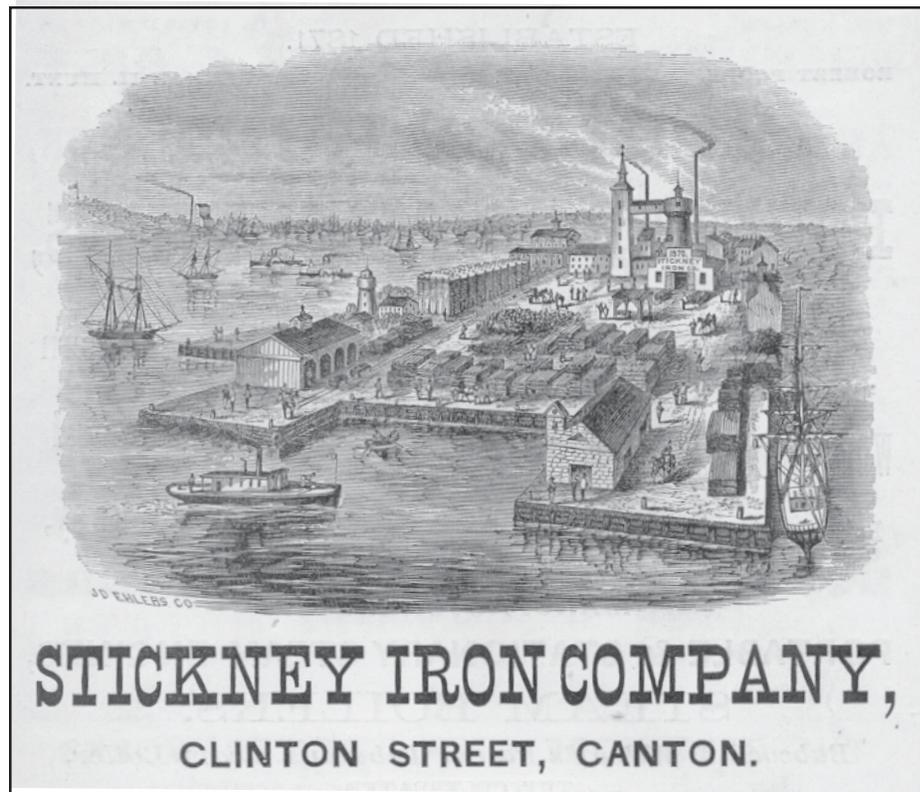


# Bibliography of Industry in Baltimore and the Surrounding Counties



**Compiled by John McGrain**

Towson, Maryland

July 5, 2005

(Companion to "Bibliography of Industry in Western Maryland," 2005)

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**July 5, 2005**  
**Industry in the Baltimore Region**  
**A Bibliography**

(Including Transportation and Urban Growth)

**Anonymous, also A to D**

Corrections and additions are welcome. Contact John McGrain, County Historian, at [jmcgrain@co.ba.md.us](mailto:jmcgrain@co.ba.md.us).

**UNSIGNED ARTICLES AND BOOKS (in chronological order):**

Anonymous, *Laws of Maryland*, Acts of November 1783, Chapter 23, "An Act to Incorporate a Company for Cutting a Canal to Tide Water in the River Susquehanna."

Anonymous, *Laws of Maryland*, Acts of 1785, Chapter 55, "An Act for Erecting a Town at the Mouth of Susquehanna River in Harford County, and for Appointing Commissioners to Regulate and Govern the Same [Havre de Grace]," passed March 8, 1786.

Anonymous, *Laws of Maryland*, Acts of November 1786, Chapter 23, "An Act Granting Robert Lemmon the Exclusive Right of Making and Vending Carding and Spinning Machines [14-year State patent to resident of Baltimore County]."

Anonymous, "Baltimore, May 6, Order of Procession [lists groups of craftsmen in parade celebrating adoption of Constitution]," *Maryland Journal and Baltimore Advertiser*, May 6, 1788.

Anonymous, "To the People of Maryland [argument for feasibility of domestic manufacturing]," *Baltimore Evening Post*, January 26, 1808 (also issued as pamphlet, MHS Library).

Anonymous, *Union Manufacturing Company of Maryland, Report of the Committee, and Constitution of the Union Manufacturing Company of Maryland* (Niles and Frailey: Baltimore, 1808), Library of Congress.

Anonymous, "Union Manufacturing Company of Maryland [first annual report]," *American*, January 4, 1809.

Anonymous, "York Road [turnpike road under construction]," *Federal Gazette*, Baltimore, January 10, 1809.

Anonymous, "Copper Mine [on Benjamin Bowen's farm, Falls Road]," *Federal Gazette*, Baltimore, August 9, 1810.

Anonymous, "This Leads to Independence [domestic manufactures, especially textiles]," *Niles Register*, 4 (July 3, 1813): 294.

Anonymous, "Steam Boat. The Steam Boat *Chesapeake* [regular service announced of first steamboat to Rock Hall]," *Federal Gazette and Baltimore Advertiser*, June 19, 1813, adv. See also Edward Trippe.

Anonymous, "Notice Is Hereby Given [Conowingo Bridge Company announces intention to apply for bridge permit at General Assembly, cost already estimated by Theodore Burr]," *American*, November 17, 1815.

Anonymous, "Susquehanna Bridge and Bank Company [advertised for contractor to build bridge at Rock Run]," *American*, December 8, 1815.

Anonymous, "Steamboats [planned service to Philadelphia]," *American*, March 9, 1819.

Anonymous, [signed "A Farmer"], "To the Editor of the American [reports Lewis Wernwag's progress building Susquehanna River bridge at Conowingo]," *American* March 10, 1819.

Anonymous, "Millers & Manufacturers Attend [adv. to sell steam-powered circular sawmill of Adam Stewart and George Hill]," *Federal Gazette*, Baltimore, May 1, 1820.

Anonymous, "Diving Machine [adv. for demonstration in mid-river of Mr. Johnson's diving bell]," *American*, September 11, 1820.

Anonymous, "Letter to Editor [raising last arch of Conowingo Bridge built by Lewis Wernwag]," *American*, October 2, 1820.

Anonymous, "Report by the Maryland Commission on a Proposed canal between Baltimore and Conewago with Maps and Profiles," (Baltimore, 1823).

Anonymous, "The Union Manufacturing Company of Maryland [long account of cotton works]," *American*, January 20, 1825.

Anonymous, "Bricks [John & Thomas L. Berry's brickworks using the Bakewell process]," *Niles Register*, 32 (June 22, 1827): 225

Anonymous, "Among the Premiums Awarded by the Pennsylvania Franklin Institute at the Fourth Annual Exhibition [were one for soda produced by Messrs. McKim and one for sulphate of magnesia by McKim, Sims & Company of Maryland Chemical Works]," *American*, January 3, 1828.

Anonymous, "Railroad Bridge or Viaduct [Colonel S. H. Long's 6-foot model of standardized B. & O. timber truss bridge]," *American*, January 3, 1829.

Anonymous "The Extensive Bridge across the Susquehanna [burning of Rock Run to Port Deposit covered bridge]," *American*, January 6, 1829.

Anonymous, "Fire Brick [John and Thomas L. Berry received prize from Maryland Institute for fire brick]," *Niles Register*, 36 (July 4, 1829): 301.

Anonymous, "The Viaduct at Ellicotts Mills [Oliver Viaduct cornerstone; bridge architects James Lloyd and John McCartney]," *American*, July 8, 1829.

Anonymous, [Untitled item about building Carrollton Viaduct with diagram of arch and false work], *American*, January 11, 1830.

Anonymous, "The Rail-road [test trip by Presidnet and Directors of the line from Baltimore to Ellicott's Mills on first division of B. & O. Railroad on the 18<sup>th</sup>]," *American*, May 20, 1830.

Anonymous, "The Baltimore and Ohio Rail-road [formally opened on Saturday the 22<sup>nd</sup>, including coach *Pioneer*. Celebrities including Charles Carroll of Carrollton]," *American*, May 24, 1830.

Anonymous, "The Hon. John Q. Adams [former President of the U. S. takes excursion to Ellicotts Mills on B. & O. Railroad on 27<sup>th</sup>. The first instance of presidnetial rail travel]," *American*, May 28, 1830.

Anonymous, "Locomotive Steam Engine [tested by Peter Cooper on B. & O.]," *Gazette*, August 25, 1830.

Anonymous, "Cooper's Locomotive Engine [on B. & O.]," *Gazette*, August 25, 1830. Reprinted in *American*, August 26.

Anonymous, "For the Gazette [Peter Cooper's locomotive engine reached 20 mph]," *Gazette*, August 27, 1830.

Anonymous, "The Machine for Making Brick [description of works on Moale's Point with endless band of clay passing under rollers]," *American*, August 27, 1830, p. 2, col. 2, no headline

Anonymous, "The Oliver Viaduct [also B. & O. cutting through Tarpaeon Rock]," *American*, August 30, 1830.

Anonymous, "The Susquehanna Bridge at Port Deposit [reopened after fire]," *Niles' Weekly Register*, 39 (September 25, 1830): 74.

Anonymous, "Various and Very Exagerated Reports [of Light Birgate sent to quell payroll riot of B. & O. track-layers at Sykes' Mill. First tactical use of a railroad in world history]," *American*, July 2, 1831, no headline, quoted from *Gazette*.

Anonymous, "Ohio Railroad [capacious coach *Columbia* to be used on Ellicotts Mills route]," *American*, July 4, 1831.

Anonymous, "A Series of Views of the Baltimore and Ohio Railroad [engraved by Endicott & Sweet, incl. Carrollton Viaduct, Patterson, Viaduct, Tarpaeon Rock, Buzzard Rock]," *American*, July 4, 1831.

Anonymous, "Opening of Baltimore & Susquehanna Railroad [horse-powered service through the Green Spring Valley]," *Niles Weekly Register*, 40 (July 16, 1831): 339.

Anonymous, "Franklin Town [description of new hotel, mill, mill race, market house at Franklinton development of Wm. Freeman]," *American*, September 12, 1831, signed by "Wreath" [pseud.].

Anonymous, *An Act to Incorporate the Baltimore and Port Deposite Rail Road Company* (James Lucas and E. K. Deaver: Baltimore, 1832), Maryland Historical Society Library, Miscellaneous Railroad Publications.

Anonymous, "Locomotives [Mr. Davis of York, Pa., demonstrated locomotive on B. & O., covering 7 miles in 34 minutes]," *Niles Weekly Register*, 42 (August 4, 1832).

Anonymous, "Rail-Road Locomotives [the British-built *Herald* on the Baltimore and Susquehanna]," *American*, August 8, 1832.

Anonymous, "Susquehanna Railroad [open to Timonium]," *Baltimore Chronicle*, September 12, 1832.

Anonymous, "Steam Power on Rail Roads," *American*, December 6, 1832.

Anonymous, "Launch of *Ann McKim* [a clipper ship]," *American*, June 5, 1833, no headline.

Anonymous, "Reception of the President [itinerary of first presidential train trip in U.S. history]," *American*, June 6, 1833.

Anonymous, "Arrival of the President [Andrew Jackson makes first presidential train trip from Relay pulled by locomotive *Atlantic*]," *American*, June 7, 1833.

Anonymous, "Washington Rail Road [14 cars each with a swift and powerful locomotive to make first trip this morning to Washington from Charles Street depot]," *American*, August 25, 1835.

Anonymous, "Opening of the Washington Rail Road [cars in 'brigades' of four and five each]," *American*, August 26, 1835.

Anonymous, "Opening of the Baltimore and Philadelphia Railroad [mentions pile bridge over Gunpowder estuary]," *American*, July 20, 1837.

Anonymous, "Opening of the Baltimore and Philadelphia Railroad [speech of Nicholas Biddle and list of toasts]," *American*, July 24, 1837.

Anonymous, "Baltimore and Philadelphia Railroad [completed to Wilmington; steamboat link to Philadelphia]," *Sun*, July 20, 1837.

Anonymous, "Rapid Travelling [new Railroad takes 200 passengers to Philadelphia in 5 hours and 50 minutes]," *Sun*, July 24, 1837.

Anonymous, "Resources of Baltimore--Statistics of Granite and Marble," *Sun*, May 21, 1838.

Anonymous, "Susquehanna Railroad [proposed route through Old Town to tidewater at City Block]," *Sun*, June 6, 1838.

Anonymous, "The Mexican Sloop of War [under construction at Fells Point]," *Sun*, June 14, 1838.

Anonymous, "Susquehanna Railroad [to be completed to York, Pa., this month]," *Sun*, July 7, 1838.

Anonymous, *An Act to Incorporate the Baltimore Steam Packet Company, passed 1839-40; together with an act to extend the charter of the Baltimore Steam Packet Company for a period of Twenty Years, passed 1856; an act authorizing said company to make contracts for breaking tracks through the ice, passed 1856* (John F. Wiley, Printer: Baltimore, 1858), Maryland Historical Society.

Anonymous, "Navy of Texas [four ships launched in Baltimore yards]," *Lyford's Baltimore Price Current*, June 29, 1839.

Anonymous, "Superb Fire Engine [built by Thomas Share for Mobile, Alabama]," *American*, August 10, 1839.

Anonymous, "Ship Building in Baltimore [six vessels constructed for Republic of Texas]," *American*, August 23, 1839.

Anonymous, "Baltimore Ship Building [list of 70 vessels built that year]," *American*, December 18, 1839.

Anonymous, "Heavy Wrought Iron Work [forging steamboat shafts and rods for Russian steam frigate *Kamshatka* at Canton, Franklinville, and Ridgelys Forges]," *American*, December 9, 1840.

Anonymous, *Laws, Documents and Judicial Decisions Relating to the Baltimore and Fredericktown, York and Reisterstown, Cumberland and Boonsborough Turnpike Road Companies* (John D. Toy: Baltimore, 1841).

Anonymous, "The Franklin Railroad [opening day of service from Hagerstown to Chambersburg]," *Sun*, February 3, 1841.

Anonymous, "Baltimore and Ohio Railroad Notes [re company's issuance of small banknotes]," *Sun*, February 3, 1841.

Anonymous, "Ship Building [describes work at Robb's yard, Fell's Point]," *Sun*, April 3, 1841.

Anonymous, "The Tide Water Canal -- The Company -- Its Notes -- The Boatmen [proposal for line of steam tow-boats from Baltimore to Havre de Grace]," *Sun*, July 31, 1841.

Anonymous, "Awful Disaster! Explosion of the Steamboat *Medora*! Great Loss of Life!!! [vessel built by Virginia and Maryland Steamboat Company exploded at Cully's Wharf during initial test," *Sun*, April 15, 1842 (more on April 16, 18).

Anonymous, "The Rail Road Cars [first locomotive of Philadelphia road brought to President Street Station; horses to be discontinued on Canton to Pratt Street depot route];" *Sun*, May 27, 1842.

Anonymous, "A Locomotive for the Russian Government [from Ross Winans shop]," *Republican & Argus*, September 10, 1842.

Anonymous, "Annapolis and Elkridge Railroad Company [5<sup>th</sup> annual report, not completed]," *Niles National Register*, 63 (January 14, 1843): 306.

Anonymous, "Marine Railway [of Phillip H. Muller, lower end of Philpot Street near Bethel Church; full technology]," *Sun*, May 19, 1843.

Anonymous, "Jones' Falls--The Mills, &c. [lists water-powered industries]," *Sun*, September 25, 1843, quoted from *Gazette*.

Anonymous, "Mills, Factories, &c. [lists mills on Herirng Run, Gwynns falls, total count 63]," *Sun*, September 28, 1843, quoted from *Gazette*.

Anonymous, "New Invention [loom for seine netting manufactured for John McMullen]," *Sun*, November 9, 1843.

Anonymous, "Page's Paper Cutter [envelope cutting machine by George Page]," *Sun*, January 8, 1844.

Anonymous, "Baltimore Manufactures [reference to Canton Iron Works, Canton Forge, Criss & Shultz ornamental brass works on Baltimore Street near Calvert]," *Sun*, January 9, 1844.

Anonymous, "Magnetic Telegraph [Morse's experiment at Pratt Street depot]," *Republican & Argus*, May 25, 1844.

Anonymous, "Hose Manufactory [William Dukehart's plant for riveted fire hose, Balderson Street]," *Republican & Argus*, August 19, 1844. More on November 8.

Anonymous, "Morse's Telegraph [description of technology]," *Republican & Argus*, December 2, 1844.

Anonymous, "New Steam Soap and Candle Works [of Smith & Curlett on Jones Falls, Holliday and Pleasant Streets]," *Republican & Argus*, December 27, 1844.

Anonymous, "Duff's Safety Valve [demonstrated at Jones shop on Fleet Street by William Duff: the Hydrostatic Weighted Steam Safety Valve and Damper]," *Sun*, August 5, 1845.

Anonymous, "Iron Manufacture--Albany--Baltimore ["Why should not Baltimore be an iron manufacturing city"]," *American*, September 25, 1845.

Anonymous, "Steam Brick Press [of Francis H. Smith on south side of Basin opposite City Block]," *Republican & Argus*, March 19, 1846. (More in *Sun*, October 7, 1846.)

