school and joined the Naval Air Force. He was stationed at various places in the U.S., and was stationed in California at the time of his death.

The Frederick airport has grown tremendously since its formal dedication in 1949. It began operations with passenger and mail cargo business with All American Airways. Today it is said to be one of the busiest small airports in the East.

Other aircraft have figured in Frederick's aviation history. Helicopters have become familiar sights in the skies over the county. The Emergency Medical medevac helicopters are routinely used to evacuate the injured from accident scenes, to Frederick Memorial Hospital or metropolitan hospitals. In the skies near

Thurmont there are often sightings of Presidential helicopters arriving or leaving Camp David. Occasionally inclement weather conditions dictate shorter hops, and Frederick City's airport is used as a transfer point.

Perhaps the most discussed helicopter incident occurred at the Holly Hills Country Club when President Clinton and his party were photographed leaving the grounds and Marines in uniform were caught saluting the presidential party - setting off a barrage of criticism all over the country.

Aviation is here to stay - used by the president and everyone.



Remembered by a building at the Frederick Airport which was named for him is William Theodore Delaplaine, III. He was the first Frederick County airman killed in the service during the war.

Glimpses - Places and People

The history of Frederick County is so colorful and varied that it is impossible to include everything in one volume.

This chapter will attempt to relate some additional facts not covered in previous writings. Places and people are mentioned in these brief sketches, in order to describe an extra look at things which happened in the past, and people who were responsible for adding to the dimensions of life in the city and county.

The Tanning Industry

Tanning of leather and hides was a popular and necessary manufacturing industry in Frederick city and county until the beginning of the 20th century. Raw materials were very easy to obtain, and the product had a ready market, from colonial times to today.

Tanning is one of the oldest processes used by man. According to the World Book, early man discovered that the skins of the animals they



Birely tannery employees are shown lifting hides from a caustic vat after hides had been treated for several months.

killed could be preserved and made into foot coverings and clothing.

The American Indians made leather from deer skins, finishing the process by smoking the hides. Buckskin is remarkably soft and durable.

All types of animal hides and skins can be tanned, but cattle hides are the most commonly used, and were usually the hides of choice in the Frederick County industry.

The process of tanning is the chemical combination of the protein in animal hides with acid, called tannin or tannic acid, which is found in the leaves, nuts, bark and wood of hemlock, chestnut, sumac and especially oak. The leather thus produced resists putrefication and is durable for a number of uses.

As Frederick County grew, so did the cattle population, as well as the demand for leather products. The tanneries supplied a number of other industries, such as skinners and dressers, harness makers and glove manufacturers. Leather was used for shoes, belts, gloves, bags, saddles, luggage, upholstery and sports equipment. By far the greatest demand for Frederick leathers was for harness and shoes.

Tanneries were located in the county as well as the city. The earliest record of tanneries in the city dates from 1756 to 1790. Owners were Peter Mantz, Michael Raymer, Mathias Nead and John Fox. In the 1910 Census there were 47 tanneries in the county, eight of them in Frederick. The 1850 Census lists 43 county tanneries. Located in Frederick were those of Lewis Birely, William Hauer, Valentine Birely, John Kunkle, John Loats, Gideon Bantz, John Barnhart, William S. Bantz, William K. Feaga and Richard Harper.

Tanners were the leading citizens of the city. For example, John Loats was an active member of the Lutheran Church, and upon his death willed his home to be an orphanage for girls. His legacy today has created a scholarship fund, and his land south of the city is a park on which sits the Harry Grove Memorial Stadium. Other tanners were bank directors, involved in other businesses, and active in fraternal organizations.

Many tanneries were located along Carroll Creek, as water played a major role in the tanning process. Some of these were:

- Nixdorff and Brookey's Sole Leather Tannery between Middle Alley and Carroll Street at the creek (where the C. Burr Artz Library now stands).
- George K. Birely and Sons on East Patrick Street, east of Carroll on the creek (behind the Eagle's parking lot).
- Gideon Bantz Sole Leather Tannery, on the north side of Carroll Creek on Brewer's Alley (where the Citizen's Fire Co. is located).

