

CHAPTER 3

HISTORIC CONTEXT



Cumberland's Built Landscape: A Historic Context

Introduction

The Canal Place Preservation District is a mix of commercial, institutional, residential, and industrial buildings as well as historic transportation resources, including the Chesapeake & Ohio (C&O) Canal National Historical Park extending southward and the former Baltimore & Ohio (B&O) and Western Maryland railroads circling downtown. The buildings in the Preservation District primarily include those in the Washington Street Historic District and those in and surrounding the Downtown Cumberland Historic District—both National Register-listed Historic Districts which are significant for their architectural merits and their contribution to the history and development of the City of Cumberland. In addition to the two historic districts, there are numerous residential and industrial buildings also protected by the Preservation District.



Central Business District on Baltimore Street.

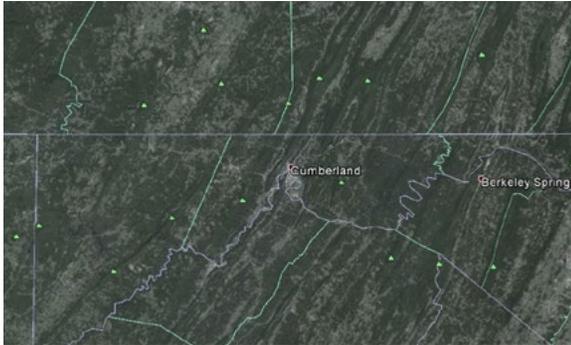
This Historic Context Update, compiled in 2015, is intended to be used as a planning document for the Canal Place Preservation District in Cumberland, Allegany County, Maryland. It covers all extant resources within the District. The context summarizes broad patterns of industrial, commercial, institutional, and residential development in Cumberland and evaluates the ways in which transportation, industry, immigration, policy, and other broad trends have shaped the City, particularly during the twentieth century. Unless otherwise noted, all photographs are property of the City of Cumberland.

PERIOD OF SIGNIFICANCE

The National Park Service defines a period of significance as “the length of time when a property was associated with important events, activities, or persons, or attained the characteristics which qualify it for National Register listing. A period of significance usually begins with the date when significant activities or events began giving the property its historic significance; this is often a date of construction.” For the Canal Place Preservation District, the period of significance begins with 1839, the construction date of the earliest building. The HPC considers the end year to be 50 years prior to present day. In other words, any building 50 years of age or older is considered to be constructed during the period of significance. This 50-year cut-off is the standard age requirement set by the National Park Service. As time passes, more buildings will be considered as having been constructed during the period of significance.



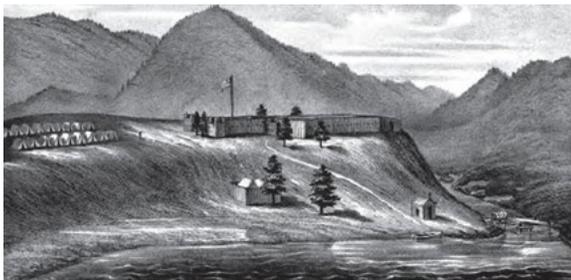
Former Western Maryland Railroad.



Cumberland, Allegany County, MD (Source: Google Earth 2015).



Canal Place Preservation District, Cumberland, MD (Source: Google Earth 2015).



Fort Cumberland 1755 (Source: William Lowdermilk, "History of Cumberland, Maryland" 1878).

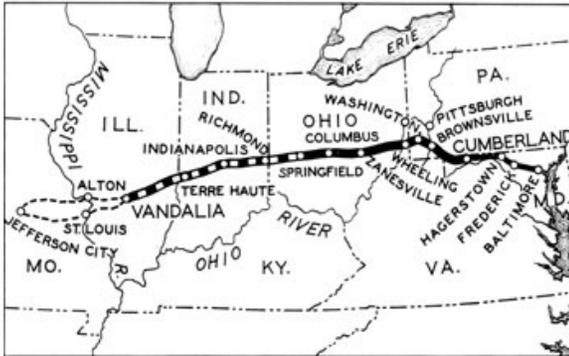
This date range is important for understanding whether a building contributes to the Canal Place Preservation District. Generally, those buildings constructed within the period of significance (i.e. those older than 50 years) will be considered as contributing resources to the District, unless otherwise determined by the HPC (the HPC reserves the right to evaluate the contributing and non-contributing status of each property as necessary).