Anonymous, "The Excursion to the Iron Bridge [Howard Bridge, Carroll Run on Baltimore and Susquehanna, manufactured at Ellicott Iron Rolling mill in city]," *Republican & Argus*, April 25, 1846.

Anonymous, "The Telegraph North, {wires almost complete from Washington to Philadelphia}," *Republican & Argus*, May 13, 1846.

Anonymous, "Improvement [new Chapman glass factory at Caroline and Lancaster Streets]," *Republican & Argus*, July 24, 1846.

Anonymous, "Federal Hill and Vicinity [Mr. Trego erecting buildings for a Chemical Works]," *American*, July 31, 1846.

Anonymous, "Hyde's Manufactory, Rich Fancy Soaps [Francis Hyde's plant for 'Naples Paste' and 'Savons Saus Pointe's' on Pleasant Street between Holliday and North Streets]," *Republican & Argus*, August 6, 1846.

Anonymous, "The Effects of the Tariff on the Carpet Weavers," *Republican & Argus*, August 29, 1846.

Anonymous, "New Manufactory [new Granite Factory, upstream of Ellicott City, to employ 300 hands]," *Republican & Argus*, September 9, 1846.

Anonymous, "Local Matters. Baltimore and Cuba Copper Smelting Furnace [near Fort McHenry]," *Sun*, October 1, 1846.

Anonymous, "Valuable Iron Works [Otho Scott's adv. to sell Harford Furnace in Harford County]," *Republican & Argus*, October 1, 1846.

Anonymous, "Splendid Car [B. & O. Washington Branch provides ladies' car with cushioned seats covered with crimson velvet]," *Sun*, April 24, 1847.

Anonymous, "Baltimore Iron Bridges [incl. 54-foot span bridge over Carrolls Run on NCRR designed by Milholland]," *Sun*, June 24, 1847. Ref. To *Railway Chronicle*, November 7, 1846.

Anonymous, "Tide Water Canal [proposal for regular steam tow boats between Baltimore and Havre de Grace]," *Sun*, May 17, 1847.

Anonymous, "A Visit to Woodberry," *Sun*, July 29, 1847.

Anonymous, "Splendid Engine Depot, [at Mount Clare, polygonal engine house with turntable designed by Murray & Hazlehurst]," *Sun*, August 17, 1847.

Anonymous, "Mathiot's Chair Factory [new works on North Gay Street]," *Republican & Argus*, August 25, 1847.

Anonymous, "Baltimore Iron Works [new plant on Holliday Street of Poole & Ferguson]," *Sun*, August 27, 1847.

Anonymous, "A New Cotton Manufactory [Phoenix Factory to be 102 x 36 feet, millwrighting by Poole & Ferguson's Baltimore Iron Works, 2500 spindles]," *Sun*, September 24, 1847.

Anonymous, "A Steam Engine of Baltimore Invention and Manufacture for New York [four-cylinder engine invented by B. S. Benson, made by A. & W. Denmead for Bebe & Company machine shop]," *Sun*, October 2, 1847.

Anonymous, "Rockdale Factory [on Jones Falls]," *Sun*, October 7, 1847.

Anonymous, "A Baltimore Carpet Manufactory [Smith & Dyer, Granby Street]," *Sun*, October 8, 1847.

Anonymous, "A Mammoth Kettle [cast at Baltimore iron Works of Poole & Ferguson for Smith & Curlett's Soap and Candle Manufactory]," *Sun*, October 27, 1847.

Anonymous, "New Ship Yard [Foster & Booze yard on Harris Creek, Canton]," *Republican & Argus*, April 17, 1848.

Anonymous, "Milk Business on the Baltimore and Susquehanna," *Republican & Argus*, June 13, 1848.

Anonymous, "Manufactory of Queen's Ware [Bennett Pottery Company at Canal and Fleet Streets]," *Republican and Argus*, June 27, 1848.

Anonymous, "A Visit to Federal Hill [Vulcan Iron Works]," *Republican & Argus*, August 5, 1848.

Anonymous, "Our City--Its Improvements [A. & C. Reeder Engine Works near Federal Hill]," *Republican & Argus*, December 2, 1848.

Anonymous, "Grand Ball of the Maryland Ten Hour Association at Ellicotts Mills [campaign for shorter workday, held at McLaughlin's Union Hotel]," *Republican & Argus*, April 4, 1849.

Anonymous, "The New Railroad Depot [President Street; design credited to Chief Engineer Isaac R. Trimble. Other sources, including Janet Greenberg Potter, credit George A. Parker.]," *Sun*, April 27, 1849.

Anonymous, "Launch [of Baltimore and Philadelphia Steamboat Company's *Minnesota* at John C. Brown & Co. shipyard]," *Sun*, August 1, 1849.

Anonymous, "A Visit to the Ship Yards [long survey of Robb's, Gardiner's, Booz yards]," *Sun*, August 8, 1849.

Anonymous, "A Visit to Bolton Depot and Vicinity [Susquehanna Railroad's car and locomotive shop; 8-wheel, 56 passenger coach under construction]," *Sun*, August 8, 1849.

Anonymous, "New Depot [completing roof of President Street Station]," *Republican & Argus*, October 17, 1849.

Anonymous, *Address of the Maryland Ten Hour Association to the Working Men of the State* (Howard Gazette Office; Ellicotts Mills, Md., 1850).

Anonymous, "Destructive Fire in Harford County--The 'Ring Cotton Factory' Destroyed," *Republican & Argus*, January 7, 1850.

Anonymous, "Railroad, Canal and Steamboat Statistics . . . Statistics of the Baltimore and Ohio Railroad, 1849," *Merchants' Magazine and Commercial Review*, 22 (May 1850): 564, microform, Towson University, continuation of *Hunt's Merchant Magazine*.

Anonymous, "Susquehanna Railroad--Opening of the New Depot [Calvert Station]," *Sun*, June 14, 1850.

Anonymous, "Hayward, Bartlett & Co.'s New Establishment [West Pratt and Scott Streets near Mount Clare Depot]," *Republican & Argus*, June 15, 1850.

Anonymous, "A Large Baking Establishment [steam powered bakery on McElderry's wharf being rebuilt for R. Mason & Brothers]," *Sun*, June 29, 1850.

Anonymous, "Baltimore County Marble [account of use in Washington Monument]," *Baltimore County Advocate*, Cockeysville, Md., September 7, 1850.

Anonymous, "Baltimore Woolen Fabrics [Wethered Brothers enter product at American Institute Fair in New York]," *Sun*, October 9, 1850.

Anonymous, "Extension of the Baltimore Water-Works [to build new pump house on Falls Road near Belvidere Bridge; plans by G. W. Fulton]," *Sun*, October 9, 1850.

Anonymous, *Report of the Joint Special Committee of the City Council of Baltimore [on] the Construction of a Cross-Cut Canal to Connect with the Chesapeake and Ohio Canal at Georgetown* (Baltimore, 1851).

Anonymous, "Visit to an Extensive Piano Factory [Knabe's]," *Republican and Daily Argus*, March 8, 1851.

Anonymous, "The Electro-Magnetic Locomotive, [Charles Page's experiment on B. & O.]," *American*, May 1, 1851.

Anonymous, "Baltimore Paper-Hanging Factory [A. Goldner & Son's steam-powered works on Hanover Street]," *American*, May 6, 1851.

Anonymous, "Improvements at Canton [Centrifugal Company building iron pipe works just below the copper works]," *Sun*, June 10, 1851.

Anonymous, "Street Locomotive [large engine, *The Union*, built by George W. Fulton at Murray' & Hazlehurst's Vulcan Works to operate on heavy grade on North Street between Calvert Station and Bolton Depot]," *Baltimore County Advocate*, July 10, 1851.

Anonymous, "A Visit to the Great Baltimore Chair Depot and Manufactory [6 South Gay Street]," *Republican & Argus*, September 17, 1851.

Anonymous, "A Fine Improvement [John Boyd & Sons five-story malt house for brown stout, Eutaw Street]," *Republican & Argus*, October 29, 1851.

Anonymous, "New Factory [Lapouraille & Mauglin Sash Factory, East Falls Avenue]," *Sun*, December 13, 1851.

Anonymous, "By Last Night's Express Train. The Ice-bridged Susquehanna. Travel Between Philadelphia and Baltimore, Imaginary Fears [describes crossing river on tracks laid over the ice]," *Sun*, January 15, 1852.

Anonymous, "Bridging the Susquehanna [need for a rail bridge at Havre de Grace]," *Sun*, January 17, 1852, editorial.

Anonymous, "Trade and Commerce of Baltimore in 1850-51," extract from *Hunt's Merchant Magazine*, February 1852, pp. 172-183, EPFL Maryland Department.

Anonymous, "Light House [Seven Foot Knoll built by Potts Pile technique]," *Sun*, February 11, 1852,

Anonymous, "Winans Locomotive Factory [long description]," *Sun*, March 9, 1852.

Anonymous, "The Lime and Limestone Trade of Baltimore County," *Baltimore County Advocate*, April 3, 1852.

Anonymous, "Prosperity and Growth of Baltimore [foundries on East Monument Street]," *Baltimore County Advocate*, October 23, 1852.

Anonymous, "Improvements [new cattle market and hotel at NE corner Calverton Road and West Baltimore Street. Cf. William Sides' 1853 city map]," *Sun*, November 18, 1852.

Anonymous, "Large Brass Foundry Improvements [William Peters at Pratt Street and Jones Falls]," *Republican & Argus*, November 20, 1852.

Anonymous, "Texas [Maryland quarry village]," *Baltimore County Advocate*, December 25, 1852.

Anonymous, "Destructive Fire [at Poole And Hunt Foundry, North Street]," *Sun*, February 9, 1853.

Anonymous, "Extensive Improvements [Samuel J. Pentz & Brother's ice storage warehouse for beef on Greenmount Avenue]," *Sun*, February 11, 1853.

Anonymous, "The Strike [machinists and railroad workers are now on what is called a *strike*]," *Baltimore County Advocate*, February 19, 1853.

Anonymous, "The Merchants' Shot Tower," *Illustrated News*, New York, 16 (April 16, 1853) 241ff..

Anonymous, "A New Forge [John G. Milholland, Aliceanna and Central Avenue]," *Sun*, May 18, 1853.

Anonymous, "Train That Brought the President [conductor was William Owens, who had charge of all the presidnets from Jackson to Pierce]," *Republican & Argus*, July 12, 1853.

Anonymous, "Maryland Iron Works [description of two charcoal blast furnaces on Basin between Locust Point and Federal Hill]," *American*, July 29, 1853.

Anonymous, "Baltimore Window Sash, Door, and Shutter Factory [Lapoureile & Maughlan, East Falls Avenue]," *Republican & Argus*, October 12, 1853.

Anonymous, "Her Name [launch of clipper ship *Kate Hooper* for Mr. Hooper at Hunt & Wagner yard, Canton]," *Republican & Argus*, October 19, 1853.

Anonymous, "A New Bridge over Jones Falls [on Eastern Avenue]," *Republican & Argus*, January 3, 1854.

Anonymous, "Baltimore and Ohio Railroad Works [description of Mount Clare Shops]," *American*, January 3, 1854, p. 1, col. 8.

Anonymous, "Canton Iron Business," *Sun*, May 18, 1854.

Anonymous, "The Improved Steam Motor [Wethered & Brothers experiment with steam boiler at Wetheredsville textile factory]," *American*, July 21, 1854.

Anonymous, "New Organ Factory [Pomplitz & Rodenwald Organ Company, SW corner of Pratt and Albemarle Streets]," *Sun*, August 15, 1854.

Anonymous, "A Monster Locomotive [56,000-pound *Montgomery* built by Adam Denmead & Son for Virginia & Tennessee Railroad]," *Republican & Argus*, August 23, 1854. Also, "New Locomotive," *Sun*, August 24, 1854.

Anonymous, "The Baltimore, Philadelphia and Wilmington Rail Road Company [building large freight depot at President Street]," *Republican & Argus*, September 19, 1854. (More on December 9, 1854.)

Anonymous, "Philadelphia, Wilmington and Baltimore Railroad [company has the capital to double-tracak and build a Susquehanna bridge]," *Sun*, October 5, 1854.

Anonymous, "The Northern Central Railroad [plan for consolidation of various subsidiaries]," *Sun*, October 20, 1854.

Anonymous, "The Baltimore and Potomac Railroad [Major Trimble to survey line from Baltimore to point opposite Aquia Creek]," *Sun*, October 27, 1854.

Anonymous, "Fall of Port Deposit Bridge--Broken Down by a Drove of Cattle. Telegraphic Interruption [i.e., Rock Run Bridge]," *Sun*, October 28, 1854.

Anonymous, "The Bridge--Steam Ferry Established [*Gipsy* to make stops at Bell's Ferry (Lapidum) after collapse of road bridge across Susquehanna]," *Sun*, October 28, 1854.

Anonymous, "Extensive Improvement [building Maryland Portable Gas Works Company at Ostend and Ridgely Streets]," *Sun*, November 1, 1854.

Anonymous, "Northern Central Railway--Election of Directors of the Company [NCRR formed from the Baltimore & Susquehanna, the Maryland Line, York & Cumberland, and Susquehanna Railroad Companies]," *Sun*, December 5, 1854.

Anonymous, "A New Forge [Sutton, Trego & Company foundry at corner of Central Avenue and Aliceanna Street. Also called Trego, Thompson & Company]," *Sun*, January 6, 1855.

Anonymous, "The New Steamboat at Havre de Grace [new rail car ferry built by Thomas Thatcher at Wilmington]," *Cecil Whig*, Elkton, Md., January 27, 1855.

Anonymous, "The Boston Steam Line [direct service from Baltimore in steamboat, 210 feet by 40 feet; capacity 1000 tons freight; Murray & Hazlehurst engines; built at Robb shipyard]," *Republican & Argus*, March 20, 1855.

Anonymous, "From the Morning Press [Obed Hussey's reaper works on Eastern Avenue]," *Republican & Argus*, April 25, 1855.

Anonymous, "Cedar-Ware Works [H. Magne's West Pratt Street plant for making buckets and tubs with sawmill and drying houses]," *Sun*, May 2, 1855.

Anonymous, "Tremendous Rainstorm [washout of tunnel on Canal Street]," *American*, August 6, 1855, p. 1, col. 8.

Anonymous, "Newly Invented Steam Plow by a Baltimorean [Obed Hussey's farm tractor]," *American Farmer*, 11 (September, 1855): 84.

Anonymous [pseud. "S"], "The Port Deposit Bridge [re failure of owners to repair covered bridge across Susquehanna]," *Cecil Whig*, Elkton, Md., September 8, 1855.

Anonymous, "Self-Reefing Windmill [novel windmill installed near Mount Clare Station by Mr. Elgar]," *Sun*, October 9, 1855,

Anonymous, "Trial of the Steam Plow [tractor invented by Obed Hussey; demonstrated at Agricultural Fair Grounds, Charles Street and 27<sup>th</sup>]," *American*, November 5, 1855.

Anonymous, "Completion of a Bridge [on Frederick Road over Gwynns Falls]," *Sun*, November 6, 1855.

Anonymous, "The New Gas Works [building of generating plant on Leadenhall Street in Spring Gardens]," *Sun*, November 23, 1855.

Anonymous, "The 'Light' at Seven Foot Knoll [lighthouse on 26 piles]," *Republican & Argus*, December 3, 1855. More in *Sun* of October 24.

Anonymous, "The New Gas Works [describes two gasometers and pipes laid under South Charles Street, suction pump worked by fire engine]," *Republican & Argus*, December 4, 1855.

Anonymous, "Pratt Street Bridge [new iron span]," *Republican & Argus*, December 7, 1855.

Anonymous, "Improvements at Locust Point [J. P. Roman's coal wharf and Isaac Scribner's brick yard with Dawe's patent brick machine]," *Sun*, December 12, 1855.

Anonymous, "Extensive Improvements [tour of Knabe & Company Piano Factory]," *Sun*, February 13, 1856.

Anonymous, "An Extensive Establishment [E. C. Thomas oyster packing]," *Daily Baltimore Republican*, September 26, 1856.

Anonymous, "New Bridge [pile-driven Long Bridge, 7/8<sup>th</sup> mile from Light Street to Anne Arundel County, constructed by Richard O. Crisp]," *Daily Baltimore Republican*, October 1, 1856.

Anonymous, "A Steam Plow [Obed Hussey's tractor demonstration in Indiana]," *Rural New Yorker*, 7 (November 8, 1856): 358.

Anonymous, "The Calvert Brass and Bell Foundry [built by Clampitt & Register on North Calvert Street opposite Foundry Street]," *Sun*, December 14, 1856.

Anonymous, "Motive Power of the Baltimore and Ohio Railroad Company. Baltimore Enterprise Repudiated--Fallacious Policy of the Master of Machinery [letter disputing Henry Tyson's choice of ten-wheeled engines for freight instead of Ross Winans' Camel Engine]," *Republican & Argus*, December 31, 1856, quoted from *Boston American Railway Times*.

Anonymous, "The Coffee Trade of Baltimore," *Sun*, January 2, 1857.

