Figure 4-11 St. Joseph's Monastery, Irvington (photo by Dorothy Dobbyn)

Figure 4-12 Site of Bear Camp (about +/- 1/2 mile south of sign). General Braddock's sixth camp, near the Pennsylvania state line

Figure 4-13 An old toll gate post hidden along the shoulder of the National Road.

Figure 4-14 George Messner Residence, Boonsboro (photo by Doug Bast)

are few in number and mostly reference forts and battle camps, such as Braddock's sixth camp near the Pennsylvania state line (Figure 4-12).

- Mile markers: Mile markers (Figures 2-1 and 2-2, Chapter 2) in both cast iron (painted white) and stone were used along the route. Many of the mile markers along the Byway have been inventoried and are included in the National Register. Toll gate posts (Figure 4-13) can also be seen along the corridor. Locations are marked with a triangle on the maps (Figures 4-51 through 4-55). Unfortunately, many markers have been relocated and several markers are entirely missing throughout the corridor.

- Older Alignments: The maps on Figures 4-51 through 4-55 highlight the locations of former alignments connected to the history of the Byway. Good examples of old alignments are found in the small communities of Clarysville and Eckhart, west of Cumberland.

Agriculture and Trade, 1850-1910

Although the coming of the Baltimore & Ohio Railroad made long-distance travel along the road relatively inefficient in comparison with railroad travel, it also made the corridor more attractive for investment. Farmers increased agricultural production by making large investments in land and machinery. Large, well-appointed Victorian houses provide testimony of their increasing wealth. Farmers benefitted by being close to farm-related businesses such as the lumberyard, the hardware store, machinery dealer, creamery, and grain elevator (Raitz 12). Convenient access to markets gave them a significant advantage.

The railroad created pairs of towns just a few miles apart — one devoted to the railroad, and the other to the road. The development of these paired towns hindered the growth of larger cities. However, by 1879, travelers were already noting the serious economic decline of towns along the National Road and National Pike.

The Civil War was the defining event of this period. The Antietam National Battlefield is only ten miles south of Hagerstown. Throughout the war, the Great Valley was the scene of troop movements and changing loyalties. Both sides recognized the strategic value of the mountains along the corridor. During the war, as the fortunes of different armies rose and fell, residents of Clear Spring took refuge on nearby Fairview Mountain (Raitz 58).

Associated Resources

- Homes and Commercial Establishments: Spacious Victorian houses are among the most visually prominent buildings along the Byway corridor. Their large size and decorative detailing indicate that the farmers and others who built them were successful entrepreneurs.

During the Victorian period, trade between rural and urban areas along the road made the corridor more of a two-way street than it had been in the past. Numerous examples of fine Victorian architecture can be found along the Byway, such as the George Messner Residence at 33 N. Main Street, Boonsboro (Figure 4-14). As towns and cities grew along the road, businesses like the R.H. Wilson store at Wilson's Bridge became a familiar part of the landscape (Figure 2-4, Chapter 2).

Figure 4-15 The National Road in Frostburg

Evidence of expanding commercial opportunities in the corridor appears in the center of almost every settlement from Baltimore to Frostburg. The Wilson store is part of the old hamlet of Wilson that included a post office, church, and school. The bustling Hollins Market located two blocks from the Byway in west Baltimore is an example of an urban farmers' market from this era (Figure 2-5, Chapter 2). In the late 19th century, towns like Frostburg (Figure 4-15) functioned as summer resorts. Braddock Heights became a resort at the turn of the 20th century.

- Farmsteads: Several farmsteads from this period in the corridor's history have survived intact with most of their original main buildings. The barns and other outbuildings do not survive in large numbers, but many of the remaining examples are relatively unaltered. Barns are mostly likely to survive as a part of a larger complex of outbuildings. Pennsylvania bank barns can be seen in Howard County and other places along the corridor (Figure 4-16). Several scenic farmsteads from this era also may be found near Spickler, west of Wilson's Bridge.