- Valentine Birely on East Patrick and Carroll streets near the creek.

Information is from various city maps, the Sanborn Fire Insurance maps and the Titus Atlas.

The longest-operating tannery business was held in the Birely family. Beginning around 1800, members of the family were active until business closed in 1952. In 1989 an archeological dig was conducted on a portion of the George K. Birely and Sons property, now buried under a part of the Carroll Creek flood control project. The dig was conducted by Marr Associates, and a complete report, including copies of portions of historic maps and a comprehensive history of the site, was presented to the city upon its completion. In addition, a few record books and pictures remain in the family, and artifacts are stored in the State Archives in Annapolis. This is now the best documented tannery in Frederick.

Frederick Birely emigrated to America and moved to Frederick after the Revolution. He married Elizabeth Motter in 1782, and opened his tannery in 1800 on the site of the earlier Raymer tannery. Two of his sons, Valentine and Lewis, were also tanners, and Lewis willed his business to his son George Krebs Birely in 1858. George expanded the business, and at one time also owned large tracts of land south of Carroll Creek. He named the business "George K. Birely and Sons."

When he died in 1873, his sons George and Lewis were too young to run the business, so his brother-in-law H. Benjamin Schley was in charge until the boys were old enough to take over. They continued the expansion of the business which their father had started. Nephew George Birely Delaplaine joined the firm after his graduation from Boys' High School in 1904.

A devastating fire occurred in July 1909 which heavily damaged the building and inventory of the business. However within two months, buildings were rebuilt, and the business resumed.

With the advent of the automobile, harness leather, the main product of Birely tannery, was no longer in demand. Also new machinery was available for the tanning industry and larger operations were more economical to operate. Tanning was ceased at the Birely tannery in 1924 after the death of George and the business continued as a wholesaler of leather and shoe findings to the trade until another fire occurred in 1952.

The tanning business was only one industry which relied on Carroll Creek. Water was used in the tanning process in washing hides several times during the operation, providing power to the mill to grind the

bark, and in making the mixture with the bark for the actual tanning in the large vats. The industry provided materials for others to use, and the surplus tanned hides were shipped via the B&O railroad to other markets.

Two hundred years of business along Carroll Creek is a record, and attested to the need for the creek's water in the life of Frederick city.

Floods

Weather - and its possible disastrous consequences - is always a topic of discussion, and is something that nothing can be done about.

Floods affecting a large part of Frederick County are experienced infrequently, and often without warning. Flooding occurs in streams and rivers with shallow banks and can be a result of a large sudden rainfall, or rain on top of melting snow in winter or spring, or occasionally hurricanes moving inland.

Undoubtedly floods have occurred in the county and city since before the earliest settlements. The first to be recorded by Jacob Engelbrecht in his diary and by photograph occurred July 24, 1868. He gives a vivid account of the depth of the water in the city and lists residences and businesses which suffered damages. Barbara Fritchie's home was badly damaged and was later torn down. Engelbrecht himself, whose house was across the street from the Fritchie's and beside Carroll Creek was inundated to a depth of six feet, and his diary was damp and wet so that he could make few entries until September.

Frederick City was not the only locale hit - the flooding also occurred in Catoctin Creek in Middletown Valley and along Linganore Creek. The one fatality was a merchant in New London who ventured too far in an attempt to save merchandise.

More recently the Potomac River, among other areas, has been hard hit.

- In 1924 the C&O Canal Company ceased operations because of irreparable flood damage. There were several storms and high water reported in March and May that year.

- March 18-19, 1936, floods on the Potomac destroyed most of the bridges across the river connecting Maryland, Virginia and West Virginia.

- April 1937, Baker Park was flooded.

- August 1940, Baker Park again flooded.

- October 16, 1942, the Potomac River inundated Heater's Island, the Brunswick railroad yards and Point of Rocks.

- June 1972, Many will remember the devastation caused by Hurricane Agnes. At least ten bridges, some of them 100 years old, across the Monocacy in Frederick County were damaged or washed away and needed to be replaced. The railroad connection between Frederick and York, Pennsylvania, was severed. Ten inches of rain fell in a short time.

