

BARRY-BERLIN-BRUNSWICK

A Brief History

BY

Dorothy U. Strathern

1964

Up-dated 1970

FOREWORD

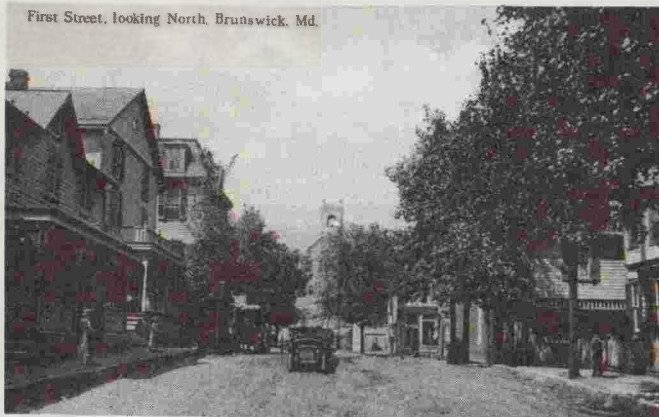
This attempt to bring together records of the early history of the present village of Brunswick, Maryland, has involved use of County records, newspaper clippings, interviews with present citizens, and use of original materials, some of which are included in this account.

There has been written no complete history of Barry, Berlin, or as it is known now, Brunswick, and it has been this writer's great pleasure to compile this information from varied sources, in the hope that what has been thus begun may be continued, amplified, and, yes even corrected.

The Author

The Brunswick Potomac Foundation is indebted to Mrs. Nelson Strathern for her generosity in permitting us to publish and sell her history of Brunswick. For their yeoman jobs of typing the book, Mrs. William Mohler and Mrs. Robert Mullen deserve endless praise for typing the first and final drafts respectively.

First Street, looking North, Brunswick, Md.



EARLIEST HISTORY

Who were the earliest inhabitants of this area of Maryland where the sleepy little village of Brunswick now nestles? Williams' History of Frederick County declares that "That portion of the state west of the Linganore hills as far as the Blue Ridge Mountains was claimed by the Susquehanna Indians and had been cleared of other red men by their constant incursions and those of other Iroquoian tribes."

For nearly a century before Lord Baltimore was to have made his agreement with the Indians "that there should be no private dispossession of Indians for a few years after the landing (March 1638), the Assembly enacted a law which prohibited the acquisition of land from the Indians by the colonists either by gift, grant or purchase," the French had long engaged in a profitable fur trade with the Indians of this region. For more than a century before the English had come to this area, fur trade was decisive in forming the pattern of early exploration, trade, and settlement. The very name "Potomac" in the Algonkian tongue is a verbal noun meaning "something brought" or, more freely, "trading place." Living as the Indians did as nomads, they had no doubt found that this area was one of the great natural trade routes east and west through the mountains, north and south above the fall line of the Potomac. Their development of trading methods and foods and culture were already fairly well set when the earliest trappers and hunters ventured into the virgin forests. The Indians of the Potomac valley had a powerful influence on white settlement and subsequent white culture. In the Potomac valley specific plants as corn and tobacco, potatoes and foods such as hominy, opossum, and succotash introduced a new diet. Almost from the beginning, the English settlers on the Potomac were aware that the Indians up river had been trading with the French in Canada, as hatchets, knives, pieces of iron and brass as well as copper pieces from Lake Superior have been found in Indian refuse heaps. Many Indian artifacts have been excavated from the rich soil of the Potomac, indicating either settlements or battles in this area.

Williams states that "for over thirty years the Indians lived at peace with the settlers in the Western part of the county and committed no depredations upon their property other than now and then appropriating to their own use when they were on the war path, cattle and hogs that they encountered in their march. The pioneer settlers of what is now Frederick County were always in touch with the civilization of the Eastern and tidewater counties, being for the most part less than 50 miles from tidewater navigation at Georgetown and not very much further from Baltimore. But the pioneers who settled the portion of the county were cut off from all the conveniences of life; they were surrounded by the savage red men, and had to struggle with nature for a livelihood."

It is probable that the first white man to see the present hills of Brunswick was Captain Henry Fleet of England who was in the Potomac Valley when the "Ark" and the "Dove" arrived at St. Mary's. After the landing, in May, 1634, Captain Fleet started on a voyage up the Potomac in canoes, and from an account of his trip, his trip took him this far upriver. The river, he said, abounded in fish and in a single night the Indians would catch as many as thirty sturgeons. "And as for deer, buffaloes, bear, turkeys, the woods do swarm with them and the soil is exceedingly fertile."

Fleet was the first to tap directly the rich fur resources of the Potomac, and for nearly a century this rich trade was decisive in the growth of the colony. In 1633 Father White was told that on the Potomac "a certain merchant in the last year exported beaver skins to the value of 40,000 gold crowns, and the profit of the traffic is estimated at thirty-fold." The fur trade was licensed from the Virginia Company, and later by the proprietors of Maryland.

As German settlers entered the lower Potomac Valley, their small grain culture gradually broke down the pioneer corn culture, taken over almost intact from the Indians. The method of killing forest trees by girdling to make cornfields, the corn itself, the planting in the hills and cultivating with wooden implements--all these were wasteful practices adopted by English settlers of the river basin. Along with the cultivation of small grains, the peasants brought with them a new world crop--potato, flax, oats and rye, but increasingly wheat dominated the scene as a cash crop. When the first quarter of the nineteenth century had passed, Maryland and Virginia were growing more than half the wheat produced on this continent, and their control of the wheat market continued to the eve of the Civil War.