Figure 4-16 Scenic Pennsylvania bank barn near Poplar Springs. (photo by Janet Davis)

- Railroads and Industry: Railroads were the dominant form of transportation during this period. Cumberland was a major rail center, with a large station and a roundhouse. As late as the 1950s more than twenty passenger trains per day passed through Cumberland (Raitz 67). West of the city, the railroad lines split. A surviving 1910 double-truss steel bridge crosses over the Byway at this point at the Narrows. The railroad depot in Frostburg, built in 1891, is another prominent station along the corridor. The first railroad station in the US is attributed to Ellicott City, located along the corridor (Figure 4-17).

For most of the 19th century, factories and mills along the National Road corridor were found primarily in urban centers, such as Cumberland. Ellicott City, developed in the early 19th century, is an important exception to the rule. Its strategic location on the Patapsco River made up for its relative isolation from nearby Baltimore.

Figure 4-17 America's First Railroad Station, Ellicott City. (photo by Paul Bridge)

At the turn of the 19th century, trolley lines along the path of the National Pike played an important role in the growth and development of communities, such as the western parts of the City

Figure 4-18 Dahlgren Chapel on South Mountain (photo by Maryland State Highway Administration)

of Baltimore, Catonsville, and Braddock Heights. In Catonsville, an electric interurban trolley line was laid out in 1895. The old rights-of-way for Trolleys No. 8 and 9 have since been turned into walking trails. A proposal is in the works for the Short Line trail as well.

- Places of Worship: During this time, many significant religious buildings were constructed along the corridor, especially in the larger cities such as Frederick and Hagerstown. Hagerstown has developed a downtown walking tour of churches, many of which date from this period (with some earlier buildings as well). Religious diversity increased, as seen in the construction of Ber Chayim Synagogue in Cumberland. A religious revival camp also existed near Allegany Grove.

- Monuments, Memorials and Markers: Most resources of this type found along the road date from this era. Prime examples include several large cemeteries found on the outskirts of Baltimore, including Mt. Olivet, Loudon Park, and Baltimore National Cemeteries, as well as the picturesque Dahlgren Chapel, built as a memorial, located on the summit of South Mountain (Figure 4-18). In addition, markers relating to the Civil War are plentiful in Frederick and Washington Counties where a Maryland Civil War Heritage Area has been planned.

Revival of the National Road, 1910-60

The popularity of automobiles led to a revival in the route's importance as a long-distance corridor. Tourist travel in the automobile era began about 1910 when cars became reliable enough for the average person to be able to take a long trip.

While the construction of US Route 40 parallel to the National Road corridor led to the demise of the corridor's commercial life by the latter half of the twentieth-century, it helped to preserve the legacy from earlier automobile travel. Sunday drivers and "tin-can tourists" who picnicked along the route became commonplace during this period (Raitz 12). Many buildings were converted into auto-related services.

Raitz discusses the importance of "waysiders" who made money from the travelers along the road. Their businesses lived and died on the basis of traffic volume. Their fortunes were short-lived, however. When the bypass was built, business slowed.

In the 1920s, Deep Creek Lake in Garrett County began to draw summer tourists seeking an escape from the heat in Baltimore.

Associated Resources

- Hotels, Garages, and Shopping Centers: For a brief time between 1910 and 1950, the National Road corridor was a significant tourist

route. Prior to construction of the U.S. Route 40 bypass, a series of "road houses" appeared along the road. Many of these buildings were earlier taverns that were expanded to accommodate the needs of 20th century travelers. Prime examples include the Candlelight Inn in Catonsville, occupying an older building that was renovated in the early 20th century, and the Town Hill Hotel, which was rebuilt on Town Hill to face the road, complete with scenic overlook and gas pumps (Figure 4-19) (Raitz 62). Other examples include several 1930s motels located near Wolfe's Mill, northeast of Cumberland, and tourist cabins such as those seen in Allegany Grove near LaVale (Figure 1-8, Chapter 1). A few of the taverns from the corridor's first period of significance were eventually converted into bars or liquor stores, many of which are still in business.