Anonymous, "The Policy of the Baltimore & Ohio Railroad Company. A Mammoth Machine Shop &c. [also description of Mount Clare Shops and a letter from Ross Winans]," *Sun*, January 8, 1857.

Anonymous, "Promptly Rebuilt [Laurel and South Baltimore anthracite iron furnaces near Locust Point rebuilt after fire by Daniel L. Reese]," *Sun*, January 26, 1857.

Anonymous, "Travelers from Philadelphia [ice track over the Susquehanna still passable for travelers]," *Republican & Argus*, February 13, 1857.

Anonymous [partially attributed to Mr. Hitchcock, Collector for the Tide Water Canal], "The Ice Flood in the Susquehanna [details of washout of Rock Run-Port Deposit covered bridge, ice-bound ferry boat, plan for railroad tracks on the ice]," *American*, February 13, 1857.

Anonymous, "American Steam Plowing [incl. Obed Hussey's 1855 demonstration in Baltimore County]," *Scientific American*, 12 (July 4, 1857).

Anonymous, "A Meeting to Rebuild Conowingo Bridge," *Aegis*, Bel Air, Md., February 27, 1858.

Anonymous, "The Conowingo Bridge [editorial on dire need for a bridge in Maryland section of Susquehanna]," *Aegis*, Bel Air, Md., March 6, 1858.

Anonymous, "New Card Press [self-feeding printing press invented by William Clarkson]," *Republican & Argus*, March 23, 1858.

Anonymous, "The Work on the Capitol [Poole & Hunt furnishing large iron castings for Capitol dome: : brackets and 36 column shafts; Hayward & Bartlett supplying iron door frames and ceilings of the corridors]," *Republican & Argus*, March 24, 1857.

Anonymous, "Railroad to Towsontown [proposal for route from Northern Central to Towsontown]," *Republican & Argus*, April 20, 1857.

Anonymous, "Lombard Street Bridge [iron span to be built by A. & W. Denmead & Sons]," *Republican & Argus*, March 26, 1858.

Anonymous, "Sale of Land and Iron Works [Great Falls Iron Company, Philadelphia Road]," *Republican & Argus*, March 31, 1858.

Anonymous, "The Mechanical Bakery [Howard Street and Carpenter's Alley]," *Republican & Argus*, May 17, 1858.

Anonymous, "Excursion of Artists Over the Baltimore and Ohio Railroad," *Sun*, June 2, 1858.

Anonymous, "Conowingo Bridge [editorial reporting award of contract; completion set for January 1]," *Aegis*, Bel Air, Md., June 19, 1858.

Anonymous, "Launch of Winans' Iron Steamer [the cigar boat]," *Sun*, October 4, 1858.

Anonymous, "Conowingo Bridge [editorial forecasting opening of bridge over Susquehanna in February]," *Aegis*, Bel Air, January 15, 1859.

Anonymous, "The Baltimore Coal Oil Company [coal oil and parafin refinery at Leadenhall and Hamburg Streets, 10,000 gal./diem]," *Republican & Argus*, February 16, 1859.

Anonymous, "Cotton Factories in Maryland [quotes statistics from Baltimore *Price Current*]," *Sun*, February 14, 1859.

Anonymous, "Northern Central Railway Connection [interchange from Central Avenue to the Philadelphia Railroad along Harford Run]," *Sun*, February 15, 1859.

Anonymous, "Flooring Belvidere Bridge," *Sun*, February 19, 1859.

Anonymous, "Conowingo Bridge Finished [covered bridge for vehicles and cattle over the Susquehanna]." *Sun*, February 26, 1859.

Anonymous, "Conowingo Bridge," *Baltimore County Advocate*, Towson, Md., February 26, 1859.

Anonymous, "Portable Saw Mill [made in Baltimore by Page, used by John O. Price of Cockeysville for timbering]," *Baltimore County Advocate*, Towson, Md., May 14, 1859.

Anonymous, "Artists' Excursion Over the Baltimore and Ohio Railroad," *Harpers New Monthly Magazine*, 14 (June 1859): 1-19.

Anonymous, "Rebuilding [of engine house of Philadelphia, Wilmington & Baltimore Railroad on Canal Street; iron roof fabricated in Philadelphia; shown as "roundhouse" in 1876 Hopkins city atlas on west side of Central Avenue between present Aliceanna and Fleet Streets]," *Republican & Argus*, June 2, 1859.

Anonymous, "Sale of Valuable Cotton Factories [Pocohontas and Powhatan Factories purchased by J. R. Blossom of New York]," *Daily Baltimore Republican*, June 30, 1859.

Anonymous, "The Passenger Railway Cars on Broadway [street car tested, accommodates 24 passengers, pulled by six gray horses]," *Sun*, July 13, 1859.

Anonymous, "The City Passenger Railway--The Injunction and Its Consequences [adv. expressing support of property owners on Baltimore Street]," *Sun*, July 23, 1859.

Anonymous, "The Tarpeian Rock at Ellicott's Mills [cliff bored through for original route of B. & O. ca. 1830]," *Sun*, July 25, 1859. .

Anonymous, "The City Railway [horse-powered street cars running for last two days from Broadway to North Street along Baltimore Street]," *Sun*, July 28, 1859.

Anonymous, "Formal Opening of the Green Spring Road--N. C. Road, &c. [editorial re opening of Western Maryland Railroad to Owings Mills]," *Republican & Argus*, August 10, 1859.

Anonymous, "Formal Opening of the Western Maryland Railroad," *Republican & Argus*, August 12, 1859.

Anonymous, "The Western Maryland Railroad, Formal Opening [to Owings Mills; tracks have almost reached Reisterstown]," *American*, August 12, 1859.

Anonymous, "The Baltimore and Ohio Railroad and the Coal Transportation ['Anthracite' reports diminished coal shipments to Baltimore; blames incompetence of C. & O. Canal management]," *Republican & Argus*, August 12, 1859.

Anonymous, "Railroad Celebration [railroad contractors Irwin & Taylor sponsored excursion to Green Springs Hotel on new Western Maryland Railroad]," *Baltimore County Advocate*, August 13, 1859.

Anonymous, "Western Maryland Railroad [now finished to Owings Mills]," *Baltimore County Advocate*, August 13, 1859, quoting *Carroll County Democrat*.

Anonymous, "Passenger Cars for West Baltimore Street [three new and beautiful passenger cars built by Poole & Hunt; free today, 3 cents during regular schedule tomorrow]," *Sun*, September 12, 1859.

Anonymous, "Another Improvement [soap and candle factory of Edward McAdam at Buren Street and Jones Falls; kettle holding 10 tons]," *Sun*, October 10, 1859.

Anonymous, "Western Maryland Railroad Open to Finksburg Station," *Republican & Argus*, July 12, 1860, adv. by contractors Irwin & Taylor.

Anonymous, "A Visit to the New Water Works [City Council shown around by the engineer Mr. Manning and Captain Montgomery C. Meigs]," *Sun*, August 8, 1860.

Anonymous, "The *Great Eastern* Yesterday--The President's Visit [President Buchanan and cabinet visit 679-foot-long steamship anchored off Annapolis]," *Sun*, August 10, 1860.

Anonymous, "New Piano Factory [Knabe & Company]," *Sun*, August 21, 1860.

Anonymous, "Extensive Factory Improvements [additional buildings of Hayward, Bartlett & Co. at Pratt and Scott Streets]," *Sun*, September 21, 1860.

Anonymous, "Railroad Matters [Mount Clare Shops fabricating iron bridge for South Branch of the Potomac east of Cumberland; completion of new brick sawmill building; also, removing Tarpaeian Rock that restricted B. & O. to one track at Ellicott City]," *Sun*, September 25, 1860.

Anonymous, "Railway Survey [for Baltimore and Philadelphia Central from proposed depot at Broadway and Gay Street via Long Green and Deer Creek Valley]," *Baltimore County Advocate*, December 1, 1860.

Anonymous, "Sale of Avalon Nail and Iron Works," *Baltimore County Advocate*, March 2, 1861.

Anonymous, "Western Maryland Railroad Open to Gorsuch Road," *Republican & Argus*, March 19, 1861, adv. by Irwin & Taylor.

Anonymous, "Nortehr Central Railroad [ref to burning of the rail bridges at outset of Civil War]," *Baltimore County Advocate*, May 4, 1861.

Anonymous, "New Route to the North [need to travel via Westminster and Littlestown, Pa., to reach Harrisburg after burning of the bridges]," *Baltimore County Advocate*, May 4, 1861.

Anonymous, "Northern Central Railroad to Be Repaired [after Maryland militia burned the bridges in April]," *Baltimore County Advocate*, May 4, 1861.

Anonymous, "Capture of Steam Gun [designed at Ross Winans locomotive shop for the Confederacy]," *Baltimore County Advocate*, Towson, Md., May 18, 1861.

Anonymous, "Northern Central Railroad [bridges rebuilt, trains running again]," *Baltimore County Advocate*, May 18, 1861.

Anonymous, "Machinery for South America [Poole & Hunt equipment for a cocoa mill at Guyaquil, Ecuador]," *Republican & Argus*, June 18, 1861.

Anonymous, "Western Maryland Railroad [opened to Westminster; pushing work forward to Union Bridge en route to Hagerstown]," *Sun*, June 18, 1861.

Anonymous, "Western Maryland Railroad Open to Westminster," *Republican & Argus*, June 28, 1861, adv. by Irwin & Taylor

Anonymous, "Back River Bridge Encampment [Federal forces seize C. E. Stansbury's oat field to protect PW&B rail bridge]," *Baltimore County Advocate*, June 29, 1861.

Anonymous, "Industrial and Commercial Cities: Baltimore," *Hunts' Merchant Magazine*, 45 (July 1861): 131-136.

"Western Maryland Railroad Open to New Windsor," *American*, January 21, 1862, adv. placed by Irwin & Taylor, road contractors.

Anonymous, "Balt. And Ohio Railroad [after lapse of nearly a year line is open again through its entire length, including branch to Winchester; Confederate sabotage repaired]," *Baltimore County Advocate*, Towson, Md., March 29, 1862.

Anonymous, "Local Items . . . Desirable Property in Market [mentions Union Bridge as the 'terminus of the Western Maryland Railroad'," *American Sentinel*, Westminster, May 2, 1862.

Anonymous, "Local Items .. .Change of Time [Western Maryland Railway running three trains daily from Westminster; expected to be finished to Union Bridge in about two weeks]," *American Sentinel*, Westminster, Md., May 23, 1862.

Anonymous, "First Arrival. New Stock, New Firm, and Low Prices [adv. by dry goods store in Union Bridge notes goods shipped in by new Western Maryland Railway line to Burton and Koons; train logo at top of text]," *American Sentinel*, Westminster, Md., June 27, 1862.

Anonymous, "Western Maryland Railroad. Open to Union Bridge. On and after June 26, 1862," *Sun*, June 30, 1862, adv. by Irwin & Taylor.

Anonymous, "Western Maryland Railroad [completed to Union Bridge]," *Baltimore County Advocate*, July 4, 1862.

Anonymous, "The Catonsville Railroad [startup of the horse-car line; cars running hourly]," *Baltimore County Advocate*, September 20, 1862.

Anonymous, "New Bridge [over Beaver Dam stream, Cockeysville, to replace temporary trestle]," *Baltimore County Advocate*, Towson, Md., January 24, 1863.

Anonymous, "The New Iron Monitor [the *Waxhaw* being built as light draft river monitor by Denmead yard at Canton]," *Sun*, May 5, 1863.

Anonymous, "The Railway Excursion Party [officials from seaboard cities celebrate opening of through train service from New York to Washington; escorted by William Prescott Smith of B. & O. Met in Baltimore by John W. Garrett]," *Sun*, December 5, 1863.

Anonymous, "Baltimore Charcoal Iron [dimensions and output of Stickney's Lazaretto Furnace, Canton]," *Sun*, March 3, 1864.

Anonymous, "The New Depot Buildings at Camden Station of the Baltimore and Ohio Railroad [two wings]," *Sun*, March 4, 1864. "Revise" on March 5 credits Edward W. Robinson as architect instead of Kemp].

Anonymous, "Heavy Work [Trego, Brown & Co. at forge near President Street making iron piston and connecting rods for Poole & Hunt engines to power navy ships *Waxhaw* and *Monocacy*]," *Sun*, March 14, 1864.

Anonymous, "An Hour in a Ship-Yard [desc. Of Booz & Bro. and Denmead building *Monitor* class *Waxhaw*]," *Baltimore County Advocate*, April 9, 1864.

Anonymous, "Canton Iron Business [including Abbott's]," *Sun*, May 18, 1864.

Anonymous, "Report of the Park Commission [Chapman Lake put in service for city water supply]," *Sun*, March 2, 1864.

Anonymous, "The Double Track [on the PW&B Railroad].", *Baltimore County Advocate*, Towson, Md., May 21, 1864.

Anonymous, "The Invasion of Maryland. Destruction of a Passenger Train--Burning of the Bridge on the Philadelphia, Wilmington and Baltimore Railroad," *Gazette*, July 12, 1864.

Anonymous, "Death of a Well Known Civil Engineer, John Davis, Esq.," *American*, August 2, 1864.

Anonymous, "The Spring Freshets [reports Conowingo covered bridge over Susquehanna submerged]," *Maryland Journal*, Towson, Maryland, March 25, 1865.

Anonymous, "Completion of the Great Northern Central Railway Depot [the present Downtown Racquet Club]," *American*, April 20, 1865.

Anonymous, "Dummy Engines on the Park Railway [for Druid Hill Park; ordered from Fulton Works, Philadelphia]," *Maryland Journal*, Towson, Md., July 5, 1865.

Anonymous, "Abbott's Iron Rolling Mills—A New Iron Manufacturing Company Formed [credits company with rolling plates and turrets for first 16 Monitor class warships]" *Sun*, August 4, 1865.

Anonymous, "The Monitor *Waxhaw* [engines of this *Monitor*-class warship built by Denmead & Company shipyard, tested at the dock]," *Sun*, September 5, 1865.

Anonymous, "Something New [James Keenan's new smithy on Holliday Street near Saratoga; former blacksmith of B. & O. Railroad's horse-drawn trains]," *Sun*, October 26, 1865.

Anonymous, "New Depot of the B. & O. Camden Street [description of towers,]" *Sun*, January 2, 1866.

Anonymous, "Another Baltimore Manufacturing Enterprise [White & Butterworth, makers of spike and rivet machines]," *Sun*, January 22, 1866.

Anonymous, "The Merchants Sugar Refinery [new refinery on Buchanan's Wharf built by Fink, Shurtz, McSherry & Co.]," *Sun*, May 15, 1866.

Anonymous, "The Mount Clare Depot—Its Workshops, &c.," *Gazette*, May 18, 1866.

Anonymous, "Druid Hill Park--The City Passenger Railway--The Mansion House and the Lakes [miniature train pulled by steam "dummy engines"]," *Sun*, May 23, 1866.

Anonymous, "The Pikesville Railway [C. H. Latrobe's survey for horse car route]," *Sun*, May 24, 1866.

Anonymous, "New and Important Enterprise [Baltimore City Fertilizing and Manufacturing Company at Colgate Creek; mill house for mashing and grinding; drying sheds for night soil and garbage; steam engine from Poole & Hunt]," *Sun*, June 29, 1866.

Anonymous, "Terrible Tornado in the Susquehanna River, Destruction of the Susquehanna Railroad Bridge [under construction by Philadelphia, Wilmington & Baltimore Railroad]," *Gazette*, July 27, 1866.

Anonymous, "The Destruction of the Railroad Bridge on the Susquehanna [tornado damage to new timber bridge on PW&B RR]," *American*, July 28, 1866.

Anonymous, "Heavy Freshet in Gwynns Falls and the Patapsco River [incl. washout of Patterson Viaduct at Ilchester]," *Gazette*, October 12, 1866.

Anonymous, "Geo. A. Page & Co., Manufacturers of Patent Portable Circular Sawmills. Also Portable Steam Engine [illustrated adv.]," *Gazette*, October 14, 1866.

Anonymous, "The Susquehanna Railroad Bridge [opened to traffic, 3500 feet long, to carry Philadelphia, Wilmington & Baltimore Railroad]," *Maryland Journal*, Towson, Maryland, December 1, 1866.

Anonymous, "New Railroad Bridge Across the Susquehanna," *Harpers Weekly*, 10 (December 22, 1866):307. Full page woodcut of bridge, p. 308.

Anonymous, Lt. Col. William P. Craighill, "Ship Channel of Patapsco River [Corps of Engineers report with possible routes]," *Sun*, January 30, 1867.

Anonymous, "An Extensive Foundry [Isaac A. Sheppard & Company's new stove works, Fleet Street and Chester]," *Sun*, February 21, 1867.

Anonymous, "Four Years' Work of a Thousand Men [building Susquehanna River railroad bridge," *Scientific American*, June 1, 1867, with woodcut illustration [probably by chief engineer George A. Parker, q.v.].

Anonymous, "The New Government Bonded Warehouse [at foot of Bond Street, Fells Point]," *Sun*, November 16, 1867.

Anonymous, "The Canton Company--Its History and Purposes," *Sun*, November 19, 1867.

