

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Canada/Viaduct Historic District Survey Number: AL-IV-A-142
Project: Wills Creek Bridge, AL725B21 Agency: SHA

Site visit by MHT Staff: XX no yes Name _____ Date _____

Eligibility recommended XX Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G
 None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Canada/Viaduct District derives its name from the 19th century railroad viaduct, a major work of engineering in an area characterized by 19th and early 20th century buildings of major local significance. The area was occupied by a brewing company, and railroad support buildings, as well as residential, religious, commercial and industrial buildings. SHA proposes to change the boundary from the verbal description in the original MIHP form, and instead limit it to the property lines, rather than to the railroad right-of-way.

The Canada/Viaduct District is eligible under Criterion C for the National Register of Historic Places, because of the locally significant architectural resources within the district.

Documentation on the property/district is presented in: Project Review and Compliance Files
Prepared by: Jill Dowling/P.A.C. Spero and Company

Anne E. Bruder 2/16/98
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable

Peter Skurky 2/18/98
Reviewer, NR program Date

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
 Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
 Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
 Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
 Early Archaic 7500-6000 B.C.
 Middle Archaic 6000-4000 B.C.
 Late Archaic 4000-2000 B.C.
 Early Woodland 2000-500 B.C.
 Middle Woodland 500 B.C. - A.D. 900
 Late Woodland/Archaic A.D. 900-1600
 Contact and Settlement A.D. 1570-1750
 Rural Agrarian Intensification A.D. 1680-1815
 Agricultural-Industrial Transition A.D. 1815-1870
 Industrial/Urban Dominance A.D. 1870-1930
 Modern Period A.D. 1930-Present
 Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
 Settlement

 Political
 Demographic
 Religion
 Technology
 Environmental Adaptation

IV. Historic Period Themes:

- Agriculture
 Architecture, Landscape Architecture, and Community Planning
 Economic (Commercial and Industrial)
 Government/Law
 Military
 Religion
 Social/Educational/Cultural
 Transportation

V. Resource Type:

Category: Buildings
Historic Environment: Town/City
Historic Function(s) and Use(s): Industrial/Residential/Religious/Commercial
Known Design Source: None

AL-IV-A-142

- S
- St. Girard St.
- St. Mary's Ave.
- Salem St.
- Sandringham Circus
- Sanford St.
- Saratoga St.
- Schiller Terr.
- Schley St.
- Schlund Ave.
- School St.
- Scott St.
- Second St. E.
- Second St. W.

- G-5
- I-9
- H-7
- B-8
- J-10
- E-6
- I-5
- F-6
- J-3
- E-6
- G-10
- H-10
- G-10

□ APE for
Wills Creek
bridge rehab



MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC
Canada

Verdict

AND/OR COMMON
North Mechanic Street Area

2 LOCATION

STREET & NUMBER

CITY, TOWN
Cumberland

___ VICINITY OF

CONGRESSIONAL DISTRICT

6th

STATE
Maryland

COUNTY
Allegany

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

Telephone #:

STREET & NUMBER

CITY, TOWN

___ VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Allegany County Courthouse

Liber #:

Folio #:

STREET & NUMBER

Washington Street

CITY, TOWN

STATE

Cumberland

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Maryland Historic Sites Survey (individual buildings)

DATE

1975

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Maryland Historical Trust

CITY, TOWN

STATE

Annapolis

Maryland

7 DESCRIPTION

CONDITION

- EXCELLENT
- GOOD
- FAIR

- DETERIORATED
- RUINS
- UNEXPOSED

CHECK ONE

- UNALTERED
- ALTERED

CHECK ONE

- ORIGINAL SITE
- MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Canada/Viaduct district adjacent to the central business district of the City of Cumberland is a mixed-use district of residences, commercial buildings, and churches. It has a mixed architectural character. Two-story, pitched-roof, brick row houses coexist with 2½ story, brick and shingled houses with ornamented gables and oriels. Many bracketed, shed-roofed buildings appear in this district of tightly defined streetscapes. Brick is the predominant building material. Most intrusions are in the form of parking lots and gaps although incompatible commercial facades and automotive facilities such as gas stations have begun to erode the historic character of the district.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input checked="" type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES	BUILDER/ARCHITECT
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STATEMENT OF SIGNIFICANCE

South of Henderson Avenue, Centre and Mechanic Streets--narrow, winding streets once known as "cowpath roads"--are filled with nineteenth and early twentieth-century buildings of major local significance. Some buildings of log construction are believed to be late eighteenth century survivals. The traditional mixed-use streets in the city, these streets provide strong continuity from past to present. The viaduct, a significant nineteenth-century structure, much noted by early travelers to the area, is a major resource as are the picturesque engine house on North Mechanic Street and the Cumberland Brewing Company buildings on North Centre Street. Near the city limits at the Narrows stands a mileage post surviving from the era when Cumberland was the eastern terminus of the National Road. Polk and Hanover Streets, the last remaining residential streets in the central business district, are pleasing for their tightly defined streetscapes and provide an excellent opportunity for downtown housing.

The Canada/Viaduct district derives its name from the nineteenth-century railroad viaduct and the historic Canada Company Firehouse--both of which are contained within the district. Containing most of North Centre and North Mechanic Streets, Polk Street, and Hanover Street, this district is close to the Downtown/Baltimore Street district. They are separated by intrusions in the form of parking lots, gaps, and incompatible modern buildings such as the John F. Kennedy Homes which form part of the southern boundary of the district. (F-1)

The viaduct cuts perpendicularly through the district. Built of brick in the mid-nineteenth century and enlarged and covered with concrete in 1909, the viaduct is a major work of engineering within the district. The arched structure with its nine spans is also a dominant visual landmark. The proposed extension of the Queen City Drive will run parallel to the Baltimore and Ohio Viaduct along North Centre and North Mechanic Streets altering the historic character of the area. (F-2)