Cumberland History

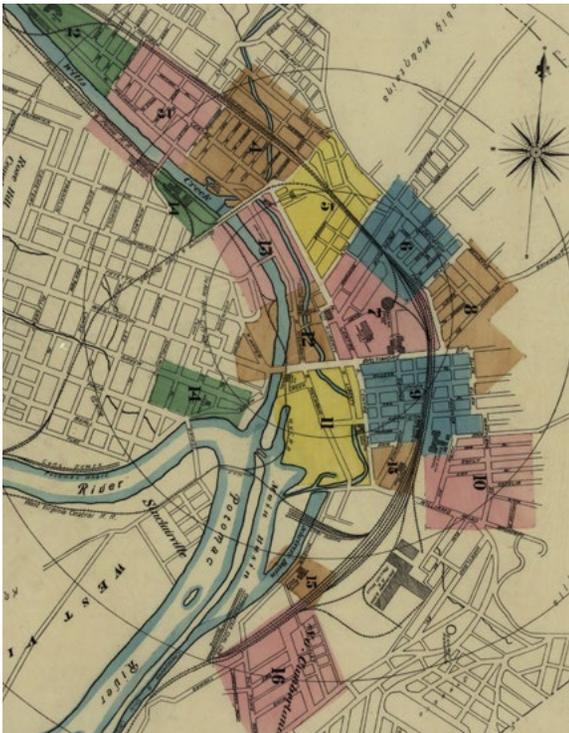
Cumberland is located in western Maryland and serves as the county seat of Allegany County. It is located along the Potomac River, which separates Maryland from West Virginia. Considered a gateway city, Cumberland provided a pivotal connection between the eastern region and the Appalachian Mountains to the west.

The development and evolution of Cumberland is attributable to several major factors. Since its earliest settlement, transportation has had a significant and far-reaching effect on how and why the City developed. As the City evolved from a Colonial fort to an industrial center, nearly every mode of transportation began, terminated, or traveled through Cumberland; each molding the landscape to accommodate development. They influenced the industries that flourished, which buildings were constructed, where the City expanded, and who populated its streets. Immigrants who moved to Cumberland for work on these transportation networks or in the growing industries influenced architectural styles and development patterns. The Cumberland area was initially settled by Germans, Swiss-Germans, and Scot-Irish from Pennsylvania, though English merchants ultimately established Fort Cumberland during the early French-British hostilities of the mid-eighteenth century.¹ Like many industrial cities, Cumberland changed significantly during the twentieth century. The prosperity brought by the industrial boom in the late nineteenth century waned as the country headed into the Great Depression and changing land use and planning practices would greatly impact the built environment of Cumberland during the mid- and late twentieth century.

1840 THE NATIONAL PIKE



The Federal Government built the National Road (National Pike) from Cumberland, MD to Vandalia, IL and gave it to the States in the 1830s (Source: FHWA, 2015).



Note the numerous transportation resources in Cumberland, 1887 (Source: Sanborn Map Company 1887).

EIGHTEENTH- AND NINETEENTH-CENTURY CUMBERLAND

Cumberland's origins date to 1754 when the British built Fort Cumberland in response to French hostilities in the Ohio River Valley. Strategically located at the fork of the Potomac River and Wills Creek, near what is today the intersection of Washington, Greene and Baltimore streets, the Fort served as a key military outpost during the French and Indian War (1756-1763). Named for Britain's Duke of Cumberland, the fort served as a departure point for several British military operations, including General Edward Braddock's unsuccessful attempt to capture the French Fort Duquesne (now Pittsburgh). A one-room cabin, apparently used by George Washington while a young colonel in the colonial militia, is now located in Riverside Park adjacent to the fort's original site.²

British troops abandoned Fort Cumberland after 1765, but a small settlement, which had grown up around the garrison, remained to become the nucleus of Cumberland. The City incorporated in 1787 and expanded to include the current downtown district in 1798. During the 18th century, that settlement was primarily confined to the west side of Will's Creek, with most houses located along Greene Street, and a few on Washington Street.³

Transportation played a vital role in the development of Cumberland since its founding. Located at the confluence of the Potomac River and Wills Creek, surrounded by rougher terrain and a mountainous area, Cumberland became a portal city through which traffic and goods passed via river, road, rail, and canal. The few early roads which were cut into the landscape connected sparse development. In 1811, construction began on the National Road, the first federally funded public works project. Its purpose was to open the Ohio territories, which were acquired with the Louisiana Purchase in 1804. Cumberland served as its original eastern terminus. It first extended westward to Wheeling, in what was then Virginia, by 1818. The state of Maryland eventually connected it eastward to Baltimore via a network of toll roads and private turnpikes.⁴ This connection between Cumberland (the Queen City), and Baltimore (the state's urban center) created a flow of goods as well as architects and artists who worked in both locations. For instance, architect Wright Butler designed buildings in both Cumberland and Baltimore and artists Herman and Gertrude DuBrau embellished Cumberland's Masonic Lodge and City Hall as well as Baltimore's Lyric Theater. Cumberland's row houses along Greene Street are an expression of the urban modernity of Baltimore.

PRESERVATION DISTRICT DESIGN GUIDELINES

Historic Context



7-9 Washington Street, built 1839.