- September 1975, the area was hard hit by Hurricane Eloise.

- October 9, 1976, what seemed to be a repeat of the 1868 flood hit downtown Frederick when 7.2 inches of rain fell in 16 hours after a wet summer. Three inches fell in one hour on Saturday morning. Miraculously there were no fatalities, but there were many acts of heroism and much damage to businesses on East and West Patrick Streets, South Market and Carroll Streets, and Baker Park. The Tivoli theater organ was found floating in water in the orchestra pit. Boats appeared on the streets - firemen came to the rescue - cars were washed downstream, including many new ones.

The Carroll Creek Flood Control Project was conceived as a measure to prevent future disasters. Former Mayor Ronald Young is credited with taking the lead to make this happen. There still needs to be economic development along the creekside. The \$55 million project



The flood of 1976 has been termed "hundred year flood" because of its path of destruction and severity. It is difficult to imagine the scope of damages done to downtown Frederick and elsewhere in the county in a short period of time.

stretches from Baker Park to Highland Street.

- November 6, 1985, heavy rains caused inundation of Point Of Rocks again. Residents dubbed this "Baby Agnes" because damages were similar.

- January 1996 and September 1996, it seems unbelievable but major flooding occurred twice in one year! The January flood was caused by rapid melting of the 36-inch snowfall. This was followed by a very wet year, culminating in heavy rainfall in September.

Point of Rocks seems to be the hardest hit area in most floods. Many of the residents have lived there all of their lives and resist relocating even with the availability of government funds. They pick up - clean up - and resume living after each flood, waiting for the next one. Flood level on the river is declared at 16 feet above normal. Several major floods have been measured up to 38 feet.

Lettie Shores, an octogenarian, has survived flooding 7 or 8 times. She has no intention of leaving the home she has known all her life.

Hiram Winchester 1804-1860's

Benjamin Franklin Winchester 1810-1895

Prominent in the education of young women of Frederick in the mid-1800s were the Winchester brothers, Hiram and Benjamin Franklin. Both were born in Massachusetts, and both became teachers.

Hiram is the better known brother, as he is remembered as the founder of Frederick Female Seminary, and his name is carried on the county office buildings on East Church Street where the Seminary was located.

Hiram arrived in Frederick about 1839 from Connecticut having earned a degree of Master of Arts. He had adopted teaching as his calling, and offered his services in Frederick as instructor of "those who were to be women and mothers of the community".

He came without friends or wealth, but being a friendly man with admirable traits of character he soon made a place for himself in the community. He served on the Board of Trustees of the Presbyterian Church in 1844, for example, and was able to raise funds to begin the new school.

An act of the Maryland Legislature in 1839 authorized a lottery for the purpose of securing funds with which to "erect a building in which to establish a boarding and day school for young ladies." Hiram is listed

in the 1850 census as are his wife Juliet and three children.

The east wing of Winchester Hall was designed by Hiram and built in 1843-5. He had begun teaching in a school located at 326-28 North Market Street, at that time known as Bartgis Hotel.

The first students entered the new building of Grecian architecture in September, 1845. A west wing was constructed by 1857. Both buildings were used as hospitals following the Battle of Antietam and the school was disrupted. However it was revived following cessation of the hostilities.



Winchester Hall

Hiram was described as a born teacher who had a vast amount of information about science and literature. He often constructed neat and inexpensive apparatus to illustrate his lectures. He was a man of many interests and talents which he shared freely.

He retired in the mid-1860s due to his failing health. The date of his death is uncertain, but he is buried in a quiet church yard in Cambridge, Maryland.

In 1879 a marble tablet was erected to his memory in Winchester Hall by Frederick Female Seminary graduates and former students, who wanted to show their gratitude to their revered teacher.

It is uncertain when Benjamin Franklin Winchester arrived in Frederick - it was either with his brother or by his invitation. Benjamin is listed as "teacher" in the 1850 census of Frederick County. He was born in Massachusetts, married a Virginia native, and had one son

named Mordant who was also born in Virginia.