The Canada Hose House at Blue Spring north of the viaduct is one of the most important buildings in the district. Firehouses, as a group, are among the most interesting and picturesque buildings in Cumberland. The Canada Hose House, as the oldest, surviving firehouse in the city, is an important element in the group. Built in 1845, the two-story, brick building with its pitched roof, brackets under the eaves, and arched windows on the second floor is an important element in Cumberland's cityscape. An examination of early photographs indicates that the building has undergone few exterior changes. Only the double entrance doors and lettering have changed. Inappropriate repairing and repainting methods have damaged the soft brick of this early structure. Its environment is considerably enhanced by the brick paving in front and alongside the firehouse. (F-3)

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- 1. Collection of Herman J. Miller
- 2. Lowdermilk's History of Cumberland, p. 262.
- 3. City of Cumberland Building Permits.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

The Canada/Viaduct district extends from its northern boundary--the B & O Railroad tracks--south to Will's Creek; and east from the northern property line of the John F. Kennedy high-rise apartment building between North Mechanic and North Centre Streets to the northern side of North Centre and the southern edge of Bedford Street from North Centre Street to the B & O Railroad; and west to the city limits near the Narrows.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE

Genevieve P. Keller

ORGANIZATION

Land and Community Associates

DATE

July 19, 1976

STREET & NUMBER

1410 Holly Road

TELEPHONE

804-295-3880

CITY OR TOWN

Charlottesville

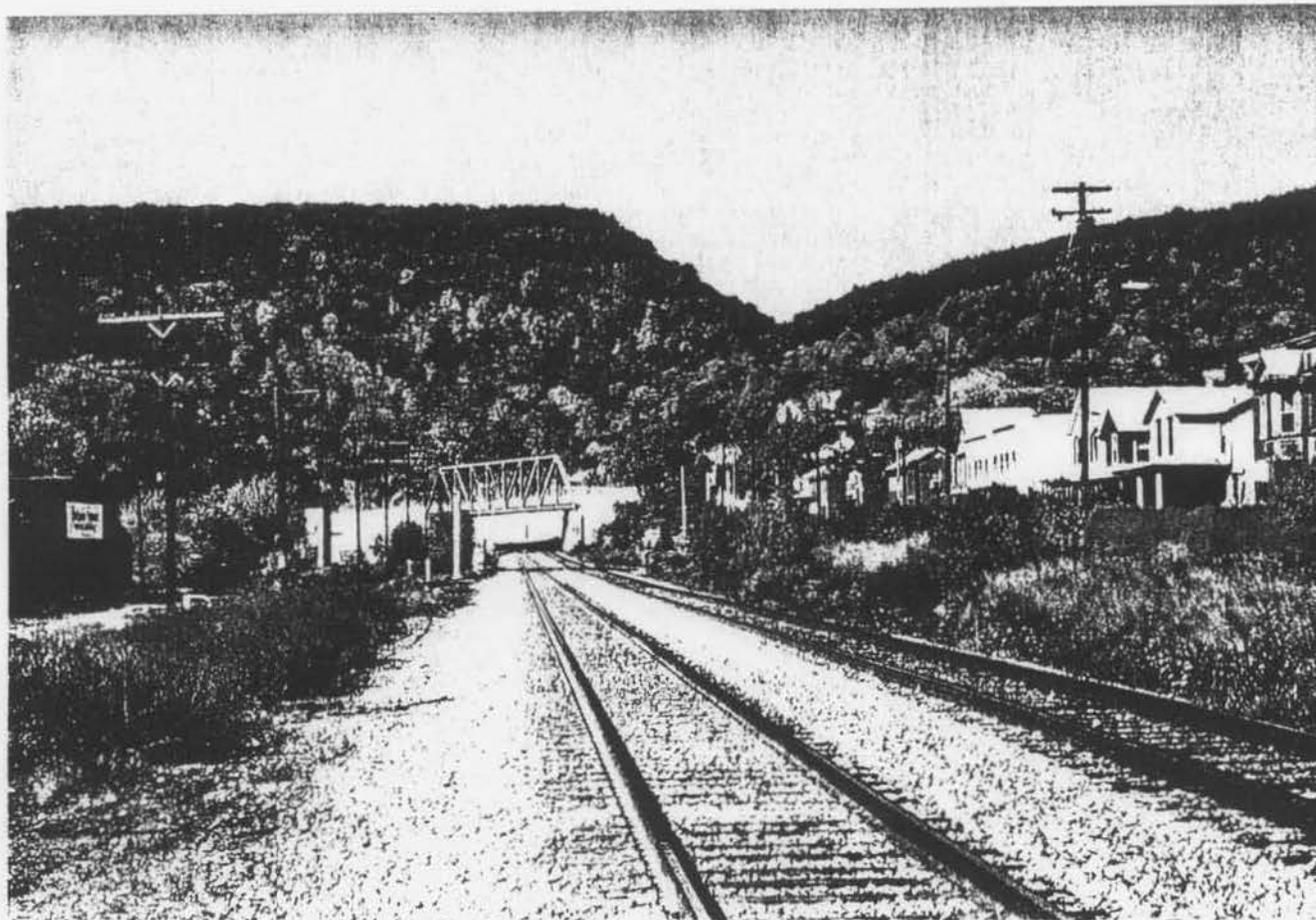
STATE

Virginia

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438



Location of Former Turnout along CSXT Mainline
(looking north)

Photo 6 of 6

1994

AL-IV-A-142

8. SIGNIFICANCE

Statement of Significance Continued

Opposite Blue Spring at 411 North Mechanic Street stands a 2½ story, stucco-covered house of log construction. (F-4) It is possibly one of the houses Lowdermilk mentions as dating from the 1780's: "There was also a large log house at the Blue Spring which is standing (1876), just above the Cumberland Hose Company's house on North Mechanic Street, and one or two a short distance further up the road."² The house specifically mentioned may also have been the old Post Office Building demolished in 1917. The house at 531-533 North Mechanic Street is probably among the others. (F-5) This log house is 2½ stories tall and covered with synthetic siding. The steep, pitched roof, and deep, inset windows indicate that this house is, as tradition has it, a log house. Other frame houses (including houses covered with synthetic siding) along North Mechanic Street may be of log construction.