So the civilization of the Potomac bent itself toward wheat; the cultivation of wheat was followed by the construction of grist mills and flour mills. Almost every possible stream where water power could be tapped was used. Millowners became men of enterprise, and many opened general stores, filling additional needs of the farmers in the area. Around these centers, each the living nucleus of a tiny world of its own, towns arose.

In November 1776, Virginia claimed "jurisdiction over the Potomac and Pocomoke and the Chesapeake." The Maryland State Convention, in assembly to form a new constitution, "passed in discussion to maintain the rights of Maryland, unanimously, and in the strongest terms denounced these pretensions."

Under the Articles of Confederation, Virginia secured the right of free navigation of the River, and the Marylanders kept fishing and oyster grounds.

The securing of land grants in colonial Maryland, as well as in Virginia, was used as an effort to settle areas quickly or as political rewards to well-situated followers. Not until 1755 was there such a thing as free land in the west, and even for many the cheapest land was exorbitantly high; so many kept moving until they found land cheap enough for them to take up, or land on which they could squat without interference. Thus in the area of the Potomac around Berlin, the restless spirit of the frontier was at first due not so much to the temper of the frontiersman as to his necessity to move to virgin land where hunting was better, where land was cheaper, or where the land was more fertile.

As this westward movement surged through the pass at Harper's Ferry, some settlements were made in the area of Merryland Tract-- and a plantation system developed in the area between Berlin and Burkittsville. (This is, however, another story which does not further the tale of Brunswick.)

THE POTOMAC

"The lands above the falls of the Potomac had been exploited long before they were ever settled. Since the time of Captain Fleet, the fur traders had brought out pelts. Following the buffalo trails and Indian traces, they sketched maps and kept journals, noting the good springs of mountain water, the rich soil, the tall stands of timber. Even before 1632 the French Jesuit missionaries had somewhat explored the southern tributary of the Potomac, the Shenandoah. Occasional other wanderers passed through the land on moccasined feet. From their sketchy reports of the geography, some of this land had already been described and royal titles granted.

Shortly after 1700, the Swiss prospector, Louis Michel, explored the fertile territory between the falls of the Potomac and the mouth of the Shenandoah. He came down the Monocacy valley from the north, and crossed the Potomac at Point of Rocks---and then resumed his journey up the valley of the Shenandoah beyond the forks of that tributary."

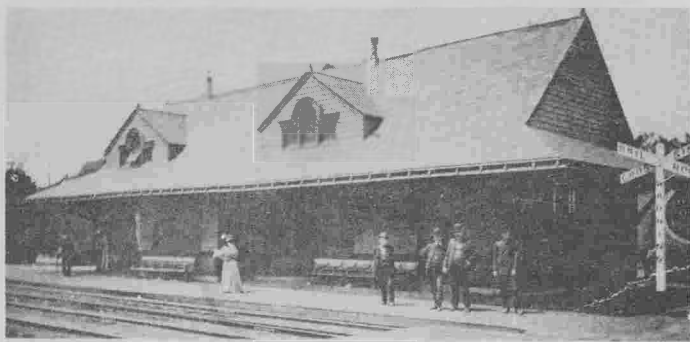


Unless you have visited the sleepy little town of Brunswick, Maryland, in the southwestern edge of Frederick County, you cannot imagine its picturesque locale---perched on the sharply rising foothills of the Catoclin range of the Blue Ridge Mountains along the Potomac River, just forty-five miles upriver from the Nation's capitol, and six miles south of Harper's Ferry. Not only is the town's location a spot of beauty, but its entire growth is the result of the happy juncture of the Potomac River, the boundary between Maryland and Virginia, with railroad and canal transportation.

Brunswick spreads its homes and industries along the northern boundary of the river for nearly two miles, and penetrates the hills to a depth of one-half mile only. The town as seen from Virginia seems to be divided into three distinct regions, and so it is: to the East lies New York Hill, so-called for a housing development company from New York that built many homes in that area in the early 1890's; next Wenner's Hill, named for the Wenner property on which many homes are now located; and West End, an extension of the town beyond the original area ceded to Leonard Smith in 1780. Sad to relate, none of the "Old Town" remains; it lay between the tracks of the Baltimore and Ohio Railroad, and has long been gone. In 1890 the town, then known as "Berlin," had a population of 300, and following "boomtown" precedents, grew in two years to a population of over 3000. According to the Census of 1950, Brunswick had a population of 3,752, and in 1960 it had decreased to 3,555; for seventy-five years the town's population had remained nearly constant.

THE BEGINNINGS

Brunswick, on Maryland Route 79, off Route 340 West, is situated on a parcel of land that is part of an original grant of 3100 acres from King George II of England to John Hawkins on October 10, 1753, called "Hawkin's Merry Peep-O-Day." In 1780 Leonard Smith laid out a portion of the original grant as "Berlin," having acquired the land from Clement Holliday by a deed dated November 7, 1780. Leonard Smith whom local history designates a progressive Frederick County landowner (early in 1787) laid out ninety-six building lots on the southern section of a farm he had acquired in 1780. This piece of land, bordering on the famous Merryland Tract, was part of the land originally granted to John Hawkins. Conforming to what seems to have been a standard in that time, ninety-four of the Berlin lots were to sell for five pounds each, plus a yearly ground rent of six pence, payable to the founder. Failure to pay this annual rent forfeited the lot, together with whatever improvements contained thereon, to the Smiths. Nearly all of the first deeds specified that a log or frame house, not less than 16 feet by 20 feet in size, with a substantial brick or stone chimney, should be erected on the lot within a certain period---usually from one to three years from date. These restrictions would indicate that Leonard Smith wished to see his own on the banks of the great waterway of the Potomac grow rapidly.