Anonymous, "The Bridge Patent Case [John DuBois sues PW&B Railroad for patent infringement on his underwater caisson technique used on Susquehanna bridge piers]," *Sun*, November 30, 1867.

Anonymous, "A Stationary Grain Elevator [at former Jackson's Wharf, foot of Bond Street, built by Northern Central Railroad to design of M. C. Cogswell of New York]," *Sun*, January 23, 1868.

Anonymous, "Annual Report of the Philadelphia, Wilmington and Baltimore Railroad Company [success of rail bridge completed at Havre de Grace 1866; comments by Benjamin Latrobe]," *Sun*, February 10, 1868.

Anonymous, "Baltimore and Bremen Steamers. Great Demonstration in Honor of the Inauguration of the Line. Immense Procession [North German Lloyd Line's *Baltimore* arrives at European steamship pier, Locust Point]," *Sun*, March 27, 1868.

Anonymous, "Immigration--Influence of Steamships. Settlers for Maryland [editorial re opening of B. & O.'s immigration pier]," *Sun*, March 28, 1868.

Anonymous, "The Steamship Baltimore [to sail to Bremen from European steamship pier, Locust Point]," *Sun*, April 1, 1868.

Anonymous, "Reseizure of Oil Refineries [collector of port seizes Hamill & Nicolai plant, also Sylvia A. Hunt works, Merritt & Poultney Company at Canton in dispute re duty on light oil]," *Sun*, April 1, 1868.

Anonymous, "Rebuilding of the Maryland Sugar Refinery, Resumption of Its Operations [on pier between Dugan's and O'Donnell's Wharves]," *American*, April 2, 1868.

Anonymous, "Extensive Improvements in Harford County--Iron and Chemical Works [Clement Dietrich buys Harford Furnace; to build chemical works]," *Sun*, April 4, 1868.

Anonymous, "Another Manufacturing Improvement [Flynn & Emrich]," *Gazette*, October 7, 1868.

Anonymous, "The Trade of Baltimore, Chemical Works," *Gazette*, January 2, 1869.

Anonymous, "Calvert Sugar Refinery [on Block Street; with centrifugal machines; William Sterling, president]," *Gazette*, May 6, 1869.

Anonymous, "President Grant in Baltimore [tours Mount Clare Workshops of B. & O., then travels 29 miles down the bay on North German Line's steamship *Baltimore*]," *Sun*, July 1, 1869.

Anonymous, "Immense Factory Improvement [Knabe Piano Factory]," *Gazette*, August 21, 1869.

Anonymous, "New Window Glass Works [Maryland Window Glass Works at Ostend, Clement, and Leadenhall Streets]," *Sun*, August 30, 1869.

Anonymous, "Partial Destruction of the Abbott Iron Works," *Gazette*, November 2, 1869.

Anonymous, "The Negro Railway Case [City Passenger Railway Company provides a number of horse cars to accommodate African Americans]," *Gazette*, May 3, 1870.

Anonymous, "A Handsome Improvement [new steam sash factory of W. W. Maughlin & Sons, Pratt and President Streets, iron-fronted lower story]," *Sun*, June 14, 1870.

Anonymous, "Improvements of the Channel of the Patapsco and Chesapeake Bay [petition to Congress to deepen Craighill and Brewerton Channels]," *Sun*, June 17, 1870.

Anonymous, "The Union Railroad Commission," *Sun*, June 24, 1870.

Anonymous, "The Union Railroad Scheme," *Sun*, June 29, 1870.

Anonymous, "A Prominent Improvement [cannery for J. B. Brinkley at Charles Street and Welcome Alley]," *Gazette*, August 22, 1870.

Anonymous, "The Union Railroad Company—The Proposed Tunnel," *Sun*, August 24, 1870.

Anonymous, "Extensive Factory Improvement—Grand Festival [Wilkins & Company steam-curling hair factory]," *Gazette*, October 3, 1870.

Anonymous, "The City [digging up the cornerstone of Baltimore and Susquehanna Railroad]," *American*, October 31, 1870.

Anonymous, "Baltimore and Potomac Railroad Tunnels [contract to Thomas Rutter of New York]," *Maryland Journal* Towson, Md., April 8, 1871.

Anonymous, "The Tarpean Rock [nothing left of obstruction to B. & O. at Ellicott City but its foundation]," *Sun*, May 4, 1871.

Anonymous, "A Large Manufacturing Improvement at Canton [chair and cottage furniture factory of Messrs. Magne and Chapman, Boston Street near Harris Creek bridge]," *Sun*, May 19, 1871.

Anonymous, "Maryland Affairs, Harford County . . . The Harford Steel Patent Case [Thomas Trafford of Deer Creek Iron Works patent upheld for making the best quality steel directly from the ore and at very little expense]," *Sun*, May 27, 1871.

Anonymous, "Deepening the Harbor and Channel [plans of port warden Capt. John H. Cooper]," *Sun*, June 23, 1871.

Anonymous, "High-Service Water. Interesting Report--Contemplated Reservoir in Druid Hill Park [report of special committee]," *Sun*, June 24, 1871.

Anonymous, "New Patent Air Brake [installed on Northern Central Railroad]," *Maryland Journal*, Towson, Md., July 1, 1871.

Anonymous, "Suburban Railroads: Baltimore, Calverton, & Powhatan [mentions mill villages]," *Sun*, July 7, 1871.

Anonymous, "Maryland Affairs. Prince Georges County. Progress of Our Road [Baltimore & Potomac track laid to Little Patuxent; bridge over Rogue Harbor completed]," *Gazette*, July 15, 1871.

Anonymous, "Valuable Business Improvement [iron front buildings on South Charles Street south of Pratt for F. W. Felgner's smoking tobacco factory at 208 S. Charles Street; listed as cigarette factory in 1887 city directory]," *Gazette*, July 17, 1871.

Anonymous, "Suburban Railways in Baltimore County [horse cars to Catonsville]," *Sun*, August 4, 1871.

Anonymous, "The Baltimore and Potomac Railroad--Progress of the Work Through the City--New Pits Opened--Work on the New Depot [contractor, Colonel Rutter]," *Gazette*, August 7, 1871.

Anonymous, "New Car Houses and Stables for the City Passenger Railway [at terminus of Madison Avenue, horse-car line]," *Gazette*, August 29, 1871.

Anonymous, "The Development of South Baltimore [Watson & Otto of Buffalo, N.Y., purchased the forge property on Nicholson Street; rolling mills of Messrs. Coates to resume work; Hick & Gardner were handling 30,000 bushels/diem of grain in former B. & O. warehouse at Locust Point]," *Gazette*, August 31, 1871.

Anonymous, "A New Piano Manufactory [Gahle & Company, 7 South Eutaw Street]." *Gazette*, September 2, 1871.

Anonymous, "Baltimore and Potomac R.R., Annual Meeting of Stockholders [report on progress of Baltimore tunnels and bridges]," *Gazette*, September 7, 1871.

Anonymous, "Launch of Ice Boat *Maryland*," *Gazette*, October 3, 1871.

Anonymous, "Strike of the Can Makers," *Gazette*, November 17, 1871.

Anonymous, "Manufacturing Improvements [new building of Holmes Plating Works on Holliday Street near Saratoga for silver plate ware, William Holmes, prop.]," *Gazette*, March 25, 1872.

Anonymous, "The City Railroad Tunnels. The Baltimore and Potomac and Union Railroad Tunnels--Program of the Work Across the City," *Sun*, May 30, 1872.

Anonymous, "The Abbott Rolling Mills [lying idle, 600 unemployed]," *Sun*, June 6, 1872.

Anonymous, "The Western Maryland Railroad--First Through Train [to Hagerstown on June 5; party led by railroad line president McLane]," *Sun*, June 6, 1872.

Anonymous, "Bachman's valley Railroad [grading will be finished to Chesnut Hill Ore Banks]," *Gazette*, July 1, 1872.

Anonymous, "Railroad Enterprise. The Baltimore and Potomac Railroad. Its Completion and Equipment. First Passage of Trains over the New Route. Excursion to the National Capital," *Gazette*, July 2, 1872.

Anonymous, "Visit to a Slaughtering Establishment [of Jacob Lorian near Mount Olivet Cemetery, Frederick Road]," *Gazette*, July 23, 1872.

Anonymous, "An Extensive and Complete Establishment [Otto Duker & Brother lumber yard at President Street and Canton Avenue]," *Gazette*, July 27, 1872.

Anonymous, "Sale of a Lager Beer Brewery [Odenwald and Joh brewery and restaurant sold to John Summerfield; Calverton Road and Frederick Road]," *Maryland Journal*, Towson, Md., July 27, 1872.

Anonymous, "The Industrial Interests. Baltimore Manufactories--A Tour Among the Cotton Mills," *Sun*, August 8, 1872.

Anonymous, "Northern Central Railway Car Shop [and roundhouse north of North Avenue]," *Maryland Journal*, Towson, Md., November 16, 1872.

Anonymous, "Northern Central Railway Car Shop [roundhouse and smith shops built above North Avenue]," *Maryland Journal*, Towson, Md., November 16, 1872.

Anonymous, "Local Matters. Investigation of the Jones Falls Work--Report by Board of Engineers [re bridge abutments and sidewalls of lower Falls]," *Sun*, November 22, 1872.

Anonymous, "Catonsville Railway--Dummy Engines and Steam Street Cars," *Maryland Journal*, Towson, Md., November 23, 1872.

Anonymous, "Death of a Prominent Inventor [George Page, inventor of circular saw]," *Sun*, January 6, 1873.

Anonymous, "Local Improvement [Sherwood Park Marble Company at Cockeysville builds marble sawmill and steam engine house]," *Maryland Journal*, Towson, Md., May 17, 1873.

Anonymous, "Potomac Railroad Tunnel [first train on Sunday under John T. West, conductor; Jerry Sweeney, engineer]," *Sun*, June 30, 1873.

Anonymous, "Saturday Night at Lexington Market," *Gazette*, July 23, 1873.

Anonymous, "The Western Maryland Railroad [independent track laid from Owings Mills to Baltimore; to perform trestle works at Johnson's estate today]," *Gazette*, July 29, 1873.

Anonymous, "Baltimore and Potomac Railroad [starting today will pick up passengers at Pennsylvania Avenue depot]," *Gazette*, August 9, 1873.

Anonymous, "The Western Maryland Railroad--The Connection with the Potomac Tunnel [last spike laid for last track driven yesterday near intersection of Patterson and Fulton Avenues]," *Gazette*, August 13, 1873.

Anonymous, "The Temporary Water Supply--Progress of the Work [refilling Lake Roland with water pumped from Gunpowder Falls]," *Gazette*, August 13, 1873.

Anonymous, "Baltimore and Randallstown Passenger Railroad [grading completed from Fulton Street to Lake House, 5 miles out Liberty Road]," *Gazette*, August 15, 1873.

Anonymous, "Ship Building in Baltimore [long survey of projects]," *Sun*, August 18, 1873.

Anonymous, "The Randallstown Passenger Railway [test trip today]," *Gazette*, August 20, 1873.

Anonymous, "First Train over the Western Maryland Railroad [Fulton Station to Owings Mills; Albert Getty, conductor; Edward Covell, engineer]," *Gazette*, August 27, 1873.

Anonymous, "The Jones Falls Drawbridge [commission gets specifications for span over mouth of falls]," *Gazette*, August 27, 1873.

Anonymous, "Opening of the Baltimore and Randallstown Passenger Railway [a horse car line]," *Gazette*, August 28, 1873.

Anonymous, "New Bridge [PW&B Railroad to situate an iron bridge in place of wooden one across Susquehanna at Havre de Grace; contract to Baltimore Bridge Company; 2400 feet of continuous iron]," *Gazette*, August 30, 1873.

Anonymous, "Opening of the Baltimore, Pimlico, and Pikesville Railway [a horse-car line]," *Gazette*, September 3, 1873.

Anonymous, "Baltimore and Potomac Railroad [annual report, new depots at Pennsylvania Avenue and Charles Street; tunnel found perfect]," *Gazette*, September 4, 1873.

Anonymous, "The Patapsco Bridge and Iron Company [description of Wendel Bollman's works at Canton]," *American*, September 5, 1873.

Anonymous, "A New Glass House [Union Glass Company, Spring Gardens]," *Sun*, September 6, 1873, Supplement.

Anonymous, "The High Service Reservoir [in Druid Hill Park nearly complete; pump house built by Andrew Hanrahan; 27 million gallon capacity]," *Gazette*, September 17, 1873.

Anonymous, "Dangers of Driving Cattle Through the Streets [on West Lexington and West Fayette Streets; drover George Keigner seriously injured]," *Gazette*, September 25, 1873.

Anonymous, "Western Maryland Railroad [trains start using new tracks from depot on Charles Street through Baltimore & Potomac tunnel; ref to Hagerstown Express, mail from Fulton Station]," *Gazette*, October 15, 1873.

Anonymous, "Western Maryland Railroad [Fulton Station, its engine house and turntable almost completed at Fulton Avenue and Winchester Street]," *Gazette*, October 17, 1873.

Anonymous, "The Western Maryland Railroad [departures moved from Calvert Station to Union Depot]," *Maryland Journal*, October 18, 1873.

Anonymous, "Potomac Railroad--Pennsylvania Avenue Depot [station completed at end of Wilson Street tunnel on B. & P. route]," *Gazette*, November 15, 1873.

Anonymous, "Western Maryland Railroad [passenger car to shuttle from Eutaw and Fayette Streets company office to new Fulton Station]," *Gazette*, November 26, 1873.

Anonymous, "Milk, the Business in Baltimore [long account of dairies]," *Gazette*, November 29, 1873.

Anonymous, "The New High Service Reservoir at Druid Hill Park--Pump House, Pipe Connection, &c. [gate house built into embankment; Niernsee and Neilson, architects of pump house]," *Sun*, December 9, 1873.

Anonymous, "From Baltimore to Williamsport. Opening of the Western Maryland Railroad. Excursion of State and City Officials [S. A. Jackson, conductor; Levi Plack, engineer]," *Sun*, December 18, 1873.

Anonymous, "New Hotel at the Relay House, Baltimore and Ohio Railroad [the 'Viaduct' hotel, cost \$100,000; architect E. F. Baldwin]," *Sun*, December 22, 1873.

Anonymous, "The Burning of Reckord's Bone Mill [fertilizer plant at Harford Road and Little Gunpowder Falls]," *Maryland Journal*, Towson, Md., January 17, 1874.

Anonymous, "Utilizing the Night Soil and Garbage of the City [proposal to use poudrette machine to convert waste into fertilizer]," *Sun*, February 5, 1874.

Anonymous, "The Water Supply of Baltimore City--Annual Visit of Inspection--Completion and Working of the New High Service Supply, &c. [re Druid Hill Lake, pump house, and play of fountain]," *Sun*, June 11, 1874.

Anonymous, "The Locust Point Elevators [for B. & O.]," *American*, August 3, 1874.

Anonymous, "The Beaver Dam Marble Quarries [long description]," *Baltimore County Union*, September 5, 1874.

Anonymous, "Terrible Accident--A Colored Man Falls in Boiling Sugar [John Carr at Woods, Weeks & Company's Baltimore Sugar Refinery at Concord and Lombard Street]," *Sun*, September 18, 1874.

Anonymous, "Settlement of the Baltimore and Libertytown Turnpike and Randallstown Railroad Difficulty [shareholders' dispute]," *Sun*, September 18, 1874.

Anonymous, "Peter Cooper's Locomotive [of 1830 built for B. & O.]," *Baltimore County Union*, January 30, 1875.

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[incl. Montebello-to-Clifton tunnel, Clifton Gate House, project supervised by John G. Holland, 5-mile lake at Loch Raven]," *Sun*, November 22, 1877.

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Anonymous, "The Baltimore and Ohio Extension [first train today]," *Sun*, May 11, 1886.

Anonymous, "B. & O. in Philadelphia. Mr. Garrett's Opening Trip. Official Inspection of the Road. From Camden Station to the Schuylkill. A Satisfactory Inspection. Some Good Running on the Way [visit to Susquehanna bridge]," *Sun*, May 12, 1886.

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Anonymous, "New Bolton Depot [of NCCR at Oliver, Cathedral, and Hoffman Streets]," *Sun*, June 11, 1886.

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Anonymous, "Large Brewery [John F. Wiessner's, Belair Avenue]," *Sun*, November 17, 1887.

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Anonymous, "Gwynns Falls Valley [details on Wetheredsville. list of department managers; mentions two mills, steam power]," *Sun*, July 14, 1888, Supplement.

Anonymous, "How Steelton Grows," *American*, February 2, 1889.

Anonymous, "Where Ships Are Built," *American*, February 10, 1889.

Anonymous, "A New Road Is Opened [rail link to Sparrows Point]," *American*, February 12, 1889.

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Anonymous, "Preliminaries for Cabling the Bowie Lines [proposal to replace horse cars of White and Blue line with cable cars]," *Sun*, July 4, 1891.

Anonymous, "Compressed Air Motors for Street Cars [James F. Lewis explains McKarski air propulsion motor to horse-car line presidents Bowie and Perin]," *Sun*, July 8, 1891.