The Canada/Viaduct district also has high concentrations of early nineteenth century brick buildings similar to the Federal style rows of houses in many old cities. The 200 block of North Centre Street is such a street. Although details such as the windows and doorways have been altered, this row between 200 and 216 North Centre Street still possesses a large degree of architectural integrity and is of significance as one of the earliest remaining blocks in the city. (F-6) The parapet end walls are distinctive as are the brick sidewalks in front of the houses. These two and 2½-story, brick houses with their steep, pitched roofs were the successors to the log houses built by early Cumberlanders. These brick houses are probably among those, mid nineteenth century travelers called "large and prosperous." (F-7) Other early brick houses occur on Mechanic Street, the narrow, winding street once part of the National Road which had its eastern terminus at Cumberland. Brick houses such as the ones at 153 and 520 North Mechanic Street lined the National Road in the nineteenth century. (F-8 and F-9) One of the rare three-story, Greek Revival buildings with the eyebrow windows is at 424 North Centre Street within the Canada/Viaduct district. Although it has an exposed party wall covered with a cement stucco wash and an early twentieth-century porch, the house is still an important building in the district. Unfortunately, this building is one of those being considered for demolition by the Community Development Program. All of these buildings are depicted in plan view on the 1858 map of the city. (F-10)

Many German people lived in this district as in other sections of the city but a substantial number of Irish Catholics attracted by both the railroad and the canal immigrated to Cumberland. St. Patrick's Catholic Church on North Centre Street served this community and other Catholics in Cumberland. This Greek Revival Church replaced a log structure known as St. Mary's. This temple form church with ornamented pediment and Ionic columns was built in 1851. The steeple was added in the late nineteenth century. The steeple lessened the authenticity of the classical design but has made the old church even more of a visual landmark. The church and adjacent buildings--Italianate convent, rectory, and Carroll Hall; the former LaSalle Institute--are important cultural resources in the Canada/Viaduct district. (F-11)

The district is composed of characteristic streetscapes of these early buildings interspersed with the popular bracketed, shed-roofed buildings. Those such as the one at 522 North Mechanic Street are the dominant house type in the district. Unappreciated by the local population, they are threatened buildings--considered too old to be modern yet too new to be worthy of preservation. (F-42)

8. SIGNIFICANCE

Statement of Significance Continued

Near the end of the survey, the bracketed, shed-roofed building at 216 North Mechanic Street (F-13) was demolished to make way for a parking lot for the adjacent Maryland Electric Company, a 1½ story, brick building with a false Dutch stepped facade. (F-14) The demolition has caused a gap in the once harmonious streetscape. (F-15)

Other streetscapes in the district are similarly threatened. The east ends of both Polk and Hanover Streets are scheduled for demolition in conjunction with the proposed extension of the Queen City Drive. Polk Street, a street laid out in the early nineteenth century, is a delightful mix of simple nineteenth and early twentieth century buildings. (F-16 and F-17) Much of Hanover Street developed between 1858 and 1875. A mix of simple Greek Revival houses and bracketed, shed-roofed buildings, and one grand, 2½ story, mansard roofed, Second Empire style building. This combination of styles creates a fine, varied, and yet compatible streetscape. (F-18 and F-19). North Centre and Mechanic Streets will also be affected by the Queen City Drive expansion. It will require the demolition of the Himmler house, a turn-of-the-twentieth-century, brick and shingled house at 251 North Mechanic Street and Joe's Viaduct Restaurant, the characteristic, bracketed, shed-roofed building at 249 North Mechanic Street. (F-20)

The Cumberland Brewing Company complex at the intersection of North Centre and North Mechanic Streets are probably the most significant buildings in the district. The southern part of the building encloses the mid-nineteenth-century cotton factory. The brewing company buildings, most of which were designed by Wright Butler, are an impressive block of brick buildings. The corbelled brick detailing and low relief brick arches are characteristic of some of the early work of architect Wright Butler.³ (F-21) Cumberland, for most of the nineteenth and twentieth-centuries, had a number of breweries. In this German populated city, breweries were an important cultural institution. Two major breweries-- the Cumberland Brewing Company and the Old German Brewing Company operated in the city for most of this century. The two companies merged before closing several years ago. Today, only the plant of the Cumberland Brewing Company remains. These important buildings are beginning to deteriorate from neglect and lack of use. It is imperative that these valuable buildings be put to some good use soon. Opposite the brewery complex on North Centre Street is a characteristic row of the popular shed-roofed buildings. The southern two have corbelled brick detailing similar to that of the brewery and may have been built as worker housing. (F-22)

Another significant commercial building remaining in the district is the old meat market which F. H. Blaul built at 446 North Mechanic Street in 1906. The four-story, brick building contains its three bay facade within a triple arcade articulated in brick. The fourth floor windows reinforce the effect of the arches. Double hung, 1/1 sash windows appear on the second and third floors. Wide lintels and sills mark the third floor windows while brick jack arches accent the second floor. The first floor has been altered with glass block and large picture windows. The Blaul Building is, however, an important commercial building within the district. (F-23)

Smaller, neighborhood commercial buildings such as the Lichtenstein Drug Store Building at 261 North Centre Street also occur in the district. This

8. SIGNIFICANCE

Statement of Significance Continued

building dates from the 1890's and is a refined version of the popular, bracketed, shed-roofed building. This five-sided building with its inset corner and parapet end walls has a heavy, projecting cornice with brackets. Four segmental arched windows mark the front facade. Only metal awnings have altered the shop front which retains its original cornice, leaded glass transoms, and wooden aprons beneath the plate glass windows. The vacant building is beginning to deteriorate but is an important element in the Canada/Viaduct streetscape. (F-24)

Many pleasant residences occur in this mixed-use district. The 2½ story, brick house at 621 Mechanic Street was a popular, late nineteenth-century house form. (F-25) The intersecting gabled house with its elliptical window in the street gable, three bay front facade, and decorative lintels also appears in the West Side District. (See District H) The building at 324 North Centre Street used as the Trinity Lutheran Church Kindergarten is another late nineteenth-century house in the district. The house has characteristics of both the Italianate and Queen Anne styles. The porch posts and brick label moulds indicate a relationship with the Italianate style while the large-scale massing of the house, five-sided, two-story, bay window with conical shaped roof, and multiplicity of roof lines is more indicative of the Queen Anne style so popular in Cumberland. This eclectic house may have been built as early as the 1870's and remodeled about twenty years later. (F-26)