U. S. N. E. N. 1st Street, Brunswick, Md.

CHART OF ORIGINAL GRANTS OF MERRY HAWKINS' PEEP-O-DAY

GRANTS	AREA	GRANTED TO:
August 1753	Hawkins' Merry Peep-O-Day	John Hawkin, Prince Georges County
Nov. 22, 1758	East Moiety of above	Alexander Thomas Hawkins
Nov. 22, 1758	West Moiety of first above	John Stone Hawkins
July 31, 1766	1550 acres of first above	George Frazier, descendant of John Stone Hawkins to Thomas Gantt, Sr.
Jan. 1, 1773	Thomas Gantt, Sr.	Thomas Gantt, Jr.
July 3, 1176	Thomas Gantt, Jr. 201½ acres	Clement Hollyday
Nov. 7, 1780	Clement Hollyday	Leonard Smith
August 7, 1784	Thomas Gantt, Jr.	Leonard Smith

Lots sold slowly during the first year; only eight conveyances, all dated October 20, 1787, are recorded. No other sales are then shown until 1789 when twenty-one are recorded; none was sold in 1790; twelve in 1791; and four in 1792, a total of forty-five during the lifetime of the founder. By then Potomac River navigation was acertainty. Small craft and convoys of large wooden rafts, laden with grain, flour, bacon, and other products, among which whiskey was certainly not the least, floated downstream to Georgetown, and Berlin became a thriving "port" on the Potomac.

In 1789 two lots were conveyed to John Calflesh, who, the deed specifies, was to erect a still house on one of his lots within three years. John Brawner in 1792 acquired two lots for the sum of eight hundred pounds on which to build a tanning yard. Evidence of such an enterprise has been verified by the finding of much tanbark in that vicinity in recent years.

When Leonard Smith died in 1794, his son, and later his grandson, disposed of the remainder of this development. One of the deeds given by the grandson, under a special Act of Maryland Legislature in 1835-1836 is held by a Brunswick resident to this date--the lots therein conveyed having been in that family for more than three generations.

Limited information pictures a consistent growth of Berlin during its first fifty years; tax records show in 1793 that the total valuation of property in the village was 447 pounds; in 1798 fifty-five lots with improvements were assessed for 879 pounds; but in 1825, when the assessment was expressed in dollars, fifty-two lots with all improvements seemed to be worth only a fraction over a thousand dollars.

The establishment of a post office in this village on April 26, 1832, further confuses Brunswick's history, as the official name for postal transactions was "Barry." It so continued until the town was incorporated on April 8, 1890. Although the town had been founded as "Berlin," the Post Office would not grant that name for fear of conflict with the Eastern Shore town of the same name. Forced to select another name, the citizens of the town appealed to Colonel Jenks B. Jenkins, Valuation Engineer of the Baltimore and Ohio Railroad, to help them to pick a fancy name. How or why the name "Brunswick" was arrived at, no one seems to know, but this name has been the official name since the date of incorporation by the State Legislature in Section 28, Chapter 577, Laws of Maryland.



S & N KATZ NOW OCCUPIES THIS "POST OFFICE" BUILDING

THE CHESAPEAKE AND OHIO CANAL COMPANY

Brunswick's history--or, really that of Berlin--was so closely tied with the growth or river transportation that the full story of the development of George Washington's plan for the opening of the West by way of the Potomac River must of necessity be a part of the growth of this town. "The Potomac scheme of George Washington contained in embryo about all that the present generation could demand. In a letter to Thomas Johnson, dated July 20, 1770, Washington suggests that the project of opening up the Potomac be 'recommended to public' notice upon a more enlarged plan as a means of becoming the channel of conveyance of the extensive and valuable trade of a rising empire!."

The fact seems to be that this grandiose plan had occurred to Washington as early as 1762, but with the realization that the co-operation of both Virginia and Maryland was needed he called a meeting of Commissioners of Virginia and Maryland in Annapolis, December 22, 1764.

The story of the railroad in the pre-Civil War period was quite different from that of the Canal. The railroad arrived, passed through and continued westward, leaving only a tool shed and a small section gang to see after the right-of-way. The arrival of the canal, however, was another thing: the people of Berlin were very river conscious, and the "ditch" afforded work for many. Berlin thus enjoyed what might be called its first wave of prosperity. Packet boats (those running on schedule) hauling passengers as well as merchandise appeared; warehouses sprang up along the canal; little stores opened near-by; a post office, established as "Barry" opened in 1832, and for a long time to come, the commercial life of Barry-Berlin was to center around the Canal.

This body affirmed Washington's dream of a westward route and agreed that such a project be underwritten by the two states, to the degree of purchasing fifty shares of capital stock for a road in the Potomac Company. This company was authorized to collect tolls, to provide locks for a canal, to effect improvements of the river and its tributaries. In 1820 the inadequacy of the system was apparent in the nation's national internal development program. In 1821 an act was passed forfeiting the Potomac Company's charter, and the Chesapeake and Ohio Canal Company was formed.

Chief representatives from Virginia included George Washington, General Gates, and Colonel Blackburn, and the Maryland delegation was headed by Charles Carroll of Carrollton.

