Bibliography of Industry in Western Maryland

Compiled by John McGrain, Towson, Maryland
July 5, 2005

(Companion to "Bibliography of Industry in Baltimore and the Surrounding Counties," 2005)
Bibliography of Industry, Western Maryland

July 5, 2005

Additions and Corrections are welcome. Write to jmcgrain@co.ba.md.us.

----------------------------IN CHRONOLOGICAL ORDER: -----------------------------


Charles Grahme and John Cooke, "To Be Sold . . . Cragg Mill, a Merchant's Water Mill, double geared . . . standing on Linganore on the main road that leads from Frederick Town to Annapolis and Baltimore Town [later called Avignon Mill]," Maryland Gazette, Annapolis, February, 18, 1754, adv.

Laws of Maryland, Acts of 1784, Chapter 20, "An Act to Grant an Exclusive Right of Making and Selling the New Invented Boats Therein Mentioned Vested in James Rumsey for Ten Years [patent for a steam-propelled boat]."

Laws of Maryland, Acts of November 1785, Chapter 1, "An Act to Approve, Confirm, and Ratify the Compact made by the Commissioners Appointed by the General Assembly of the Commonwealth of Virginia, and the Commissioners Appointed by This State, to Regulate and Settle the Jurisdiction and Navigation of Powmack and Pocomoke Rivers, and That Part of Chesapeake Bay which Lieth within the Territory of Virginia," passed March 12, 1785.

Records of the Potomac Company, Correspondence and Reports, 1785-1828, National Archives, Washington, D. C., Record Group 79.12.1.


John F. Amelung, Remarks on Manufactures Principally on the New Established Glass-House near Frederick-Town in the State of Maryland (By the author: New Bremen, 1787).

James Rumsey, A Plan Whereby the Power of Steam Is Fully Shewn [re pioneer steamboat], (Privately printed: Berkeley, Virginia, 1788).

Potowmac Company, "From the Daily Advertiser [long discussion on making Potomac navigable to Cheat River and Pittsburgh. Ref: to coal seams exposed by river action, coal shipped to Hagerstown nail works, flour shipped from Shepherdstown by barge; Fort Frederick proposed as capital of U. S. Probable author is Colonel George Gilpin]," Virginia Gazette, Richmond, October 1, 1789.
John Rohrer, son of Jacob, "Fulling and Dying Business [adv. for fulling and dyeing business, incl. blue-dyeing at fulling mill on Marsh R'tn close to Hagerstown]," *Washington Spy*, August 26, 1790.

Daniel Nead, Administrator, "Tanning and Currying Business [carrying on late Matthias Nead tanyard]," *Washington Spy*, Hagerstown, October 14, 1790.

*Laws of Maryland*, Acts of November 1796, Chapter 17, "An Act to Authorize and Empower the President and Directors of the Patowmack Company to Contract the Breadth of the Locks at Great Falls of Patowmack [prescribing a 14-foot width in locks of canal]," passed December 30, 1796.

Thomas Moore, *Essay on the Most Eligible Construction of Ice-Houses. Also a Description of the Newly Invented Machine Called a Refrigerator* [an insulated butter wagon developed in Montgomery County], (Bonsal & Niles: Baltimore, 1801).

Leonard Harbaugh, [manager of Potomack Company advertises for laborers to improve navigation of Monocacy; men report to Griffith's Falls], *Frederick Town Herald*, August 13, 1803.

Francis Whitley, "Thrashing Machine [adv. for building thrashing machines of 40 to 60 bu/diem output powered by one horse]," *Frederick Town Herald*, October 16, 1803.

*Laws of Maryland*, Acts of 1804, Chapter 83, "An Act to Authorize a Lottery in Allegany County for the Purpose Therein Mentioned [Upton Bruce, et al., to raise money for a fire engine . . . balance afterwards remaining applied to the erecting of a bridge across Will's Creek]."

Rebben Etting, "Sale at Auction [part of the effects of Frederick M. Amelung, a bankrupt, incl. extensive glass manufactory; also effects of Alexander Furnival]," *Frederick Town Herald*, January 7, 1804.

An Old Inhabitant [pseud.], "For the Frederick-Town Herald [letter to editor mentions that navigation of the Monocacy has been completed above Frederick; proposes to pave streets with river gravel]," *Frederick Town Herald*, January 21, 1804.

"Blue Dying [adv. by George Jacob Conradt that he carries on former business of Mr. Whitehair: blue-dyer's shop near Bentztown Bridge; producing linen, cotton, and woolen yarn and stuff, blue and other colors; learned trade in Germany]," *Frederick Town Herald*, March 3, 1804.

"Frederick-Town, March 16 [new boat belonging to Captain Campbell started from late General Williams' mill on Monocacy loaded with 80 barrels of flour; arrived at George-Town, D.C., via Potomac]," *Bartgis' Republican Gazette*, March 16, 1804.
Laws of Maryland, 1807: Resolutions, No. 3. Court of Allegany County to appoint persons to examine and locate a road from Hancock to Cumberland.

Laws of Maryland, Acts of 1807, "An Act Authorizing a Lottery to Raise a Sum of Money for the Purpose of Building a Bridge across the River Monocacy, in Frederick County [between Creager's Town and Woodsborough]."

Laws of Maryland, Acts of 1807, Chapter 58, "An Act to Further the Powers of the Levy Court of Allegany County [incl. tax 'to complete the bridge now building over Will's Creek, in the town of Cumberland,' i.e, the first James Finley designed chain bridge; legislation passed January 1808]."

"Carding machine [James Walker intends to erect machine for breaking and carding wool into rolls at Peter Miller's Mill on Conocheague about a mile and a half from Williamsport]," Hager's-Town Torch-Light, June 16, 1807.


Abraham Kagley, "Machine for Breaking & Rolling Wool [has carding machine at Philip Stern's in Washington County about seven miles from Hagers-town and three miles from the great road leading from Hagers-town across the South Mountain to Moravian-town]," Hager's-Town Torch-Light, July 24, 1807.

Henry Adam, "Pottery [carries on potting business at former Henry Strause shop on Main Street in Hagerstown, making milk crocks, earthenware, jugs, mugs]," Maryland Herald and Hagers-town Weekly Advertiser, August 25, 1808.


"Take Notice. Proposals Will Be Received by Leonard Harbaugh [for lime and timber to be delivered to site of bridge over Monocacy, i.e., the Jug Bridge]," Frederick-Town Herald, March 5, 1808, adv. placed by Superintending Committee of the Baltimore & Frederick Turnpike Road.


"George Miller, Nail Manufactory [nails made on a new principle, cut cold]," Frederick-Town Herald, July 23, 1808, adv.

"Fulling Mill [erected by William Dydenhover on Tuscarora Creek near Emmitsburg Road]," Frederick-Town Herald, October 8, 1808.
*Laws of Maryland, Acts of 1809, Chapter 96, "An Act to Incorporate a Company to Make a Turnpike Road from the town of Westminster, in Frederick County, through Harman's Gap, to Hager's-Town in Washington County [the present Maryland Route 77]."


James Finley, "A Description of the Patent Chain Bridge [suspension bridge construction by designer of Chain Bridge over Will's Creek at Baltimore Street in Cumberland]," *Port Folio*, New York, 3:6 (1810):441.


Richard L. Head, "For Sale a Valuable Tanyard [adv. for 20-acre works with brick tan house, 90 x 25 feet, fountain in the yard; 5 miles north of Frederick on road to Harrisburg]," *Frederick-Town Herald*, June 9, 1810.

Jacob Scholl, "Rope Manufactory [adv. for just completed buildings opposite the house of Gottlieb Zimmerman, the pump-maker, Hagerstown; production of mill and well ropes, bed-cords, halters, plough lines]," *Hagers-Town Weekly Advertiser*, September 12, 1810.

"Hagers-Town, November 15 [report of washout of new bridge at Williamsport]," *Frederick-Town Herald*, November 17, 1810.

"United States Western Road [proposals will be received for road from Cumberland to Brownsville, Pennsylvania; specs for crushed stone]," *Hagers-Town Weekly Advertiser*, November 21, 1810.

[No headline. Report of Georgetown, D.C., Chain Bridge being carried away by 2000 cords of driftwood during flood; also new bridge at Williamsport], *Bartgis' Republican Gazette*, Frederick, Md., November 17, 1810, quoting *National Intelligencer*.

R. Douglass, "Coverlet, Carpet & Plain Weaving [at old stand nearly opposite Lutheran Church and next to Mr. Kapp's Tavern: carpets, coverlets, and table linens]," *Hagers-Town Weekly Advertiser*, November 27, 1810.

*Newcomer Family Papers* [incl. grain mill ledgers, 1811-1827 and 1879-1882; daybook and ledger, 1834-1859, with mill and personal accounts; grain accounts, 1847-1854; Washington County], Duke University Library, Special Collections.

Davis Richardson, *Papers 1720-1885* [incl. flour mill ledger from Frederick County, 1811-1814, probably Monocacy Mills or the present Michael's Mill near Buckeystown; other papers of a Maryland justice of the peace and member of the General Assembly;
slave sale correspondence, plats, and surveys], Duke University Library, Special Collections.

Peter Miller, "Coverlet and Carpet Weaving and Blue Dying [adv. for his old stand at Funkstown]," Hagers-Town Weekly Advertiser, January 30, 1811.

"Owners of Distilleries [adv. to sell new distillery built for Colonel C. G. Boerstler adjoining General Ringgold's mill, 5 miles from Hagerstown]," Hagers-Town Weekly Advertiser, August 20, 1811.

[Potomac Company's Plans to make the Antietam navigable as far as the Pennsylvania line]," Agricultural Museum, 2 (October 1811): 123.

Roger Johnson Account Book from Bloomsbury Mills, Sugar Loaf Mountain, Frederick County, daybook 1806-1812, accounts of grain ground, flour, shorts, middlings, wheat, bran, and corn. Maryland Historical Society Library, Ms. 496, Baltimore.

Josiah Thompson, "Stone Masons Wanted [to construct stone locks on Antietam Creek for the Potomac Company]," Hagers-Town Weekly Advertiser, January 27, 1812.

John V. Kelly, "Fulling and Dying [Kelly carries on former fulling mill of Martin Baechtel near Hagerstown]," Hagers-Town Weekly Advertiser, September 12, 1812.

"Fire! [burning of draw house and 200 feet of Washington bridge over Potomac]," The Weekly Register [Niles], 5 (September 20, 1813).

Samuel L. Mitchill, A Sketch of the Scenery in the Region around Harper's Ferry, Where the Ridge of Blue Mountains is Penetrated by the Joint Waters of the Potomac and Shenandoah Rivers (Collings & Co.: New York, 1814), Maryland Historical Society Library.


William Hollins, "View of the Communications Proposed Between the Atlantic and the Western States," (Baltimore 1818), Peabody Library, Map Drawer 10.

"The Cumberland Road," Niles Weekly Register, 6 (March 25, 1820): 57.

Laws of Maryland, Acts of 1821, Chapter 131. An Act to Incorporate a Company to Make a Turnpike Road from Boonsborough to Hager's-Town, and for the Extension of the Charters of the Several Banks in the City of Baltimore, and for Other Purposes. See also Acts of 1821, Chapter 216.
Alard Welby, *A Visit to North America and the English Settlements in Illinois, with a Winter Residence at Philadelphia Solely to Ascertain the Actual Prospects of the Emigrating Agriculturalist, Mechanic and Commercial Speculator* [incl. lithograph view of Fort Cumberland, a large mill on Wills Creek, and the Chain Bridge], (London, 1821).

*Boonsborough Turnpike Road Company Minute Book*, construction records of turnpike company managers for toll road from Boonsboro to Hagerstown, 1822-1911, Maryland Historical Society Library, Ms. 62, Baltimore.


Chesapeake and Ohio Canal Convention, *Proceedings at a General Convention of Delegates: Representing Counties in Virginia, Maryland, Ohio, Pennsylvania, and the District of Columbia, Held in the City of Washington, on Thursday, Friday, and Saturday, the 6th, 7th, and 8th, of Nov. 1823, on the Subject of the Chesapeake and Ohio canal; to which are added, an extract from the report of the commissioners appointed by the States of Virginia and Maryland to survey the Potomac Canal. And an act of Virginia incorporating the Potomac Canal Company* (Printed at the Office of the Washington Republican: Washington, D.C., 1823), Georgetown University Library.


Seventy-Six [pseud.], "Internal Improvements [letter to editor re internal improvements, incl. Turnpike from Boonsboro to Hagerstown built on the McAdam Plan]," *American*, November 9, 1824.


John Adams, Jr., "Columbia Mills for Rent," [re flour mill on Rock Creek owned by John Quincy Adams. Tenant to apply "at the President's, Washington"], *Frederick-Town Hearld*, July 30, 1825.
"Map of the Country Between Washington and Pittsburg [sic] Referring to the Contemplated Chesapeake and Ohio Canal," October 1826, Maryland Historical Society Library, Baltimore

James Shriver, "Map of the Country Through which to Connect the Waters of the Chesapeake and Ohio is Proposed to Pass and of the National Road," F. Lucas, Baltimore, ca. 1824, Maryland Historical Society Library.

"Report of the Engineers, on the Reconnaissance and Surveys Made in Reference to the Baltimore and Ohio Rail Road, April 5, 1828," in Roads and Canals, vol. 52, American State Papers.

B. S. Pigman, "Valuable Real Estate of James Timmonds [trustee's adv. to sell sawmill seat and a 'Valuable Sugar Camp and log cabin' on east side of Evitts Creek near Williams Road]," The Civilian, Cumberland, May 8, 1828.

Philip Wingert, "Encourage Home Manufacturers. Wool Carding, Fulling and Dying [took Henry Krigbaum as partner and removed machinery from George Weller's Mill to Wingert's on Jennings Run, 3 miles from Cumberland]," The Civilian, May 8, 1828.


Martin Rizer, "Cabinet making, &c., &c., [also makes wheat fans and bellows for blacksmiths at Bower's Shop, South Mechanic Street, Cumberland]," The Civilian, December 25, 1828.

Chesapeake & Ohio Canal Company, Annual Report of the President and Directors (Washington, D. C., 1829), Allegany County Public Library.

Blackford Diary, day book of John Blackford of Hagerstown, operator of a ferry, incl. names of ferry travelers, 1829-1831, Maryland Historical Society Library, Ms. 1087, Baltimore.


B. & O. Railroad Company, Correspondence between the Chesapeake and Ohio Canal Company and the Baltimore and Ohio Railroad Company in Relation to the Dispute between Those Companies Concerning the Right of Way for Their Respective Works along the Potomac River (William Woody, Printer: Baltimore: 1830), Library of Congress.

Jonathan Elliot, Historical Sketches of the Ten Miles Square Forming the District of Columbia: with a Picture of Washington, Describing Objects of General Interest [incl. canals and the utilization of the Potomac for shipping], (Jonathan Elliot, Jr., Printer:
United States Congress, House of Representatives, Committee on Internal Improvements, *Chesapeake and Ohio Canal West of the Alleghany: March 8, 1830, Read and Laid Upon the Table, Mr. Hemphill, from the Committee on Internal Improvements, to which the subject had been referred, made the following report* (Washington, D. C., 1830), Georgetown University Library.


"From the Hager's-Town Torch Light [quoted city paper's report of 64 flour mills in Washington County, some of 10,000 bbl/annum capacity]," *Niles Weekly Register*, 40 (March 26, 1831): 59.

*Argument Delivered at Annapolis, on behalf of the Baltimore and Ohio Rail Road Company: on the final hearing, before the Chancellor of Maryland, in the Case of the Baltimore and Ohio Rail Road Company, against the Chesapeake and Ohio Canal Company, October 1831* (William Woody, Printer: Baltimore, 1831), Maryland State Law Library, Annapolis.