Typical, early twentieth-century, builder-type houses are also a vital part of the district. Houses such as the one at 646 North Mechanic Street appear in every section of Cumberland. These substantial 2½ story, brick houses with their slate shingled gables, and Palladian windows were popular, middle-class housing in this city. (F-27) Although the Canada/Viaduct district is a mixed commercial and residential area, it still has a number of well maintained buildings of both types. On Centre Street, in particular, adapted residential buildings have been adapted to commercial use and mixed building styles have been successfully integrated into the streetscape. The block between 435 and 441 North Centre Street, for example, consists of two early twentieth-century, Colonial Revival style houses flanking a bracketed, shed-roofed antique store, and an early Federal style brick residence. Such a mix is characteristic of this district. (F-28) Early buildings have also been successfully remodeled. The simple, brick Greek Revival house at 445 North Centre Street was altered in the early twentieth century when a conical-roofed, five-sided, two-story bay window was attached to the northwest facade giving the house more of a Queen Anne character. (F-29)

Some commercial renovations have been less sympathetic. The remodeling of the old Richards' farm equipment building at 119 North Centre Street into a clothing boutique has obliterated almost every original detail of the building. (F-30) A simple, shed-roofed building has been changed into a metal grillwork facaded monster--incompatible with its neighbor, the Nickel Building at 127 North Centre Street. Although the first floor facade of this building has been insensitively altered, the upper floors retain their original character and details. The bracketed cornice with its row of dentils, the blind oculus windows, the stone sills and lintels are all popular elements of the early twentieth century. Built by builder Harry Campbell for H. Nickel in 1914, the building still sports along the frieze the original lettering identifying it as the Nickel

8. SIGNIFICANCE

Statement of Significance Continued

Building.⁵ This five-sided, three story, brick building is an interesting street-scape element wrapping around the Polk and Centre Street corner as it does. (F-31)

Popular, local architect Wright Butler was very active in the Canada/Viaduct district. While few of his buildings in this area rival his Romanesque style courthouse or fine homes on Washington Street in the West Side district (See District H), he designed several pleasant and noteworthy buildings. The Habig Building at 151 North Centre Street is a Butler design. A four-story, brick building, the Habig Building combines Butler's favorite commercial Romanesque style with the popular, bracketed shed-roofed building form. Familiar Butler details such as brick arches, stone quoins at the corners, and stone keystones appear in this 1913 building.⁶ The first floor facade has been altered but the original details remain on the upper level. Unlike many commercial buildings, this one has not had the high ceilings dropped resulting in the alteration of the fine large windows on the second and third floors. (F-32) Like the Nickel Building, it retains its original lettering identifying it as the Habig Brothers' establishment. Both buildings are important landmarks.

The attached row houses Butler designed for Harry Footer between 188 and 196 North Centre Street create a harmonious and varied streetscape.⁷ Employing a combination of his favorite motifs, Butler arranged a unified, symmetrical composition. Using a basic 2½ story, slate shingled mansard roofed house, he placed three-sided, conical-roofed, two-story bay windows standing like towers at the ends of the row. The towers flank a flat, two-bay wide, brick wall topped with a squat, hip-roofed dormer set into the mansard. In the center of the row, he employed a characteristic house form--alternating two-story, bay windows capped with large gabled dormers. The composition of this delightful row built in 1909 is both skillful and delightful. The characteristic Butler elements--hipped dormers, slate shingled gables, stone lintels and sills, diamond paned windows, and tower-like bay windows--are all present. (F-33)

A number of houses in the district could well be the work of architect Wright Butler in the 1890's or the early twentieth century. The Flurshutz house at 435 North Centre Street is one of these houses. Having characteristics of both the Queen Anne and Colonial Revival styles, this house is typical of Butler's work. Butler also designed the Flurshutz commercial building (now demolished on Center Street) and was a friend of the family.⁹ It is reasonable to assume that this 2½ story brick and shingle house could be a Butler design as well. (F-34) The 2½ story brick house at 186 Centre Avenue is also similar to documented Butler buildings. The blind arcade in the ½ story, oversized windows and shingled tower are familiar Butler elements. (F-35) The two-story concrete block house at 150 North Mechanic Street is believed to have been designed by Wright Butler for early-twentieth century, black physician Sturgeon Sparks. Dr. Sparks was especially active during the influenza epidemic of 1918.¹⁰ The house was probably built between 1906 and 1913 when Butler freely used concrete block as an exposed building material. The heavy lintels and sills, mansard roof, tower-like projecting bay, pedimented entry, and heavy cornice are popular Butler details. (F-36) The 2½ story, brick house at 163 North Mechanic Street was built in the late nineteenth century as the residence of the manager of the gas works (now demolished) located on North Mechanic Street. The massing, attic oriel, tower-like dormer, squat hipped dormer, and elliptical windows

8. SIGNIFICANCE

Statement of Significance Continued

appear often in Butler's work. This house, unsympathetically covered with inappropriate signs, could also be the work of Wright Butler. (F-37)

The only church known to have been designed by Butler appears in the Canada/Viaduct district. The Zion Reformed Church, an early English medieval revival building, also contains elements which are characteristic in his residential work: a blink arcade, corbelled brick arches, and heavy stone lintels and sills on the basement story. The building is at the end of the British tradition begun by Gothic Revival architect William Butterfield of harsh red brick churches of stark colors and harsh angular forms. Like many late Victorian architects, Butler combined elements of different styles and even new motifs for which there were no strict historical precedents in this 1911 church.¹¹ (F-38) Butler designed the adjacent parsonage at 403 North Mechanic Street in the same year. Reverend Gottlieb Reusch was the first minister to live in the house.¹² The two-story, brick, mansard-roofed house is a simple, undistinguished building similar to many homes of the period. A narrow, two-bay wide house, it has few typical Butler elements other than the oversized first floor window and the bracketed cornice. The original porch has been replaced. (F-39)

The Canada/Viaduct district is a special, mixed-use area of Cumberland. Residences, commercial buildings, and churches coexist creating interesting streetscapes. It is representative of Cumberland's architecture from the late eighteenth-century log houses through twentieth century residential and commercial styles. Most of the intrusions at present are gaps and parking lots resulting from both an active urban Renewal Authority and private business initiative. At the north end, however, are automobile oriented facilities such as gas stations. (F-40) Such intrusions are in contrast to the pleasant historic character of this area with its fine old houses, distinctive commercial buildings, and brick sidewalks. (F-41)

9. MAJOR BIBLIOGRAPHICAL REFERENCES Continued

4. City of Cumberland, Building Permit #1500.
5. Ibid, #3931.
6. Ibid, #3797.
7. Ibid, #2452.
8. Interview with citizen liaison Herman J. Miller, Spring, 1976.
9. Ibid.
10. Ibid.
11. City of Cumberland, Building Permit #2960.
12. Ibid, #2961.