From the beginning of the Potomac Company trade over this waterway had been considerable, so the new company anticipated a continuation of this commerce. Their plan was to construct a canal along the Potomac River, thence to the waters of the Ohio. This project

took shape in 1823 and was brought before the legislature of Maryland for approval. A convention was called in Washington on November 6, 1823, and December 6, 1826, including delegates from Maryland, Virginia, Pennsylvania, and Ohio. After three day's vigorous debate, a series of resolutions were adopted, setting forth the need for a canal and chartering a company under the name "Chesapeake and Ohio Canal." A subscription to the capital stock of \$2,750,000 was suggested, and two-elevenths of this sum was apportioned to Maryland. The Virginia act of adoption in 1824 required that the company begin construction within two years and that the whole Eastern section be completed within twelve years. In December 1824 the General Assembly of Maryland passed an act confirming the conditions of the Virginia act.

The Potomac Company relinquished their charter to the Chesapeake and Ohio Canal Company on August 15, 1828. On July 4, 1828, the work on actual construction was begun at Georgetown; one of the ironies of history is that on the same day, thirty miles distant, ground was broken for another vastly important future influence on the history of Berlin -- and on the nation -- the Baltimore and Ohio Railroad. In fact, the work on these two modes of transportation moved side by side up the North bank of the Potomac.

The construction of the Canal saw sixteen miles of its progress in Frederick County, and Lock #30, together with a toll house, was located near the site of the present bridge in Brunswick. Ironically, the railroad and the canal reached Berlin at nearly the same time, but the importance of the canal superseded the railroad for nearly seventy years in the village. The Legislature of Maryland reflected in 1838 this importance to state commerce, for it appropriated nearly enough money to bankrupt the state in order to accommodate the people of the western part of the state who were crying for the completion of the canal for the movement of coal out of the western counties to the east.

Following is a verbatim account taken from the Baltimore Sun, June 24, 1923, describing life on the canal:

"What of the canal boat children of Maryland? How do they live, what do they get out of life and how do their chances for play and education compare with those of the child in the family of the landsman?

"These and kindred questions have been receiving thoughtful attention at the hands of the United States Department of Labor. The subject has been given close official study, and it is stated that the findings reveal conditions which present "unusually serious problems." The report shows that school attendance is difficult, hours of child labor are excessively long, doctors inaccessible and proper recreation lacking.

"An interesting human story has crept into this Government report, for the simple reason that colorful touches would not stay out. With them missing, the story would have been incomplete. The people of the canals are a race apart in many respects, and to the rest of us the tale of their life reveals picturesque material suggestive of the drama of the scene.

"Perhaps this is an exaggeration. Even in the movies we do not find the 5-year old helping to drive a canal boat nor the boy of 14 in the position of captain. On the Chesapeake and Ohio these have been discovered in actual occurrence.

"The Chesapeake and Ohio extends from Washington, D. C., to Cumberland, along the eastern bank of the Potomac, covering a distance of 185 miles. The principal cargo is bituminous coal, which is transported from Cumberland to Georgetown.

"The operation of canal boats is an occupation handed down from father to son. In this connection Ethel M. Springer, author of the official report, reveals touches that are definitely human.

"The children are brought up on the boat, said one mother who was interviewed, and they don't know nothin' else. That is the only reason they take up boatin'. Boys work for their fathers until they are big enough to get a boat of their own, and it's always easy to get a boat.

"It must not be understood that illiteracy is general. Seven of the captains and five wives were found to be illiterate. One captain who had begun boating with his father when but 5 years of age said that altogether he had gone to schools in --- (unclear) By the time he reached the fourth grade the children of his own age had long since completed the grammar grades, and he was ashamed to go into classes with younger boys and girls.

"The operation of the old-fashioned canal boat used on the Chesapeake and Ohio consists of driving the mules and steering the boat. The mules are harnessed tandem fashion to two long ropes or "lines" attached to the boat's bow. From two to five mules are used by "spells," and two or three of the animals are stabled in the forecabin while the others draw. The boat hands take turns at driving, walking beside the mules or riding the leader. Although the captains usually do some of the driving, especially in night travel, they consider day driving as a job for

a child. This results in many children becoming drivers at very early ages.

"In dry weather," says Miss Springer, "the tow-path, which is level except at the approaches to the locks, is well beaten and easy to walk on, but in summer the work is wearisome and hot. In wet weather the path is muddy and slippery, and consequently shoes and clothing get very hard wear. One captain considered himself the best father on the canal because he provided his boys with rubber boots."

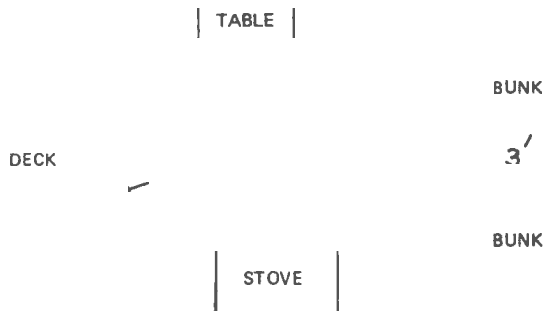
"It never rains, snows, or blows for a boatman, and a boatman never has no Sundays," is the statement attributed to one father.

"We don't know it's Sunday, said another, until we see folks along the way dressed up and goin'to Sunday School."

One captain and his wife, who reported working 15 hours a day, employed no crew but depended on the assistance of two children, a girl 14 years old and a boy of 5. The report says: "The girl did all the driving, usually riding muleback, and the parents steered. The little boy helped with the driving, but did not drive for more than a mile or two at a time. The boat was kept moving until the girl could drive no longer, then the boat was tied up for the night."