Baltimore and Ohio Railroad Company, "Map and Profile of the Route of the Balt. & Ohio Railroad from Baltimore to the Point of Rocks and of the Lateral Road to Frederick," 1831 [from annual report], The B&O Railroad Museum, Inc.

Chesapeake & Ohio Canal Company, *The Correspondence Between the Chesapeake and Ohio Canal and the Baltimore and Ohio Rail Road Companies* (P. Force, Printer: Washington, D. C., 1831), Library of Congress.

"Sixty Miles of the Rail-Road Open [B. & O. reaches Frederick.]") *American*, December 2, 1831.

*Proceedings of the President and Directors of the Chesapeake and Ohio Canal Company: On the Proposition of the Baltimore and Ohio Rail-Road Company, on the 19th day of January, 1832: for the Joint Construction of the Canal and the Rail-road from the "Point of Rocks" to Harper's Ferry: Together with the Proceedings of the General Meeting* (Gales and Seaton: Washington, D.C., 1832), Maryland State Law Library.

Chesapeake and Ohio Canal Company, *Report of the Committee Appointed on 28th April, 1832, by the Stockholders of the Chesapeake and Ohio Canal Company: on the Resolution of the General Assembly of Maryland: Relative to the Joint Construction of The Chesapeake and Ohio Canal and the Baltimore and Ohio Rail-Road, between the "Point of Rocks" and Harper's Ferry* (Gales and Seaton: Washington, D. C., 1832), Maryland State Law Library, Annapolis.
Laws of Maryland, Acts of 1832, Chapter 55, "A Supplement to the Act Entitled, 'An Act Vesting Certain Powers in the President of the United States,'" [in relation to the United States Road, commonly called the National Road, to change the location of part of said road, . . . beginning at the public square in the Town of Cumberland, near the hotel, owned by David Shriver, Esq., and running up Mechanic Street, and up the main street throughout, up Will's Creek towards the Narrows, and through the Narrows, crossing Will's Creek . . . .].

Laws of Maryland, Acts of 1832, Chapter 277, "An Act to Incorporate a Company to Make So Much of the Northwestern Road as may pass through Allegany County [from North Branch of the Potomac to north-west Virginia Line to intersect Northwestern Turnpike Road of Virginia; the present road, U.S. Route 50, from Gorman to Red House and the western State line]."


Maryland Court of Appeals, Report of the Decision of the Court of Appeals of Maryland, in the Case of the Chesapeake and Ohio Canal Company vs. the Baltimore and Ohio Rail Road Company (James Lucas & E. K. Deaver: Baltimore, 1833), Duke University Library.

Chesapeake & Ohio Canal Company, Extracts from the Proceedings of the Baltimore and Ohio Rail-Road Company and the Chesapeake and Ohio Canal Company Respecting the Joint Construction of a Canal and Rails along the Narrow Passes of the Potomac (Gales and Seaton: Washington, D. C., 1833), Library of Congress.

Baltimore and Ohio Railroad Record Books, two vols. re line from Baltimore to Point of Rocks, Frederick County, incl. names of patrons, conductors' reports, baggage carried, 1833-1834, Maryland Historical Society Library, Ms. 49, Baltimore.

B. S. Pigman, Trustee, "Brick Merchant Mill [adv. to sell mill of late Jacob Hoblitzel on Evitts Creek on road from Cumberland to Hagerstown, the later Folck's Mill]." Cumberland Civilian, April 9, 1833.

"Fire [message received with Western mail reading, 'Town of Cumberland Burnt']." American, April 17, 1833.

"The Fire in Cumberland [S. Charles, editor of The Civilian reported 75 houses, the very heart of Cumberland burned, with 3 hotels and both printing offices]." American, April 18, 1833.
"Fire at Cumberland [ruins commenced at Gustavus Beall's Mill, which was saved], American, April 19, 1833, quoting Hagerstown Torch-Light of April 18.

"Fire at Cumberland [70 to 80 families burned out in city fire]," Frederick-Town Herald, April 20, 1833.

"Rail Road & Canal [B. & O. and C. & O. agree to build in cooperation at Point of Rocks]," Cumberland Phoenix Civilian, June 25, 1833.

"Chesapeake & Ohio Canal [text of 5th annual report]," Cumberland Phoenix Civilian, July 2, 1833.

Laws of Maryland, Acts of 1834, Chapter 52, "An Act to Incorporate the Liberty Copper Company [Frederick County]."

Laws of Maryland, Acts of 1834, Chapter 241, "An Act to Provide for the Completion of the Chesapeake and Ohio Canal to Cumberland, and for Completion of the Baltimore and Susquehanna Railroad to the Borough of York, in the State of Pennsylvania [State to purchase stock in unfinished canal]."


Peter McCleery, "Pine Grove Woolen Factory [adv. for fulling and carding service, also weaving of blankets, cassinetts, and Kentuck jeans, 12 miles from Selbysport]," Cumberland Phoenix Civilian, May 6, 1834.

Lt. John Pickell, "National Road Proposal [specs for five bridges, incl. one of two-span over Will's Creek]," Cumberland Phoenix Civilian, July 1, 1834, adv.

"The Plan of Repairing the National Road, July 5, 1834," broadside, Office of Chief of Engineers, Record Group 77, National Archives.

"Hagerstown Plough Factory [business commenced by James Davis]," Hagerstown Mail, August 15, 1834.

"National Road. Opening of the New Location [through the "narrows of Will's Creek,]" opened November 11. Mentions engineers Lt. Pickell and H. M. Pettit," Cumberland Phoenix Civilian, November 18, 1834.
"The Rail Road [locomotive has been placed on this end of the rail road yesterday with passengers; Monday next thee road from the Point of Rocks to Harper's Ferry will open for travel and transportation]," Frederick Herald, Saturday, November 29, 1834.

No Headline [re opening of B. & O. Rail-road yesterday from Point of Rocks to Harper's Ferry; members of City Corporation to dined at Harper's Ferry]," American, December 2, 1834.

"Baltimore and Harper's Ferry [full account of excursion via locomotive Arabian; on return trip, the Arabian climbed the inclined place at Parr's Ridge]," American, December 4, 1834. See also, Baltimore Gazette, December 2, 1834, which attributes grasshopper engine to Phineas Davis.

"The Rail Road from the Point of Rocks to Harper's Ferry [formally opened for transportation and travel on Monday last; part of 100 gentlemen from Baltimore, incl. president and directors of B. & O.; covered 80-1/2 miles in 6 hours; mentions engine Arabian; ref to use of horse power on inclined plane]," Frederick Herald, December 6, 1834.

"Destructive Fire [at Funkstown, woolen factory of George and Henry I. Shafer; all consumed except the books; indigo kettle suspected as cause]," Hagerstown Mail, December 26, 1834 [name later spelled Shaffer].


Mr. Pigman's Report on the National Road (General Assembly, Senate: Annapolis, 1836), Maryland Historical Society, Special Collections.

Thomas Shriver, Communication from . . . Superintendent of the Cumberland, or National Road (William McNeir: Annapolis, 1836), Maryland Historical Society.

Charles B. fisk and George W. Hughes, Report on the Surveys and Examinations for a Canal between Baltimore and the Chesapeake and Ohio Canal (n.p., 1837), National Archives.

George's Creek Coal and Iron Company, J. H. Alexander, and P. T. Tyson, George's Creek Coal and Iron Company, 1836 [incl. acts of incorporation, report on land belonging to the company] (Baltimore: 1837), EPFL, Baltimore.

George Wurz Hughes, *Extracts from Reports of an Examination of the Coal Measures Belonging to Maryland Mining Company in Allegany County; and of a Survey for Railroad from the Mines to the Chesapeake and Ohio Canal, at Cumberland* (Gales and Seaton: Washington, D. C., 1837), Allegany County Public Library.

*Georges Creek Coal and Iron Company* (By the company: Baltimore, 1837), 36 pp., 3 double maps, 3 diagrams, Library of Congress.


Thomas Shriver, *Report of the Superintendent of the National Road in the State of Maryland* (William M'Neir: Annapolis, 1837), Maryland Historical Society, Special Collections.

Baltimore and Ohio Railroad Company, "Map Shewing the Connection of the Baltimore and Ohio Railroad with Other Railroads Executed, or in Progress Throughout the United States (Baltimore, 1837), Peabody Library, Map Drawer 10. Also another edition of same map, some year in the 1840s, *Ibid.*


"Discovery of Hydraulic-Cement in Allegany County [found by Mr. Lynn]," *American*, July 22, 1837.

*Laws of Maryland*, Acts of 1838, Chapter 260, "An Act to Permit the North Branch and Cacapon Turnpike Company of Virginia to Construct Their Road though the State of Maryland, so as to Intersect the National Road [Northwestern Road to pass through Cresaptown and end west of Cumberland near tavern of James Pearcy]," enacted March 27, 1839.


"Destruction of the Cumberland Bridge [second, 1820 chain bridge over Will's Creek; collapse on April 25]," *Sun*, May 1, 1838.

"Disturbance on the Canal [contractors refuse to pay workmen, who threaten to blow up works; militia from Hagerstown mobilized]," *Sun*, May 19, 1838.

"Baltimore and Ohio Rail Road [City of Wheeling subscribed $1 million toward completion of line]," *Sun*, May 19, 1838.

"Parr's Ridge [B. & O. contracts to bypass the four inclined planes at Parr's Ridge]," *Sun*, May 21, 1838.

"Disturbances on the Canal [militia seized the rioters' supply of blasting powder at Dam No. 5]," *Sun*, May 21, 1838.

"Allegany Marble [stone from G. J. Johnson & Co. quarry on Evitt's Creek on land of late Colonel Lamar used on C. & O. Canal by assistant supt. William Herd]," *Sun*, June 4, 1838, quoting *Cumberland Civilian*.

"Cumberland Coal [quotes Frederick Herald that this was the preferred fuel for the steamer Great Western]," *Niles National Register*, 54 (August 25, 1838): 416.

Maryland Mining Company, Loan of the Maryland Mining Company (Darling & Son, Printers: London, 1839), Johns Hopkins Library, Moravia Park.

Benjamin Silliman and Benjamin Silliman, Jr., *Extracts from a Report Made to the Maryland and New York Coal & Iron Company on the estate of said company in the county of Alleghany, in the State of Maryland* (T. C. Savill: London, 1839), Peabody Library, Baltimore.

*George's Creek Coal and Iron Company Letterbook*, copies of correspondence signed by supt. Robert Graham re purchase of supplies, company housing, prices of coal and iron, 1839-1840, Maryland Historical Society Library, Ms. 396, Baltimore.


"The Canal Disturbance [cavalry company sent from Hagerstown to Little Orleans on C. & O. Canal route to quell 'continued disturbances and uncontrollable conduct of a portion of the laborers']," *Sun*, August 31, 1839.

"Riots on the Chesapeake and Ohio Canal [near Little Orleans]," *Niles National Register*, 57 (September 14, 1839): 37.

"Maryland. Chesapeake and Ohio Canal [breach in canal repaired, trade more active at Williamsport]," *Niles National Register*, 57 (November 23, 1839): 201.
Alexander Papers, six boxes of geological and mining data assembled by State Geologist John H. Alexander; also maps, measures, drawings, etc. re George's Creek Coal and Iron Company, 1840 [and other years], Maryland Historical Society Library, Ms. 10, Baltimore.


Maryland Mining Company, "Map of Part of Alleghany County, Maryland, Showing the Coal Region and Proposed Railway from the Mines of the Maryland Mining Company to the Basin of the Chesapeake and Ohio Canal at Cumberland (A. H. Baily & Co.: London, 1840).

O'Connor Railroad Collection, Accumulation of pre-1840 American railroad publications made by Jeremiah T. O'Connor; also his collection of 19th century timetables and ephemera; Georgetown University, Special Collections, Washington, D. C.


United States Congress, Senate, Documents Relating to the Transfer of Maryland of the Stock in the Chesapeake and Ohio Canal--July 11, 1840, 26th Congress, 1st Session (Washington, D. C., 1840).

Baltimore & Ohio Railroad Company, "Map Shewing the Several Routes, Examined with a View to the Extension of the Route of the Baltimore & Ohio Rail-Road Through Northwestern Virginia from the Potomac to the Ohio River; as well as the Different Railways and Canals Completed and Projected within that State,--and also the Various Lines of Improvement Existing and Proposed between Cincinnati on the Ohio and Richmond, Baltimore, Philadelphia, New York and Boston on the Atlantic Coast," (Baltimore, 184_), Library of Congress.

"Map Shewing the Connection of the Coal-Field of Allegany with the Canal and Rail-Road Improveemnts on the Potomac," (E. Weber & Company: Baltimore, ca. 1840), Maryland Historical Society Library.

"Map of the Cumberland Coal Region in Allegheny County, Maryland, Showing the Lands of the Cumberland Coal and Iron Co., With Various Outlets to the Baltimore and Ohio Railroad and Chesapeake and Ohio Canal," (n.d., ca. 1840), Peabody Library, Map Drawer 6.

Benjamin H. Latrobe, "To Contractors for Graduation, Machinery, and Brick Making [proposals and specifications for Paw Paw Tunnel on C. & O. Canal]," Sun, October 19, 1840, p. 3, adv.


Ellwood Morris, Chesapeake and Ohio Canal, General Estimate of the Aggregate Cost of the 50 Miles of Canal between Dam No. 6 and Cumberland; and of the Work Done and to be Done Thereon, upon the 1st of January, 1841 (Ridgely and McLanahan: Frederick, Md., 1841), Duke University Library.

John Upton, Inexhaustible Iron Mines: Containing Twenty Square Miles of Iron Ores, and Superb Oak and Other Timber, with Anthracite Coal; Report on the Freehold Estate of William Carroll, Esq., at Town Hill, Allegany County, Maryland [timber resources at Green Ridge Mountain], (John Murphy & Company: Baltimore, 1841), George Peabody Library Pamphlet Collection.


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

W. G. Lyford, "Maryland and Its Resources [re coal region, mention of Frostburg Coal Basin, quote from Professor Ducatel, State Geologist; Lonaconing Section, furnace built by George's Creek Coal and Iron Company; copper ore in Liberty district of Frederick County]," Sun, August 7, 1841.

"Railroad from Baltimore to Hancock [report on formal opening of B. & O. Railroad to Hancock on May 30; mention of bridges]," Baltimore Commercial Journal and Lyford's Price Current, June 4, 1842.

Benjamin H. Latrobe, Answer of the Chief Engineer of the Balt. And Ohio Rail Road Company, Relative to the Construction of a Lock and Dam Navigation from Dam No. 6 to the South Branch, and Thence to Cumberland, in Obedience to an Order of the House of
the 19th February (Maryland General Assembly Documents: Annapolis, 1843), UMCP HBK Maryland Room, College Park.

"Map of the Country West of Cumberland towards the Ohio River, Showing the Various Lines Surveyed or Reconnoitred [sic] for the Extension of the Baltimore & Ohio Rail Road to Its Western Terminus Referred to in the Report of the Chief Engineer, September 20th, 1843 (Baltimore? 1843), Library of Congress.

"The Triadelphia Cotton Factory [in Montgomery County; burned last week; over 100 unemployed]," Niles National Register, 63 (September 17, 1844): 400.

"Potomac Aqueduct [C. & O. Canal link to Alexandria, Virginia, almost completed by Colonel J. J. Albert]," Niles National Register, 63 (September 17, 1842): 400.

"The Opening of the Railroad [tracks have reached within 16 miles of Cumberland]," Cumberland Civilian, October 22, 1842.