CANADA/VIADUCT DISTRICT

Descriptions and documentation from previous architectural surveys of buildings appear in the attached appendix:

Bedford StreetMaryland Historical Trust Code

122
132

A1-IV-039
A1-IV-040

Mechanic Street, North

Canada Hose House

A1-110

ARCHITECTURAL AND HISTORIC SURVEY
CITY OF CUMBERLAND, MARYLAND
DISTRICT DIGEST AND SUPPLEMENT

LAND AND COMMUNITY ASSOCIATES
CHARLOTTESVILLE, VIRGINIA
1976

AL-1V-A-142

AL-IV-A-142

The Canada-Viaduct district includes the following streets with inclusive street numbers: 101-to the Will's Creek Bridge on North Centre Street, 105-147 Hanover Street, 307-Will's Creek Bridge on North Mechanic Street, 107-150 Polk Street, and 110-160 Bedford Street (even nos. only).

HOUSE#	SUPPLIER OF PLANS	BUILDER	ORIGINAL OWNER	SOURCE	DATE
416		John Cameron	Marcellus Martin	#12	1901
418	George Bowman	George Bowman	Marcellus Martin	#2549	1909
429				M1875	
434				M1875	
435-437			Mrs. W. D. Walton	#1214	1905
446			F.H. Blaul	#1500	1906
501	Harry Campbell	Harry Campbell	John Shober	#3183	1912
520				M1858	
533				M1875	
538				M1858	
613-615	William Hizer	William Hizer	William Hizer	#4064	1915
616				M1875	
649-651			W. P. Parker	#1780	1906
702-706				M1858	
702-706		J. P. Ruppert	Henry Gerdeman	#1919	1907
626				M1858	

DOLK STREET

107	T. W. Biddle	Roy L. Pitzer	J.O.U.A.M. Hall	#7845	1925
109	Ralph Rizer	Billing & Martin	Ralph Rizer	#2940	1911
127	W. T. Taylor	W. T. Taylor	Richards Brothers	#247	1901
128				M1875	
131-133			Conrad Frey	#1920	1907
135-137	W. T. Taylor	W. T. Taylor	William Neubiser	#3198	1912
141-143	George Bowman		William wilson	#2932	1911
144				M1858	
144	John Billings	Thomas Eyerman	Thomas Eyerman	#3540	1913

AL-IV-A-142

HOUSE#	SUPPLIER OF PLANS	BUILDER	ORIGINAL OWNER	SOURCE	DATE
445				M1858	
446	Aaron May	Aaron May	Aaron May	#1930	1907
456	George Sansbury	Silas Wise	William Hiser	#210	1901
509				M1875	
536				M1875	
548				M1875	
600-602				M1875	
611				M1875	
612-614	Harry Campbell	John Vandegrift	Clifton White	#3168	1912
613-615	George Sansbury	F. J. Tanser	Margathea Lapp	#1908	1907
620				M1858	
622				M1858	
624-626	Wright Butler	Walter Wolverton	George Himmler	#2646	1910
628-630	Wright Butler	Walter Wolverton	George Himmler	#2646	1910
634				M1875	
Cumberland Brewing Co.			Cotton Mill ***	M1875	c1869
"		Augustus Fogtman	Cumberland Brewing Co.	#858	1904

HAY STREET

213-225	Joseph Glick	Joseph Glick	Joseph Glick	#4341	1916
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MECHANIC STREET, NORTH

34	Wright Butler		George Young	#1777	1907
149 or 151				M1875	
153 or 155				M1875	
157 or 159				M1875	
173				M1875	
224				M1875	
334				M1858	
403	Wright Butler		Rev. Gottlieb Ruesch	#2961	1911
409	Wright Butler	Harry Campbell	Zion Germ. Reform Ch.	#2960	1911
408-410		John Vandegrift	Mrs. L. Himmler	#4496	1917

AL-IV-A-142

REPRESE. .TIVE BUILDINGS--DISTRICT F: CANADA/VIADUCT

HOUSE#	SUPPLIER OF PLANS	BUILDER	ORIGINAL OWNER	SOURCE	DATE
<u>CENTRE STREET, NORTH</u>					
101	J. E. Speicher	W. J. Morley	John N. Frantz	#4057	1915
127	Harry Campbell	Harry Campbell	H. Nickle	#3931	1914
151	Wright Butler		Joseph Habig	#3797	1913
183				M1858	
				M1875	
188-196	Wright Butler	Aaron May	Harry Footer	#2452	1909
200				M1858	
202				M1858	
204				M1858	
206				M1858	
209			St. Patrick;s Cath. Ch.	misc.	1851
216				M1858	
217			Centre Street Meth. Ch.	M1875	1871
228-236	Hazelwood & Clauson	H. W. Allen	Braddock Realty Co.	#6474	1923
238				M1858	
240				M1875	
242	Scott Kelso	J. McLaughlin	Scott Kelso	#2455	1909
244				M1875	
246				M1858	
249	J. E. Spiker	Wright Richardson		#3709	1913
252	Aaron May	Aaron May	John M. Street	#4688	1919
427			Theodore A. Thumel	#1400	1905
441	Wright Butler	W. T. Martin	William P. Rizer	#3692	1913
315				M1858	
324			Trinity Lutheran Ch.	M1858	1849
413				M1858	
415				M1858	
" "	Facade alteration		George Young **	#629	1901
418	J. B. Brower, Jr.	Darr and Cookerly	Beth Jacob Anshe Concr.	#7060	1924
419				M1858	
424				M1858	
429				M1858	
432				M1858	
434				M1858	
436-442				M1875	
437				M1858	
443				M1858	
444				M1875	