"One of the boating households consisted of four persons -- the captain, and his assistant 'deckhand,' the captain's wife and their 11 year-old daughter. The child had been driving, steering and doing homework about the boat for several years, but she did not like boating and got very lonely. Her father said that she could do anything the 'hand' could do, but he felt it necessary to hire a man, because, as he put it: 'You have to rest once in a while.'"

Below is a copy of a diagram of the plan of the Chesapeake and Ohio canal boat as diagramed in the article:



Many residents of Brunswick at one time or other worked on the Canal barges or led the mules. However, the "canalies," as the barge-men were known, were looked upon with derision and scorn.

The first flour-mill was constructed in Berlin along the flour-ishing canal and railroad. It was constructed in 1845, and its power was the sluice from the canal. It served the farmers well, both as a grist mill and for supplies. During the Civil War it was used as the locale for Court martial trials, and later, so legend says, several murder trails were held there. Mortimore Wenner was the first owner and the present building was added to in 1870 by Charles F. Wenner. In 1883 the B.P. Crampton Company purchased the flour and grain mill on Lot #32 along the C. & O. Canal. The old mill was abandoned in 1962 as a commercial enterprise when the present mill owners, Southern Cooperative, moved to a new mill on Souder Road on the northern edge of town.

THE BALTIMORE AND OHIO RAILROAD

For good or evil the Railroad has been the center of industry in Berlin and Brunswick. The canal and railroad both reached the sleepy little village of Berlin about the same time. The first station was built in 1834. The second depot was built in 1879, and William L. Gross was the station agent. The present depot was built in 1907. Berlin, however, remained a small village until the B.&O., finding itself very crowded at Martinsburg, West Virginia, moved twenty-five miles farther east to Berlin. At that time freight yards were established with a capacity of 4000 cars; large transfer sheds were also built, together with shops and a round-house.

The moving of the B. & O. "yards" to Berlin in 1890 produced a boomtown. "Here, where the foothills of the Catoclin spur of the Blue Ridge sloped down to a green plateau lying between the last foothill and the shores of the Potomac, it found the room it wanted for establishing freight yards and machine shops and for the erection of the great freight sheds in which is carried on the work of redistribution and re-routing of freight." This quotation from Folger McKinsey's column in the August 11, 1936, issue of the Baltimore Sun describes the situation more picturesquely than it was to be; smoke, noise, strikes, and culture disinterest made Berlin and later Brunswick a railroad town, with the stigma associated with this essential but rough industry.

With the vast expansion of the railroad, the old town of Berlin gradually disappeared, as it had lain in the area that now lies between the East and West-bound tracks. Although none of the original buildings of Berlin remains, there are records of the old homes, made of logs, and of the first church in Brunswick, which occupied the narrow space between the tracks. Before the farm land once owned by John Walton was opened to businesses, all residents of Berlin lived in the area adjoining the railroad and the canal.

EXPANSION

After the shops opened in Brunswick, the population increased more than ten-fold. Following is a verbatim account of the history of Berlin as recorded on an old hand-bill, printed in 1896:

"There once was a town of Berlin, and it was a nice, quaint old place but in 1890 the B. and O. R. R. Co., finding itself crowded at Martinsburg, West Virginia, for yard room, packed up its goods and chattels and moved about twenty-five miles farther east to what was then Berlin, Maryland. Here at once freight yards were established, with a capacity of 4,000 cars, large freight transfer sheds were also built, and before the world had time to think of it, the city of Brunswick had been added to Maryland's list of municipalities and was booming as was no other town in the State.

"In 1890 Berlin had a population 300; today Brunswick has a population more than ten times as large, and is constantly increasing. Berlin had a store, a merchant mill and a Methodist church, Brunswick has four drug stores, five general stores, one wholesale hardware and agricultural implement store, a flour mill with a daily capacity of 75 barrels, two coal yards, three clothing stores, a half dozen churches, public and private schools, and a bank -- which is not slow showing for six years and six months, even if there were no other improvements.

"Brunswick has a location which would have given cards and spades to Rome and beaten the Eternal City clean off her seven hills, for Brunswick is all hills, and there are views of mountains, river and valley from the sidewalks in Brunswick which would make the fortune of plenty observation towers in this country. The lovely Potomac rolls at her feet, while to the north and the east and the south and the west the mountains and hills break the sky line into a thousand pieces. Baltimore is 75 miles away, Washington, 52, Hagerstown, 30, Frederick 16, and Harper's Ferry 6.

"The city government is vested in a mayor and six councilmen, and the mayor receives \$100 a year. There is one policeman. The fire department consists of volunteers and a chemical engine which cost \$1,600. There are no water works except in the B. and O. addition, where water is supplied to the New York Hill section, This part of town, occupying the eastern

hills, was originally taken by New York people, who built 96 houses there and gave it the name. The streets are lighted with electricity. The city has been bonded for \$1,000 for street improvements and \$7,500 of it has been spent. The Chesapeake and Ohio canal is one of the features of transportation and does a good business, being indispensable to Brunswick.

"Brunswick has a fine brick Opera House with brown stone front, which cost \$18,000. It has a \$60,000 bridge spanning the Potomac. There are no saloons. All the leading secret societies are represented. The tax rate for the city and county is \$1.19. Brunswick has a weekly newspaper.

"The health of the town is good with a fog now and then and a chill, but there are only five doctors and as yet no city cemetery.

"Black Bass abound in the Potomac and the sport is fine."