Figure 4-19 Town Hill Hotel, with scenic overlook located across the street. (photo by Maryland State Highway Administration)

At regular intervals throughout the corridor, automobile repair shops were built to meet the needs of drivers. These appear in rural areas as often as they appear in cities and towns. Some of them were strategically located where early automobiles were likely to break down — such as ridge tops. Overheated radiators and malfunctioning brakes and clutches were common problems in early cars.

Nearly all of these ridge top service centers closed, however, with the advent of more convenient stretches on US 40. Few of them have survived to the present day. In the 1930s, Yonker's gas station, restaurant, and observation tower was a prominent landmark on Polish Mountain (Raitz 63).

Of the old service centers and garages that remain, many have been significantly altered, but a few of them retain the features that define them as early 20th century garages. Examples include the Clear Spring Pharmacy (former garage) and Smith's Repair Shop east of Hancock. The Miller Brothers Garage, west of Flintstone, is listed in the Maryland Inventory of Historic Properties (Figure 4-20). Some garages may have once been carriage houses or stables, altered to accommodate automobiles. Many resources from this era have not yet been inventoried or recognized for their historic interest.

Figure 4-20 Miller Brothers Garage, west of Flintstone (photo by Francis Zumbrun)

Shopping centers and commercial establishments from this era include a 1930s shopping district in Irvington and Barnard's Ice Cream Parlor in Hancock.

- Places of Worship: Yet another wave of church construction accompanied the increasing automobile traffic along the road in the mid-20th century. African-Americans built a number of significant church buildings along the corridor. These churches represent a broad spectrum of Protestant denominations, especially Baptist groups. An example is the Full Gospel Baptist Church in Cooksville (Figure 4-21).

Figure 4-21 Full Gospel Baptist Church, Cooksville (photo by Charles Feaga)

- Concrete Bridges: Bridges from this era were constructed of concrete. Examples include the bridges over Fifteen Mile Creek in the Green Ridge State Forest, and Sideling Hill Creek on the west side of Sideling Hill (McFarland Road) (Figure 4-22).

Changes since 1960

In the last forty years, the reduced level of traffic made this corridor an attractive location for suburban houses. New construction boomed after World War II, then slowed until the 1980s, when "estate houses" on large lots became common. Since these resources do not contribute to the road's historical significance, no associated resources were identified. During the mid-1960s, the right-of-way of "old US 40" (as the route was called) was straightened in many places (Raitz 59).

Figure 4-22 Concrete Bridge over Sideling Hill Creek

Raitz talks about the "revernacularization" of the road during this period, as people found creative new uses for old buildings. Many of the service businesses found new uses as small shops. As chain restaurants took over the business of serving travelers, local establishments began to serve more of a local clientele. Charles Farmer has noted that convenience stores along the route are the "reincarnated equivalent to a tavern on the early Pike" (Raitz 55). Different types of attractions have drawn visitors to the area. Several historic residences have been converted into shops for hobbyists and collectors, such as the Knot Hole Craft Shop located six miles east of Flintstone (Figure 4-23). Places such as the Savage River in western Maryland, which is well-known among whitewater rafters, have become popular with outdoor enthusiasts.

As farming has become less profitable, farmers have survived by selling lots for housing. At first, farmers sold frontage lots, but in recent years, it has become more common for farmers to sell their entire property for housing developments. "Edge cities" like Columbia, Maryland have had a significant effect on the suburbanization of the corridor.

Historic Districts and Sites

Figure 4-23 The Knot Hole Craft Shop, located six miles east of Flintstone. (photo by Gloria and Ron Jones)

Many of the corridor's most significant historic resources have already been recognized by federal and state agencies, and by local residents. Several towns and cities along the corridor have one or more National Register Historic Districts. In most cases, the central business districts in these communities still retain a high degree of integrity. Figures 4-51 through 4-55 portray NRHP historic districts with diagonal hatching and MIHP survey districts with cross hatching. In addition, "areas of interest" noted in the field have been outlined. These areas exhibit historical integrity as well. Several towns and villages, such as Catonsville and Funkstown, are currently working to create historic districts in their areas.