Benjamin was appointed a Captain in the Commissary Department in the Civil War, and joined Gen. Burnside's Corps in Fredericksburg, Virginia, in December, 1862, according to Engelbrecht's Diary. He was taken prisoner in the Spring of 1863, but was paroled and returned to Frederick in May. His son was arrested twice in August, 1862.

Benjamin was a candidate in city elections in 1869 and 1870. By 1873 he was operating two locations for making bricks, one on East Street which he owned, and on East South Street which he rented and operated. This is the location of the Frederick Brick Works today. His name remains on a short street in that area.

His residence in 1873 was on East Seventh Street across Middle Alley from property owned by John Loats. He later purchased that property.

He died May 6, 1895. He was predeceased by his son (1878) and his wife (1890). It seems logical to assume he was no longer involved in his business at the end of his life when Frederick Brick Works was incorporated in 1891 and doing business on East South Street.

Jacob Engelbrecht refers to local uses of Winchester Bricks in 1875 - the Jail on West South Street (now Beacon House) and the large main building which served the Maryland School for the Deaf until torn down in 1967. Doubtless many other buildings and houses built in that era were constructed of his bricks.

Bentztown Bard

The late Folger McKinsey, a one-time resident of Frederick and later a well-known writer for *The Baltimore Sun*, was remembered recently in "The Spire," newsletter from St. Margaret's Church, Westminster Parish (Episcopal) near Annapolis, as one of the saints who have gone before and who is buried in St. Margaret's Church Cemetery.

Some of this material is from the sketch by Folger McKinsey (Mack) Ridout, Mr. McKinsey's grandson.

Folger McKinsey was a journalist, editor and writer of prose and verse. He was born in Elkton, Maryland, in 1866 and attended Miss Tabetha Jones Primary School until 1879 when his family moved to Philadelphia.

He began his journalism career in 1885 as editor of the *Shore Gazette* in Ocean Beach, N.J. He was hired by William Delaplaine in 1886 to be editor of *The News and Weekly News*. He left Frederick in

1898 to take a position with *The Baltimore News*, and after a few years worked for the *Washington Post*. In 1906 he returned to Baltimore to write for *The Baltimore Sun* where he remained for 42 years, until 1948.

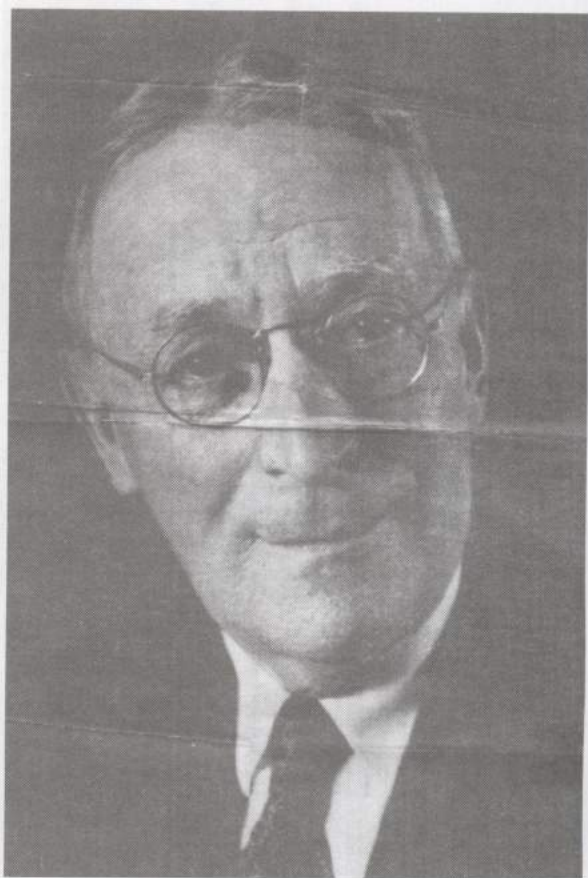
While in Frederick, Mr. McKinsey lived with his family in "Bentztown," the area around Bentz and West Patrick Streets. From this area he derived his pen name of Bentztown Bard and he later drew on his experiences in Frederick often for his columns and poems in *The Sun*.