"Here at Last [first passenger train due that day. Possible to travel 175 miles in 10 hours]," Cumberland Civilian, November 3, 1842.

"Baltimore and Ohio Rail-Road--Extension to Cumberland [first train on November 3]," American, November 5, 1842.

"The Tunnels on the Railroad [traveler's account of Doe Gulley and Paw Paw tunnels on B. & O.].," Cumberland Civilian, November 12, 1842.

"Beautiful Iron Castings [grates made at Cumberland Foundry by Atkinson & Hazlehurst, who also advertised in the same issue]," Cumberland Civilian, November 12, 1842.

"The Great Central Route. The Railroad [regular service to Baltimore established]," Cumberland Civilian, November 12, 1842.

Viator [pseud.], "An Excursion to the Mineral Regions of Allegany [including Mount Savage Iron Works]," American, November 17, 1842.


"Rates of Transportation on the Baltimore and Ohio Railroad [long text]," Cumberland Civilian, November 24, 1842.
S. J. A., "Another Letter from the Coal Region. Correspondence of the *Baltimore Patriot* [ref to trade and mfg. in Virginia and Pennsylvania areas near Cumberland and Frostburg]," *Cumberland Civilian*, December 1, 1842.

"Coal on the Railroad [Lyford's *Price Current* in Baltimore complains about cost of coal delivered by rail vs. canal]," *Cumberland Civilian*, December 8, 1842.

"Chesapeake and Ohio Canal [General William Gibbs McNeill elected president; need for capital]," *Niles National Register*, 63 (December 10, 1842): 227.

*Address of the Committee, Appointed, April 19th, 1843, at a Meeting of the General Railroad Committee* (A. Jaynes: Pittsburgh, 1843), Library of Congress.

"Chesapeake and Ohio Canal [only 18.3 miles left to build to reach Cumberland]," *Niles National Register*, 63 (January 14, 1843): 306.


*Some Considerations on the Special Report of the President and Directors of the Chesapeake and Ohio Canal Company, on the Subject of Completing the Canal to Cumberland, Made November 16th, 1843, in a Series of Letters addressed to John Johnson, Esq., Member of the House of delegates, and Published in the "American,"* (Bull & Tuttle: Baltimore, 1844), Frostburg State University Library.

"The Chesapeake and Ohio Canal [long account of canal and finances, with map]," *Sun*, January 9, 1844. More text on January 10, 11, and 12.


"Maryland.--The Mineral Region--American Railroad Iron [at Mt. Savage Iron Works]," *Niles National Register*, 67 (September 14, 1844): 20, 6 to 7 inches of text.

"American Rail Road Iron [bar of Mount Savage U-rail displayed in Baltimore Exchange; same rail being used on Mount Savage to Cumberland Railroad; 1000-ton order from Fall River Rail Road]," *Sun*, October 21, 1844.
"Heavy Machinery [boilers from West Point Foundry unloaded at Baltimore for Mount Savage Coal and Iron Company]," *Sun*, August 14, 1845.

"More Heavy Machinery for the Mount Savage Iron Works [unloaded at Baltimore]," *Sun*, September 26, 1845.


James M. Coale, *Communication from the President and Directors of the Chesapeake and Ohio Canal Company, to the Governor of Maryland: Made December 2nd, 1845* [James McSherry Coale was president of the canal company], (By the House of Delegates: Annapolis: 1846), Duke University Library, Special Collections.


H. R. Hazlehurst & Company, "Cumberland Foundry [adv. for works at George Street between Barnum's and the U. S. Hotel; mfr. of stoves, grates, machinery]," *Cumberland Alleganian*, January 9, 1846.


"Maryland Railroad Iron [Maryland and New York Iron Company of Mt. Savage won partial contract to supply rails for relaying line from Baltimore to Harper's Ferry]," *Niles National Register*, 70 (March 1846): 64.

"Allegany County, Md. [reports meeting of August 11, supporting domestic manufacturing and urging protective trade barriers]," *Niles National Register*, 71 (September 5, 1846): 5.

"The Mount Savage Iron Company [this works employing hundreds failed financially]," *Niles National Register*, 71 (December 5, 1846): 224.

"Mount Savage Iron Works [company failure had not happened]," *Niles National Register*, 71 (December 12, 1846): 240.
Brown Account Book, ledger of Cornelius Brown of Brownsville, Washington County; records of skins and bark at tannery, 1847-1887, Maryland Historical Society Library, Ms. 151, Baltimore.


Maryland Mining Company, Report to the Stockholders of the Maryland Mining Company, 1847 (New York, n.d.).

"The Lena Iron Company [company chartered to make bar iron and nails at Cumberland]," Sun, March 2, 1847.

"More Maryland Iron [ore bank discovered near Clear Spring, Washington County]," Sun, March 4, 1847.

"Correspondence of the Baltimore Sun, Washington, April 22, 1847 [building of Alexander Ray's 6-story flour mill at Georgetown, D. C.]," Sun, April 23, 1847.

George Jacobs, "Factory Sites and Town Lots at Weverton, Maryland, for Sale or Lease [by Weverton Manufacturing Company]," Sun, May 17, 1847, adv.

"Sale of Town Lots & Mill Sites at Weverton [foundation for factory being excavated]," Sun, June 25, 1847.

"Suspension of Mount Savage Works [iron company unable to pay workers]," Sun, June 25, 1847.

"Baltimore and Ohio Railroad [Chief Engineer Benjamin H. Latrobe returns from Wheeling after reconnaissance of route to Ohio River]," Sun, June 25, 1847.

"Sale of the Mount Savage Iron Works," Sun, August 18, 1847.

"Progress of Weverton, Md. [guard-locks and lower dam nearly complete]," Sun, August 27, 1847.

"Cracker Baking [new mass production bakery of Thomas Brown near Aqueduct in Georgetown, D. C.]," Sun, August 28, 1847.

Moses Rawlings, Sheriff of Allegany County, "For Sale the Mount Savage Iron Works, Railroad, &c, in Allegany Co., Md. [property of New York Iron and Coal Company, at suit of English bondholders; rolling mill 200 x 175 feet; two first-class blast furnaces]," American, October 6, 1847.
"Sale of Mt. Savage Iron Works [at suit of John Wight, trustee of English bond holders]," Baltimore Republican & Argus, October 18, 1847.

"Sale of Mt. Savage Works [to Corning & Winslow of Albany, New York; to be merged with Lulworth Iron Company]," Baltimore Republican & Argus, November 15, 1847.


Weverton Papers, letters from Casper W. Weaver seeking advice of engineer Edward N. Dickenson of Patterson, New Jersey, about millrace design for Potomac Manufacturing Company and Weverton Manufacturing Company works on Potomac, 1849, Maryland Historical Society Library, Ms. 460, Baltimore.


John Young, "The Cumberland Boat Yard [business started in view of impending opening of C. & O. Canal; four freight boats built; illustration of boat]," Cumberland Alleganian, December 8, 1849, adv.

Baltimore and Ohio Railroad Company, "[Map] Baltimore and Ohio Railroad, being the Main Artery in the Great National Route Between East and West (Baltimore 185_), Special Collections, University of Maryland, College Park.

Cumberland & Pennsylvania Railroad Papers, 1850-1953, National Archives, College Park, RG 134, Stack 570, Row 34, Comp. 13, Shelf 5, Box 449.

Albert Fink, "Map & Profile of the Baltimore & Ohio Rail Road from Cumberland to Wheeling Showing also the Various Routes Surveyed from 1836 to the Final Establishment in 1850 of the Line Upon Which the Road Is Being Constructed; Benj. H. Latrobe, Chief Engineer; drawn by Albert Fink, Baltimore, 1850," Library of Congress.


"Disturbances on the Canal [workmen riot at Paw-Paw tunnel]," Cumberland Alleganian, May 4, 1850.

"Improvements in Cumberland [iron bridge across Wills Creek manufactured by F. B. Tower & Company]," Baltimore County Advocate, May 11, 1850.

"Water in the Canal [chief engineer Charles B. Fisk fills canal with Potomac water], quoted from Cumberland Civilian," Sun, June 15, 1850.

"A New Turnpike [from Williamsport to State line near Cunningham's Store]," Sun, October 11, 1850.

"Correspondence of the Baltimore Sun. Opening of the Chesapeake and Ohio Canal [may never pierce the mountains but minerals and coal can now be shipped from Cumberland]," Sun, October 11, 1850.


"Chesapeake and Ohio Canal [quoting Cumberland Alleganian of Saturday the 12th re celebration of opening canal to tidewater; ref to excursion boat Jenny Lind]," Hagerstown Herald of Freedom, October 16, 1850. Also in Baltimore Sun, October 14, 1850.

"Steam on the Canal [two failed experiments on C. & O. Canal; two coal packets from New York started toward Cumberland from Georgetown on October 5]," Hagerstown Herald of Freedom, October 16, 1850, quoting Boonsobro Odd Fellow. Further report states that steamboat burst its boiler, Sun, October 10, 1850.

"A Race on the Canal [speed trial of boats Southam and Freeman Rawdon built at Cumberland]," Hagerstown Herald of Freedom, October 25, 1850.

"Shepherdstown Factories, c. [mentions two woolen factories and a new, 500-foot bridge across the Potomac]," Hagerstown Herald of Freedom, October 30, 1850.

"Railroad from Hagerstown to Baltimore [circuitous route possible via Franklin Rail Road and Chambersburg]," *Hagerstown Herald of Freedom*, November 20, 1850.

*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* (Mayor and City Council: Baltimore, 1851).

Chesapeake and Ohio Canal Company, *Report to the Stockholders of the Chesapeake and Ohio Canal to Cumberland: with a Sketch of the Potomac Company, and a General Outline of the History of the Chesapeake and Ohio Canal Co., from its Origin to February 1851: Embracing in the Appendix the General Report of the Chief Engineer, and Numerous Other Documents: Made February 27th, 1851* (D. Schley and T. Haller, Printers: Frederick, Md., 1851), Georgetown University Library.

"The Maryland Cross-Cut Canal [discussed at City Council, proposed canal from Baltimore to Georgetown, D.C. Isaac Ridgeway Trimble to review the plan]," *American*, April 3, 1851.


H. W. G., "Cumberland Coal District," pamphlet addressed to Solomon Draper, July 17, 1852, New York, 8 pp., incl. 2 maps, in EPFL VF, s.v. "Coal Mining."

"Affairs in Cecil County [first barge of the Cumberland Coal and Iron Company passed through the C. & D. Canal at Chesapeake City]," *Sun*, January 24, 1853.

"Further Discoveries in Coal Region [hematite ore deposit found near Frostburg on Borden Mining Company property]," *Sun*, October 7, 1853.

"The Maryland Coal Trade [increase of 1,395 tons last week; 49 coal boats in service on C. & O. Canal; total output since January 1 was 378,151 tons]," *Sun*, October 7, 1853.

"Sample Iron Ore [displayed at Maryland Institute Fair; iron from Frostburg Coal Company property at headwaters of George's Creek]," *Sun*, October 7, 1853.
"Destruction of Woolen Factory [Peter McCleery's on Piney Creek, present Garrett County]," *Sun*, December 3, 1852.


Levin Benton, "Saw Millers Wanted--Frankville P. O., Md. [for Montview Mining and Manufacturing Company to run circular saws invented by George Page of Baltimore; Frankville is now Floyd, 5 miles NW of Bloomington]," *Sun*, October 14, 1853, adv.


Pickell Mining Company, *First Annual report of the President to the Stockholders of the Pickell Mining Company* (Baltimore, 1854).


"Affairs in Allegany County, Connellsville Railroad [Pittsburg and Connellsville Railroad partly graded, some of route not yet located]," *Sun*, August 25, 1854.

"Affairs in Allegany County. Purchase of Coal Land [New Creek Coal Company buys more land; have dug 3/4 mile into the mountain]," *Sun*, August 25, 1854.

"Destructive Fire [burning of C. A. Miller & Company bark and sumac mill at Monrovia; set afire by locomotive spark]," *Sun*, August 28, 1854.

"Rain . . Resumption of Trade on the Canal . . Gas Works [Cumberland gas works nearly completed by Mr. McEldowney]," *Sun*, October 17, 1854.


Franklin Coal Company, *First Annual report of the President and Directors of the Franklin Coal Company of Allegany County* (Baltimore 1855).


L. Jacobi, C. E., "Map and Profiles Shewing the Baltimore and Ohio Rail Road with the Branches and Immediately Tributary Lines," (Huncke & Son and L. Jacobi: Baltimore, 1858), Special Collections, University of Maryland, College Park.

"Excursion of Artists over the Baltimore and Ohio Railroad [ref to darkroom car for photographers, parlor car with piano, and "culinary purposes" car]," *Sun*, June 2, 1858.
"The Artists Expedition [ref 100 photographic views, four cameras, foreign artists, etc.]," *Sun*, June 7, 1858.

*Baltimore and Ohio Railroad Collections*, 60 boxes, 1859-1___, vast accumulation, incl. Confederate attacks on rail line in Western Maryland, Maryland Historical Society Library, Ms. 2003, Baltimore. Other important B. & O. collections at National Museum of American History, Washington, D.C.

*Western Maryland Railroad Papers*, 1859--, National Archives, College Park, RG 134, Stack 570, Row 41, Comp. 2, Shelf 3, Box 12 [incl. logging railroads].


Thomas Taggart, "Map of Washington County, Maryland," (L. McKee and C. G. Robertson: Hagerstown, 1859).


"New Iron Bridge for Baltimore and Ohio Railroad [on Fink's plan for South Branch of Potomac]," *Sun*, September 4, 1860.


Alonzo G. Conant, Letter to Julia L. Cutler; written by A. Conant, a sutler with the 12th Massachusetts Infantry, during boat trip on C. & O. Canal, December 6, 1861 (Duke University Library, Special Collections.

Thomas J. Baker, *Papers, 1861-1892* [manuscript collection, bills and receipts, etc., of C. & O. Canal boat captain from Washington County], Duke University, Special Collections.

"Condition of Things on the Baltimore and Ohio Railroad. -- Denention of Coal Trains at Harper's Ferry . . . Obstructions to Railroad Travel at Point of Rocks [Virginia forces attempt to blow up Bollman Rock next to rails at Point of Rocks]," *Sun*, May 27, 1861.

"The Bollman Rock [Confederates try to blast Bollman Rock near Harper's Ferry to block railroad; most stone fell into C. & O. canal]," *Baltimore Daily Republican*, May 29, 1861.

"Effort to Destroy Dam No. 4 by the Virginians [Confederates drilling holes in C. & O. Canal dam]," *Sun*, June 14, 1861.

"Important From Harper's Ferry. Burning of the Great Railroad Bridge. Evacuation of Harper's Ferry by the Confederated [who blew up the B. & O. bridge over Potomac on 14th]," *Sun*, June 15, 1861.

"Western Maryland Railroad [opened on 15th to Westminster; pushing the work forward to Union Bridge and Westminster]," *Sun*, June 18, 1861.

"Movement of the Confederate Army--Serious Destruction of Railroad Property [at Harper's Ferry]," *Baltimore County Advocate*, Towson, Md., June 20, 1864.

"Balt. And Ohio Railroad [after lapse of nearly a year line is open again through its entire length, including branch to Winchester, Va., following repair of Confederate incursions]," *Baltimore County Advocate*, March 29, 1862.

"Local Items, . . . Desirable Property in Market [mentions Union Bridge as terminus of Western Maryland Railroad]," *American Sentinel*, Westminster, May 2, 1862.
"Western Maryland Railroad Open to New Windsor [will 'open to Union Bridge shortly']," American, May 15, 1862.