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Anonymous, "New Malleable Casting Works Finished [Baltimore Malleable Iron and Steel Casting Company, SE corner of South Charles and Wells Streets]," *Sun*, June 15, 1892.

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Anonymous, "The Tin Mill of Coates & Co. Burnt Out [new tin-plate mill at Andre and Beason Streets, Locust Point; to be rebuilt]," *Sun*, June 24, 1892.

Anonymous, "The Catonsville Short Line [annual report; 191,487 passengers carried in 1891]," *Sun*, June 28, 1892.

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Anonymous, "Howard County Cotton Mills Put in Steam Power [James P. Gary & Son's 400 hp engine]," *Sun*, August 26, 1892.

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"New Cable Line. Twenty-five Thousand Passengers as the First Day's Work [Gilmor Street line]," *Sun*, August 31, 1892.

Anonymous, "Baltimore's New Cable Car Line [with photo of Epworth Independent Methodist Church converted into winding power house]," *Street Railway Review*, September 15, 1892.

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Anonymous, "A Glance at the Elevated [re Guilford Avenue elevated trolley car viaduct]," *American*, March 17, 1893.

Anonymous, "At Sparrows Point [unloading of 124-pound Krupp gun for World's Fair in Chicago]," *Maryland Journal*, Towson, Md., March 25, 1893.

Anonymous, "The Cloud That Hangs O'er Sparrow's Point," *Sunday Herald*, April 9, 1893.

Anonymous, "A Handsome Testimonial to Mr. Perin, The City and Suburban Railway Completed to Towson," *Maryland Journal*, Towson, Md., May 6, 1893.

Anonymous, "The Lake Roland Elevated Electric Railway," *Maryland Journal*, Towson, Md., May 6, 1893.

Anonymous, "How Pottery Is Made [at Locust Point]," *American*, May 7, 1893, p. 14.

Anonymous, "Too Much Sewer Now, The People of Southwest Baltimore Demand Relief. They Want Ill-Smelling Sewers Covered [illustration of limekilns at Ridgely and Ostend Streets]," *American*, May 10, 1893.

Anonymous, "Belt Line Electric Motor [drawing of smokeless engine for Howard Street Tunnel]," *American*, July 25, 1893.

Anonymous, "The Oil Pipe Line," *Maryland Journal*, Towson, Md., August 18, 1893.

Anonymous, "The Last of the Ellicott Furnace [dismantling works near Federal Hill where for 40 years Henry W. Ellicott operated charcoal kilns, ore-drying unit, two smelting furnaces, and moulding department]," *Maryland Journal*, Towson, Md., December 9, 1893.

Anonymous, "Down in A Beer Vault," [tour of Von Der Horst's brewery in northeast Baltimore; illustration of machinery]," *American*, February 11, 1894.

Anonymous, "'Kinks' in the Cable. Some Aggravating Mishaps to Rapid Transit [drawing of cable splicing method]," *American*, February 25, 1894.

Anonymous, "Crossing of the Ways, Scenes on Eutaw Street Block by Day and Night [with drawing of "The Cable Curve at Baltimore and Eutaw Streets]," *American*, March 25, 1894.

Anonymous, "Great and Busy Firms . . . Flouring Mills [re C. A. Gambrill Company and Robert Poole & Sons Company]," *American*, April 6, 1894.

Anonymous, "The Old Ways and the New, From Car Horse Shed to Cable Power House," *American*, April 8, 1894.

Anonymous, "The Hall's Spring Electric Line [of City Passenger Railway in operation]," *Maryland Journal*, Towson, Md., May 26, 1894.

Anonymous, "Viaduct Manufacaturing Co. Machine Shops Struck by Lightning and Then Destroyed by Fire [at Hockley Mill site, Howard County]," *Sun*, July 2, 1894.

Anonymous, "Obituary. Daniel Beckley [paper manufacturer of Beckleysville, account of success in newsprint and book paper]," *Maryland Journal*, Towson, Md., July 7, 1894.

Anonymous, "An Old Bridge Gone [\"Blue Bridge\", a Bollman truss over Patapsco at Ilchester replaced by double track steel bridge by J. E. Griener and Concord Iron Works]," *Maryland Journal*, Towson, Md., August 4, 1894.

Anonymous, "Breaking of Ground for the Baltimore, Middle River and Sparrows Point Electric Railway," *Maryland Journal*, September 8, 1894.

Anonymous, "Improvements at Towson [street lights powered by Mount Washington station]," *Sun*, September 22, 1894.

Anonymous, "Progress in Building a Big Bridge [taking down the false-work of North Avenue bridge]," *Sun*, November 21, 1894.

Anonymous, "In and About Town . . . Passenger Trains Through the Belt Tunnel [first train through B. & O. Howard Street tunnel; steam power used, electric system not ready]," *Sun*, May 11, 1895.

Anonymous, "Fine Roads for Cyclists [with map, Baltimore to Ellicott City]," *American*, May 5, 1895.

Anonymous, "Opening Day of the Emory Grove Railway [an electric trolley car line]," *Maryland Journal*, Towson, Md., May 25, 1895.

Anonymous, "Three Bars of Pig Iron [old bars stamped 'Elkridge' discovered]," *American*, June 1, 1895.

Anonymous, "Elkridge Iron [James Bates, Pratt Street iron founder, bought antique iron bars stamped 'Elkridge 1755' and a Principio bar]," *Ellicott City Times*, June 8, 1895.

Anonymous, "Philadelphia Pike Will Be Accepted [Baltimore County to take title of privately owned turnpike road, later designated as Maryland Route 7]," *Maryland Journal*, Towson, Md., June 22, 1895,

Anonymous, "At Bloody Claremont [stockyards]," *American*, September 1, 1895.

Anonymous, "A Geological and Economic Survey of the State of Maryland [editorial supporting Prof. William Bullock Clark's proposal]," *Sun*, January 2, 1896.

Anonymous, "Geological Survey. Prof. Wm. B. Clark Advocates One for Maryland. Benefits It Would Bring," *Sun*, Jnauary 2, 1896.

Anonymous, "Shipbuilding in 1895. Eleven Vessels, Valued at \$140,000 Were Constructed Here [with chart of other years]," *Sun*, January 2, 1896.

Anonymous, "Dye Works Burned [Baltimore Dye Works at Hudson and Streeper Streets, prop. Of Eugene Fisher & Co.]," *Sun*, January 3, 1896.

Anonymous, "Invented the First Reaping machine [Owen Dorsey of Howard County]," *Baltimore County Union*, September 14, 1895.

Anonymous, "Paper Mill Burned. Destruction of a Large and Valuable Plant in Howard County [Mentzell's on Sucker Branch near Oella]," *Sun*, April 28, 1896.

Anonymous, "Iron Ore from Nova Scotia [shortage of Cuban Juruaga ore due to revolution]," *Maryland Journal*, Towson, Md., May 16, 1896.

Anonymous, "A Big Warehouse to Be Erected by the B. & O. Railroad Company for Tobacco Storage, Henderson's Wharf the Site," *Sun*, August 12, 1896.

Anonymous, "Its Structure Unique [North Avenue bridge, Frederick A. Smith, consulting engineer; L. B. McCabe & Bro., contractors]," *American*, September 28, 1896.

Anonymous, "Furnace A at Sparrows Point to Resume Operations," *Argus*, Catonsville, Md., January 2, 1897.

Anonymous, "Enlarging a Manufacturing Plant [Henry McShane's Central Foundry, 3000 block of Dundalk Avenue, Dundalk]," *Baltimore County Democrat*, Towson, Md., January 23, 1897.

Anonymous, "An Immense Structure, B. & O. Warehouse, Fells Point [Henderson's Wharf, designed by Baldwin & Pennington]," *American*, June 23, 1897.

Anonymous, "Wealth of the Deep. Tomorrow the *Argonaut* Starts Out on Her Treasure Seeking Career [long description of Simon Lake's submarine]," *Sun*, August 18, 1897.

Anonymous, "*Argonaut* Afloat, Submarine Wrecking Boat Successfully Launched After Her Keel Stuck in the Mud [Simon Lake's sub at Columbia Iron Works]," *Sun*, August 20, 1897.

Anonymous, "Wondrous Steel Plant [Sparrows Point]," *American*, September 16, 1897.

Anonymous, "N. I. Gorsuch & Sons' Mill at Westminster, Md. [flour production started by steam power 1890]," *American Miller*, 26 (March 1, 1898): 220.

Anonymous, "The System of the Baltimore and Northern Electric Railway Company [trolley service to Emory Grove and Glyndon]," *Street Railway Journal*, 14 (April 1898): 175-181.

Anonymous, "Steel Rails for Russia [from Sparrows Point]," *Maryland Journal*, Towson, Md., April 16, 1898.

Anonymous, "State Road Day," *Mayland Journal*, Towson, Md., July 23, 1898.

Anonymous, "The Arlington Standpipe. It Is Expected That Water from It Will Be Supplied to the Neighborhood Today," *Sun*, July 25, 1898.

Anonymous, "To Inspect Finely Built Road [section of McAdamized Mount Vista Road near Kingsville, demonstration project of U. S. Road Inquiry Office,]" *Maryland Journal*, Towson, Md., July 30, 1898.

Anonymous, "Model Road Building," *Maryland Journal*, Towson, Md., August 6, 1898.

Anonymous, "Extension of a Trolley Link to Be Constructed from Catonsville to Ellicott City at Once," *Baltimore County Democrat*, October 1, 1898.

Anonymous, "New Silk Mill [200-loom building added to Thistle Factory, Ilchester]," *Argus*, Catonsville, Md., August 5, 1899.

Anonymous, "The Boys' Strike at Sparrows Point," *Sun*, January 19, 1900.

Anonymous, "Great Run of the Windsplitter [Frederick Upham Adams's test train on B. & O. travels Baltimore to Washington in 37 minutes 30 seconds]," *Baltimore County Union*, Towson, Md., June 2, 1900.

Anonymous, "New Floating Dock for the Government [built at Sparrows Point, with line drawing]," *American*, June 21, 1900.

Anonymous, "Busy Times at Sparrows Point [in marine department]," *American*, June 25, 1900.

Anonymous, "The Funeral Car 'Delores' [trolley car for transporting funeral parties]," *Maryland Journal*, Towson, Md., October 6, 1900.

Anonymous, "Baltimore & Ohio Railroad Electromobile Service at New York, Philadelphia, Washington and Chicago [luxurious seats and electric lights in shuttle busses]," *Maryland Journal*, Towson, Md., November 17, 1900.

Anonymous, "Improvements at Sparrows Point [need for more dwellings]," *American*, January 12, 1901.

Anonymous, "Government Floating Drydock Built at Sparrows Point," *Sun*, August 23, 1901 [with line drawing].

Anonymous, "Susquehanna Co. Goes Slow, Discusses Plans, But Won't Commence Work for Some Time [Susquehanna Electric Power Company's plan to generate power for street railways and lighting in Baltimore]," *Sun*, January 14, 1902.

Anonymous, "Railroad on Ice Across Susquehanna River. Completed January 15, 1852 [50<sup>th</sup> anniversary story with 19<sup>th</sup> C. lithograph showing temporary tracks laid when river was too frozen for train ferry to operate]," *Sun*, January 15, 1902.

Anonymous, "To Harness Susquehanna, McCall's Ferry and York Ferry Sites Bought by Capitalists [for hydroelectric plants]," *Sun*, March 6, 1902.

Anonymous, "Sketch of Sparrows Point—From a Farm It Has Grown in a Few Years Into a Great Manufacturing Centre," *Baltimore County Union*, Towson, Md., March 8, 1902.

Anonymous, "Engine Built by Students [at Baltimore Polytechnic Institute under William G. Richardson, head of the mechanical department during seasons of 1900-1901 and 1901-1902, a high-speed, 48 hp, slide-valve steam engine of the Harrisburg Standard Pattern, with automatic cut-off, successfully demonstrated]," *American*, May 9, 1902.

Anonymous, "A Silk Factory for Baltimore [M. C. Migel & Co. of New York planning to expand local shop at corner of Fayette and Green Streets]," *American*, May 13, 1902.

Anonymous, "To Prepare Map of the Harbor, The World to Know of Our New Facilities [data collected by Harbor Board, map to be lithographed by A. Hoen]," *American*, June 21, 1902.

Anonymous, "Great Derrick at Sparrows Point [photo of crane capable of hoisting 10 tons 70 feet high]," *American*, June 22, 1902.

Anonymous, "Contract for Mill Awarded [White Hall Grain Milling and Supply Company, Baltimore County]," *Maryland Journal*, Towson, Md., October 4, 1902.

Anonymous, "On the B. & O. in 1832 [interview with Charles Smith, early locomotive engineer]," *Sun*, August 3, 1903.

Anonymous, "May Buy Shot Tower [re City's proposed purchase]," *Sun*, August 15, 1903.

Anonymous, "The New Baltimore Lighthouse [bids invited for light at west side of entrance to Craighill Channel; drawing furnished by Lighthouse Board]," *Sun*, October 21, 1903.

Anonymous, "Work of Mammoth Pier [B. & O., Locust Point]," *News*, October 11, 1903.

Anonymous, "Offers Light and Power. Susquehanna Company Makes Proposition to Mayor [Georeg K. McGraw of Susquehanna Power Company offers hydroelectric power to light Baltimore City]," *Sun*, August 13, 1904.

Anonymous, "Randallstown [Winand Distillery Company starts operation]," *Baltimore County Union*, September 24, 1904.

Anonymous, "Alexander Feldspar Quarry, Hollifield Station," *Baltimore County Union*, October 1, 1904.

Anonymous, "For New Union Station. Project Long Entertained by the Pennsy to Be Realized," *Sun*, October 16, 1904.

Anonymous, "Susquehanna Bridge [20 pieces of land acquired, work started on Pennsylvania Railroad's double-tracked bridge]," *Sun*, November 25, 1910.

Anonymous, "Slaughter House at Sparrows Point Destroyed by Fire," *Maryland Journal*, Towson, Md., March 11, 1905.

Anonymous, "Killed at Sparrows Point [Harry A. Wagner caught in gearing of stationary engine]," *Maryland Journal*, Towson, Md., March 25, 1905.

Anonymous, "Great Railroad Work. Bridging the Susquehanna River at Havre de Grace by the Pennsylvania Railroad: New Structure 4,153 Feet Long from Abutment to Abutment and to Be Double-Trackd," *Sun*, May 8, 1905.

Anonymous, "Largest in the World. New Concrete Power Station at Westport Opened. Massive Machinery Moves. Special Train and Cars Carry 1,200 Guests to View the Immense Structure," *Sun*, June 20, 1906.

Anonymous, "Directors Favor Merger. Gas and Electric Stockholders Will Consider It Today [forming Consolidated Gas Electric Light and Power Company [ancestor of BGE]," *Sun*, June 20, 1906.

Anonymous, "Where the Homes of 900 Persons Will Be Blotted Out [Warren factory village]," *Sun*, January 22, 1906.

Anonymous, "New Piers Begun. Mayor Drives First Pile in Great Work of Harbor Improvement. Means Much to City. Will Provide More Than a Two Miles of Wharfage [starting on Pier 3, Pratt Street]," *Sun*, March 2, 1906.

Anonymous, "Docck Work Goes Ahead. The Old Bulkheads Along Smith's Wharf Are Being Removed [to build Pier 3, Pratt Street]," *Sun*, March 3, 1906.

Anonymous, "Site Chosen for Sewage Disposal Plant [Back River]," *Sun*, June 15, 1906.

Anonymous, "New Bridge Is Opened. Splendid Steel Structure over Susquehanna in Regular Use. Old One Is Closed to Traffic [Pennsylvania Railroad replaces 1866 rail bridge]," *Sun*, May 30, 1906.

Anonymous, "Plan of Baltimore's Proposed Sewage Disposal Works," *Baltimore News*, June 6, 1906 [map of buildings].

Anonymous, "Biggest in the World [Westport Power Station]," *Sun*, June 20, 1906.

Anonymous, "Grain Dryer at Work. Canton Apparatus Has Capacity of 25,000 bushels a Day. Removes Excess Moisture [Hess pneumatic grain dryer at Northern Central Railroad terminal, Canton]," *Sun*, July 10, 1906.

Anonymous, "To Clean Big Blast Furnace," *Sun*, July 28, 1906.

Anonymous, "Some Interesting Facts About a Blast Furnace," *Baltimore County Union*, Towson, Md., August 4, 1906.

Anonymous, "New Abattoir Ready [at Union Stockyards]," *News*, August 10, 1906.

Anonymous, "Recalls First Elevator. Mr. L. F. Beeler Reminded of Some History by Governor's Speech [claim to have invented B. & O. Elevator A for bulk grain shipments about 1869-1870, having it built by John L. Wilson]," *Sun*, August 12, 1906.

Anonymous, "Baltimore's Great Canneries," *Sun*, August 26, 1906.

Anonymous, "Susquehanna Bridge, Rapid Progress of Construction at Havre de Grace [Pennsylvania Railroad's steel bridge to Perryville]," *Sun*, August 28, 1906.

Anonymous, "Old Beacon Has Failed [Lazaretto lighthouse at Canton obsolete]," *Sun*, August 27, 1906.