AL-IV-A-142

DIGEST KEY

- * Alteration, addition
- ** Interim
- # City of Cumberland Building Permit
- M Map
- CEM City Engineering Map
- HJM Herman J. Miller
- DN Cumberland Daily News
- ET Cumberland Evening Times
- ph. col. Photographic collection
- clip. Undated newspaper clipping
- T&W Thomas & Williams, History of Allegany County
- misc. Several sources, common knowledge, tradition

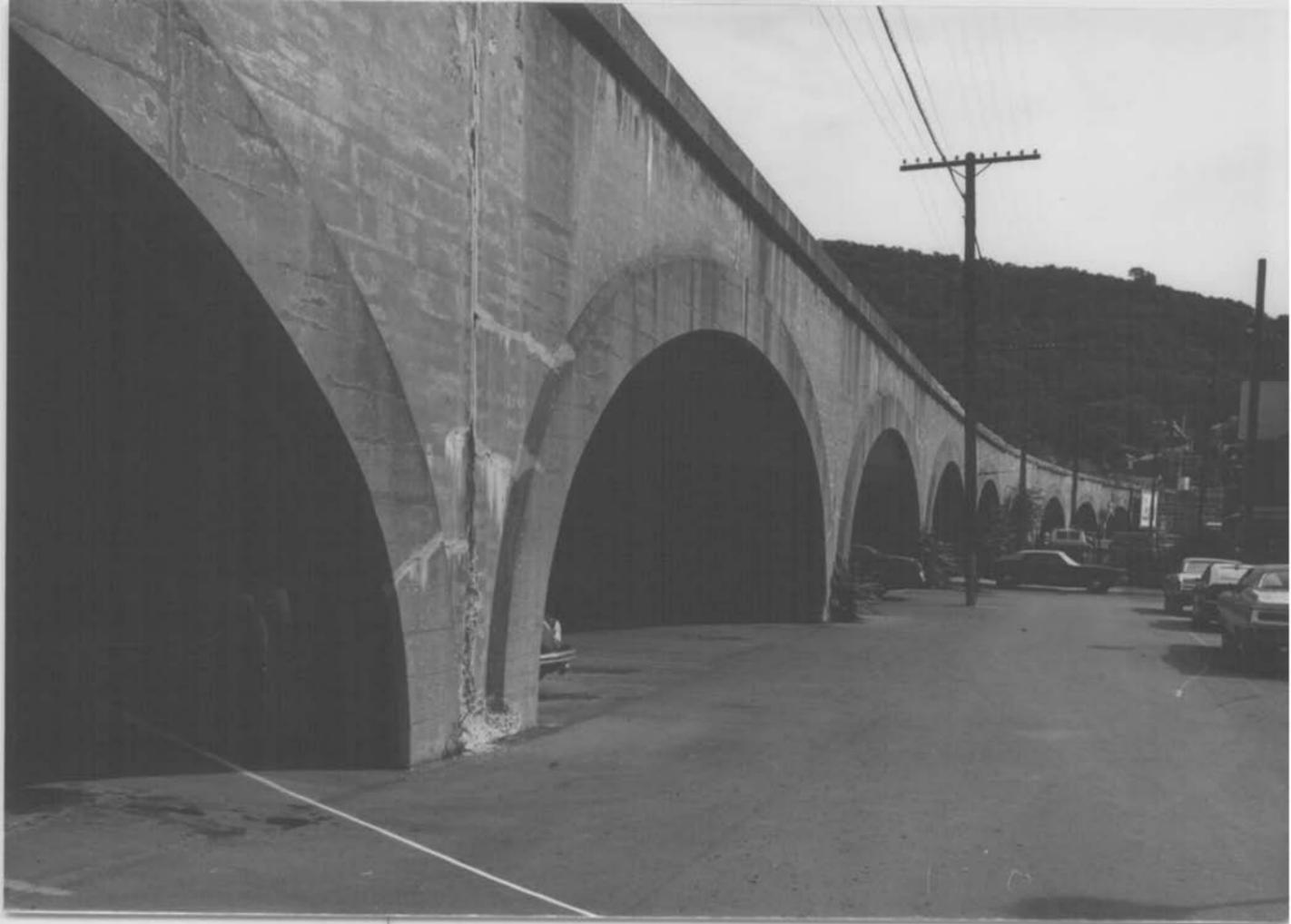
AL-IV-A-142

The following pages contain documented information about representative buildings within the district. This information was useful in determining ages of buildings and in identifying the architects and builders who were active within the district in certain periods. A notation of M1858 is the earliest documentation contained in the digest. Although a number of the buildings existed prior to 1858--some as early as 1790. Pre-1858 is a convenient early date to use for the remaining log, Federal, and Greek Revival style buildings built in Cumberland before the Civil War. These buildings as a group are the major surviving physical record of Cumberland's early history. A notation of M1875 indicates that a building was constructed between 1858 and 1875.