"Local Items . . . Change of Time [three trains daily to Baltimore from Westminster; Western Maryland Railway will be completed to Union Bridge in about two weeks]," American Sentinel, Westminster, May 23, 1862.

"The Railroad Bridge at Harper's Ferry [trains now passing over almost completed bridge; B. & O. reopened to Wheeling after Confederate attack]," American, June 23, 1862.

Buckey & Koons, "First Arrival, New Stock, New Firm, Low Prices [Union Bridge dry goods store offers goods brought in on newly opened Western Maryland Railway; train logo at top of advertisement]," American Sentinel, Westminster, June 27, 1862.

"Western Maryland Railroad.  Open to Union Bridge.  On and after June 26, 1862," Sun, June 30, 1862, adv. by railroad contractors Irwin & Taylor. Same in American, June 30, 1862.

"From the Seat of War [elegant iron bridge over the Monocacy on B. & O. Railroad blown up by Confederate invaders; water tank destroyed]," Sun, September 20, 1862.


"Trustee's Sale.  Valuable Iron Works [Green Spring Furnace for many years operated by J. Dixon Roman; 1,394 acres; furnace 35 feet high, 8-foot bosh, casting house, coal house, bridge house; run by overshot water wheel 40 feet high; saw mill and dwelling]," American, June 8, 1864.


W. W. Taylor, "Map and Profile of Surveys from Hagerstown to Cumberland . . .," (Baltimore, 1865), Peabody Library, Map Drawer 10.

Joseph S. Gitt, Civil Engineer, Western Maryland Railroad Company, Report of the Surveys and Location for the Extension of the Western Maryland Railroad, (Printed by J. D. Toy: Baltimore, 1865).

"Lonaconing Furnace for Lease," American, January 17, 1865, adv.

"Boring for Coal Oil in Maryland [company formed to seek petroleum in Valley of Hancock]," Maryland Journal, Towson, Md., January 21, 1865.

"Completion of a Railroad Bridge [over Monongahela River to replace one destroyed by General Jones of C. S. A.]," Sun, October 24, 1865.


"Completion of an Important Railroad [last rail laid on 20th for Washington County Railroad, 23 miles from Weverton on B. & O. to Hagerstown through Antietam battlefield; previously Hagerstown was only linked to Philadelphia by rail; annual export of 200,000 bbl flour can now reach Baltimore]," Sun, November 22, 1867.

"Washington County R. R. [rail service still a novelty]," Hagerstown Mail, November 29, 1867.

John Q. A. Herring, "Washington County Railroad ['The Hagerstown Express having extended its line to Hagerstown, is now running a daily express to that point']," Sun, December 5, 1867, adv.

"Maryland Affairs. Washington County Railroad [from the Hagerstown Herald] [cars running on completed railroad; Baltimore-Hagerstown mail to switch from stage coach]," American, December 6, 1867.

"The Point of Rocks Railroad [hardest cutting for B. & O. Metropolitan Branch completed through Parr's Ridge]," Sun, December 9, 1867.

Laws of Maryland, Acts of 1868, Chapter 455, "An Act to confer upon the Lumber, Mining, and Manufacturing Company of Allegany County, the authority to erect and maintain a boom or booms, with piers and necessary appurtenances, upon the Savage River . . . from the National turnpike road to or near the junction of said river with the north branch of the Potomac river [for floating and navigating logs, boards, and timber. At present Bloomington, Garrett County]."

Chesapeake & Ohio Canal Company, By-laws, Rules and Regulations in Force on the Chesapeake and Ohio Canal, 1st April, 1868; Together with the Distances from Place to
"The Great Flood [washout of Godfrey Koontz Tanyard on Carroll Creek]," *Diary of Jacob Englebrecht*, July 29, 1868.


Meshack Browning, *Forty-Four Years in the Life of a Hunter* [Garrett County, including mentions of mills] (Philadelphia, 1869).


"Iron Bridge [Wendel Bollman's workers putting up iron bridge over Carroll Creek]," *Diary of Jacob Engelbrecht*, December 17, 1869.

*Formal Opening of the Pittsburgh, Washington and Baltimore Railroad (Connellsville Route), June 26th and 27th 1871, Embracing an Account of the Reception and Entertainment of the Excursionists* (Sun Printing Establishment: Baltimore, 1871), UMCP HBK Maryland Room.


"Pittsburg and Connellsville Railroad [last track laid at Mineral Point, Pa., creating unbroken track from Baltimore to Pittsburg]," *Sun*, April 11, 1871.


"The New Baltimore and Ohio Hotel [at Cumberland; to cost $175,000]," *Sun*, May 26, 1871.

"Local Matters. The Pittsburg and Connellsville Railroad--Action of the City Authorities of Pittsburg and the City Council of Baltimore [resolutions promoting trade]," *Sun*, May 26, 1871.

"Letter from Williamsport, Md. [reports building of Cumberland Valley Railroad to Martinsburg]," *Sun*, May 26, 1871.
"Maryland Affairs . . . "A Narrow Gauge Locomotive [built at machine shops of Thomas H. Paul, Frostburg; 8 tons; for Franklin Coal Company; to link mines to Pittsburg and Connellsville Railroad]," Sun, May 27, 1871.


"Maryland Affairs . . . Frederick and Pennsylvania Line Railroad [graded and tracked from State line to Taneytown]," Sun, May 30, 1871.

"The Excursion to Pittsburg--Opening Celebration of the Pittsburg and Connellsville Railroad [350 citizens to leave Camden Station on 26th, incl. Mayor Banks]," Sun, June 24, 1871.

"Pittsburg and Baltimore [editorial re access to mineral regions]," Sun, June 26, 1871.

"The Pittsburg and Connellsville Railroad Opening [delegation leaves today by two special trains accompanied by John W. Garrett]," Sun, June 26, 1871.

"Baltimore and Pittsburg. Grand Railroad Excursion and Celebration. Opening of the Pittsburg and Connellsville Railroad [party arrived at 1 p.m.; lunch, wine, cigars in refreshment car; trip on spur line]," Sun, June 27, 1871.


"Baltimore and Pittsburg Celebration. The Railroad Excursion Party. Return of One Train to Baltimore.--Visit to Wheeling, West Virginia [incl. President Garrett's address]," Sun, June 29, 1871.

"Maryland Affairs . . . Washington County. The Western Maryland Railroad [expected to reach Sabillasville by end of July. Bridge over Owings Creek under construction, a Howe Truss]," Sun, June 30, 1871.

"Maryland Affairs. Allegany County. Great Fire. Bottle Run Tannery Destroyed [7 miles NE of Cumberland, recently sold by trustees of Mr. James W. Jones & Son to Deford & Co. of Baltimore]," Cumberland News, July 1, 1871.


"Washington County, Maryland. The Expected Completion of the Western Maryland Railroad [will give first direct access to Baltimore]," Baltimore Gazette, July 6, 1871, letter to editor from "Spectator."
"Letter from Frederick . . . Frederick and Pennsylvania Line Railroad [graded to its intersection with Western Maryland R.R. Cars running from Taaneytown to Littlestown, Pa., bridge over Tuscarora completed; 310-foot bridge over Monocacy almost completed, also 600-foot bridge over Little Pipe Creek, all assembled at Wendel Bollman's bridge works]," Sun, July 27, 1871.

"Allegany County. Destructive Fire [E. J. Russell's Coach Factory--South Centre Street; also destroyed Levi Wickard's ice house; originated in tire-heating furnace]." Cumberland News, August 15, 1871.


"Letter from Union Bridge. Progress of the Western Maryland Railroad--Prosperity of Union Bridge ['Alamo' reports first train on 26th from Mechanicstown to Sabillasville 'almost to the summit of the Blue Ridge']," Sun, August 28, 1871.

Allegany County, Md., Commissioners, List of Persons, Co-Partnerships, Corporations (Cumberland, Md., 1872), in Allegany County Public Library.

William Rich Hutton, Report of W. R. Hutton, Chief Engineer: as to the Condition of Chesapeake and Ohio Canal, with Estimate of Cost of Extraordinary Repairs Required During the Current Year (Luther F. Colton & Co., Annapolis, 1872), Duke University Library, Special Collections.


Statement of the Cumberland and Pennsylvania R.R. Co. in regard to proposed reduction of its rates of charge on coal (Luther F. Colton & Co.: Annapolis, 1872), pamphlet, in Maryland State Law Library, Annapolis.

"Allegany County . . . New Hotel [railroad's architect Baldwin laid out a four-acre park at splendid new hotel in Cumberland]," Sun, June 5, 1872, quoting Cumberland News.

"A New Iron Mill [B. & O. Railroad to build another iron working mill at Cumberland for merchant bar iron]," Sun, June 17, 1872, quoting Cumberland News.

"The Western Maryland Railroad. First Through Train [on June 5 to Hagerstown; guests led by president McLane]," Sun, June 6, 1872.

William H. Jordan, General Freight and Passenger Agent, "Western Maryland Railroad Open to Hagerstown [first insertion]," Gazette, June 12, 1872, adv.
"The County of Garrett [new county approved by voters; eastern boundary defined]," 
Sun, November 7, 1872. "Explosion at the Rolling Mill [James Greer severely injured at B. & O. Rail Mill, Cumberland]," Sun, November 9, 1872.

"Letter from Frederick, Md. [Colonel J. Baker Kunkle builds 15 more dwellings for Catoctin Furnace workers]," Sun, July 25, 1873.

"The Western Maryland Railroad [will be completed to Hagerstown by August 4]," Gazette, July 29, 1873.

"The Western Maryland Railroad [Owings Mills line to Fulton Station completed; road between Hagerstown and Williamsport to be completed by September 1]," Gazette, August 13, 1873.

"Maryland Affairs [track layers on Cumberland Valley Railroad now within two miles of Martinsburg, West Virginia]," Gazette. August 21, 1873.

"A New Short Line, First Train over the Cumberland Valley Railroad [Hagerstown to Martinsburg]," Gazette, August 28, 1873.

"Maryland Affairs [burning of Henry Baker's tannery at Liberty and also Antietam Paper Mill]," Gazette, September 6, 1873.

"The Deer Park Hotel [B. & O. resort ends first season successfully]," Gazette, September 15, 1873.

"Maryland Affairs [quotes Cumberland Times re model of steam-powered canal boat with sharp bow displayed by Captain Edward Lloyd of Georgetown]," Gazette, September 20, 1873.

"The Cumberland Rolling Mills Troubles [pay reduction of 15% after earlier cut of 10%; committee of Puddlers' Beneficial Association to meet with superintendent]," Gazette, November 26, 1873, quoting Cumberland News of November 25.

"Opening of the Western Maryland Railroad [ref to driving of last spike, previously reported; formal opening on 17th]," Gazette, December 8, 1873.

"From Baltimore to Williamsport. Opening of the Western Maryland Railroad. Excursion of State and City Officials and Businessmen. Crossing the Blue Ridge. The Valley of the Cumberland. Greetings at Williamsport. Hospitable Reception [S. A. Jackson, conductor; Levi Plack, engineer; mentions 95-foot to the mile grade commencing at Mechanicstown, horseshoe curve at Sabillasville; new station at Blue Ridge Summit; hope of shipping 1 million tons of coal/annum from canal basin at Williamsport]," Gazette, December 18, 1873.

"Catoctin Iron Furnace in Frederick County, Md. [new anthracite furnace]," *Sun*, February 24, 1874.

"Letter from Frederick County, Md. [J. Baker Kunkel shipped 150 tons of Catoctin Furnace iron to Cumberland for use of B. & O. Railroad rolling mill]," *Sun*, July 29, 1874.

"Western Maryland Railroad [now completed as far as Sabillasville; passenger cars running only occasionally]," *The Maryland Union*, Frederick, August 21, 1874.

"Emmittsburg [sic] Railroad [work about to be started]," *The Maryland Union*, Frederick, August 21, 1874.

"The Chesapeake and Ohio Canal Company--The Boatmen's Strike," *Sun*, September 18, 1874.


"Maryland Affairs. Allegany County [Formation of Empire Coal Company to work two veins on North Branch of Potomac]," *American*, May 1, 1875.

House of Representatives, 44th Congress, No. 547, *Frederick City, Maryland* [re U. S. reimbursement of $200,000 ransom paid by Frederick banks to Confederate invaders on July 9, 1864], (Washington, D. C., May 20, 1876), Enoch Pratt Free Library, VF, s.v., "Frederick, Civil War."

"Western Maryland Railroad Extension. The Harrisburg and Potomac Railroad Connection--New Freight Route to Cumberland," *Sun*, August 3, 1876.

"The canal and the Western Maryland Railroad [interchange between canal and railroad at Williamsport for coal shipments]," *Sun*, August 5, 1876.


Manor Mining and Manufacturing Company Papers and Record Books, 39 vols. Of coal mining company on North Branch of Potomac in Garrett County, 1877-1943, incl. Swann and Frick family holdings, Maryland Historical Society Library, Ms. 559, Baltimore.


"Mine Strike [New Central Coal Company offering 55 cents/ton, Consolidation Coal offering 50 cents, Georges Creek Coal & Iron Company not working]," Cumberland Times, February 20, 1877.


"Directory of Allegany County [Col. William H. Boyd to canvass county]," Cumberland Times, June 21, 1877.

"Affairs of the Baltimore and Ohio. Threatening Outlook at Cumberland [Secretary of War telegraphs for more troops to control general strike]," Sun, July 23, 1877.

"The Situation at Cumberland [General French relieved]," Sun, July 24, 1877.

"The Situation in Cumberland. Anxiety in Regard to the Embargoed Oil. Prospective Settlement of the Boatmen's Troubles [the general strike]," Sun, July 28, 1877.

"The Situation at Cumberland, Md. Moving Trains East--Details of the Resumption of Freight Business--The Mountain Division--Status of the Miners--Canal Boatmen, etc.," Sun, July 30, 1877.

"Miner's Meeting at Lonaconing [at Knapp's Meadow. Consolidated Coal Company states that it cannot increase pay in dull times]," Sun, August 1, 1877.


"The Scene at Williamsport, Md. [flood water reached third floor of Ardinger's Mill]," Gazette, November 26, 1877.

"The Raging Flood. Destruction Caused by the Storm. . . . Serious Breaks in the Canal [Ray's Mill in Georgetown, D.C., damaged]," Gazette, November 26, 1877.

"The Cumberland & Piedmont Railroad [flood damage at South Branch]," Gazette, November 26, 1877.
"The Great Flood. Loss of Life and Property. Railroad and Canal Seriously Damaged," 
*Daily Alleganian and Times*, November 27, 1877.

"The Storm's Work. Extensive Breaks in the Canal [dispatch from Cumberland]," 
*Gazette*, November 29, 1877.

"Effects of the Flood. Damage to the Telegraph. Canal and Railroad. Loss of Capt. Little [Charles Little of Hancock, master of canal boat *Broderick*]," 
*Daily Alleganian and Times*, November 29, 1877.

"The Borden Mine. Two Men Released after Thirty-Six Hours in Total Darkness within the Earth [fall of earth caused by rains]," 
*Daily Alleganian and Times*, November 29, 1877.

"Ravages of the Flood. Destruction of Boats--About Harper's Ferry--Incidents," 
*Daily Alleganian and Times*, December 1, 1877.

"Washington County Railroad [directors meet to renew lease of line to B. & O.]," 
*Sun*, December 21, 1877.


"The Old National Pike [incl. drawings of inns, LaVale tollhouse, and interview with Samuel Nimmy who drove wagons through bandit-infested 'Shades of Death']," 


J. A. J., "A Trip to the Blue Ridge [reports trip on Western Maryland Railroad to Pen Mar Park; mentions high bridges in mountains]," *Maryland Journal*, Towson, Md., February 14, 1880.