Below is a list of the business in the directory:

L. S. Harman -- cigars

H. Slicer Hedges -- physician and surgeon

Wenner, Swank and Co. -- hardware and farming
implements

D. D. Seibert -- bicycles

C. G. Huriebaus -- baker and confectioner

Mrs. T. L. Potterfield -- millinery and notions,
and dressmaking

Wm. L. Gross -- general merchandise

J. F. Karn and Bro. -- dealers in lumber

Hotel Elgin

Dr. W. H. Gannon -- drugs, medicines, toilet
articles

A. S. E. Brubaker -- new photography gallery

Dr. C. Moody Brubaker -- physician

American Hotel

V. Raplon and Bro.

T. A. Ramey, M.D., D. D.S. -- dentist

Gross and Hinkle -- dry goods

W. D. Strailman -- restaurant

R. Moore and Bro. -- livery stable

Doc Garber -- tonsorial artist

M. Korman and Son -- watch repairing

Brunswick Seminary private school

Jones and Robinson dry goods

Dr. A. C. Horine

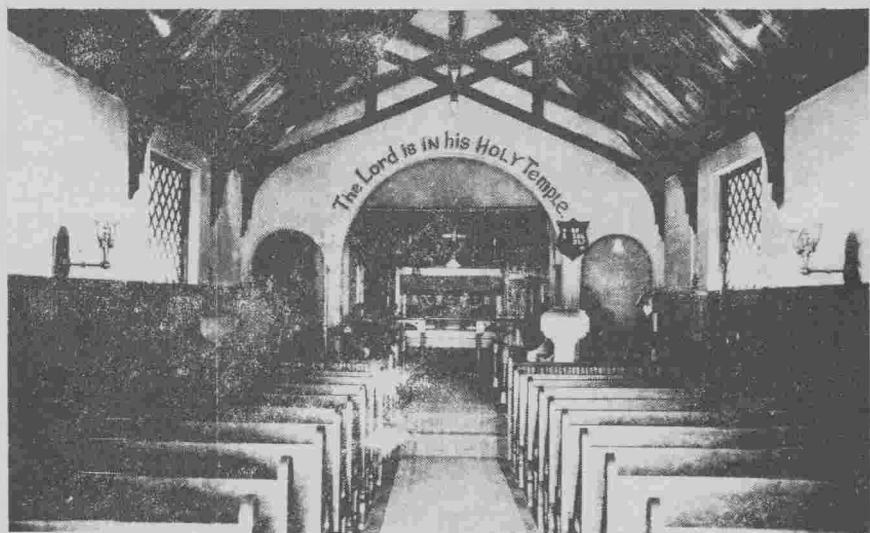
In the 1890's, the B. and O. R. R. built a row of houses on Fitzgerald Row (now Tenth Avenue) on New York Hill for their employees. The name of this portion of the town was derived from the construction company who built the homes for the railroad company. The railroad had ten homes built at the extreme end of Potomac Street, and that section still carries the title of Ten Row.

On another hill came families from the little town of Sandy Hook Maryland, and they built their homes in a section known today as Sandy Hook. The extreme western Section of Brunswick has always been known simply as the West End.

The third hill was named Wenner's Hill for the Wenner family who owned the farm land. Building lots were surveyed and sold off for homes as hundreds of new railroad employees poured into town during the early 1890's. The first home built on the Wenner land was that of Sarah Wentzel about 1889. The original home, and old farm house and barn, remain in the Wenner family yet.

One Mr. Hudson, a German baker by trade, purchased a block of land in 1896 on the corner of present Virginia Avenue and West Potomac Street. There he built thirteen houses for renting. Only one of these houses has been sold.

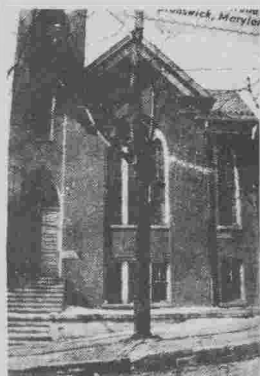
The first street light was given to the town of Brunswick by the Baltimore and Ohio Railroad in the fall of 1900; this light was on the square at Potomac Street and Maple Avenue. It burned a stick of carbon each night, which had to be renewed each day, and was attended by employees from the railroad shops. The town had only one street light until electricity for homes and streetlighting was furnished, by the Harpers Ferry Power Company about 1909.



INSIDE EPISCOPAL CHURCH



Methodist Church Erected In 1870



Methodist Church
rebuilt in Brick 1907

BRUNSWICK CHURCHES

First Methodist Church

The Methodist Episcopal Church (now the First Methodist Church) was organized in Berlin in the autumn of 1851 by the Reverend Joseph M. Spangler. The building used was a log structure erected on a lot acquired from Lydia Ann Poole on a site next to the old City Hall, on the west side of Middle Street, now Maryland Avenue, between the tracks. This building was later converted into a dwelling house and occupied for many years by Mr. Webb Hause.

At the time of the establishment of the Church, the communities of Knoxville, Sandy Hook, and Berlin were known as "The Berlin Mission." These churches were attached to the Buckeystown Circuit.

In 1852 the first Sunday school class was organized. During the pastorate of Reverend Henry P. West, in 1870, the present site was purchased, and on it was erected a new frame structure. The church was at that time connected with the Harper's Ferry Circuit. In 1893 a new sixteen foot front was added, the belfry changed, and the interior renovated. In 1894 the Brunswick Circuit comprising Brunswick and Knoxville, was formed. A parsonage was built in 1898-1902.