Mr. McKinsey was a prime mover to have the Francis Scott Key monument erected in Mount Olivet Cemetery in 1898. The Francis Scott Key Association was organized in the office of *The News* in 1888 and was reorganized in 1894 "to raise more money." Mr. McKinsey served as secretary of the association until he moved to Baltimore.

At the unveiling of the monument on Aug. 9, 1898, an original poem by Mr. McKinsey was on the program. Today it can be found in T. J. C. Williams' "History of Frederick County."

Mr. McKinsey continued his interest in Frederick after moving to Baltimore. He assisted in the writing of the Williams "History" mentioned above by being author of the history "From the beginning of the year 1861 down to the present time" (1910).

For *The Baltimore Sun* he wrote a column which included poems, notes about people, Baltimore City and the countryside. In the early 1930s the *Sun* sent him on a two-year tour of Maryland, complete with



Folger McKinsey, Frederick's "Bentztown Bard"

a car and chauffeur. He reported on people, scenes, food and the atmosphere of Maryland. He was a prolific writer of about 40,000 pieces and published two books, "A Rose of the Old Regime" in 1908 and "Songs of the Daily Life" in 1911.

Mr. McKinsey married Fannie Dungen in 1886 and they had six children. He died in 1950.

Although remembered by few in Frederick today, the Bentztown Bard was known far and wide in his time as the genius poet of Maryland.

Dr. Joseph Henry Apple, Jr. 1865-1948

Very few former residents of Frederick among those not born here have left such a lasting legacy to those who follow as Dr. Joseph Henry Apple.

Dr. Apple was born August 4, 1865 in Rimersburg, Pennsylvania. Many men in his family, including his father, were ministers in the Reformed Church, or teachers. He received much of his early education in public schools in west central Pennsylvania and began college training at Allegheny College, Meadville, and Palatinate College, Myerstown. He entered Franklin and Marshall College, Lancaster, as a sophomore and graduated at the head of his class in 1885, as a member of Phi Beta Kappa. He spent some of his time also in the National Guard of Pennsylvania in 1880.

His professional career began as a high school principal, then professor of mathematics, and later he taught at Central High School in Pittsburgh. He continued a lifelong interest in athletics and music, which he had developed as a young man. He was also a licentiate of the Reformed Church, being called frequently to preach. He was formally ordained April 23, 1933.

In Frederick, the Woman's College (later named Hood College) was organized May 12, 1893 by a group of men from the Reformed Church. Dr. Apple was called to become its first president. He served with distinction until he retired in 1934.

Woman's College, first located in Winchester Hall, grew rapidly under Dr. Apple's leadership. His friendship with Margaret E. Scholl Hood led directly to the purchase of land where the new campus was located after 1913, and to the change of name of the college to honor Mrs. Hood and her husband, James Mifflin Hood.

Dr. Apple was a versatile teacher, serving at various times in nine

departments of the college, including astronomy, ethics, education and sociology. He was in demand as a public speaker and was an active participant in the volunteer life of the Frederick community including serving on the board of the YMCA, president of the American Red Cross during World War I, president of the Rotary Club, and membership in many other organizations besides being involved in church related groups.

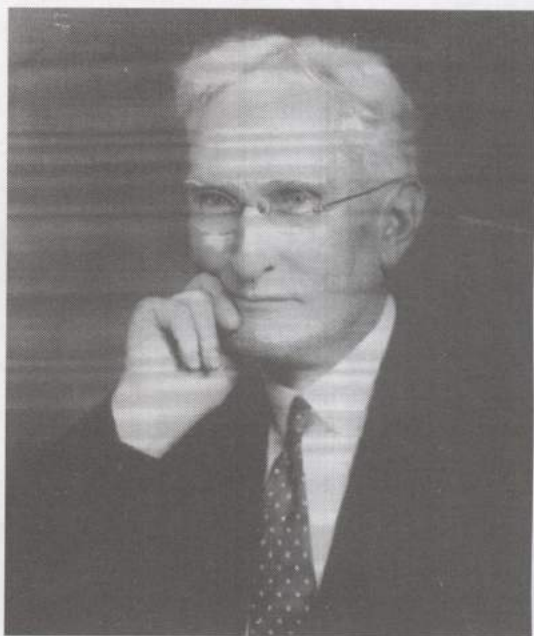
He received an honorary Ph.D. from Franklin and Marshall College in 1911 and an L.L.D. degree from Ursinus College in 1916.