AL-IV-A-142

DISTRICT F--CANADA/VIADUCT
LIST OF 35 MM. COLOR SLIDES
AND 5" X 7" BLACK AND WHITE PHOTOGRAPHS

- F-1 135 N. Mechanic St.
- F-2 B & O Railroad Viaduct
- F-3 Canada Hose House, N. Mechanic St.
- F-4 411 N. Mechanic St.
- F-5 531-533 N. Mechanic St.
- F-6 200-216 N. Centre St.
- F-7 214-216 N. Centre St.
- F-8 153 N. Mechanic St.
- F-9 520 N. Mechanic St.
- F-10 424 N. Centre St.
- F-11 205 N. Centre St.
- F-12 522 N. Mechanic St.
- F-13 216 N. Mechanic St. (demolished, summer, 1976)
- F-14 220 N. Mechanic St.
- F-15 224 N. Mechanic St.
- F-16 10-18 Hanover St.
- F-17 10-18 Hanover St.
- F-18 Polk St.
- F-19 Polk St.
- F-20 249-251 N. Mechanic St.
- F-21 711 N. Centre St.
- F-22 700 Block, N. Centre St.
- F-23 445 N. Mechanic St.
- F-24 261 N. Centre St.
- F-25 621 N. Mechanic St.
- F-26 324 N. Centre St.
- F-27 646 N. Mechanic St.
- F-28 435-441 N. Centre St.
- F-29 445 N. Centre St.
- F-30 119 N. Centre St.
- F-31 127 N. Centre St.
- F-32 151 N. Centre St.
- F-33 188-196 N. Centre St.
- F-34 435 N. Centre St.
- F-35 186 N. Centre St.
- F-36 150 N. Mechanic St.
- F-37 163 N. Mechanic St.
- F-38 Zion Reformed Church, N. Mechanic St.
- F-39 403 N. Mechanic St.
- F-40 Gas Station. N. Centre St.
- F-41 Sidewalk (in front of 541 N. Mechanic St.)
- F-42 500 Block, N. Mechanic St.)



12-IV-A-142

F-2

B&O RAILROAD VIADUCT

VIEW NORTHEAST ACROSS

N. MECHANIC ST.

J.T. KELLER
SPRING, 1976



AL-IV-A-142

F-1
JFK HOMES
135 N. MECHANIC ST.
NORTHEAST ELEV.
J.T. KELLER
SPRING, 1976



AZ-IV-A-142

F-3
CANADA HOSE HOUSE
EAST ELEVATION
N. MECHANIC ST.

J.T. KELLER
SPRING, 1976



A-IV-A-142

F-4

411 NORTH MECHANIC ST.
SOUTHWEST ELEV.

J.T. KELLER
SPRING, 1976



RESEARCH

1954

AL-IV-A-142

F-5

531-533 NORTH MECHANIC
SOUTH ELEV.

J. T. KELLER
SPRING, 1976



AZ-IV-A-142

F-6
200-216 N. CENTRE ST.
NORTHEAST ELEV.

J.T. KELLER
SPRING, 1976



R-14-A-142

F-7

214-216 N. CENTRE ST.

NORTHEAST ELEV.

J. T. KELLER
SPRING, 1976



AL-IV-A-142

F-8

153 N. MECHANIC ST.
SOUTHWEST ELEV.

J.T. KELLER
SPRING, 1976



AZ-IV-A-142

F-10
424 N. CENTRE ST.
NORTHEAST ELEV.

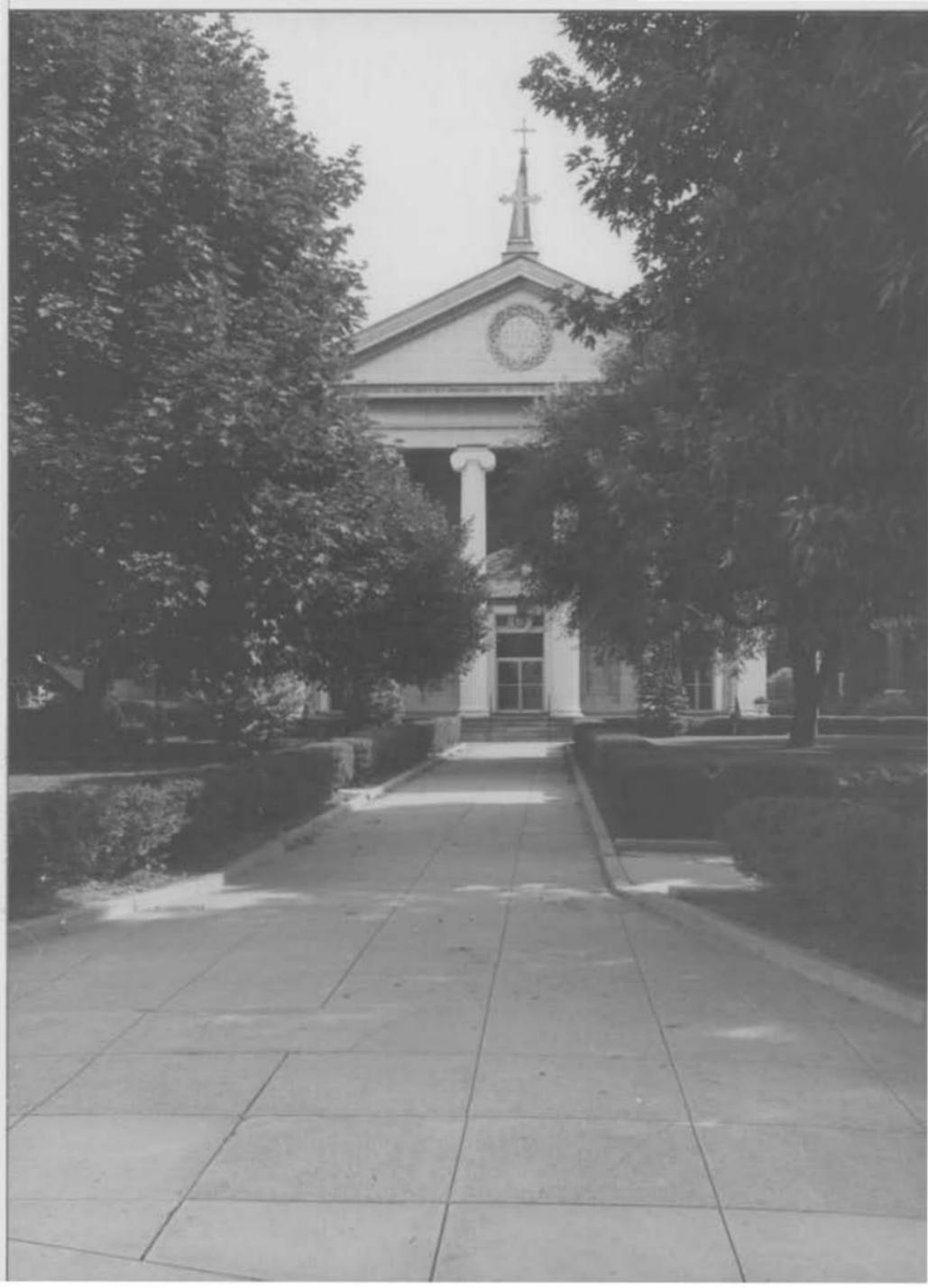
J.T. KELLER
SPRING, 1976



12-IV-A-142

F-9
520 N. MECHANIC ST.
NORTHEAST ELEV.