In 1941 the present church plant was built, and the steeple with its carillon was added during the summer of 1964.

Bethany Lutheran Church

Bethany Evangelical Lutheran Church was organized August 21, 1898 with a membership of 21. The first services were held in a storeroom on fifth avenue. Prof. J.J. Shenk (See Brunswick Seminary) was the Sunday school superintendent. The Seminary furnished a temporary home for the young congregation during his vacation in 1893 and inaugurated successful efforts towards the building of a church. A lot was purchased for \$105.00, and the cornerstone was laid September 24, 1893, and was dedicated June 17, 1894. This structure, a frame building, cost \$2,100. It was located on East "C" Street.

Through the will of Mr. Joseph Waltman, (Died-1870), who at one time had owned a large tract of land adjoining the town of Berlin, the congregation became entitled to one acre of land as a cemetery, still located behind the present fire hall. This land was divided into lots and sold to Mr. E. J. Hudson for \$745.00 each. In 1903, the original church was sold to Mr. Hudson for \$795.00.

The cornerstone for the present church was laid August 14, 1904. The first service was held in the basement of the church January, 1905. The completed church was dedicated on July 16, 1905. The total cost of the edifice was \$3,000. The larger memorial window in the front

of the church was a gift of the congregation in recognition of the valued gifts of Mr. Joseph Waltman. During 1916 the present parsonage was built. The church was renovated and rededicated in 1932.

Grace Episcopal Church

St. Mark's Parish, Frederick and Washington Counties, was laid out in the Vestry Act of 1789 to include Pleasant Valley, southern part of the Middletown Valley, and that part of Frederick County south of Frederick, north of the Potomac and east of the Catocin Mountain.

When the Baltimore and Ohio Railroad came to Brunswick, the rapid growth of the town made it advisable to construct a chapel in the town. Accordingly, funds were raised and the Chapel was built on ground given by the B. & O. on the southwest corner of "A" Street and Second Avenue in 1892. The building was brick and cost \$5,000. In June, 1893, it was consecrated, and by 1910 had 65 members. It was replaced by a Gothic stone structure which was dedicated May 21, 1923, and has since served this congregation.

First Baptist Church

There had been one or two spasmodic Baptist beginnings of church organizations in Brunswick, but the first permanent work began with the coming of the Reverend Benjamin D. Porter on June 3, 1905. A religious census revealed that 845 people in Brunswick were interested in the establishment of a Baptist Church. The first meetings were held in a lodge hall, and funds for a permanent church were collected beginning in 1908. The cornerstone on the new building was laid July 28, 1908, and the first services were held in the basement on January 1, 1909. A debt of \$12,000 was incurred in the construction of the building.

Catholic Church

The Baltimore and Ohio Railroad Company gave land to Cardinal Gibbons of Baltimore to establish the First Catholic Church in the new Brunswick in 1900, on New York Hill.

Father Barry came from Petersville Church to have Mass until Father O'Connell became the permanent Priest.

The Catholic Church was later relocated on "B" Street. A school building, a convent for the sisters' home, and rectory were added. A Miss Carrie Kern taught Sunday school in the New York Hill school-church in 1901. She became Mrs. Carrie Moore, and was living at 127 West Potomac Street at the time of her death in 1968 at age 88.

BRUNSWICK SCHOOLS

Public schools in Berlin began in a little log cabin situated on the corner of Maple Avenue and First Street. There was a Miss Ellen Theresa Brady, later wife of William Wenner, who was born April 29, 1846, in Co. Donegal, Ireland, and was one of Maryland's pioneer teachers. In 1868 the ancient structure was replaced by a one-room frame house used until 1890. In that year, Mr. William W. Wenner donated an acre of ground on Wenner Street for a school building; on this land a one-room brick structure, known as West Brunswick School, now the Masonic Hall and Library, was built.

Greenfield House

Shenk's Seminary

In 1892 Professor J. J. Shenk moved into Brunswick and opened a seminary for boys and girls. The seminary was located on what is known as "Brick Yard Hill." The Shenks closed the seminary when the Westall House, at Potomac Street and Sixth Avenue, was used as a school, and Shenks moved to the Admiral Winfield Scott Schley house on Route 15. Both Professor Shenk and his wife were killed in a tornado that partly destroyed the house in the early 1920's. They were returned to Burkittsville for burial.

With boom time (1890-1892) population grew so rapidly that new school facilities were needed. In 1892 the Baltimore and Ohio Railroad donated two lots at the corner of Sixth Avenue and "A" Street, where the County Commissioners erected a four-room brick building, the East Brunswick School. This building became seriously overcrowded by 1900, and as no high school facilities were available, the Board of Education, pushed by Mr. Charles Wright of Point of Rocks, authorized the organization of a high school in the Westall Building at the corner of Potomac and Sixth Avenue with an enrollment of 39 pupils, in September 1900.

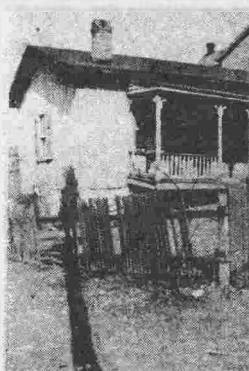
One young lady graduated in the class of 1901. The class of 1903 had eight people. Total enrollment in schools in Brunswick was about 800.