Twice married, his first wife died in 1896 leaving two children, Charlotte who died at age 7, and Miriam Rankin, who graduated from Hood in 1914 and served as college librarian. She died in 1950.

Second wife Gertrude Harner came to the college as an English teacher. Married in 1898, they had two daughters, Elizabeth A. McCain born 1900 and Emily A. Payne, born 1903. Son Joseph H. Jr. was born in 1910 and died in 1958. Mrs. Apple was active creating plans for the beauty of the new campus and dorm social rooms. She was responsible for planting trees, shrubbery and flowers that lasted for many years.

After retirement the Apples remained in Frederick. In 1941 the Joseph Henry Apple Library was dedicated, the building becoming the Joseph Henry Apple Academic Resource Center in 1992.

Dr. Apple died in 1948.



Dr. Joseph Henry Apple

Helen L. Smith

A woman of distinction - an artist of renown - a legend in her own lifetime - these could all be used to describe Frederick's own Helen Leona Smith.

Born the oldest of six children to Howard and Leona Thomas Smith

in January, 1894, she was raised on the family farm near Ballenger Creek and attended the nearby one room school. Later she graduated from Girls' High School in Frederick.

Her talent for art was evident at an early age when she sketched on whatever surface was available. She won an art contest sponsored by a farm journal when she was 12. Her father was not encouraging, describing her further education in art as "the end of foolishness." However an uncle helped her to receive a scholarship to the Maryland Institute of Art in Baltimore from which she graduated in 1916.

Her first employment was as a teacher at Hood College. She maintained the school's art studio in Winchester Hall, later moving to the third floor of Brodbeck Hall on the present campus. Her students were college girls plus local young ladies who learned the fine points of artistic expression as private students.

In 1925 "Miss Helen" resigned from the college and opened a shop at 311 North Market Street. Thus she was one of Frederick's earliest woman entrepreneurs. A larger shop followed at 237 North Market Street, and in 1940 a move was made to a former Fritchie home in Old Braddock where she maintained her home, studio and garden.

Her work was prolific and varied. Any surface which could be decorated was fair game. Her art today is owned and treasured by many Frederick residents. She received commissions from a wide clientele, and she is known for her paintings and drawings of many local scenes including the Clustered Spires, Rose Hill Manor, Frederick City Hall, Utica Covered Bridge, Catoctin Furnace and other historic landmarks.

She won national acclaim when in 1985 she restored her own painting, "Justice," originally done for the Court House in 1924. It hangs in City Hall.

Art was not "Miss Helen's" only interest. She loved gardening and helped found Tasker's Chance Garden Club. She belonged to the local Zonta Club, meeting regularly with women in business. She maintained membership and interest in the Art Club of Frederick and the Historical Society, and was an early booster of the Delaplaine Visual Arts Center.