"Glass in Cumberland [lists nine manufacturers making capital improvements]," *Cumberland Times*, August 25, 1880.

"Letter from Cumberland [start-up of Warren Glass Works tomorrow]," *Sun*, September 22, 1880.

Chesapeake & Ohio Canal Company, *Recommendations in Respect to Lengthening Locks of the Chesapeake & Ohio Canal* (Annapolis, 1881).


"C. & O. Canal [to lengthen locks for longer coal barges]," *Cumberland Times*, January 31, 1882


"Knights of Labor, Brief History," *Cumberland Civilian*, April 30, 1882.


"Warren Glass Works [makes large bottles and battery jars, 75 employed]," *Cumberland Daily News*, September 16, 1882.

Telephone News [Frostburg exchange open all night]," *Cumberland Daily News*, October 26, 1882.
"Rebellion at Bottle Run. Big Strike in Large Tannery -- A Foreman Dunked and Beaten [owner's brother, the foreman, hurled into tannery vat at Bottle Run Tannery]," Cumberland Evening Times, December 6, 1882.


"The Morning's News [obit. Of Peter Quigley, one of oldest C. & O. boatman at age 75 on west side of Cumberland]," Cumberland Daily Times, December 3, 1884.


"An Important Enterprise [formation of Keystone Roller Mill Company by Robert Shriver, Henry Swartzwelder, and James B. Allfree; to use patented process owned by Allfree's other partner]," Cumberland Daily Times, December 9, 1884.


"Destruction of the Old Hager Mill by Fire," Hagerstown Mail, September 4, 1885.

Charles W. Miller, General Directory of Frederick City (W. T. Delaplaine and Company: Frederick, Md., 1886).

"Flouring Mill Burned [Christian Lehman's mill east of Leitersburg, Washington County]," *Sun*, January 20, 1886.


"Destruction of Flouring Mills [Samuel M. Kefauver mill near Middletown]," *Sun*, February 13, 1886.

“A Distillery Burned [Himmler’s at Cumberland],” *Sun*, April 28, 1886.


"Something About Mason and Dixon's Line [quoting Hanover *Spectator*: line found intact through York and Adams Counties; County Commissioners obliged to make annual check]," *Baltimore County Union*, Towson, Md., July 9, 1887.

"Turning Back the Pages.  A Reproduction of the Account of a Devastating Fire Which Visited Cumberland Fifty-Five Years Ago," Reproduces from the 1833 *Advocate*, "The Following Is an Account of the Fire Which Took Place in This Town on Saturday the 14th of April Last [mention of Beall's Mills on Mechanic Street and Rizer's Gun Smith Shop]," *Cumberland Daily Times*, April 14, 1888.


"A Maryland Short System Mill [owned by E. A. Shriner, the Ceresville Mill with woodcut illustration]," *American Miller*, 16 (July 1, 1888): 461.

Western Maryland Railroad Company, *Blue Mountain House* (J. S. Cox's Sons, Printers: Baltimore, 1889?).

"In Middletown Valley. Crops, Buildings, and Bridges Washed Away by the Torrent [mill dams washed out in Johnstown Flood rains]," *American*, June 3, 1889.

"The Flood at Frederick [water reaches second floor of mills]," *American*, June 3, 1889.
"The Great Flood [covered bridge washed over dam of Neikirk's Mill at Keedysville]," Frederick Daily News, June 8, 1889.


"Montgomery Gold Fields [Denver capitalists to sink shafts 4 miles from Rockville]," Frederick News, October 21, 1889.

"Darby's 'Wolf' Model Flour Mill [roller devices installed at Undine Roller Mill on C. & O. Canal near Williamsport; with illustration]," American Miller, 18 (February 1, 1890): 93.

"B. & O. Rolling Mill [leased to Cambria Iron Company of Johnstown, Pa.]," Cumberland Times, March 7, 1890.

"The Belongings of the C. & O. Canal [receivers' inventory of real estate]," Cumberland Sunday Civilian, May 25, 1890.

"Another New Enterprise [Standard Oil Company buys Sebastapol in the Narrows to build warehouses and tanks]," Cumberland Sunday Civilian, June 8, 1890.

"Cumberland Booming.  The City Growing North, South, East and West [new industries incl. pulp mill, Gautier Steel Works, South Cumberland Glass Works, and Standard Oil]," Cumberland Sunday Civilian, June 15, 1890.

"Receivers' Report.  They Think te Canal Will Not Pay," Cumberland Sunday Civilian, June 15, 1890.

"Collapse of the Old Mule Bridge [over Will's Creek above the dam erected about 1870 by Potomac Wharf Association]," Cumberland Sunday Civilian, June 29, 1890.

"Disputed County Lines.  How a Question between Allegany and Garrett Counties Has Been Settled," Sun, July 5, 1890.

"Oldtown Items [mentions David Speck as operator of L. M. Cresap's gristmill]," Cumberland Sunday Civilian, August 3, 1890.

"Hagerstown Silk Mill [under construction]," Manufacturers' Record, 18 (November 15, 1890): 41.

"Washington and Cumberland Railroad [new company proposes new railroad on bed of C. & O. Canal]," Cumberland Sunday Civilian, August 10, 1890.

Institution That Will Give Employment to a Hundred People," Cumberland Sunday Civilian, August 22, 1890.

"Goshen Mills Burned [on 27th, property of R. D. Riggs, Montgomery County]," Cumberland Sunday Civilian, August 29, 1890.

"Cumberland's Growth. A Large Increase in Building in the Last Year [incl. poles for Electric Street Railway Company, a new gasometer, also the Cumberland Hydraulic Cement plant rebuilt after a fire]," Sun, January 8, 1891.

"Death of Charles H. Hamill [supt. of Frostburg Coal Company and former mine inspector]," Sun, January 8, 1891.

"At the Cement Mills [installation of 80 hp engines and boilers at Cumberland works]," Cumberland Weekly Civilian, February 6, 1891.

Austin Herr, "Pioneer Mills, Washington, D. C. [adv. To sell full roller mill in Georgetown]," American Miller, 19 (July 1, 1891).


"More Power More Light. Extensive Improvements Now Going on at the Electric Light Company's Plant [also power for Cumberland's streetcars]," Cumberland Weekly Civilian, February 20, 1891.

"The Canal Must be Operated as a Waterway--Judge Alvey's Decision--The Laborers to be Paid--All Ready for Work [decision of Court of Appeals for Washington County]," Cumberland Weekly Civilian, February 27, 1891.


"Frederick County. A Factory Burned [King Step-Ladder Factory near Patrick and East Streets]," Sun, July 4, 1892.

"Hagerstown's Sewage System [survey to begin]," Sun, July 16, 1882.

"The Works to be Sold. The Potomac Pulp Mill Company Insolvent [bill filed asking for sale of property at west end of the Narrows mortgaed on March 31]," Cumberland Daily News, August 2, 1892.

"Work on the B. & O.'s Big Tunnel [under Marylandf Heights at Harper's Ferry]," The Mail, Hagerstown, August 19, 1892.


"The Potomac Valley Railroad [work begun on roundhouse at Cherry Run]," Hagerstown Mail, August 20, 1892.

"Maryland Items [new elevator of Frederick City Elevator Company completed; five stories of Georgia pine and hemlock; 16 bins, capacity of 50,000 bu]," Sun, August 22, 1892.

"New Bridge for Harper's Ferry [contract to Vulcan Road Machine Company of Charlestown for Harper's Ferry and Loudon Bridge Company's span over Shenandoah]," Brunswick Herald, August 26, 1892.

"Potomac Paper Company. Offer of the Pulp Mill for Sale and Withdrawal of the Property," Sun, August 29, 1892.


"Fire in a Tannery. Flames Discovered in Faverweather and Ladew's Tannery Early This Morning," Cumberland Daily News, September 1, 1892.

"Opening of a New Railroad [Potomac Valley Railroad, Hagerstown to Cherry Run]," Cumberland Daily News, September 2, 1892.

"The Potomac Pulp Mill [at Dam No. 5 shut down to save water for C. & O. Canal]," The Mail, Hagerstown, September 9, 1892.

"A Trip over the P. V. By the Directors and a Hundred or More Invited Guests. Riding on Gondola Cars. Rushed through a Fertile Country. --Green-Matted Fields of Maryland [Hagerstown to Cherry Run on Potomac Valley Railroad]," The Mail, Hagerstown, September 16, 1892.

Breed Publishing Company's Directory of the Western Maryland Railroad for the Year 1892 from Baltimore to Williamsport (Newburgh, New York, 1893).
H. V. Trovinger, "Mills of Hagerstown, Md. [list of merchant mills]," *American Miller*, 21 (February 1, 1893): 147.


"Coxey Takes to Water. A Canal Voyage from Cumberland to Williamsport. Two Boats Engaged at Coal rates [200 men, 18 horses in march on Washington]," *Sun*, April 17, 1894.


F. Lightner, "Reground Middlings before 1876 [operator of Park Mills, Frederick County, writes that the 'Brua method' of flour reduction was not new]," *American Miller*, 24 (February 1, 1895): 142.


*Klots Throwing Company Records*, 1896-1918, papers of silk spinning and weaving company formerly operating at Lonaconing, Md., and Carbondale, Pa.; in Hagley Museum and Library, Wilmington Delaware, Accession No. 1834.


"J. H. Gambrill's Mill at Frederick, Md. [photo and text re new brick steam-powered mill on Carroll Street; later converted to Delaplaine Visual Arts Center]," *American Miller*, 24 (July 1, 1896): 501.

"Trolley Car Disaster. Fearful Ride Down the Catoctin Mountain Side. Rate of Fifty Miles an Hour. Many People Injured But No One Killed Outright. The Brake Would Not Work and Control of the Car Lost. [Car No. 10 of the Frederick and Middletown Railway Company at Mercer's Curve]," *Sun*, August 24, 1896.

"Big Locomotives. Satisfactory Work on the Heavy Seventeen-Mile Grade [40 new B. &O. engines from Baldwin Locomotive Works and Pittsburg Locomotive Works used on Cumberland Division, ascent from Piedmont of 117 feet per mile]," *Sun*, October 23, 1896.

"Washington County . . . The Silk Mills [Rudolph Cohen of New York recently purchased Maryland Silk Mills at Hagerstown for a syndicate; negotiating with owner A. P. Conner for renting mills]," *Sun*, October 26, 1896.

*Art Work of Allegany County, Maryland* [incl. photos of Mount Savage, the Narrows, etc. ] (W. H. Parish Publishing Co., 1897), EPFL, Maryland Department.


"Lonaconing's New Bank [Miners and Mechanics Bank, architect's drawing]," *American*, October 2, 1897.

Herbert C. Bell, *History of Leitersburg District, Washington County, Maryland* (Leitersburg, Md., 1898).

Cumberland Board of Trade, *Prospectus of the City of Cumberland, Maryland* (By the Board: Cumberland, 1898).

"A Geological Encampment, Plans for Practical Research into Nature's Laws by Hopkins Students [under W. B. Clark at Narrows Park west of Cumberland]," *American*, May 9, 1898, p. 11.

"To Cut Down Grades. Work of Improving the Third Division of the Baltimore and Ohio Railroad [Cumberland to Grafton; now reducing slope at No. 58 Cut]," *Sun*, July 25, 1898.

"The Turning on of City Lights. Last Night Was the Occasion of a Beautiful Illumination [175 lamps]," *Cumberland Times*, August 23, 1898.

"One of the Oldest Mining Companies. Some Interesting Data Concerning Pioneer Enterprise [Borden Mining Company]," *Cumberland Times*, August 26, 1898.

Thomas Brown, "Georges Creek & Cumberland Railroad [fully described]," *Cumberland Times*, August 31, 1898.


"Brethedsville, Md. [Delamere Flour Mill on Antietam burned September 15]," American Miller, 27 (October 1, 1899): 800 [the old Booth's Mill or John Quincy Adams Kemp's mill at Delamere Bridge, Devil's Backbone].

"Catoctin Furnace Property--Mortgage for a Half Million Placed on Record," American, October 8, 1899.

"Freight Deport. It Will Be on the Site of the Old Roundhouse [B. & O. will demolish 1849 structure along with Cumberland Sash and Door Company and extend Fulton Street]," Cumberland Alleganian, October 16, 1899.

"Fourth Fire in a Year [burning of Albert Arnold's mill in Upper Cumberland Valley]," Cumberland Alleganian, December 28, 1899.


George Beltzhoover, James Rumsey, The Inventor of the Steam Boat (West Virginia Historical and Antiquarian Society: Charleston, West Virginia, 1900).


"Catoctin Furnace, Claims Liquidated and Orders to Begin Operations," Sun, January 17, 1901.

W. G. Johnson, "Old Mills on Historic Grounds [photos of gristmills on Antietam Battlefield]," American Miller, 29 (February 1901): 121.

"The Cumberland Brewing Company's Famous Beers [adv. with woodcut of plant, mention of Reingold, Erlanger, and Culmbacher brands]," Cumberland Evening Times, August 23, 1901.

"The German Brewing Company [woodcut of plant under construction on Market Street on NW side of Will's Creek; contractor Henry S. Ripple of Baltimore; president, W. C. White; 50 hp Corliss engine; dimensions 102 x 159 feet]," Cumberland Evening Times, December 17, 1901.


"New Electric Railway Serving Frostburg-Eckhart-Cumberland," *Cumberland Times*, April 24, 1902.

"State Industrial Edition," special supplement, *Cumberland Times*, August 30, 1902. Illustrated with photographs of factories; extensive data on nearby industry of West Virginia. Contains articles entitled:

- "The German Brewing Company, Cumberland [adv.]
- "Hotel Gladstone, Frostburg"
- "Maryland Mining Company [George's Creek Coal]
- "The Heart of the Region, Lonaconing, 1902"
- "Busy Mt. Savage . . . Has C. & P. R. R. Shops . . . Enamel Brick Industry"
- "Ramsey's Enamel Brick Works"
- Cumberland Ice Manufacturing Company"
- "Howard Buchanan, Wholesaler of Lumber, Bark, Ties, and Supplies"
- "Thomas F. Smouse, Manufacturer and Wholesaler of All Kinds of Lumber"
- "Its Many Railroads"
- "Maryland Glass Etching Works"
- "The C. & P. R. R. Twenty-Five Mines Contribute to Its Business"
- "Consolidation Coal Company, Mines and Ships 2,000,000 Tons of Coal Annually from the 14-Foot George's Creek Vein"
- "Modern Brewing of an Ancient Drink. German Brewing Company Will Soon Be Ready to Put Its First Brew on the Market in Cumberland"
- "Cumberland Foundry and Machine Company"
- "Union Paper and Roll Printing Co."
- "The R.D. Johnson Milling Company. The Oldest Milling Establishment in Western Maryland"
- "An Exclusive Field. The Allegany Paint Company of Cumberland"
- "Cumberland Sash and Door Company"
- "Maryland Tin Plate Co."

"The Location of Cumberland's 1st Post Office. The Oldest Citizens Called Upon to Testify. The Starting Point of the Old National Road and Winchester Road [pertinent to case re Cumberland & Pennsylvania Railroad; post office was at 208-210 Mechanic Street]," Cumberland Evening Times, March 12, 1903.

Road Has Been a Money-Maker. Western Maryland Surplus Over a Million Dollars Despite Freight Diversion. Profits from West Virginia Central and Davis Coal Lands and Mines Are What Swelled the Earnings," Cumberland Evening Times, December 4, 1903.


William Henry Jackson, Maryland and West Virginia Views, photographic portfolio, ca. 1904, Library of Congress.