By 1905 an addition of four rooms had been made to the East Brunswick School; two of these rooms were used for the high school. Conditions by 1909 had become so crowded that rooms were opened for schools in churches and business buildings. By 1910 high school enrollment had increased to 68. Demands made upon the School Board and County Commissioners for an additional school led to securing a site for a new school on Sandy Hook Hill (so named because many residents from Sandy Hook moved to Brunswick and lived there) on Fourth Avenue.

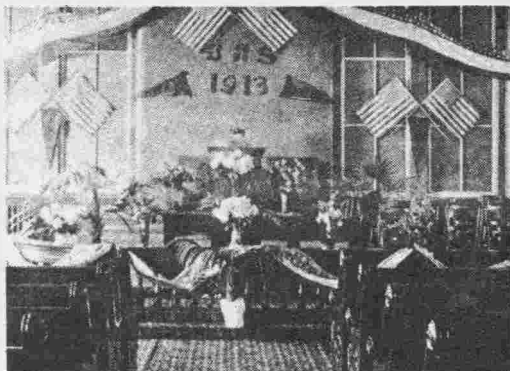
in 1911 construction began on a high school which opened in 1913 and served until 1964. In January 1928 a fire destroyed much of the original structure, which was rebuilt by September 1928.

The East and West Brunswick Elementary Schools became obsolete and the present Brunswick Elementary School opened in February 1952, consolidating the two former elementary schools.

Plans for a much needed new high school were begun in 1957, land was purchased in 1961, and plans for construction agreed upon in 1963. Actual construction was begun in the Spring of 1964, and it was ready for occupancy by September, 1965, to serve the southern end of Frederick County.



First Brunswick School
Now The Baptist Church
Education Annex now stands
on this spot



Before the High School had an Auditorium, graduation exercises were held in various public buildings. In 1913, they were held in the Methodist Church.

OLD BUILDINGS

Musgrove House

(American Legion Home)

A stately colonial facade adds charm and dignity to one of the oldest structures in Brunswick. The simple flowing lines of the building are richly complemented by the small gabled porch, whose roof is supported by four Doric columns. Its appearance, however, was not always like this. This was once a story and a half house, the home of Joseph Waltman who owned "Potomac Farm," which lay east of the creek beyond the Legion Home. The house, however, was within the limits of Berlin. Records indicate that there was a structure of some kind, possibly as early as 1792, for a deed of conveyance in 1789 provided that a building be erected. The original part was probably the rear section of the present building. The stone chimney and framing indicate that part is much older than the front portion. The main or front portion was constructed sometime between the years 1841 and 1850, probably in 1846, from abandoned railroad ties. Waltman sold the property to John Shorts, who owned the house during the Civil War, when Major-General Alfred Pleasanton, Commander-In-Chief of the Calvary, Army of the Potomac, was given a room on the south side of the house.

A daughter of John Shorts, Indiana, married Mr. Walper G. Musgrove, and they made this house their home. In 1902 Mr. Musgrove modified the house into a full two-story building. In 1937 Mr. Claude Lutman bought the house and also remodeled it; he sold it in 1946 to the American Legion Post, which added a wing on the north side. It is said that the present structure has been built around the original building.

THE JORDAN HOME

When Berlin was laid out by Leonard Smith in 1780, Lot #23 was designated to the North of the present Potomac street -- and west of the present Maryland Avenue. It was sold to Theodora Beall and Samuel Turner; in September, 1855, heirs of the Bealls sold it to John L. Jordan, Sr. for \$1500. The house, known as the Barter Apartments now, was built in 1855. Judge Jordan was Berlin's first mayor. The house served as the social center of the town with a long sloping lawn and huge porch.



This house stands on the west end of Lot #23. On June 18, 1888, John Jordan sold a lot to George Swank--\$500 for lot and improvements indicating there was a dwelling. In 1946 the heirs of Ida Swank sold the property to Lulu Brunswick McMurry, who with her brother, Luther Darr, are said to be the first twins born in Brunswick.

M. E. Church, 2ND St,
* Brunswick, Md.

BRUNSWICK BRIDGES

The first old wooden bridge came into being through the efforts of the Loudoun and Berlin Bridge Company, which was chartered in 1854. Construction probably began in 1856 or '57, and was presumably completed in 1858. When it was destroyed by Drake's men in 1861, it was to be 32 more years before another bridge was to be built. The iron bridge was constructed by the Youngstown Bridge and Iron Company in 1893 for the Brunswick and Lovettsville Bridge Company for use as a toll bridge. It remained a toll bridge until October 5, 1934, when the states of Maryland and Virginia, who purchased it in 1930, made it free. The present concrete structure was dedicated on July 30, 1955.

During the Civil war, Berlin citizens were divided in their loyalties, although most people supported the Union. Berlin's position on the boundary between the North and the South was strategic, particularly so as the control of the River, the Canal, and the Railroad lay in this region. Active participation in the struggle centered around the bridge, which was burned in June, 1861. Following the Battle of Antietam, Ben McClellan's troops were camped along the Potomac from Harper's Ferry to Berlin. On the morning of October 26, 1862 he began to cross over to Virginia over pontoon bridges, and from that day until November 1, McClellan had moved over 40,000 horses, 110,000 men, possibly 10,000 teamsters, citizen employees, officers and servants to total more than 122,000 men, three-fifths of whom crossed on the Berlin pontoons.

In June, 1863, General Hooker crossed into Maryland via the pontoon bridges, and marched towards Frederick, Maryland, where in Prospect Hall, the command of the Army was transferred from General Hooker to General Meade. Following the Battle at Gettysburg part of Meade's troops crossed back into Virginia through Berlin. From this time on until the end of the war the little village was comparatively quiet.

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