Anonymous, "No Mosquito Pest at Sparrows Point [re sewer system]," *Baltimore County Union*, Towson, Md., September 1, 1906.

Anonymous, "Life at Sparrows Point [with line drawing of Bessemer steel mill]," *Sun*, September 23, 1906.

Anonymous, "Baltimore Street Cries and Other Highway Tunes, A Musician Describes the Roulades That Affect the Ear in This, Our City [musical notations of street vendor calls]," *Sun*, December 9, 1906.

Anonymous, "To Build Tobacco Warehouse [new State warehouse at Light and Conway Streets designed by Baldwin & Pennington]," *Sun*, December 9, 1906.

Anonymous, "Pumps Will Be Gigantic [with dwg. of proposed sewage pumps]," *Sun*, December 15, 1906.

Anonymous, "Making Plates and Jars in Baltimore Potteries, The Oldest Master in America Is Edwin Bennett, of This City," *Sun*, February 10, 1907.

Anonymous, "A Region of Factories [long description of South Baltimore]," *News*, March 31, 1907.

Anonymous, "An Electrical Giant [Westport Power House]," *Sun*, April 22, 1907.

Anonymous, "A New Dam on the Patapsco [Bloede's electric plant neat Ilchester]," *Argus*, Catonsville, Md., May 18, 1907.

Anonymous, "Plan for New Electric Railway Terminal. Washington, Baltimore and Annapolis Station [architect's rendering by Simonson & Pietsch for building at Park Avenue and Marion Street]," *Sun*, May 16, 1907.

Anonymous, "Big Bridge Destroyed, That Spanning Susquehanna at Conowingo Is Burned. Was More Than a Mile Long. It Is Supposed the Fire Was the Work of Incendiaries--Loss Is Estimated at \$50,000," *Sun*, Sun, June 7, 1907.

Anonymous, "County Commissioners [first use of tar on roads]," *Democrat & Journal*, June 29, 1907.

Anonymous, "Iron Ore Under River, Dredging machine Finds Rich Stratum near Fort McHenry," *Sun*, June 29, 1907.

Anonymous, "Patapsco Electrical and Manufacturing Company's New Plant [copied from *Electrical World*]," *Argus*, Catonsville, Md., August 31, 1907.

Anonymous, "Canning Season Begins in Maryland Counties. An Industry in Which the Old Line State Leads the Whole World," *Sun*, September 8, 1907.

Anonymous, "Continental Can Co. to Build [at Highlandtown]," *Sun*, December 3, 1907.

Anonymous, "Pier 3 Now in Use [new wharf and terminal building on Pratt Street for Merchants & Miners Transportation Company]," *Sun*, April 16, 1908.

Anonymous, "To Increase the Sparrows Point Plant," *Baltimore County Union*, Towson, Md., April 18, 1908.

Anonymous, "B. and O. Bridge a Marvel. Built Across Susquehanna with No Interruption to Traffic. Is More Than 6,000 Feet Long. New Structure Erected in Same Position as Old One. Some Feats of Engineering Performed," *Sun*, August 31, 1908.

Anonymous, "Susquehanna Bridge Breaks with Coal Train. Twelve Cars Go Crashing into River One Hundred Feet Below [B. & O. bridge under repair by American Bridge Company and Eyre-Shoemaker Company]," *Sun*, September 24, 1908.

Anonymous, "Fires Burn Again at Steel Rail Mills," *News*, October 5, 1908.

Anonymous, "Old Miller Killed in Mill. Samuel Wentz Caught by Belt at Melvale, Carroll County," *Sun*, November 8, 1908.

Anonymous, "Thistle Mills An Example, Water Power Valued at Half Price Fixed for Warren [statistics on water power and steam engine]," *Sun*, November 24, 1908.

Anonymous, "The New Edmondson Avenue Concrete Bridge," *Sun*, November 22, 1908.

Anonymous, "Warren and Its Mill, Industrial Settlement Involved in City's Secret Deal [proposed purchase of mill village for Loch Raven upper dam]," *Sun*, November 27, 1908.

Anonymous, "To Cost \$1,500,00. Mr. Kenly Estimates Expenses of His Waterworks Plan. Would Utilize Loch Raven," *Sun*, January 2, 1909.

Anonymous, "B. and O. in Fine Shape. Reported in Better Physical Condition Than Ever Before [annual report; progress on repairing fallen Susquehanna bridge]," *Sun*, January 2, 1909.

Anonymous, "Rapid Work Repairing Fallen Railway Structure. Baltimore and Ohio Bridge over the Susquehanna [with photo of false work on Cecil County bank]," *Sun*, January 16, 1909.

Anonymous, "Bound to Pay \$725,000, City made Agreement With Warren Manufacturing Company [first of 67 almost daily articles re City Council investigation of purchase of Warren mill village for Loch Raven reservoir,]" *Sun*, November 7, 1908, continuing until January 19, 1909.

Anonymous, "Steel Mills Running. Rails Being Rapidly Turned Out at Sparrows Point," *Sun*, January 25, 1909.

Anonymous, "Mount Clare Elevator Opened. Mount Clare Structure Takes Place of One Burned," *Sun*, January 26, 1909.

Anonymous, "An Old Maryland Mill [McKinstry's, Carroll County]," *American Miller*, \_\_ (February 1, 1909): 104.

Anonymous, "A Suburb of Baltimore Older Than Baltimore Itself [Elkridge; ref to furnace and industries]," *Sun*, February 21, 1909.

Anonymous, "Pennsylvania's Old and New Bridges over the Susquehanna [photo of 1866 and 1906 spans in parallel at Havre de Grace]," *News*, April 21, 1909.

Anonymous, "Electric Railways Extension of Trolley Systems into Counties [editorial urges the B. & A. be extended to Eastport, Chesapeake Beach, and Drum Point]," *Sun*, May 3, 1909.

Anonymous, "How the Trolley Cars of Baltimore Are Kept in Running Order [full technology]," *Sun*, May 23, 1909.

Anonymous, "Conowingo Bridge Ready, It Will Be Opened with Odd Ceremonies Today [privately funded string of iron trusses built on piers of old wooden covered bridge]," *Sun*, August 9, 1909.

Anonymous, "Hell Town's Great Changes. Recollection of Early Days and Primitive Customs in Lower Long Green Valley [lime-burning village]," *Baltimore County Union*, November 6, 1909.

Anonymous, "May Affect Contracts. Sale of McCall Ferry Plant a Subject of Interest. Baltimore Expects Current [receivership of hydroelectric plant on Susquehanna]," *Sun*, January 1, 1910.

Anonymous, "New B. and O. Bridge Opened. Structure over Susquehanna Designed for Heaviest Trains [rebuilt after 1908 collapse]," *Sun*, January 7, 1910.

Anonymous, "Electric Engines Coming. Two of Heaviest Type Locomotives for B. and O. Tunnel [under Howard Street, 96 tons, gearless]," *Sun*, March 15, 1910.

Anonymous, "Fifty Years with W. M. [anniversary of conductor J. H. Sheets; started 1860; ran first trains to Sabillasville and to Hagerstown]," *Sun*, March 24, 1910.

Anonymous, "Ten Hurt; One May Die, Annapolis Short Line Cars Meet Head-On at Round Bay, Motorman Beaver Blamed," *Sun*, June 21, 1910.

Anonymous, "Cheap Power Its Basis, Baltimore Lacks Only This for Great Industrial Development. It is Coming Says the Mayor. Susquehanna Current or the Public Utilities Commission Will Bring It, He Believes," *Sun*, June 21, 1910.

Anonymous, "M'Call Power Here. Mayor Turns on Mighty Energy from the Susquehanna [Mayor Mahool initiates hydroelectric power from plant in Pennsylvania]," *Sun*, October 15, 1910.

Anonymous, "Big Power Plant. Mayor Mahool Turns Switch That Sends Energy of Susquehanna Rover to Baltimore [Holtwood Dam at McCall's Ferry]," *Baltimore County Union*, October 22, 1910.

Anonymous, "New Union Station Plan Submitted to Mayor Mahool [for Pleasant and Saratoga Streets]," *News*, October 28, 1910.

Anonymous, "Daring Navigators of the Air Who Will Fly Here [portraits of Count de Lesseps, Hubert Latham, Armstrong Drexel]," *Sun*, November 1, 1910.

Anonymous, "Bomb to Open Contest. Meet Will Start Tomorrow with Famous Air Pilots Entered [Halethorpe air meet]," *Sun*, November 1, 1910.

Anonymous, "Whole City Awaits Kings of the Air," *Sun*, November 1, 1910.

Anonymous, "Man's Conquest of the Air [Halethorpe air meet]," *Baltimore County Union*, November 2, 1910.

Anonymous, "Plan for Jones' Falls Improvement. Concrete Sewers, Over Which Roadway Is to Be Built [cross-sectional drawing]," *Sun*, November 4, 1910.

Anonymous, "Revised Route of Latham's Flight for Sun Prize of \$5,000 [map of flight plan of aviator Hubert Latham over city during Halethorpe Air Meet; many other feature articles]," *Sun*, November 6, 1910.

Anonymous, "Air Ship Seen from Towson [reporter glimpses Hubert Latham's biplane from courthouse cupola during Halethorpe Air Meet]," *Baltimore County Union*, November 12, 1910.

Anonymous, "Copper Plant Expands. Baltimore Smelting Company's Capacity to Be Doubled. \$15,000,000 Contract Is Signed. President of American Smelting Securities

Company Makes Announcement of Interest Here [Daniel Guggenheim]," *Sun*, November 12, 1910.

Anonymous, "Early Travel by Rail. Story of a Trip from Pittsburg to Baltimore Long Ago. As Wonderful as Air Flight [newspaperman from Pittsburgh recalls travel by steamboat, stagecoach, and B. & O. Railroad to reach Baltimore, date unspecified]," *Sun*, November 13, 1910.

Anonymous, "The Martin Wagner Co. One of Baltimore's Greatest Packers of Food Products," *Democrat & Journal*, Towson, June 24, 1911.

Anonymous, "Coca Cola's New Building [with line drawing of Candler Building at Pratt and Concord Streets by architect Arthur Tufts]," *Sun*, July 19, 1911.

Anonymous, "New Water Plan, Mayor Proposes Big Conduit from McCall Plant on the Susquehanna," *Sun*, July 20, 1911.

Anonymous, "New Fertilizer Plant, Another Big Manufacturing Structure Planned for Curtis Bay [on old Quarantine station grounds, planned by Florida investors]," *Sun*, July 23, 1911.

Anonymous, "New Plant to Open Soon, Rapid Progress Being Made on Gas Appliance Factory [the Baltimore Gas Appliance & Mfg. Company at Hamburg and Bayard Streets; with architect's rendering]," *Sun*, July 23, 1911.

Anonymous, "A Bridge That Has Played an Important Part in History. That Across Susquehanna at Conowingo [private bridge built in 1909, acquired by State in August 1911; history of earlier spans, tolls, disasters, based on Hugh A. Jones papers]," *Sun*, November 19, 1911.

Anonymous, "Laying Rails on New Line [Towson & Cockeysville Railroad, powered by storage batteries]," *Democrat & Journal*, Towson, Md., November 25, 1911.

Anonymous, "Big Caverns Explored, Engineer Ogier Inspects Underground Tunnels for City, All Likely to Be Filled Up. Youngsters of South Baltimore Watch Longingly as Official Make Trip Under Federal Hill," [with map, 'Diagram of Caves Under Federal Hill']," *Sun*, January 3, 1912.

Anonymous, "Warren Deal Off, City Wins Victory in Notable case After Five Years of Litigation, Can Now Build Big Dam," *Sun*, January 15, 1913.

Anonymous, "To Organize Working Women Miss Neary's Task [Annie Neary, former child laborer and founder of Women's Trade Union League of Baltimore]," *Sun*, February 2, 1913.

Anonymous, "26 Dead, 20 Missing, 60 Hurt When Dynamite Ship Explodes, Disaster Off Curtis Bay Causes Loss Estimated at \$150,000, and Shock Is Felt in Four States [British tramp steamer *Alum Chine* blown up by explosives being shipped to Panama Canal project; photo of mushroom cloud by Alfred Waldek]," *Sun*, March 8, 1913.

Anonymous, "Skill as An Asset [editorial how Wm. E. Hooper & Sons' Hooperwood workforce keeps Baltimore in forefront of cotton duck manufacture]," *Sun*, March 27, 1913.

Anonymous, "Walked Old Mill Race. Thousands Enjoyed Beauties of Gwynns Falls Park. Many Remained All Day. They Found Springs, Shady Nooks, Wooded Hills, Grassy Valleys, Wild Flowers, Striking Scenery [along filled-in flour-mill water course]," *Sun*, May 26, 1913.

Anonymous, "Now the largest Cototn Mill in the State. The Hooperwood Mill of William E. Hooper & Sons Co.," *Sun*, May 28, 1913, photograph caption of 1904 plant recently doubled in size.

Anonymous, "The Pennsylvania Railroad's Needs and Baltimore Interests [editorial summarizing earlier abandoned proposals, incl. bridge across Patapsco, cut-off through Roland Park, Druid Hill Park, and Gwynns Falls]," *Sun*, May 29, 1913.

Anonymous, "Pensy Plans \$10,000,000 Freight Terminal Here. Company May Also Tunnel Under Patapsco River for North and South Traffic. Municipal Officials Disappointed. Think President Rea Does Not Offer City Enough for What He Asks [freight depot proposed for Calvert Street between Bath and Madison Streets; company opposes a Union Station]," *Sun*, May 30, 1913.

Anonymous, "Big Problem for the Pennsylvania. Concerns Possibility of Interruption to Traffic. In the Tunnels Freight the Question Now. After It Is Secured Comes the Proposition of Cut-Off For That Going Through -- Might Be Met by the Construction of a Line by the B. & O. and Its Lease to Pensy [map of proposed B. & O. cut-off from Van Bibber via Cockeysville and Gwynnbrook to Sykesville]," *Sun*, June 1, 1913.

Anonymous, "How Fallsway Viaduct Will Look [line drawing of proposed overpass for new Calvert Street freight depot]," *Sun*, June 2, 1913.

Anonymous, "Nickel in Steel Rails. Sparrows Point Product Sought by Distant Railroads. Cargo Loading for Texas [using Cuban Mayari ore]," *Sun*, June 2, 1913.

Anonymous, "Old House Has History. Guilford Avenue Building Was the World's First Gas Plant. Now Nearly a Century Old [old North Street Malt House on SW corner of Guilford Avenue and Saratoga Street, built by Gas Light Company of Baltimore]," *Sun*, November 3, 1913, p. 5.

Anonymous, "New Annapolis Short Line Side-Door Cars. They Are to Be Put in Service Today [photo of rail car from Wasson company, Springfield, Massachusetts]," *Sun*, January 4, 1914.

Anonymous, "How Baltimoreans Will Cross to Anne Arundel County [map of Hanover Street Bridge -vs.- Light Street Bridge]," *Sun*, July 26, 1914.

Anonymous, "Wants Falls Covered [Mayor Preston urges Pennsylvania Railroad to cover upper part of Jones Falls]," *Sun*, September 16, 1914.

Anonymous, "Improving a Big Factory. Henry Sonneborn & Co. Close for a Few Weeks [clothing loft employing 3600 at Pratt & Paca Streets to be laid out more efficiently]," *Sun*, October 8, 1914.

Anonymous, "Loch Raven Dam Finished," *Union News*, Towson, Md., November 7, 1914.

Anonymous, "In Suburbs and County. Two New Public Buildings for Arlington. Bank and Railroad Station [Western Maryland Railroad commuter depot at Garrison Avenue]," *Sun*, January 11, 1915.

Anonymous, "How Pennsy Plans to Tunnel and Cover the Falls [Jones Falls project of Pennsylvania Railroad, with map]," *Sun*, January 16, 1915.

Anonymous, Local Items [plan by Maryland & Pennsylvania Railroad to run storage-battery passenger car from Baltimore to Bel Air]," *Union News*, Towson, Md., August 14, 1915.

Anonymous, "M. & P. to Run Electric Cars [battery powered cars on Maryland & Pennsylvania R.R.]," *Union News*, Towson, Md., August 28, 1915.

Anonymous, "A Romance of Business [McCormick & Company, tea and spice importers, block bounded by Pratt, Lombard, Concord and Fallsway]," *Sun*, December 19, 1915.

Anonymous, "Charles Street Span Ready February 15 [over Pennsylvania Railroad]," *American*, January 17, 1916.

Anonymous, "Sparrows Point [boom expected after purchase of Maryland Steel by Bethlehem]," *Jeffersonian*, May 6, 1916.

Anonymous, "*Deutschland* Docks; Now Heavily Guarded, Will Unload Cargo Today [German commercial submarine]," *Sun*, July 11, 1916.

Anonymous, "Old Bridge Toll Urged [Havre de Grace and Perryville Bridge Company opposed auto toll reduction imposed by Public Service Commission on former rail bridge over Susquehanna]," *Sun*, October 8, 1916.

Anonymous, "B. & O. to Extend Lines. Will Lay Tracks to Marley's Neck and Davidson Co. Plant," *Sun*, January 19, 1917.