"Tri-State Sanitary Milk Company [to begin pasteurizing milk in new building]," Cumberland Times, October 24, 1904.


J. M. Davis & Sons, Hardware Bulletin (Oakland, Md., 1906-1908), in Garrett County Public Library.


George Truog, *Scrapbook (Maryland Glass Etching Works)* [glass designs from a Cumberland plant] (Cumberland, Md., 1906), Allegany College of Maryland; also on microfilm, AC of M.


"George's Creek Has Been Sold .  The Wabash Finally Agreees to Take It. Important Deals Closed," Cumberland *Evening Times*, February 26, 1906.

"To Build Rumsey Monument.  The Maryland Legislature Will Be Asked to Join West Virginia [to incorporate the Rumseyan Society to construct memorial to steamboat pioneer at Shepherdstown]," *Sun*, February 28, 1906.

"New Industry for This City. Company Will Be Formed to Start Cement Block Plant," Cumberland *Evening Times*, March 1, 1906.

"The Development of a Great Cumberland Industry [renderings of old and new plants of Footer's Dye Works on North Liberty Street ans South Mechanic STreets, respectively]," Cumberland *Evening Times*, March 1, 1906.

[Proposal to restore Jefferson Davis' name to Cabin John Bridge--cut out in 1862 by Caleb B. Smith, Secretary of the Interior]," *American*, August 12, 1906.


"The First St. Louis Train Left Baltimore 50 Years Ago [with woodcut of Martinsburg]," *Sun*, February 17, 1907.

"Some Old Stone Bridges of Washington County [with drawing of bridge at Antietam]," *Sunday Sun*, June 19, 1907.


"New Industry in Mountain City [photo of new Frostburg Brewery at foot of Grant Street; contractors Whetstone Brothers; Carl Schlosstein, president]," Cumberland *Evening Times*, July 18, 1908.

"'Old Maud' Is Still Useful. Can Haul the Tonnage of Two Ordinary Engines [Engine No. 2400, transferred to Connellsville Division, running from Cumberland to Sandy Patch; engineer, Edward Connely; fireman, S. S. Jolly; a Mallet engine, recently used as helper on Yoder Hill]," Cumberland *Evening Times*, July 24, 1908.

"Scenes of the Ruins of the Recent Big Fire [Deal Brothers mill at Front and Glenn Streets, distributing warehouse of National Biscuit Company]," *Cumberland Daily Alleganian*, August 20, 1908.


"Terrible Accident at Washington Mine No. 5. Three Men Killed and Thirteen Injured by Collision on Incline Early This Morning [25th]. Two of Latter May Die [near Franklin, Md., at Piedmont and George's Creek Coal Company]," *Cumberland Alleganian*, January 28, 1909.

"The Queen City Glass Works. Talk of Reviving This Once Prosperous Industry [adjacent to B. & O. at lower end of Springvale Street]," *Cumberland Alleganian*, January 28, 1909.

"Trustee's Sale of Real Estate [mill property of late George Twigg at Flintstone]," *Cumberland Times*, March 19, 1909.


Western Maryland Railway, *Summering on the Western Maryland Railway* (Baltimore, 1910).

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

"Barnes Family Reunion [family claims that Joseph Barnes constructed the Rumsey steamboat]," *Cumberland Times*, August 30, 1910.


I. H. Albright, *Landmark History of United Bretheren Church* [photos of Frederick County mills] (Reading, Pa., 1911).


Western Maryland Railway Company, Freight Traffic Department, *Shipper's Guide, 1911-1912; containing alphabetical and geographical list of shippers and receivers of freight, classified list of manufacturers and information regarding commercial resources and advantages of the principal towns on the Western Maryland Railway and branch lines* (Baltimore, Md., 1911), in Western Maryland Room, Washington County Free Library, Hagerstown.

U. S. Supreme Court, "Map Showing the Boundary Line Between Maryland and West Virginia from the Potomac River to the Pennsylvania Line as Surveyed and Marked under the Decree Rendered 31 May 1910," (Connellsville, Pennsylvania, 1911)," Peabody Library, Map Drawer 9.

"23 Men Entombed [at Mine No. 20 at Ott, Garrett County]," Sun, April 25, 1911.

"An Awful Mine Disaster Near Kitzmiller When 23 Men Were Killed by Explosion of Gas [Mine No. 20 of Davis Coal and Coke Company at Ott]," The Republican, Oakland, Md., April 27, 1911.

"20 Bodies Recovered [at Mine No. 20]," Sun, April 26, 1911.

"Mine Victims Total 23," Sun, April 27, 1911.

"Another tragedy That Should Not Have Occurred," Sun, April 26, 1911 [editorial re mine explosion near Ott].

"Was Accident, Says Jury [re explosion at mine near Ott]," Sun, April 29, 1911.

"Crumbling Landmark of Washington County [photo of Green Spring Furnace; also text re Lancelot Jacques]," Sun, May 7, 1911.

W. R. Hamilton, "Through a Foothills Eden with a Camera [incl. photo by W. T. Phreaner of old Orndorff Mill on Antietam at Middle Bridge, now Md. Route 34]," Sun, May 7, 1911.

Frostburg Centennial Souvenir Book (Frostburg, 1912), Frostburg Branch, Allegany County Public Library.


"Sketch of Old Fort Frederick," The Evening Times, Cumberland, Md., June 23, 1913.

"Eastern Glass Works Burned. $50,000 Fire in Cumberland Destroys Important Plant," Sun, August 8, 1913.

"Washington's Survey O.K. After 165 Years. Undaunted by Mountain or Precipice and with Only a Compass, First President's Work Stands Approved Even to This Day [re locating Fairfax Stone at SW corner of Garrett County]," Sun, November 3, 1913, Part 3 & 4, p. 8.

Ralph S. Woolfe and George Rhoderick, Jr., Historical Sketch of Middletown Valley with Illustrations (Middletown, Md., 1914).

John C. Castle, 'Bolivar and the Old 'White House,' Judge John C. Castle Writes an Interesting Story of Olden Times West of Middletown. Days of the Stage Coach. Lively Times at Bolivar During the War. -- The Mystery of the Statge Coach Runaway. -- Phantom Horses Heard Afterwards at Night. -- Story of the 'Old White House' [re wagon stand and relay house one mile west of Bolivar, built in 1809 by Hnert Beachley, conducted by Henry Miller, later by a Mr. Chambers, then by Jacob Everhart. Ref. to toll gate, Lighter-Main gristmill, oil mill, and pine-tar works, Zittle smithy]," The Valley Register, Middletown, Md., May 8, 1914.

"New Mine Opened in Garrett County," The Republican, Oakland, July 23, 1914.

"Awards Contract to Open New Mine," The Republican, Oakland, July 24, 1914.


Annual Report of the Mining Inspector [May 1, 1915 to May 1, 1917].


"W. M. R. R. Fliers Crash; 6 Killed on Mountain. Fast Mail and Blue Mountain Express Come Together on Bridge near Thurmont . . . Cars Thrown 100 Feet into Stream [Owens Creek bridge on Western Maryland Railroad]," Sun, June 25, 1915.

"Cattle Through Cumberland [large herd from Thomas, West Virginia, driven through streets]," Cumberland Times, October 30, 1915.


"15 Killed in Coal Mine. Five Others Injured When Dust Explosion Occurs in Shaft under Maryland [Davis Coal and Coke Company, of Kempton, West Virginia]," *Sun*, March 1, 1916.


"W. M. to Spend $2,000,000 [railroad improvements at Ridgely, also Cumberland Chamber of Commerce trying to bring a cellulose plant to town]," *Sun*, July 2, 1918.

"Work Starts on New Plant. Survey of City for Cellulose Company Under Way [laying out site near Brady's Station]," *Sun*, July 16, 1918.


"Glass Co. Released from Taxes [city council gives new Eastern Glass Company gla 10-year tax holiday in Cumberland]," *Sun*, November 20, 1918.


"Advance Workin Making Tires at Kelly Plant. Announced Officially to Begin April 15, Preliminary Manufacturing Started Saturday [test tires]," *Cumberland Evening Times*, April 5, 1921.
"Spending $150,000 on Big Savage Brick Plant. Demand for Product Calls for Addition and Employment Later of 100 Men [near Frostburg]," *Cumberland Evening Times*, April 6, 1921.


“Settles 60-Year Dispute. Judge Doub Rules in Favor of Logsdon in Coal Controversy [re Brailer Mining Company extracting coal under Logsdon family’s property at Mount Savage],” *Sun*, March 26, 1922.


"Destroys Jumbo Shine Plant on Green Ridge [illegal moonshine distillery]," *Cumberland Evening Times*, October 2, 1923.


Howard Redford Aldridge, "The Mount Savage Iron Works," Records of Pi Mu Fraternity, University of Maryland, College Park, 192_.


"Tidewater Portland Cement Company [full page adv. with drawing of production buildings at Union Bridge, Carroll County]," *Baltimore*, 17 (January 1924): inside cover.


"First Boom Town in State. Only Four Stone Buildings Mark Dead Hopes of Water-Power Project in 1834 at Weverton," *Sun*, September 28, 1924.

Emily Emerson Lantz, "Catoctin Furnace Has Rich Past," *Sun*, October 4, 1925.

James W. Thomas and T. J. C. Williams, *History of Allegany County* [incl. town maps; canals, National Road, stagecoaches, and illustration of Cumberland's early Chain Bridge] (L. R. Titsworth & Co., Hagerstown, 1925).

"Big Tannery Burns in Garrett County [Lang-Horton Company's works at Hutton]," *Sun*, January 4, 1925.


"Fire Wrecks Mill and All Machinery--Property of Levi Devilbiss Lost in Blaze--Origin Is Unknown [on Woodville Road, the road from Unionville to Mount Airy; former Shrinereaa Mill, built 1865, three-story structure, loss $10,000, partially insured]," Frederick *Daily News*, February 8, 1926.

Betty M. Snyder, "Ancient Mills of the Monocacy, Baltimore *Sun*, April 20, 1926.


Department of the Interior, National Park Service, National Capital Parks, Engineering Branch, "Aerial Photography of the Chesapeake and Ohio Parkway," aerial survey of 1954, Hancock to Cumberland, National Archives, Record Group 79, College Park, Md., NWDNC-79-C&OFILM.


"Mining Experts Will Visit State [Julius Stein of American Smelting and Refining Company to visit Catoctin Furnace, still owned by Lancelot Jacques]," *Sun*, September 24, 1927.


Department of Agriculture, Federal Extension Service, "Traveller's Toll," motion picture re expansion of U. S. Highway 40 from county road to transcontinental highway, shots taken near Cumberland, National Archives, College Park, Md., Control Number NWDNM(m)-33.342.


John S. Kausler, *City Park, Hagerstown, Maryland* (Hagerstown: 1930).


Luther Miller Harper, “Cumberland as the Gateway to the West—to 1875,” (initiation thesis into Maryland Beta Chapter of Tau Beta Pi Association, College Park, Md, 1930), McKeldin Library, College park.

Allen C. Clark, "The Old Mills [on Rock Creek, Montgomery County]," *Columbia Historical Magazine*, 31-32 (1930): 81.


Chamber of Commerce, Cumberland, Maryland's Second City (Cumberland, Md., 1931).

"Hagerstown's Historic Old Mill. Building Had Part in Flour Industry in Western Maryland During Eighteenth Century. Drying Up of Stream Which Turned Its Wooden Wheels Brings Silence to Landmark [Hager Mill next to Hager Park], " Sun, January 18, 1931.


Lee McCardell, "Frederick's War Debt Burden. City Pays Interest on Ransom Levied by Confederates," Sun, June 14, 1931.

"The Tipple of Sonny Mine [photo spread of mine at Lonaconing]," Sunday Sun, Rotogravure, October 18, 1931.


Glenn R. Worthington, Fighting for Time (Frederick County Historical Society: Frederick, Md., 1932).

Edward M. McManus, "History of Gold Mining at Great Falls, Maryland," (thesis presented to Maryland Beta Chapter, Tau Beta Pi, College Park, Md., 1932), McKeldin Library.


Constantine E. Luzupone, "History and Construction of the Potomac Dam at Great Falls, Maryland," (Paper presented to Phi Mu, an Honorary Engineering Fraternity, College Park, Md., 1934), McKeldin Library.


"Lonaconing Quiet after Strike Row. Two Councilmen Handled Roughly Going to Rescue of Threatened Worker [at GeneralTextile Mills]," *Sun*, September 16, 1934, p. 9, sports section.

Arts and Letters Club of Hagerstown, *Hearthstone History of Washington County* (Board of Education of Washington County: Hagerstown, Md., 1935).

G. S. Weiland, L. Boughton, and J. E. Metzger, *Wormseed Oil Production* [in Frederick County], (University of Maryland, Agricultural Experiment Station: College Park, Md., 1935).


W. Harvey Heller, Jr., "Frederick County's Old Glass Workers," *Sunday Sun Magazine*, March 19, 1935.


George E. Cannon, "Feed Mill a Major Line of D. A. Stickell Trade [Hagerstown mill]," *American Miller*, April 1936, p. 69.

Cumberland and Pittsburgh Railroad, 92 Years of Transportation Progress by the C&P Railroad and Its Contributions Towards the Development of Cumberland and Allegany County, Maryland (C&P Railroad: Cumberland, Md., 1937).


George Anthony Doulas, "An Economic History of Frederick County, Maryland, to 1860 (Ph. D. dissertation, Johns Hopkins University, 1938).


Julia Angeline Drake, Ph. D., and James Rigely Orndorff, *From Mill Wheel to Plowshare* [re Orndorff Mill on the Antietam], (The Torch Press: Cedar Rapids, Iowa, 1938).


Edwarm M. Killough, History of the Western Maryland Railway Company: Including Biographies of the Presidents, Revised ed. (Western Maryland Railroad Company: Baltimore, 1940).


"Oakland Lumber Company Established [near Washington Spring Crossing; to make lumber and staves]," Oakland Republican, May 9, 1940.

"Airport Improvement Planned at Frederick," Sun, November 10, 1940.


"History Rewritten. Founding of Hagerstown New Data from a Diary [Jacob Horn and brothers agree with Jonathan Hager in 1738 to build fort and fur trade house]," Sun, March 2, 1942.


"Breaks Under Burden of Years [Jug Bridge over Monocacy on U. S. 40 at Frederick collapses under weight of automobile]," Sun, March 5, 1942.

"The Life Span of Jug Bridge [built in 1808]," Sun, March 5, 1942.
"Temporary Span Will Replace Jug Bridge [contract to M. J. Grove Construction Company of Frederick County]," *Sun*, April 4, 1942.

"Will Save Jug, Bridge Doomed. Governor O'Conor Replies to Pleas Concerning Fate of Frederick Span. Landmark over Monocacy River on National Highway Has Stood 134 Years [request from Jug Bridge Women's Club]," *Sun*, April 12, 1942.

"Engineers Dynamite Two of Four Spans of Old Jug Bridge," *Sun*, April 14, 1942.

"Grove Lime Company to Build Jug Bridge [to be three arches of concrete, U. S. 40 West, costing $244,385; company from Limekiln, Md.]," *Sun*, June 3, 1942.


Stanton Tiernan, "Maryland Lumps Feed the Home Fire [coal production in wartime]," *Sun*, September 20, 1942.

J. S. Armstrong, "Western Md. Railway to Buy Cumberland & Pennsylvania [held by Consolidation Coal Company since 1864; with 49.18 miles of line between Cumberland and Piedmont, West Virginia]," *Sun*, December 24, 1943.


"Frederick's New Jug Bridge Opened," *Sun*, November 14, 1944.


"Cumberland Gas Explosion Wrecks Bridge [over Wills Creek]," *Sun*, February 11, 1945.