There are also a large number of properties individually listed in the National Register. A brief list of National Register Sites and Historic Districts found along the National Road appears on page 5-4 (sidebar). In addition, the Maryland Inventory of Historic Properties has placed several hundred more sites in the state's register. The Maryland Inventory also lists areas that have been surveyed.

Cultural Significance of the Byway

In addition to the three distinct eras that define the character of National Road corridor and the settlements that grew up along it, the corridor has cultural significance relating to the following themes: culture of road building; settlement patterns; travel experience; and cultural diversity. This section also includes information on Maryland Heritage Areas.

Culture of Road Building

The construction of the route was an engineering feat that had a tremendous social impact on the region. Given the hill-and-valley topography of the corridor, it took a substantial effort and considerable funds to build the National Road and associated pikes. In the early 19th century, building a road over numerous waterways, ridges, and valleys involved a great investment in time, money, and labor. In addition, rather than following natural features such as streams and valleys, federal law stipulated that the Cumberland Road (later called the National Road) follow the most direct route westward, across the Appalachian Mountains.

Although the approximately 140-mile section from Baltimore to Cumberland was not included in the federal legislation that created the National Road, a series of turnpikes connected many of the towns in between. Heading westward from Baltimore, the first section of road was the Baltimore and Frederick Turnpike. The next section westward was the Hagerstown and Boonsboro Turnpike, which was completed in 1823 as the last segment of the road. West of that point was the Bank Road (1816-1821) and the Cumberland Turnpike.

Those who built the road created a unique culture of their own. Most of the work of building the road was unglamorous and difficult earth-moving. Many of the English and German workers who participated in the road's construction brought their families with them and settled in local towns (see section below on Cultural Diversity); labor was provided by locals as well. Stories associated with the construction of the road are one of its cultural resources. A remaining log cabin (Howard County) with a short door is believed to have housed prisoners who were forced to do road construction as well (Figure 4-24).

Although the route fell into decline in the mid-to-late 1800s, the efforts originally taken to construct the route received new appreciation at the turn of the century. At that time, many sections of road were in terrible

Figure 4-24 Joachim Festerling's National Pike cabin near Pfefferkorn Road, Howard County. (photo by Jane B. Fleming)

shape, due to very heavy use of the road from 1840 to 1850. The railroad, and then the canal, provided alternate means of transportation. However, in the early 1900s, efforts were made by the new automobile enthusiasts to adapt the forgotten route to a new purpose: touring the countryside by automobile for pleasure. As a result, the National Road corridor became incorporated into a new "National Old Trails Ocean-to-Ocean Highway." Guidebooks were written to encourage tourists to explore the old route, including *The National Road*, by Robert Bruce, published in 1916 in cooperation with the National Highways Association. This particular guidebook included "a series of detailed maps, showing topography and principal points of historic interest" (from the book cover). New interest in the route led to its revival period.

The route could not support higher speed automobile travel, causing Maryland to straighten it and replace bridges where necessary. Short traces of older portions of the National Road corridor remain, however, in the form of old alignments. These alignments include the many river crossings with historic bridges still standing (such as Casselman River Bridge); mountain tops where new alignments were constructed as safety measures (such as along Scenic 40 at Sideling Hill); remnant highway alignments where sharp curves were eliminated (such as Wilson's Store); and places where freeway construction cut off access to a piece of the old road (such as in Ridgeville).

Settlement Patterns

The development of the Maryland Turnpikes and the National Road stimulated development along the corridor's entire route, led by early settlers and businessmen who platted and sold land. These 18th and early 19th century entrepreneurs were creating some of the earliest "planned communities." For example, in 1811, Caleb Pancoast surveyed the land of Lisbon and divided it into 100 lots, approximately 1/4 acre each. Also in 1811, Josiah Frost layed out town lots in what became Frostburg. The first town lots in Boonsboro were platted and sold in 1792, even earlier.