J.T. KELLER
SPRING, 1976



AZ-IV-A-142

F-11
205 N. CENTRE ST.
SOUTH ELEV.

J.T. KELLER
SPRING, 1976



AL-IV-A-142

F-12

522 N. MECHANIC ST
NORTHEAST ELEV.

J.T. KELLER
SPRING, 1976



AL IV-A-142

F-13
216 N. MECHANIC ST.
(DEMOLISHED, 1976)
NORTH ELEV.

J. T. KELLER
SPRING, 1976

MARYLAND
ELECTRIC CO.

NO
PARKING
HERE

222

CHAMPION
LEAD PIPES



AZ-IV-A-142

F-1A

220 N. MECHANIC ST.

NORTH ELEV.

J.T. KELLER
SPRING, 1976



222 CARNEY'S AUTO PARTS. 222

MARYLAND
ELECTRIC

1971

MD 1-37

AZ-IV-A-142

F-15

214-224 N. MECHANIC ST.
NORTH ELEV.

J.T. KELLER
SPRING, 1976



AL-IV-A-142

F-16

POLK ST.-VIEW WEST

SPRING, 1976

J. T. KELLER



AZ-IV-A-142

F-19
11-19 HANOVER ST.
NORTHWEST ELEV.

J.T. KELLER
SPRING, 1976



R-V-A-142

F-20
249-251 N. MECHANIC ST.
SOUTHWEST ELEV.

J. T. KELLER
SPRING, 1976



AZ-IV-A-142

F-17

SOUTH SIDE OF POLK ST.

SPRING, 1976

J.T. KELLER



A-IV-A-142

F-18
10-18 HANOVER ST.
SOUTHWEST ELEV.
J.T. KELLER
SPRING, 1976



Liberty Trust
WIDE WARE BRICK
ENTRANCE 24 HOUR SERVICE

BREW

STUCE

HOUSE

AL-IV-A-142

F-21
CUMBERLAND BREWING CO.
711 N. CENTRE ST.
SOUTHWEST ELEV.

J. T. KELLER
SPRING, 1976



AZ-IV-A-142

F-22

100 BLOCK, N. CENTRE ST.

LOOKING NORTHWEST

J.T. KELLER

SPRING, 1976



A2-IV-A-142

F-23
446 N. MECHANIC ST.
NORTHEAST ELEV.

J.T. KELLER
SPRING, 1976



AZ-IV-A-142

F-24
261 N. CENTRE ST.
SOUTHWEST ELEV.

J.T. KELLER
SPRING, 1976



12-14-A-142

F 26
324 N. CENTRE
NORTH ELEV.

J. T. KELLER
SPRING, 1976



F-25
621 N. MECHANIC ST.
SOUTHWEST ELEV.

J. T. KELLER
SPRING. 1976

AL-IV-A-142



A-1V-A-142

F27

646 N. MECHANIC ST.

NORTHEAST ELEV.

J. T. KELLER
SPRING, 1976



F-28
435-441 N. CENTRE ST.
SOUTHWEST ELEV.

J.T. KELLER
SPRING, 1976

NR-14-A-142

NICKEL BUILDING

Moore
PAINTS
PAINT & SUPPLY CO.

COMPARE! OUR COLOR

Moore

PAINT & SUPPLY CO. BUILDING SERVICE AND EQUIPMENT

Moore



12-14-A-142

F-31
127 N. CENTRE ST.
SOUTHWEST ELEV.

J. T. KELLER
SPRING, 1976



HABE BROTHERS

EMERSON CENTER

WAREHOUSE

ONE WAY

AZ-IV-A-142

F-32
151 N. CENTRE ST.
SOUTHWEST ELEV.

J.T. KELLER
SPRING, 1976



AL IV-A-142

F-29
445 N. CENTRE ST.
SOUTH ELEV.

J. T. KELLER
SPRING, 1976



SCOTT'S BOUTIQUE FASHING
SCOTT'S BAR FASHION SALON
THREE STATE BEAUTY ACADEMY

NOTHING OVER 7

SALE

SALE

AL-IV-A-142

F-30
119 N. CENTRE ST.
SOUTH ELEV.

J. T. KELLER
SPRING, 1976



AZ-IV-A-142

F-33

188-196 N. CENTRE ST.
NORTH ELEV.

J. T. KELLER
SPRING, 1976



AL-IV-A-142

F-34
435 N. CENTRE ST.
SOUTH ELEV.

J.T. KELLER
SPRING, 1976



F-36
150 N. MECHANIC ST.
NORTHEAST ELEV.

J.T. KELLER
SPRING, 1976

R-10-A-142



F-35
186 N. CENTRE ST.
NORTHELV.

J.T. KELLER
SPRING, 1976

R-14A-142



AZ-N-A-142

F-37
163 N. MECHANIC ST.
SOUTHWEST ELEV.

J.T.KELLER
SPRING, 1976



12-N-A-142

F-38
ZION REFORMED CHURCH
N. MECHANIC ST.
SOUTH ELEV.

J.T. KELLER
SPRING, 1976



AL-IV-A-142

F-39
403 N. MECHANIC ST.
SOUTHWEST ELEV.

J.T. KELLER
SPRING, 1976



ALV-4-142

F-40
N. CENTRE ST.
SOUTH ELEV.

J.T. KELLER
SPRING, 1976



AL-IV-A-142

F-41

SIDEWALK IN FRONT
OF 541 N. MECHANIC ST.
VIEW SOUTHEAST

J.T. KELLER
SPRING, 1976



AL-IV-A-142

F-42

500 BLOCK, N. MECHANIC ST.
SOUTH ELEV.

J.T. KELLER
SPRING, 1976