Anonymous, "Ammunition Plants Busy [at Turner Station south of Dundalk]," *Jeffersonian*, Towson, Md., March 3, 1917.

Anonymous, "Good-By Hand House [demol. of drovers' inn equipped with slave dungeon and auction block]," *Sun*, April 28, 1917.

Anonymous, "Largest in Country, Shipyard at Sparrows Point to Be Gigantic--\$4,500,000 Being Spent," *Jeffersonian*, Towson, Md., August 25, 1917.

Anonymous, "Towson's New Enterprise [Black & Decker plant]," *Jeffersonian*, Towson, Md., December 22, 1917.

Anonymous, "Henry Sonneborn Dead. Founder of Clothing Firm. Expires Suddenly at Home [builder of Pratt-Paca Building; war work in progress]," *Sun*, December 27, 1917.

Anonymous, "New City for Workers. Admiral Bowles Outlines Project for Sparrows Point Shipyard. Would Construct 1500 Houses [Emergency Fleet Corporation pans the still nameless Dundalk]," *Sun*, December 29, 1917.

Anonymous, "Battleship Delayed by Fog. Expected This Morning. Still Plenty of Ice to Break [ship dispatched from Newport News to open channel to release government shipping]," *Sun*, January 8, 1918.

Anonymous, "Women at the Point. Some in Electrical Shops and Others Will be Trained by Steel Company [at Bethlehem Steel]," *Sun*, July 16, 1918, with group photo. .

Anonymous, "Building Munition Plant. Work Begun Thursday on Shrapnel Bullet Factory [of John T. Lewis & Bros. on Columbia Avenue, Monroe, James, and Putnam Streets]," *Sun*, July 16, 1918.

Anonymous, "Warship on Job Today: Navy Ice Fighter Arrives and Will Convoy Ships from Harbor. Neither Stalled Nor Ashore. Capt. Douglas E. Dismukes Tells of Battle Up the Bay. Liberates Three Ships," *Sun*, January 25, 1918 [cf. F. N. Rasmussen, *Sun*, January \_\_, 2003].

Anonymous, "Heavy Fire Loss at Two Plants Doing Government Work, Oella Mills Destroyed," *Sun*, January 26, 1918.

Anonymous, "Foundations of Future Houses Being laid as Town Site Is Being Completed [Dundalk]," *Evening Sun*, July 11, 1918.

Anonymous, "Big Plant to Expand, Sparrows Point Will Enlarge to Meet War Demand for Steel Products," *Jeffersonian*, July 20, 1918.

Anonymous, "Real Estate--Courts [new building for Maryland Glass Company on Ontario Street]," *Sun*, March 7, 1919.

Anonymous, "Bethlehem Plans Vast, Will Spend \$20,000,000 at Sparrows Point This Year," *Sun*, March 26, 1919.

Anonymous, "Motor Supplants Last of Fire Horses," *Sun*, July 1, 1919.

Anonymous, "Big Airship Bursts and 79 Are Injured. Navy Dirigible C-8 Meets Disaster in the Eastern Suburbs [at Fort Holabird]," *Sun*, July 2, 1919.

Anonymous, "Dundalk to Be Sold [269 houses and 'great cafeteria'," *Jeffersonian*, Towson, Md., July 19, 1919.

Anonymous, "St. Helena Sold [to Harry E. Gilbert who will incorporate Liberty Homes Corporation]," *Jeffersonian*, Towson, Md., August 9, 1919.

Anonymous, "New Map of County Roads System Is Ready for Distribution," *Sun*, September 24, 1919, p. 9.

Anonymous, "'Point' Workers Loyal [not joining a union]," *Sun*, September 29, 1919.

Anonymous, "Dundalk Aviation Field Opens Today--Fifteen Machines Will Participate in Event," *Jeffersonian*, Towson, Md., November 15, 1919.

Anonymous, "The New Home of McCormick & Co., Giant Steel and Concrete Structure Being Built for 'Bee Brand' House, Over 12 Acres of Floor Space; Ready July 1, 1920," *Sun*, December 28, 1919.

Anonymous, Full-page advertisement with photos offering Dundalk Shipping Board houses, *Sun*, February 12, 1920.

Anonymous, "James A. Gary Dies at Home, Ill a Long Time, Long Active in G. O. P., Was Postmaster General Under McKinley, Capitalist and Head of Cotton Duck Mill [owner of Gary Manufacturing Company, Alberton]," *Sun*, November 1, 1920.

Anonymous, "M. & P. to Motorize [test of gasoline-powered cars]," *Jeffersonian*, Towson, Md., April 2, 1921.

Anonymous, "Belvidere Bridge [notes on 1868 David Bachrach photograph in Rotogravure section, re covered bridge over Jones Falls; actually written by Wilbur F. Coyle]," *Sun*, April 8, 1920.

Anonymous, "Susquehanna Bridge Yielded \$116,892 in 1820. Viaduct Company Got for Nothing Has Paid \$227,500 Dividends," *Evening Sun*, April 18, 1921.

Anonymous, "The Doomed City [Warren village]," *American*, August 14, 1921.

Anonymous, "Where to Go When the Flood Rolls Into Valley Puzzles Villagers, Long Time Residents of Phoenix and Warren Dread Day When Gunpowder's Waters Will Cover Their Houses in Loch Raven Dam," *Sun*, December 16, 1921.

Anonymous, "Parts of Machinery in Warren Mill Sold. Sprinkler System and Tools Are Bought In by City after Sharp Bidding. Auction Draws Large Crowd. Remaining Groups, It Is Understood Are to Be Disposed of Privately," *Sun*, March 21, 1922.

Anonymous, "Familiar Old Smell Vanishing from Local Fertilizer Plants. Economic Pressures, Rather Than Esthetic Motives, Deleting 'Fragrance' of Factories in Lower Canton," *Sun*, March 22, 1922.

Anonymous, "Pennsy to Finish Canton Elevator, Work Interrupted by War to Be Resumed Soon, According to E. S. Neilson [with rendering of grain elevator]," *Sun*, May 3, 1922.

Anonymous, "Sugar Plant Open for Public Today, 1,800 Invitations Out for Visitors Who Will Inspect Locust Point Building [American Sugar Refining Company]," *Sun*, May 17, 1922.

Anonymous, "Refinery Officials are Host to More Than 1,000 at Plant [description of technology at American Sugar Refining Company]," *Sun*, May 18, 1922.

Anonymous, "Razing Is Begun of Mount Royal Ave. Reservoir. Old Landmark to Be Replaced by Five Acres of Lawn. Playground Will Not Be Provided There," *Sun*, October 11, 1923.

Anonymous, "The Shot Tower," *Baltimore Municipal Journal*, 11 (December 21, 1923): 2.

Anonymous, "Oil Leak Brings Charge Against Steel Officers [at Bethlehem Steel]," *Sun*, February 2, 1924.

Anonymous, "Holds Steel Plant Liable for Oil Leaks [decision of Judge Philip B. Perlman]," *Sun*, February 7, 1924.

Anonymous, "Sparrows Point, Baltimore County's Bee-Hive of Industry," *Jeffersonian*, July 14, 1924, Supplement.

Anonymous, "Logan Field Retained [five year lease on airport at Dundalk]," *Jeffersonian*, Towson, Md., July 24, 1924.

Anonymous, "Three Shot Towers Baltimore Has Boasted," *Sun*, August 3, 1924.

Anonymous, "Real Estate Deals and Building News, Plans for \$2,000,000 Plant for Montgomery Ward & Co., Inc., Plans Are Filed, Preliminary Work Begun [for 700,000 square feet on Washington Boulevard]," *Sun*, September 18, 1924.

Anonymous, "Henry Ford Buys Old Stagecoach, Automobile Manufacturer Purchases Vehicle from Kingsville Inn Man," *Sun*, April 23, 1924.

Anonymous, "Hauling Milk to Baltimore [technology of bottling]," *Sun*, August 17, 1924.

Anonymous, "Bus with Roofed Deck Trial on Charles Street," *Sun*, August 19, 1924.

Anonymous, "*Shenandoah*, Navy's Silver Blimp, Coming to Bay Shore Air Event [actually was a rigid airship]," *Jeffersonian*, Towson, Md., October 18, 1924.

Anonymous, "To Let Contract for Water Plant [line drawing of tower of Lake Montebello filtration plant; contract to J. Henry Miller; plant will replace pumping station at Wolfe and Oliver Streets]," *Sun*, June 24, 1925.

Anonymous, "Old Wilkins Hair Factory Sold [to N. J. Myerberg]," *Sun*, September 4, 1925.

Anonymous, "New Speed Laurels Sought in Air Races at Bay Shore October Twenty Fourth," *Jeffersonian*, Towson, Md., October 3, 1925.

Anonymous, "3 Nations Race for Record and Air Cup Today, England, Italy and U. S. to Compete Here for Seaplane Honors [Schneider Cup race based at Bay Shore Park]," *Sun*, October 24, 1925.

Anonymous, "Air Event Today [James Doolittle to fly R3C-2 in Curtiss Race at Bay Shore Park]," *Jeffersonian*, Towson Md., October 25, 1925.

Anonymous, "U. S. Seaplane Smashes World's Speed Mark at Bay Shore Air Event [at 232.573 mph]," *Jeffersonian*, Towson, Md., October 31, 1925.

Anonymous, "Huge Industrial Center Planned at Sparrows Point--Development to Exceed 20 Million," *Jeffersonian*, Towson, Md., January 24, 1925.

Anonymous, "Work on New Wire Mill to Start Soon [at Bethlehem Steel]," *Sun*, February 2, 1925.

Anonymous, "Work on New Wire Mill at 'Point' to Be Started in Near Future," *Jeffersonian*, Towson, Md., February 14, 1925.

Anonymous, "Forges Gleam as of Old in City; Baltimore Still Possesses Smithies Where Horses Are Shod and Artists Find Colorful Scenes," *Sun*, May 3, 1925.

Anonymous, "Visits Sparrows Point, President of Bethlehem Steel Co. Makes Inspection Tour Here [Eugene T. Grace]," *Jeffersonian*, Towson, Md., May 9, 1925.

Anonymous, "Expansion Goes On at Sparrows Point--Last of 12 New Tin Plate Mills Under Construction," *Jeffersonian*, Towson, Md., August 8, 1925.

Anonymous, "Can Company Buys Gramophone Plant, Gibbs Interests Here Purchase Structures at Orangeville [former Columbia phonograph plant, Biddle Street at present Edison Highway]," *Sun*, November 6, 1925.

Anonymous, "Airplanes to Bomb Ice in Susquehanna. War Department Issues Orders on Request from Port Deposit," *Sun*, February 7, 1926.

Anonymous, "Single Bomb Ends Port Deposit Gorge. Ice Pack Begins Moving to Bay Following Test by Army Flier. River Crossed by Boat. [Lt. Carlton F. Bond in DeHaviland aircraft dropped 100-pound charge of TNT just north of B. & O. Bridge]," *Sun*, February 27, 1926.

Anonymous, "Postpones Bombing of River Ice Gorge. Commander at Aberdeen to Await Stronger Flow in Susquehanna," *Sun*, February 8, 1926.

Anonymous, "Fire Destroys Two Fertilizer Plants [at Canton: Griffith & Boyd's and Summers Fertilizer Company]," *Sun*, May 21, 1926.

Anonymous, "Passing of Sailing Ship Means 'Finis' for Old Time Chandlery [Claridge & Woodall, South Frederick Street]," *Sun*, July 7, 1926.

Anonymous, "Aviators Hurt in Parachute Jumps at Logan Field, Dundalk," *Jeffersonian*, Towson, Md., July 31, 1926.

Anonymous, "Baltimore's 'Most Read Book.' Telephone Directory Used in City about 200,000 Times Daily, Compilers of It Say [reproduction of cover of 1879 directory]," *Sun*, August 22, 1926.

Anonymous, "Oil Tanker Explodes at Sparrows Point, 15 Die in Blast [*S. S. Mantilla*]," *News*, November 19, 1926.

Anonymous, "Schwab Dreams Again, 'That Sparrows Point Will Be Greatest Steel Works in the World,'" *Baltimore*, 20 (December 1926).

Anonymous, "Landmark Leaves Memories. Belvedere [sic] Bridge Which Crosses Lot Near Union Station, Linked Country and City at Jones Falls," *Sun*, January 2, 1927.

Anonymous, "More Tunnels Discovered in Vicinity of Federal Hill, Old Residents and Historians Give Theories That General Butler or Brewers Had Hand in Making," *Sun*, January 14, 1927.

Anonymous, "First Electric Car Conductor Honored [Joseph Evoy, trolley motorman]," *Sun*, July 14, 1927.

Anonymous, "Sparrows Point Steel Plant Ceases Activity During Funeral of E. H. Gary [tribute to chairman of the board, U.S. Steel Company]," *Jeffersonian*, Towson, Md., August 20, 1927.

Anonymous, "Battleship Sunk in Chesapeake by Airplane Bombs Now Here. *Alabama*, Sent to Bottom in 1921, Raised by Fairfield Firm--Hull of Former Pride of the Navy Sold for Junk [to be scrapped by Union Shipbuilding Company, sunk in General Billy Mitchell's experiment]," *Sun*, September 14, 1927.

Anonymous, "New Mill Unit Due to Operate Soon, Part of Bethlehem Concern's \$10,000,000 Plant to Function Next Month [pipe mill]," *Sun*, September 23, 1927.

Anonymous, "B. & O. Pageant Opens; Viewed by Over 30,000 [Fair of the Iron Horse]," *Sun*, September 25, 1927.

Anonymous, "Old Conowingo Span Wrecked by Explosives. 48 Charges of Nitrogelation Sent Bridge into Susquehanna. Stone Piers in Place More Than a Century Resist Demolition [the old 1909 iron truss version of Conowingo bridge]," *Sun*, November 29, 1927.

Anonymous, "Upper Deck of Bridge Open to Traffic Today [State-owned former PRR rail bridge converted to auto traffic at two levels, Havre de Grace to Perryville]," *Sun*, November 29, 1927.

Anonymous, "Conowingo Dam to Be Finished This Week," *Sun*, January 17, 1928.

Anonymous, "River Floods Conowingo as Dam Is Closed. Old Residents Watch Houses Being Submerged by Back Flood. 9,000-Acre Lake Comes into Being. Spectators Forced to Retreat as Inundation Gathers Force," *Sun*, January 19, 1928.

Anonymous, "How Steel Sheets Are Made [Eastern Rolling Mills]," *Baltimore*, 21 (January 1928): 3.

Anonymous, "Baltimore's Contribution to Automobile History [three-wheel, steam-powered Louis IV coach built 1891 by John L. Waldhauser and Godfret Grill]," *Sun*, January 22, 1928.

Anonymous, "Properties Which May Be Condemned for City Airport [map of Dundalk shoreline and open water area to be filled]," *Sun*, February 9, 1928.

Anonymous, "Sixteen Separate Operators Needed to Manufacture Suit of Underwear [at Oppenheim, Oberndorf & Co., Inc.]," *Baltimore*, 21 (March 1928): 35.

Anonymous, "Soap Makers to Build Large Factory Here, Procter & Gamble Planning Plant to Cost Nearly \$4,000,000. Will Be Erected at Locust Point," *Sun*, April 21, 1928.

Anonymous, "A Famous Quarry Revitalized for the World's Largest and Finest Office Building, Beaver Dam Marble Company [material for Fisher Brothers tower, Detroit]," *Power Pictorial*, 12 (May 1928): 22-25.

Anonymous, "Gas Company to Build Huge Radio Station," *Sun*, May 28, 1928.

Anonymous, "Old Model of Steam Auto Lies on Shelf at U. of M.; Machine Invented Long Before Motor Car Era by Late Dr. William E. A. Aiken Discovered Recently in Laboratory," *Sun*, June 22, 1928.

Anonymous, "Modified Plans for Airport Proposed by City Administration [map showing reduction of filled-in water area]," *Sun*, September 15, 1928.

Anonymous, "Three Proposals for Municipal Airport at Dundalk [map of various plans for filling in open water area]," *Sun*, September 28, 1928.

Anonymous, "Zoning laws Communistic [argument by attorney Isaac Loeb Straus in City case]," *Sun*, September 29, 1928.

Anonymous, "Crowd Cheers as Bridge Toll House Burns. Fire Marks Opening of Havre de Grace Span as Free Structure [tolls removed on SHA's U.S. 40 'Gold Mine Bridge']," *Sun*, October 2, 1928.

Anonymous, "Baltimore Watches Huge Zeppelin Pass, City Quits Activities As Transatlantic Airship Sails By [maiden voyage of *Graf Zeppelin*]," *Sun*, October 16, 1928.

Anonymous, "Maryland's Geological History: Good Examples of 'Baltimore Gneiss' to be Found along Jones Falls," *Sun*, October 25, 1928.

Anonymous, "Huge Plant to Be Built at Riverview [Western Electric at Point Breeze]," *Sun*, October 31, 1928.

Anonymous, "Another Baltimore Product on the Byrd Antarctic Ship, South Pole Expedition Commander Accepts a Case of *Noxema* from Local Manufacturer," *Baltimore*, 21 (December 1928): 35.

Anonymous, "Young Baltimorean Invents Safety Device for Grade Crossings [Charles Adler]," *Sun*, February 1, 1929.