Figure 4-25 Former miners' housing in Eckhart, on the Old National Pike, an old alignment about a half mile west of Clarysville. (photo by Joe Connors)

The Maryland Historic National Road Scenic Byway is a "textbook" of vernacular building styles and techniques employed in early America. Architectural styles and settlement patterns were influenced by topography as well as the ethnic groups who settled the region. The National Road corridor became a route that exposed a cross-section of settlement patterns.

The Byway allows today's visitor to make the same journey of discovery. Heading westward, visitors encounter the narrow streets and row houses of Baltimore's Coastal Plain, the small agricultural towns of the Piedmont, the impressive farmsteads of the Blue Ridge, Great Valley, and Ridge and Valley, and the communities of the Allegheny Plateau. At each stage of the journey, a new region presents new architectural styles and building techniques. Local

housing styles resembled those “from home.” For example, the small homes found in Eckhart may have been built by Welsh immigrants (Figure 4-25).

Today, the Byway corridor retains much of its historic identity (from at least the “Revival” period) due to its physical separation and in some cases its economic isolation from late 20th century urban sprawl.

Travel Experience

Wrote the English traveler Archibald Prentice in 1848, “We did get a transient view of the western country as we were upon the last ridge, but tired and sleepy, I grumbled out to Mr. Brooks that the view over Nottinghamshire from the high ground near Neward was worth half-dozen of it.” This quote and others appear in John A. Jakle’s chapter, “Traveler’s Impressions of the National Road,” found in Raitz’s book, *The National Road*. The nature of the travel experience on the route was strongly influenced by the period in which people were traveling, their age, gender, and ethnicity. In the 18th and 19th centuries, social interaction was bound by a long list of rules, many of which were unspoken. People of different sex, age, economic class, and race experienced life in vastly different ways. Some of these distinctions are visible in the built environment that survives from the early days of the corridor. While wealthy travelers stayed in well-appointed taverns, the less fortunate stayed in simpler overnight accommodations.

Opinions vary as to how difficult the corridor was to travel by the time automobiles came on the scene in the early 1900s. Jack Caruthers notes that in 1911, his great-grandfather bought a new traction engine to haul stone to repair the National Road west of Cumberland. Reference materials regarding the National Road indicate mud was still a problem along some sections of the route, as was highway robbery, but more research is needed to determine whether these problems were experienced on the Maryland section of the corridor. Personal recollections of CAG members indicate that travel along the Maryland National Road corridor from Grantsville to Baltimore by the 1950s and 60s did not present major difficulties.

Another difficulty affecting some travelers was racial segregation, which existed in Maryland for many years although it may not have been readily apparent to some travelers along the National Road. For example, one drinking establishment along an old alignment of the National Pike in Ridgeville had a separate door for ‘colored’ and the inside of the establishment was partitioned down the middle (Figure 4-26). African Americans and other minority groups using the route may have encountered varying degrees of prejudice, depending on the location. More research in this area is needed to tell a more complete story of travel along the Byway.

Buildings and structures related to the travel experience also include inns and taverns, drover’s barns, springs and spring houses, and mile

Figure 4-26 DiPaula's Beer Joint/ Saloon in Ridgeville had segregated doors and seating (photo by Leroy and Jane Stull)

markers. Additional resources indicative of the travel experience include resources such as old blacksmith and wheelwright shops, as well as early automobile service stations. Today's traveler continues to find automobile-related businesses along the National Road in LaVale, located in the vicinity of the LaVale Toll House, serving their current needs.

Cultural Diversity

Z Sun-nee Matema, a Native American living history performer, spoke at a CAG meeting in October, 2000 about the trade routes that existed beyond Cumberland to the north, the early commerce between Native Americans, European-, and African-American communities, and the ties to the land held by Native peoples, who experienced the area of the Byway in its most pristine state. Resources related to Native American presence in the Byway corridor remain in the form of place names, legends, and possible archeological sites yet unearthed.