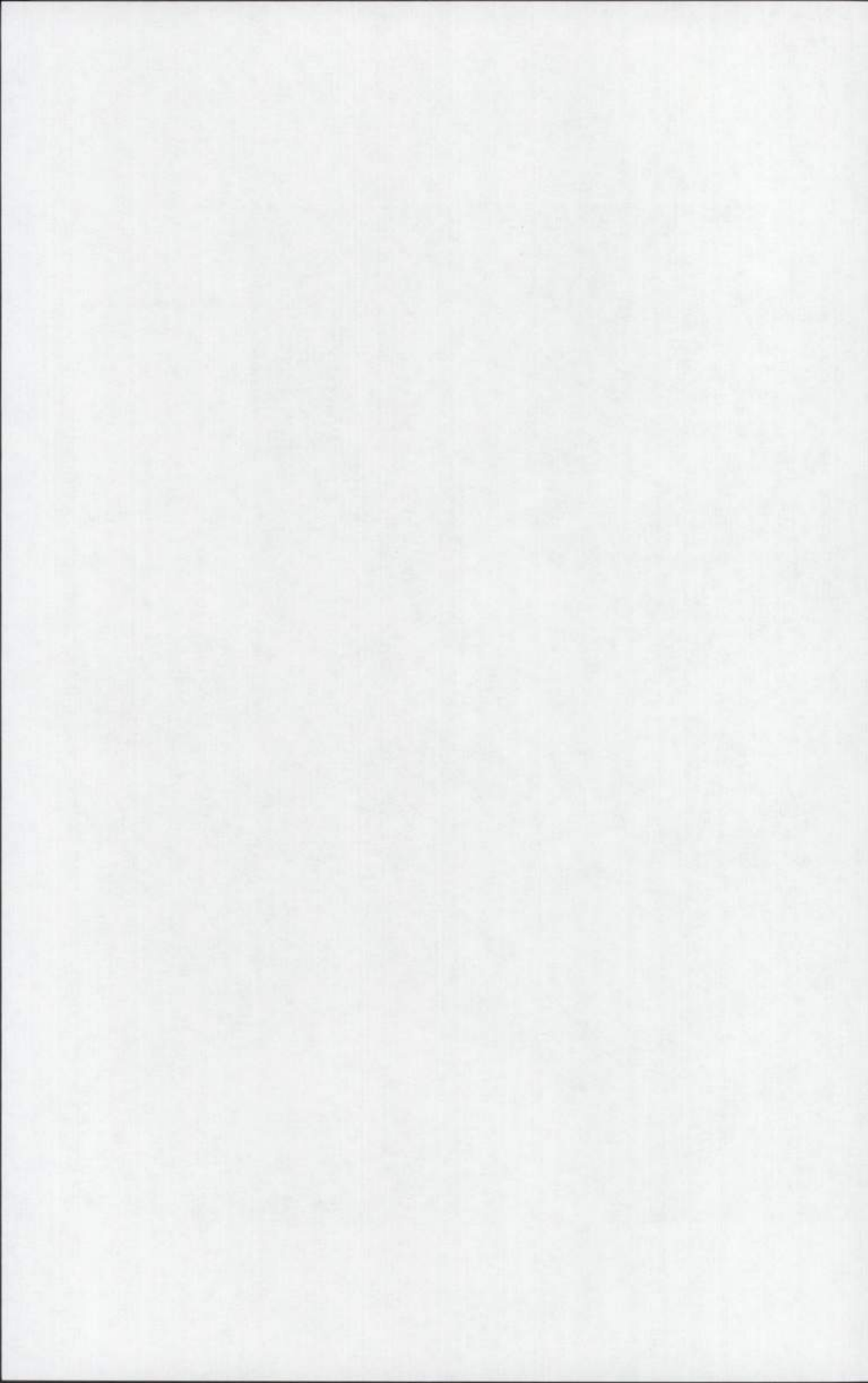
"Miss Helen" was honored during her lifetime for her work. She received a Doctor of Fine Arts from Hood College in May, 1989, and another honorary doctorate from Mount St. Mary's College the next day. Her 100th birthday celebration was a gala occasion with a festive luncheon at Hood College attended by over 300 friends and family members.

She remained active until shortly before her death in March, 1997.

Frederick is proud of "Miss Helen" - her prolific art work, her civic contributions and her warm personality that will remain in the hearts of Fredericktonians for a long time.



Helen Leona Smith



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A native of Frederick, Frances Randall traces her paternal ancestry to John Thomas Schley and maternal ancestry to Revolutionary War patriot Joseph Doll.

She is a graduate of Frederick High School, Hood College, and the Johns Hopkins University with a Masters Degree in chemistry. After her marriage to Myron William Randall, she devoted her time to raising four children, all now living in Frederick County.

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Her interest in history was inspired by her late uncle, Judge Edward S. Delaplaine, and her mother who was proud of her genealogy. Franny has written articles often for the Frederick News-Post, which her grandfather began in 1883. This book is a compilation of articles written during the past 11 years for the annual edition of the News-Post "Hello Frederick" supplement.

She and her husband reside in Braddock Heights. She enjoys travel, photography, swimming, biking, cooking and her six grandchildren in her spare time.