Anonymous, "Plane Concern Buys Adjacent to Airport [Berliner-Joyce Company planned aircraft factory next to planned site of Municipal Airport]," *Sun*, February 5, 1929.

Anonymous, "Work on Airport to Start Tuesday [Harbor Field]," *Sun*, March 24, 1929.

Anonymous, "Shipbuilding Plant, Noted in City for 56 Years Closes, William E. Woodall Company, Another on List of Concerns to Be Brought to End by Decline of Wooden Ships [at South Caroline Street, started 1873]," *Sun*, March 24, 1929.

Anonymous, "Contract Let for Building Plane Unit, Philadelphia Company Is Successful Bidder for First Martin Unit," *Sun*, April 9, 1929.

Anonymous, "\$7,500,000 Terminal Being Built for Lease to Western Maryland [foot of McComas Street, 6-column photo]," *Sun*, April 25, 1929.

Anonymous, "Air-Mail Service Opens Here May 6. Announcement Is Made at Postoffice Department in Washington. 2 Daily Stops Planned [at Logan Field]," *Sun*, April 26, 1929.

Anonymous, "Noted Fliers Will Do Stunts Starting of Plane Factory [Lt. James H. Doolittle and George 'Tex' Rogers, USMC, at Martin aircraft plant]," *Sun*, May 1, 1929.

Anonymous, "Real Estate and Building News [new plant of Atlantic Southwestern Broom Company]." *Sun*, May 1, 1929.

Anonymous, "Annapolis Inventor to Receive Medal from Franklin Institute. Gustave Fast Will Be Presented Award for Mechanical Ability at Philadelphia This Afternoon. Others Are Honored [developer of the Fast Coupler, born in Sweden in 1884]," *Sun*, May 15, 1929.

Anonymous, "Real Estate Deals and Building News. Estimates Being Prepared for Construction of \$1,500,000 Soap Plant [Proctor & Gamble's works at Locust Point designed by engineer Henry Manley]," *Sun*, May 15, 1929.

Anonymous, "Work on \$750,000 Span over Bear Creek Under Way--Will Be Thrown Open to Traffic Jan. 1 [bascule or jack-knife bridge to Sparrows Point, private toll bridge

built by Baltimore Division of Merritt, Chapman & Scott; owned by McClintock, Marshall & Company of Pittsburgh]," *Jeffersonian*, Towson, Md., June 1, 1929.

Anonymous, "War Airplanes to Be Built Here [single-seat fighters by Berliner-Joyce near Logan Field]," *Sun*, June 23, 1929.

Anonymous, "Big Flying Boat to Be Built Here [Navy contract for 3-motor, steel hulled, fabric-winged aircraft to Glenn L. Martin]," *Sun*, July 5, 1929.

Anonymous, "Interest Developing in Export Aircraft Trade," *Baltimore*, 22 (September 1929): 23.

Anonymous, "Logan Field Now Lighted to Aid Night Air Mail Plane," *Baltimore*, 22 (September 1929): 25.

Anonymous, "Baltimore Pioneer in Salesbook Printing [Baltimore Salesbook Company]," *Baltimore*, 22 (September 1929): 35.

Anonymous, "Old Thistle Mills Awake With a New Line. Buildings Erected a Century Ago Now Being Used by Bartgis Brothers Co. to Make Paper Box Products, the Plant Producing Its Own Raw Materials," *Baltimore*, 22 (September 1929): 40.

Anonymous, "New Furnaces to Be Erected at Steel Plant [80 houses to be razed for rail yards]," *Sun*, September 20, 1929.

Anonymous, "Bath Viaduct Bill Passed by Council. Act, with Howard Street Extension Plan, Unopposed at Session," *Sun*, December 19, 1929.

Anonymous, "B. & O.'s Carrollton Viaduct Still Strong after 100 Years. Opened Century Ago to Support Infant Engine. It Now Heeds Not Giant Locomotives That Thunder over Its Granite," *Sun*, December 21, 1929.

Anonymous, "Aviation--Largest Commercial Wind Tunnel Near Completion, Cost Nearly \$50,000 to Construct [Berliner-Joyce Aircraft Corporation, Dundalk, in brick building 50 by 120 feet]," *Sun*, December 22, 1929, Section 2, p. 8.

Anonymous, "Aviation--Two Baltimore Airport Plants Progressing, Production Soon to Be Under Way. First Martin Plane Scheduled for April 1 and Curtiss-Caproni Factory Rises [photo of Curtiss-Caproni works at Municipal Airport, Dundalk]," *Sun*, December 22, 1929, Section 1, p. 8.

Anonymous, "Four Injured in Crash at Logan Field. Plane on test Flight Falls in Nose Dive at 200 Feet. Motor Goes Dead as Ship Climbs. Captain [Lyman] Patterson, and Passengers Found in Wreckage," *Sun*, February 22, 1930.

Anonymous, "Atlantic Flyer to Attend Dinner Here. Amelia Earhart to Fly over City. Aviatix to Be Honor Guest of Traffic Club at Dinner Tonight," *Sun*, March 4, 1930.

Anonymous, "More Women Are Urged to Take Up Aviation. Amelia Earhart Tells Junior League Thrills and Dangers of Flying Are Overestimated," *Sun*, March 6, 1930.

Anonymous, "City's Airport Called Hub in World Trade. Goob Cites Advantages of Climate, Tide and Lack of Fog in Harbor. Eckner [Dr. Hugo] to View Facilities Here. Graff Zeppelin Skipper Due Next Month to Consider American Base," *Sun*, March 6, 1930.

Anonymous, "Curtiss Moves to Million Dollar Airport, Flying Service Transfers Bulk of Activities to Northwest Baltimore Field Where Great Hangars Have Been Constructed to House Planes [Curtiss-Wright Airport, Smith Avenue]," *Baltimore*, 23 (June 1930): 51.

Anonymous, "Middle River Aircraft Plant Employs 1300 Men. In Two Years, Glenn L Martin Establishment Will Be Largest and Most Modern Port of Call in World. Contains 1200 Acres. Program Includes Inauguration of School to Train Commercial Pilots," *Jeffersonian*, June 14, 1930.

Anonymous, "Dundalk Named after Bell Maker's Home in Ireland. Long after McShane Moved His Foundry to Baltimore, Weeds Grew High about 'Neglected Village.' Now Flourishing 'City.' Investment in Homes, Churches, Schools and Business Properties Near Ten Milion Mark," *Jeffersonian*, June 21, 1930.

Anonymous, "City Airport's Initial Unit Is Completed. Acceptance of Bulkhead Around Submerged Area Announced [city promised fill dirt from Pennsylvania Railroad tunnel project]," *Sun*, July 26, 1930.

Anonymous, "Charles St. To Get Four New Busses. Double-Deckers Will Be Placed on Line Tomorrow by United Railways," *Sun*, July 26, 1930.

Anonymous, "City's Airport Completion Is Two Years Off. Time Needed Despite Fact That First Unit Is Finished, Says Goob. Bulkhead Filling Now Is Awaited," *Sun*, July 27, 1930.

Anonymous, "Mill at Rockland Erected over Century and Half Ago. Thomas Johnson the First Owner Used It to Make Calico Print with which to Clothe His Slaves. Now Toy Factory. Ninety Per Cent of Output Goes to Five-and-ten-Cent Stores throughout the Country," *Jeffersonian*, September 27, 1930.

Anonymous, "Work on New Flying Field of Baltimore Airport, Inc., Nearly Completed According to Alfred W, Gieske [Rutherford Field, Woodlawn]," *Sun*, August 10, 1930.

Anonymous, "Pennsylvania Railroad to Build \$750,000 Produce Terminal Here [at Mt. Vernon Shops]," *Baltimore*, 24 (November 1930): 49.

Anonymous, "Robot Pilots to Fly Planes on E. A. T. Line. Extension of Service South from Richmond to Miami Planned. Ludington Adds City to Its Stops. Passengers from Baltimore to Be Picked up at Martin Airport [gyroscopically operated mechanisms; also ref to vice president Amelia Earhart]," *Sun*, November 13, 1930.

Anonymous, "Point Breeze: What It Means to Baltimore," *Baltimore*, 24 (December 1930): 51.

Anonymous, "Hourly Air Service Inaugurated at Baltimore. Ludington Line Places City on New York-Philadelphia-Trenton-Washington Route and Uses Martin Field at Middle River [started November 24; guests incl. Amelia Earhart, v.p. of air line]," *Baltimore*, 24 (December 1930): 15.

Anonymous, "Discloses Survey for Zeppelin Site. Mayor's Radio Talk Mentions City Bureau's Study of Possible Terminus. Wind Gauges Erected. Broening Expresses Hope That Tract on Annapolis Road Will Be Chosen [site near city line]," *Sun*, January 16, 1931.

Anonymous, "Proctor & Gamble Take over Oil Seeds Plant. Resumption of Big Copra Mills Will Aid Business of Port as Well as Provide Employment. Oils Are Need in the Manufacture of Soap Products. Company, Which Came to Baltimore Recently, Continues to Expand Rapidly," *Baltimore*, 42: (February 1931): 19-20.

Anonymous, "A Miller of Flour [interview with Anna Eugenia Schneider]," *Independent Woman*, May 1931.

Anonymous, "Largest Gold Fish Farm in America at Beaver Dam. Comprises Seventy-Five Acres in Ponds and Ships Million and Half of Its Finny Products a Year. Hawks Rob Basins. Industry Established in 1874 by Late Henry Bishop--Present Plant Opened 18 Years Ago," *Jeffersonian*, May 2, 1931.

Anonymous, "Aviatrix Sets Altitude Mark for Maryland at 16,800 Feet. Miss Thelma Elliott, of Baltimore, Beats Record of Charles Masson at All-Woman Air Show at Curtiss-Wright Field," *Sun*, May 4, 1931.

Anonymous, "America's First Flying Family Back After 20,700-Mile Trip. The Hutchinsons, With Their Lion Cub Mascot Make Last Stop on Flight over U.S. and Canada at Logan Field," *Sun*, May 8, 1931.

Anonymous, "Pretty Boy Dam Will Be Memorial to Colt. Magnitude of Project Staggers Mind of Layman Standing on Hilltop Watching Progress of 'Pigmies' and 'Toy' Trucks at Work," *Jeffersonian*, May 23, 1931.

Anonymous, "All Set for Test Flight [photo of 2-engine Navy seaplane built at Glenn L. Martin's]," *Jeffersonian*, July 4, 1931.

Anonymous, "Great Flour Industry of America Was Born and Cradled in Baltimore County. Ellicott Brothers Opened First Commercial Mill on This Side of Patapsco River in 1774--Began Exporting Nine Years later," *Jeffersonian*, August 8, 1931.

Anonymous, "Towson Resident Was Engineer for First Successful Electric Car Experiment. Benjamin J. Dashiell Designed and Superintended Construction of Miniature Car and Two Miles of Track near Laurel," *Jeffersonian*, August 15, 1931 [Dashiell worked for T. H. Teighmeyer in 1887; with photo of tracks].

Anonymous, "Dances Mill, Famous Old Dulaney Valley Landmark, Being Demolished by Wrecker. Was Operated Continuously by Members of Same Family for Seventy-Seven Years--Farm Once Home of Eccentric Englishman," *Jeffersonian*, October 17, 1931 [photo p. 1].

Anonymous, "Owings Flour Mill Erected in 1794 Still Stands on Hill above Reisterstown Road. One of Four Plants Built by Founder of Owings Mills, and in Its Day Was Largest Institution of Kind in United States," *Jeffersonian*, November 14, 1931 [photo p. 3].

Anonymous, "Water Mill with Overshot Wheel Near Owings Mills Grinds Grain and Saws Logs. David L. Kendig, Present Owner, Has Been Operating Plant Unchanged for Forty-Two Years--Waters of Gwynns Falls Supply Power," *Jeffersonian*, December 19, 1931.

Anonymous, "Opening a New Artery--The Twenty-Ninth Street Bridge," *Sun*, December 5, 1931.

Anonymous, "Quite Village of Hoffmanville Has Had Palce in baltimore County 157 Years. Founded by Willaim Hoffman and Became Famous for Its Paper Mills which Furnished Book Stock for U. S. Government," *Jeffersonian*, January 9, 1932 [photo p. 8].

Anonymous, "City's Artistic Standpipe Set for Water to Flow [steel tank on Ware Avenue, Towson]," *Sun*, August 8, 1932.

Anonymous, "Old Ore Bank at Oregon Where Iron Miners Labored, Now Popular Swimming Pool; Kurtz Farm Holds Many Evidences of Days When It Was Flourishing Mining Camp, Manager's and Workers' Homes Still Standing," *Jeffersonian*, Towson, Md., August 20, 1932.

Anonymous, "Gas Holder Nears Completion on Jones Falls Valley Site," *Sun*, September 6, 1932.

Anonymous, "Prize Design for Tank Completed at Towson [Ware Avenue standpipe]," *The Water Tower*, October, 1932.

Anonymous, "Makers of Pianos for Ninety Years. Stieff Establishment, Founded in 1842, Has Continued Business Uninterrupted for Nearly a Century; Ownership and Management Have Never Passed from Family, Nor Has Its Name Been Changed; Product Has Won Many Awards," *Baltimore*, 26 (December 1932): 23-24.

Anonymous [William Williams], "Ghosts of Many Famous Men Haunt Old Gray Mansion on Banks of Patapsco River [Patapsco Factory site]," *Jeffersonian*, Towson, Md., January 13, 1933.

Anonymous, "Middle River Plant Gets Plane Contract. Martin Concern to Build Three 50 Passenger Transoceanic Flying Boats," *Jeffersonian*, April 28, 1933.

Anonymous, "Mrs. Herbert B. Thadden, of Stoneleigh Is One of World's Most Famous 'Lady Birds.' Has Held Five World's Records--Never a Professional, She Has Always Flown for Pleasure--Husband and Three-Year-Old Son Also Fliers," *Jeffersonian*, May 5, 1933.

Anonymous, "Rodgers' Forge Passes into History. Founder Gained Nation-Wide Reputation as Light Horse-Shoer," *Jeffersonian*, May 12, 1933 [photos p. 3].

Anonymous, "Plans Ready for Railroad Pier in Canton. Pennsy's Structure Will Replace Three Burned Last July [at Clinton Street, replacement of old Piers 2, 3, and 4, asbestos covered metal]," *Sun*, May 6, 1933.

Anonymous, "Work on New P. R. R. Pier Is Started [by contractor Sinclair & Grigg, dimensions 930 x 223 feet, Clinton Street near Boston]," *Sun*, June 20, 1933.

Anonymous, "Terms Canton Co. 'Country Estate' [Otto H. Kahn explains sale price of Canton Company and its railroad line to Pennroad Corporation]," *Sun*, July 1, 1933.

Anonymous, "Miss Perkins Visits Mills at Sparrows Point, Labor Secretary Obtains Data to Guide Her in Steel Code Rulings [Frances Perkins, Secretary of Labor in FDR cabinet]," *Evening Sun*, July 29, 1933.

Anonymous, "Work Will Start Soon on Distillery. Ground to Be Broken in Few Days on Washington Boulevard Site. Surveys Being Made [Calvert Distillery of Maryland Distillery, Inc.]," *Sun*, September 6, 1933.

Anonymous, "Blacksmith Rigs Up Portable Forge to Stimulate Business. H. C. Greenwood's Trade Blasted by Autos. So He Hits the Pike in Quest of Work," *Jeffersonian*, Towson, Md., September 29, 1933.

Anonymous, "Historic Conowingo Bridge," *Aegis*, Bel Air, Md., November 10, 1933 [reprint of November 6, 1908].

Anonymous, "Naval Appropriation Bill Will help Sparrows Pt. Plant. President of Bethlehem Steel Corporation Says It Will Result in Additional Employment. Best Unit in 1933. Plant Had higher Production Percentage Than Any Other in Country," *Jeffersonian*, February 9, 1934.

Anonymous, "Sparrows Point Plant Now Running at 56% of Capacity. 12,000 Persons on Pay Roll--Tin Plate Mill Working Nearer Full Operation Than Any Other Units. Orders Accumulating. Local Organization Profit's from Orders for New Railroad Cars," *Jeffersonian*, February 23, 1934.

Anonymous, "Two More Speed Bombers Will Be Delivered to U.S. Army this Week by Glenn L. Martin Company," *Sun*, April 23, 1934.

Anonymous, "Franklinton Mill Second Oldest Plant of Its Type and Nature in Maryland. Said to Have Been Built 176 Years Ago. It Has Operated Continuously Ever Since--6,000 Foot Water Right Dates Back Over Hundred Years," *Jeffersonian*, May 18, 1934 [actually built in 1830].

Anonymous, "Glenn Martin Aircraft Plant at Middle River Gets Government Contract for Eighty-One Bombers," *Jeffersonian*, July 13, 1934.

Anonymous, "Old Gorsuch Mill near Shane Was One of Earliest Water Power Plants in Country. Built by Stephen Gorsuch Nearly Century Ago, It Was in Operation Until 1926 at Capacity of 25 Barrels of Flour a Day," *Jeffersonian*, July 13, 1934

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