In the 18th and 19th centuries, coastal communities were often settled by English immigrants and their descendants. Inland communities, on the other hand, were often settled by Scots-Irish and German immigrants and their descendants. Pennsylvania Germans, in particular, moved down the Appalachian valleys into Maryland and Virginia. In geographic terms, this pattern of settlement meant that primarily English settlers inhabited the Coastal Plain, and primarily Scots-Irish and Germans lived in the Piedmont. Since these physiographic provinces ran parallel to the coast, a traveler going east or west was forced to cut across more geographic and cultural boundaries than a traveler going north or south.

British, German, Welsh, and Irish settlers founded towns on the models of those they left back home. Roman Catholics played an important role in Maryland's history, and many historic Catholic churches can be found throughout the corridor. Immigrants from Germany also brought their own traditions and religious practice with them. The small towns of central Maryland are still proud of the German and Scots-Irish character that was present when they were founded. In the era just prior to the creation of the National Road, nearly half of the population of Frederick and Hagerstown claimed German ancestry (Figure 4-27).

Figure 4-27 A mural of Hagerstown's sister city, Wesel, Germany, attests to the city's German-American roots (photo by Florence Riedesel)

Even in towns as far west as Frostburg, wealthy settlers brought slaves with them (Raitz 76). Resources related specifically to slavery include former slave quarters located on an old farm near Lisbon (Figure 4-28). In addition, there were some slaves on farms and the Inns west of Frostburg, continuing to the Pennsylvania state line.

Following the Civil War, African-Americans were able to assert their cultural and political independence through institutions such as churches. A community of African-Americans in Frostburg built the Wesley Methodist Church in 1881 near the present-day campus of

Frostburg State University. In the African-American neighborhoods of west Baltimore, storefront churches and local markets became important centers of cultural life.

Frederick, Hagerstown, Cumberland, and Frostburg saw waves of economic opportunity that changed the focal points of their identity several times. Irish, Italians, Eastern Europeans, and others came into the region, building churches, synagogues, and fraternal organizations along the corridor. Hagerstown has developed a downtown walking tour of diverse historic churches, some of which are located on the Byway.

Figure 4-28 Former slave quarters on the Hipsley Family Farm near Lisbon, Howard County. (photo by Lambert Cissel)

Considered as a whole, the Byway is a unique resource that has the potential to attract visitors who want to learn the story of America's transformation from a set of coastal colonies to a nation of expanding opportunities and increasing diversity.

Maryland Heritage Areas

In 1996, the State of Maryland passed legislation enabling the designation of Heritage Areas, designed to promote areas of historic preservation and natural beauty, in order to stimulate economic development through tourism.

The Maryland Historic National Road Scenic Byway crosses three recognized Heritage Areas and one certified Heritage Area. Recognized Heritage Areas must complete a management plan setting forth the strategies, projects, programs, actions, and partnerships that will be involved in achieving its goals. Once a Heritage Area's management plan is approved by the Maryland Heritage Areas Authority, it is certified and able to access grants, loans, and tax credits. The four recognized or certified areas are:

- Canal Place Heritage Area (certified) - Located in historic downtown Cumberland next to the Western Maryland Scenic Railroad Station and the C&O Canal;
- Civil War Heritage Area (recognized) - Located in portions of Frederick, Washington, and Carroll counties;
- Patapsco Heritage Greenway (recognized) - Proposed trail network linking historic sites along the Patapsco River; and
- Baltimore City Heritage Area (recognized) - Will include areas that illustrate significant heritage resources and services, such as central Baltimore City, the Inner Harbor, and several of the city's unique neighborhoods.

Scenic Significance of the Byway

This next section presents the scenic qualities of the Maryland Historic National Road Scenic Byway. The scenic resources provide the setting for the intrinsic historical and cultural resources found along the