"Cumberland Gas Blast at Bridge Is Probed [concrete bridge at Valley Street, Cumberland]," *Sun*, February 12, 1945.


"Garrett County Coal Field Turns to Daylight Strip Mine Technique," *Evening Sun*, July 2, 1947, incl. photos.


Albin Owings Kuhn, "Effects of Selection on Oil Production, Capacity of Wormseed (*Chenopodium ambrosioides* L.)," (Master's thesis, University of Maryland, College Park, 1948), McKeldin Library.

J. William Hunt, "Across the Desk [mentions first reference to a coal mine in Maryland as "minie de charbon" on M. Bonne's 1782 map; shown at mouth of Georges Creek, Cumberland Times, April 4, 1948.


Maughansville Eighth and Ninth Grade, *The History of Maughansville* (Board of Education of Washington County: Hagerstown, Md., 1949).


Raymond Thompson, "The 'Grays' Put the 'Blues' in the Red. The City of Frederick Is Still Paying Off a $200,000 Ransom Exacted by the Confederate Army," *Sun Magazine*, July 3, 1949.


“Frontier Flashbacks [photo of Trovinger Mill’s long dimension; also text],” *Hagerstown Daily Mail*, April 12, 1950.

Nina K. Duling, "Kempton: Memories of Kempton [coal industry]," *Parsons Advocate* [West Virginia], April 27, 1950.


Homecoming Committee, *Bicentennial and Homecoming, Thurmont, Md.* (Thurmont, Md., 1951).


Ralph Reppert, "Mountain Gateway. 57-Year-Old Thurmont, First Settled 213 Years Ago, Is Marking Its 200th Birthday [incl. photo of "Match House" where friction matches were manufactured]," *Sun Magazine*, July 22, 1951.

Patrick Skene Catling, "Improving the Road West [rebuilding switchback sections on Sideling Hill]," *Sun*, August 1, 1951.

Marjorie Mathis, "Frederick Clears Off Debt for Ransom Paid Jubal Early [money banks loaned to city during Confederate invasion of 1864]," *Sun*, September 30, 1951.

William H. Bayliff, *Boundary Monuments on the Maryland-Pennsylvania and Maryland-Delaware Boundaries* (Maryland Board of Natural Resources: Annapolis, 1951).


Roger Brooke Farquhar, *Historic Montgomery County, Maryland, Old Homes and History* [incl. Rock Creek Mills], (Silver Spring, Md., 1952).


Cooper Walker, "On top of the Coal Problem. All Raymond Sprigg Has to Do When He Needs Fuel Is Step into the Orchard and Dig It [at Dan's Mountain]," *Sun Magazine*, May 18, 1952.

William McAlpine Richards, "An Experiment in Industrial Feudalism at Lonaconing, Maryland, 1837-1860 (Maryland Historical Magazine*, 47 (June 1952): 169.


"Mr. Lincoln Goes to Gettysburg [the Western Maryland Railway recreates 1863 trip]," *Baltimore*, 45 (November 1952): 21-74.


University of Maryland, College Park, Bureau of Business and Economic Research, *Coal in the Maryland Economy, 1736 to 1965* (College Park, Md., 1953), EPFL, Baltimore.


"Fire Hits Old Gold Mine [last worked in 1940 near Great Falls]," *News-Post*, Frederick, April 9, 1954. [Baltimore paper or Frederick?]
Paul E. Welsh, "Wind-Liftet Roof Recalled as Custer's Plane Hovers [Willard R. Culver of Hagerstown experiments with channel wing aircraft]," Sun, August 30, 1954.

George C. Slagle, "U. S. Route 40, The National Turnpike [Baltimore to Frederick controlled access highway completed; incl. photos of old-vs.-new at "Seven Sisters" segment]," Baltimore, 47 (October 1954): 76.

"Baltimore to Frederick Highway Opening to Fulfill Dream [improved U. S. 40 from Ridgeville to Monocacy bridge under construction]," Evening Sun, October 5, 1954.


Maryland State Planning Department, Lonaconing--An Economic Survey (Baltimore, 1956), in Allegany County Public Library.


David T. Cottingham, "Focus on Main Street [interview with Stanley P. F. Kline, owner of engine-powered flour mill at Boonsboro]," Daily Mail, Hagerstown, December 3, 1956.


George Elliott 3d, "Western Maryland Ends Run To, From, Hagerstown," Sun, July 8, 1957.


"Maryland's Biggest Coal Shovel [used at strip mine near Deer Park]," Sun, October 13, 1957.


E. V. B., "U. S. 40, A Road with a History [now a single pavement highway between Frederick and Hagerstown crossing Catoctin and South Mountains]," *Sun*, March 21, 1958.


Citizens Committee on Natural Resources, *Outline Program for the Use and Enjoyment of the Potomac Valley: A Report* (by the committee:Washington, D. C., 1959), Frostburg State University Library.


John C. Schmidt, "100 Years After John Brown's Raid. Burned, Razed, Flooded, Buried, and Lost, the Ruins of the Arsenal He Captured Have at Last Been Located and Uncovered [archaeology work at Harpers Ferry]," *Sun Magazine*, October 18, 1959.


Howard Spessard, *The Lehman Family, A Brief History* (Hagerstown, 1961).

Ralph Reppert, "Maryland's Last Stand of Virgin Timber. Pine and Hemlocks 250 to 300 Years Old, and 120 Feet High, Grace a Garrett County Tract [Swallow Falls State Park]," *Sun, Magazine*, April 9, 1961.


Philip Ebersole, "Keedysville Founded on Creek Site Because of Water Power; Town Once Had Name Changed [grist and woolen mills]," *Herald Mail*, Hagerstown, August 27, 1962.


"Interstate 70 Is Opened [between Frederick and Hagerstown]," *Evening Sun*, November 28, 1962.


Lemoin Cree, *A Brief History of South Mountain House*, Middletown Valley, Maryland (Valley Register, Inc.: Middletown, Md., 1963), Maryland Historical Society pamphlet.


Edwin Hirschmann, "Goodbye to Garrett. National Road Marker to Go to Smithsonian [obelisk marked mile 113 miles to Wheeling moved from a point 7 miles west of Frostburg]," *Evening Sun*, February 18, 1963.


Ivor Noël Hume, "Maryland's Famed Early Glassworks: Ruins of the Amelung Plant near Frederick, Dating to the 1700's Have Been Laid Bare and May Be Named a National Landmark," *Sun Magazine*, October 18, 1964.


LeRoy D. Fleming, "The Mining of the Physical Features of Frederick County," (term paper, Hood College, Frederick, Md., 1965), in Frederick County Public Library, Maryland Room.


Tony Evans, "Maryland to Elevate Rt. 40 to Freeway [through Garrett County to West Virginia]," *News American*, September 19, 1965.


Paul Charles Callahan, "The Economic Impact of Fort Detrick on Frederick, Maryland, (M. A. thesis, University of Maryland, 1967).


John D. Roop, "I Remember . . . a Historic Carroll County Mill [Sam's Creek Mill, actually on Frederick County bank of stream]," *Sun Magazine*, February 19, 1967.

John Dorsey, "Token of a Cumberland Era. The Queen City Hotel, Now All But Abandoned, Was Long Famed as a Stopping and Dining Place," *Sun Magazine*, March 19, 1967.

James F. Waesche, "One of Maryland's Top Archaeological Finds. The Mass of Articles Discovered Under the 1740 Hager House Has Been So Characterized [Hagerstown's settlement period]," *Sun Magazine*, October 8, 1967.


Dennis L. Poole, "The Liberty Mine [Frederick County]," (term paper, Linganore High School, Frederick, Md., 1968), in Frederick County Public Library, Maryland Room.


Harold D. Smith and James O. Burnett, "Market Structure of the Sawmill Industry in the Handling of Forest Products of Maryland," Agricultural Experiment Station, University of Maryland, College Park, 1968.


F. DeSales Meyers, "The Valley Where Coal Was King [George's Creek]," *Sun Magazine*, January 7, 1968.


George W. Wireman, *Gateway to the Mountains* [incl. "Early Industries"] (Hagerstown Bookbinding and Print Company: Hagerstown, 1969)


Horace Ayres, "It's His Bridge, So You Have to Pay [privately owned highway bridge at Oldtown]," *Evening Sun*, May 5, 1969.


Hazel Groves Hansrote, "Cumberland, Md., Terminus of the C. & O. Canal, 1850-1924," scrapbook, Preservation Society of Allegany County, Cumberland, 197_, Special Collections, Frostburg State University.


Ralph Reppert, "Maryland's Last Sawmill Powered by Steam [Harp Brothers of Wolfsville using portable engine, Frederick County]," *Sun Magazine*, December 6, 1970.


G. David Downton, *Waterway to the West, A Brief History of the Chesapeake and Ohio Canal* (Chesapeake & Ohio Canal Association: Cumberland, Md., 1971).


Joseph E. Morse and R. Duff Green, eds., *Thomas B. Searight's The Old Pike* (Green Tree Press: Orange, Virginia, 1971), revised and illustrated version of classic history of the National Road, incl. Maryland sections, index of tavern keepers and wagon drivers.


Tyler Bastian, "Test Excavations at a Mill Site (18MO 32) on Long Draught Branch, Montgomery County, Maryland [woolen factory]," ms., Office of State Archaeologist. Crownsville, Md., 1971.


Michael J. Clark, "Nothing Could Save Rail Hotel [Queen City station and hotel, Cumberland]," *Sun*, October 27, 1971.

"Cumberland's Queen City Hotel Fades While Funds Go Begging. Public Bodies Refuse to Take Title," *Preservation News*, November, 1971.


"Restoring Covered Bridge Aim of Drive. Arson Destroyed Frederick County Bridge [Loy's Station bridge]." *Evening Sun*, January 17, 1972.


Fred Muntzer, "The Time and Times of Catoctin Furnace--Chapter 2," *The News*, Frederick, March 20, 1972 [runs to 16 chapters].


Jack Dawson, "17 Hour Train Ride [on Western Maryland Railway from Port Covington to Maple Sugar Festival at Myersdale, Pa.]," *Sun*, April 2, 1972.
"Catoctin Furnace--U. S. 15 Issue Now 'Wait and See' [SHA seeks to widen highway near furnace stacks]," The News, Frederick, April 7, 1972.


"Coal Mining Continues an Important County Industry," The Republican, Oakland, June 15, 1972.

"County Dotted with 131,500 Acres of Green Woodlands [State forests, CCC camps; incl. photo of Mountain Lumber Company mill near Friendsville]," The Republican, Oakland, June 15, 1972.

"Many Industries in History Have Disappeared [distilleries, mills, woolen factories, shirt factories, spring water, maple syrup; incl. photo of a pea vinery]," The Republican, Oakland, June 15, 1972.

Antero Pietila, "A Town with No People Still Bears a Diva's Name [Lilyponds and Three Springs Fisheries]." Sun, July 17, 1972.


Lee Barron, The Chesapeake & Ohio Canal: "as it is and as it was," (Graphics Design Press: 1973).

Lee and Barbara Barron, The History of Sharpsburg, Maryland (Sharpsburg, 1973).


Libbie Powell, "The Keedysville Pry Mill Ain't What It Used to Be [restored by Fred Hanson]," *Morning Herald*, Hagerstown, November 18, 1974.

Paul P. and Rita S. Gordon, *A Textbook History of Frederick County* (Board of Education of Frederick County: Frederick, 1975).


Kenneth G. Orr and Ronald G. Orr, "Field Report on the Archaeology Situation at the Catoctin Furnace Stack 2 Casting Shed, Frederick County, Maryland," ms. on file, Division of Archaeology, Maryland Historical Trust, Crownsville, Md., 1975.

Sugarloaf Regional Trails, "Inventory of Historic Sites in Western Montgomery and Frederick Counties, Md. [including canals and viaducts]," (n.p., 1975).


Norris Franz Schneider, *The National Road: Main Street of America* (Ohio Historical Society: Columbus, Ohio, 1975), Frostburg State University.

William Graffam, "Reliving the 1915 Train Wreck on Bridge at Thurmont," Frederick News-Post, February 20, 1975.

Earl Core, "Early Lumbering a Tiresome Task [re using whip saw and a scaffold; also two-man pit saws]," Mason-Dixonland Panorama, March 30, 1975, part of series, "The Monongalia Story."


Ralph F. Martz, "Old Walkersville [ref to Fountain Rock Mill and Cramer grain elevator]," Valley Register, May 16, 1975.


Frederick N. Rasmussen, "B-T 1 Conquers the Blue Ridge and Gets to Hagerstown on Time [Western Maryland Railway freight service with SD-40 Class locomotives]," Sun, June 24, 1975.


"Casselman Bridge to Be Restored," Glades Star, 43 (September 1975): 610.


Bicentennial Byways, A Series of Articles on the History of Maryland Roads [incl. Braddock's Road and National Road], (Maryland Department of Transportation: Baltimore, 1976).

Bloomington Bicentennial Committee, The Bloomington Story (Keyprint, Inc.;, 1976).


United States Congress, House of Representatives, 94th Congress, 2d Session, *Amending the Act Approved January 8, 1971, Establishing the Chesapeake and Ohio Canal National Historical Park, Providing that a Segment of the Chesapeake and Ohio Canal Shall be Designated in Honor of the Memory of Justice William O. Douglas, and for


Hazel Loretta Beckman, The Queen City Station, tape interview, Cumberland, 1976, Allegany County Local History Program, Allegany College of Maryland.

James Beeseck, Experiences as a Baltimore and Ohio Railroad Laborer, tape interview, Cumberland, 1976, Allegany County Local History Program, Allegany College of Maryland.

Arthur P. Maiers, Early Railroading in Allegany County, tape interview by Carol Maier, Cumberland, Allegany County Local History Program, 1976, Allegany College of Maryland.

Dale Hewitt Piercy, Experiences as a Western Maryland Railroad Laborer in Allegany County, tape interview, Cumberland, 1976, Allegany County Local History Program, Allegany College of Maryland.

James T. Rayner, The Coal Industry in Allegany County, George's Creek Coal Mines, Ocean Mine No. 1, and Life as a Miner, tape interview by Jack Bradburn, Cumberland, 1976, Allegany County Local History Program, Allegany College of Maryland.

Nellie Richards, Midlothian History and the Coal Mining Industry, tape interview, Cumberland, 1976, Allegany County Local History Project, Allegany College of Maryland.


Daniel D. Hartzler, Arms Makers of Maryland, Longrifle Series (George Shumway Publisher: York, Pennsylvania, 1977).


Elizabeth Harris Bolyard, History of the Lonaconing Iron Furnace, tape interview, Allegany County Local History Program, Cumberland, 1977, Allegany College of Maryland.


John D. Liebau, *The Queen City Dairy*, tape interview, Cumberland, 1977, Allegany County Local History Program, Allegany College of Maryland.


Della Bender Miller, *The Casselman Hotel/Restaurant*, tape interview, Cumberland, 1977, Allegany County Local History Program, Allegany College of Maryland.


Elmer Ryan, *The Tin Mill, South Cumberland, Md.*, tape interview, Cumberland, 1977, Allegany County Local History Project, Allegany College of Maryland.


Charles E. Weisenmiller, *PPG Industries, Works Seven, Cumberland* [Pittsburgh Plate Glass], tape interview, Cumberland, 1977, Allegany County Local History Project, Allegany College of Maryland.

Beverly Wilson, *LaVale Toll House, LaVale, Md.* [on National Road], tape interview, Cumberland, 1977, Allegany County Local History Program, Allegany College of Maryland.


"Another Furnace [Dr. Kenneth G. Orr found second furnace stack ruin at Catoctin]," *The News*, Frederick, June 17, 1977.


W. Clay Ingram, *PPG Industries, Works Seven, Cumberland, an Historical Perspective* [Pittsburg Plate Glass], tape interview, Cumberland, 1978, Allegany County Local History Program, Allegany College of Maryland.


Charles V. Flowers, "Along the Lines of Mr. Mason & Mr. Dixon [with map]," *Sun*, July 2, 1978.


"Rare Wormseed Bush Helps Support Family [rare plant grown at Ijamsville produces an oil used for medicinal purposes]." *Sun*, November 9, 1978.


Eugene Morin, *The German Brewery Company, a Brief History*, tape interview, Cumberland, 1979, Allegany County Local History Project, Allegany College of Maryland.

Gaye Savant and Charlene Selway, *The Roads to Cumberland* [railroads and C. & O. Canal], slides and audio, Allegany Community College, Division of Learning Resources, Cumberland, 1979, Allegany College of Maryland.

John G. Steiner, *Cumberland Cement and Supply Company, Cumberland, Md., a History*, tape interview, Cumberland, 1979, Allegany County Local History Program, Allegany College of Maryland.


"Rail Museum Recalls Old Days [Western Maryland Railway Depot at Union Bridge]," *Sun*, July 22, 1979.


Cherilyn E. Widell, "Ceresville Mill," Maryland Historical Trust Inventory Form, Frederick County Office of Historic Preservation, August 8, 1980.


Cherilyn E. Widell, "Lewis Mill Complex [Frederick County]," National Register Nomination Form, April 1, 1981, at Maryland Historical Trust library, Crownsville, Md.

Jeff Kosnett, "Coal Riches in Maryland's Future [exports to European power plants]," Maryland Magazine, 13 (Spring 1981): 36-40.


“New Lake in Garrett to Reduce Flooding, Cleanse Potomac [Bloomington Lake dedication scheduled],” Evening Sun, September 15, 1981.


David E. Wiles, Antietam Paper Company--Spanning the Years (Antietam Paper Company: Hagerstown, 1982).


Michael Parrington and Helen Schenck, "A Report on the Excavation of an Ancillary Area Site (Site 18FR320) of the Historic Ironworks Complex at Catoctin Furnace, Frederick County, Maryland," ms. on file, Maryland Historical Trust, Crownsville, Md., 1982.


Maryland Department of Natural Resources, "Catoctin Furnace and the Manor Area of Cunningham Falls State Park: Master Plan [incl. archaeology]," Annapolis, Md., 1983, in Frederick County Public Library, Maryland Room.


"Town Wants to 'Correct History,' Link First Steamboat to Native [Shepherdstown supports James Rumsey's prototype steamboat]," *Sun*, May 15, 1983.

"Former Company Town Preserves Old Furnace [Lonaconing]," *Carroll County Times*, May 24, 1983.


William H. Ansel, Jr., *Frontier Forts along the Potomac and its Tributaries* (McClean Print Company: Parsons, West Virginia, 1984), illustrated by David M. Ansel, Allegany County Public Library.


"Garrett County Hotel, Built in 1837, Is Razed [National Hotel, Grantsville]," Sun, July 29, 1984.


"Fall Historical Tour [trip to see Clifford Friend's water wheel running at Kaese Mill on Bear Run]," Glades Star, 5 (September 1984): 609.


Albert L. Feldstein, Feldstein's All New Historic Postcard Album of Allegany County, Maryland (Commercial Press Printing Company: Cumberland, Md., 1985).


Charles W. Parry, *Alcoa: A Retrospection* [Aluminum Company of America; one plant in Frederick County] (Newcomen Publication No. 1249: 1985), Frostburg State University Library. Towson University.


Amy Lee Huffman Reed and Marie LaForge Burns, *In and Out of Frederick Town: Colonial Occupations* (by the authors: Frederick, Md., 1985).


Cindy Hackett Green, [account of moving demijohn of 1808 Jug Bridge out of path of I-70], *Frederick News*, October 8, 1985, with photograph.


Tom Stuckey, "Freeway's Last Leg Takes Costlier Route [National Freeway from Wolfe Mill Road to M. V. Smith Road east of Cumberland],” *Evening Sun*, November 20, 1985.


Amy Goldstein, "Poor Proud Garrett County Resists Aid [decline of housing stock in Oakland and Shallmar, etc.]," *Sun*, February 17, 1986.


Frederick Tilp, *This Was Potomac River* (by the author: Bladensburg, Md., 1987).


"Last of the Ball Antennas [surviving example on a roof in Oakland, installed 1930 to boost reception of Atwater-Kent radio]," *Glades Star*, 6 (December 1987): 151.

Albert L. Feldstein, *Feldstein's Gone But Not Forgotten* [views of Allegany County], (by the author: LaVale, 1988).


Stephanie Shapiro, "3 Counties in State Schedule Activities in Honor of Old Road [re National Road history]," *Sun*, May 20, 1989.


"Road Before National Road [route authorized by General Assembly in 1758 over Sideling Hill]," *Glades Star*, 6 (December 1989): 368-370.


Edward Gunts, "Real Estate Notes [Mountain City Mill to be converted to Delaplaine Visual Arts Center, Frederick]," *Sun*, September 12, 1990.


Deb Riechmann, "Couple Pile Up Miles Tracking Down Historic Markers along National Pike [Fred and Margaret Cornett photographed 87 milestones between Baltimore and Zanesville, Ohio; with photo of researchers and marker at Clear Spring]," *Sun*, November 19, 1990.


"Frederick County. Fire Severely Damages Historic Covered Bridge [at Loy's Station Park]." *Sun*, June 28, 1991.


Christopher B. Shank, "Wings over Hagerstown [re Fairchild Hiller Aircraft Corporation]," (undergraduate seminar in history, Johns Hopkins University, Baltimore, 1993), Washington County Free Library, Western Maryland Room.


Greg Tasker, "Decision Due on How to Rebuild Bridge [Loy's Station]," *Sun*, March 15, 1993.


Martha Mastracco, "Pumping Iron. The Trains Return to Main Street [passenger excursions on Western Maryland route, etc.]," *Maryland Magazine*, 23 (Winter 1993): 6-17.


Thomas F. Hahn and Emory L. Kemp, *Cement Mills Along the Potomac River* (Institute for the History of Technology & Industrial Archaeology: Morgantown, West Virginia, 1994).


Francis A. Tortoro, *Western Maryland Railway's Mainline to the Mountains: A Photographic Record of a Decade of Change through Thurmont, Maryland* (Gateway Print: Thurmont, Md., 1994).


Fred Rasmussen, "Ruth Bear Levy, Artist and Author Inspired by Youth in Lonaconing," *Sun*, October 11, 1994, obit.

"The Canal Section That Was Not Built [through the Little Youghiogheny valley]," *Glades Star*, 7 (December 1994): 466-469.


U.S. Department of Transportation, FHA, Department of the Interior, NPS, Maryland Department of Transportation, State Highway Administration, *Canal Parkway Development Study from Md. 51 to the Wiley Ford Bridge, Allegany County Maryland, Final Impact Statement, Section 4(f) Evaluation* (State Highway Administration: Baltimore, 1995), Frostburg State University Library.


Wayne Mayfield, "Hutton, 'In the Shade of a Boom Town' [Crellin's neighbor town had a tannery, station, and gas well]," *Glades Star*, 7 (March 1995): 504-507.

Kimberly Armstrong, "Vindex, Maryland Ghost Town [Manor Coal Mining Company]," *Glades Star*, 7 (June 1995): 561-563.


Donna M. Ware, "Rails, Resources, and Resorts: The Opening of Maryland's Coal Region," *Maryland Humanities*, ___ (Spring/Summer, 1995): 11-12.


Cumberland, Maryland, Prepared for Maryland Department of Transportation, State Highway Administration (John Milner Associates: West Chester, Pennsylvania, 1996).


Francis A. Tortoro, Western Maryland Mainline Memories: A Photographic Depiction of the Past and Present Railway Heritage of Thurmont, Maryland (F. A. Tortoro, Jr.: Thurmont, Md., ca. 1996).


"Hagerstown Dig Seeks to Unearth Colonial Past. Archaeologist's Goal Is to Explore Site of Bell Family Pottery [at Miller House]," Sun, July 4, 1996.

"Saving the Mill Race [from the Interstate highway near Stanton's Mill]," Glades Star, 8 (September 1996): 82-84.


Garrett County Historical Society, *Garrett County 125th Anniversary Photo Album* (By the Society: Oakland, Md., 1997).


Donald R. Shaffer, *"We Are Again in the Midst of Trouble": Flooding on the Potomac River and the Struggle for the Sustainability of the Chesapeake and Ohio Canal, 1828-1996* (University of Maryland: College Park, 1997).


"Last Train to Elkins [Western Maryland Railway discontinued service 1958]." *Glades Star*, 8 (December 1997): 298-299, 301, 305.


Don McFall and Dave Cline, *Western Maryland Railway Stations South of Cumberland, Part 2* (Blue Mountain Express: Owings Mills, Md., 1998).


William Newcott, "America's First Highway [the National Road]," *National Geographic*, 193 (March 1998).


Marcia Myers, "Health Regulations Squeeze Apple Cider: Cider: Because of a Few Bad Apples in Other States, Old-Fashioned Natural Apple Cider is in Short Supply This Fall [includes mention of Ivy Hill Farm near Smithsburg]," *Sun*, October 30, 1998.


Albert L. Feldstein, *Feldstein's Historic Coal Mining and Railroads of Allegany County, Maryland* [incl. bibliographic citations] (Commercial Printing Company: Cumberland, 1999).

John A. Grant, *150 Years of Oakland, Maryland 1999* (Garrett County Historical Society: Oakland, 1999).

Pernilla Holmes and Sabina Wiedenhoeft, "The History of Columbia Mills [on Rock Creek, owned by President John Quincy Adams]," ms. Smithsonian Institution archives, ca. 1999; also available on-line.


Timothy R. Snyder, "I Hope They Will Get Away Soon": The Chesapeake and Ohio Canal and the Federal Authorities During the U.S. Civil War (Shippensburg University: Shippensburg, Pennsylvania, 1999).


"When the Presidents Rode Railroad Trains [incl. copy of train order for trip by President Truman]," *Glades Star*, 9 (March 1999): 8-10.


Frederick N. Rasmussen, "Resort Touted Good Clean Fun. Summer: Mountain Lake Park, Begun in the 1880s, Offered a Beautiful Mountain Getaway, for Those Who Wanted to Spend Time Enjoying a 'High Moral Tone' [in Garrett County]," *Sun*, April 5, 1999.


Frederick N. Rasmussen, "Way Back When. Go West, Sweltering City Folk [excursions on Western Maryland Railroad to mountains]." *Sun*, July 29, 2000.


"On and About the National Road," *Glades Star*, 9 (September 2000): 273-278.


Carol A. Ebright, *Miscellaneous Archaeological Research on State Highway Administration Projects in District 6, Washington and Allegany Counties, Maryland: Clear Spring streetscape, Canal Parkway, Taylor Tin Mill, Canal Parkway other construction Finds, Cumberland & Pennsylvania Railroad Tunnel in Frostburg, prepared for State Highway Administration, Maryland Department of Transportation*
(Maryland State Highway Administration: Baltimore, 2001), Frostburg State University Library.


Brian White and Dan Whetzel, *Surviving the Great Depression: A History of Allegany County During the 1930's* (Allegany County High School, Cumberland, 2001), Frostburg State University Library.


Mary Beth Thompson, "Repairs to Cabin John Bridge Completed [built 1864; motor roadway combined with 9-foot municipal water conduit]," *Constellation*, 27 (December 2001): 5, publication of U. S. Army Corps of Engineers.

Carol A. Ebright and Stacie Webb, "Preliminary Significance Statement for the Taylor Tin Mill Archaeological Site, Canal Parkway Development Project, Allegany County, Maryland, 1995" *Yearbook of Archaeology* (Maryland Department of Transportation, State Highway Administration, Project Planning Division: Baltimore, 2002).


Public and Government Affairs Office, Eastalco Works, "Alcoa, Keeping the Planet Clean and Green [brochure re factory grounds, Manor Woods Road, on historic Carrollton Manor]," Frederick, Md., 2002.


Frederick N. Rasmussen, "Chronling Western Maryland's History [interview with Al Feldstein]," *Sun*, January 5, 2002.


"In Allegany County. DNR Dedicates Plaque to Former Forest Manager [historian John Mash]," *Sun*, October 15, 2002.

Phoebe Anderson and Dean Herrin, "Catoctin History Tour No. 11, Covered Bridges of Frederick County," *Catoctin History*, 1 (Fall 2002): 13-14.


“Mason and Dixon—23 Miles Short of Their Goal,” *Glades Star*, 9 (September 2002): 603-604 [incl. photo of westernmost stone].


Emily Benson and Mary Gail Hare, "Famed Surveyors' Work Borders on Miraculous. Marker: A Replica of a Crownstone Laid More Than 200 Years Ago at the Maryland-Pennsylvania Line Will Be Put into Place in a Ceremony Tomorrow [Mason-Dixon Line]," *Sun*, October 18, 2002.


James Rada, "PSC Advises Approval of Wind Project [wind energy project for Allegany County]," *Cumberland Times-News*, February 8, 2003.


"New Life for an Old Mill [electric motors used to run grain products for tourists at Stanton's Mill, Grantsville]," *Glades Star*, 20 (December 2003): 114, 119.


NOTE: This list is compiled in part from a collection of clippings and references from Baltimore newspapers; the dailies and weeklies of the western counties are not abundantly available in the Baltimore area. Published books are more easy to obtain outside of the western counties.

Writers of the past were not consistent in writing B. & O. or C. & O.

Ralph F. Martz also published as Ralph Fraley Martz.

Arlene Palmer and Arlene Palmer Schwind are the same author.

We have included James Rumsey and his steamboat because, although he lived in present West Virginia rather than in Maryland, his experiments were made on a Maryland river, and he received a Maryland patent from the General Assembly for his invention.

We have included the mills on Rock Creek in the District of Columbia and also the Georgetown end of the C. & O. Canal.

Items on labor, transportation, and community growth are also included. The only Civil War items are those that affected transportation.

We have tended to use an apostrophe in "Will's Creek."

Many old sources left the final "h" off the name "Pittsburgh."

Old sources are not consistent in spelling Georges Creek or Harpers Ferry.

Modern usage spells "Old Town," a village on the Potomac, as "Oldtown."

Some taped interviews are only available at the local history room of the Allegany County Public Library, Cumberland. Rare books and maps are listed with the name of the libraries where they can be found.
We have mentioned Harpers Ferry only in relation to bridge crossings to that town. Its arsenal was in present West Virginia.

The West Virginia & Pittsburgh Railroad traveled through Garrett County.

Various coal mines burrowed into Maryland from adits in West Virginia.

Thanks are due to Claire A. Richardson, John Frye, Janet Davis, Earl H. Robbins, Robert M. Vogel, Robert B. Gordon, Donald Sayenga, Emory L. Kemp, Patrick H. Stakem, Anne Failing, Tim Dugan, George J. Horvath, Jr., Charles Often, and the Enoch Pratt Free Library, Maryland Historical Society Library, Loyola-Notre Dame Library, Baltimore County Public Library, Baltimore County Circuit Court Law Library, Allegany College of Maryland Library. Also to Gregory H. Stoner of the Virginia Historical Society in Richmond. We have also visited a number of libraries via on-line catalogs, including, Library of Congress, Duke University, Georgetown University, Maryland State Law Library, Frostburg State University, Frederick County Public Library, Washington County Free Library, and Allegany County Public Library.