244 North Centre Street, built ca. 1840 (left); and 15 South Liberty Street, built ca. 1840 (right).



Western Maryland Railroad Station, built 1913.

In the early nineteenth century, development began to spread across Will's Creek along what is Mechanic Street today. Mechanic Street became a focus for the mechanics and artisans of the community whose businesses served the highway travelers. Although a disastrous fire destroyed much of North Mechanic Street in 1833 (near present-day Baltimore Street), the fire occurred at a time when growth and prosperity were coming to Cumberland. As evidence, 13 new stores quickly replaced six of the burnt-out businesses. Other signs of prosperity included the existence of five churches by 1835 and the paving of Washington Street in 1838.⁵ As congregations grew and evolved, small buildings from the early nineteenth century were expanded and replaced.⁶

Though increasing development was occurring as a result of the connections made via the National Road, the first major growth spurt was the result of the B&O Railroad, which began in Baltimore in 1828 and reached Cumberland in 1842. In the Preservation District, thirteen buildings remain from this time period, 1839-1845, including seven Greek Revival buildings on Washington and Prospect Streets and several vernacular dwellings and commercial buildings on Liberty, Bedford, North Mechanic, North Centre, and Baltimore Streets.

“The railroad and the local coal industry quickly established a symbiotic relationship, whereby the railroad transported the coal to large eastern urban markets, as well as emerging iron and steel centers like Pittsburgh, while coal provided fuel and a reliable customer for the railroad.”⁷ Arriving eight years after the B&O Railroad was the C&O Canal. Though construction began on the same day as the B&O Railroad, the canal began in Washington and did not reach Cumberland until 1850. By the time of its arrival, the railroad had already captured much of the freight market anticipated by the C&O's promoters; however, it still contributed “to the city's reputation as the region's transportation hub.”⁸

A number of other railroads began to recognize the growing opportunities for wealth in transportation and industry in Cumberland. Late-nineteenth- and early twentieth-century Sanborn maps show three major lines and numerous spurs traveling through Cumberland, several of which were owned and operated by numerous companies who merged throughout their existence. Its vast rail network and the canal allowed Cumberland to flourish as the gateway between the western industrial cities of Pittsburgh, the western frontier and the industry on the eastern seaboard. Landmark industrial buildings from this era of growth include Footer's Dye Works (built 1906) and the Western Maryland Railroad Station (built 1913).

PRESERVATION DISTRICT DESIGN GUIDELINES

Historic Context



Baltimore Street, Cumberland, MD, Photo Taken 1858
(Maryland National Road Association 2015).



Footer's Dye Works, 1906. Last remaining building from the complex.



Early twentieth-century dwellings in the Washington Street Historic District.

Into the first twenty years of the twentieth century, Cumberland was the second largest manufacturing center in the state and the largest in western Maryland.⁹ The abundance of natural resources available in the surrounding area during the nineteenth century, including bituminous coal, iron ore, sandstone, limestone, and timber fed the growing industrial center. During this boom, Cumberland contained a great diversity of industries, including steel and steel rolling mills, cotton mills, glass works and breweries—all of which were fueled by the raw materials brought into the City by the extensive rail network.¹⁰ Coal, especially, drove the industry in this area. “Some of the richest beds of soft, bituminous coal in the country lay within the hills and mountains of this region.” Fueling regional and state mills, plants, and steamships, coal became one of Maryland’s primary exports with sales to the US Navy as well as buyers from London, Brazil, Egypt and more.¹¹

An analysis of the trends of product values in Maryland from 1860 through 1900 revealed a growing economy based on manufacturing and factory-produced goods rather than one based on the agricultural and mining economy. Leading industries shifted from flour and meal, to refined sugar, to men’s clothing, with other major industries like forged and rolled iron, canned fruits and vegetables, fertilizers, and machine shop products gaining popularity as the turn of the century approached.¹² As the coal industry declined, the growth of the manufacturing industry in Cumberland was critical in stabilizing employment into the twentieth century.¹³ Very few of the buildings constructed for this manufacturing era remain.

TWENTIETH-CENTURY CUMBERLAND

Cumberland continued to grow and thrive into the first two decades of the twentieth century. Population boomed 118% between 1887 and 1910, from approximately 11,000 to 24,000 residents. Growth continued, but slowed in the following twenty years, as shown in the chart below.¹⁴

| Year | Cumberland Population | % Change |
|------|-----------------------|----------------|
| 1887 | 11,000 | <i>no data</i> |
| 1910 | 24,000 | +118% |
| 1921 | 33,000 | +37% |
| 1930 | 37,510 | +13.6% |

PRESERVATION DISTRICT DESIGN GUIDELINES

Historic Context



Maryland National Guard Armory, built 1925.



Algonquin Hotel, built 1926.



Surviving buildings from the former Queeno Company complex, built ca. 1900.

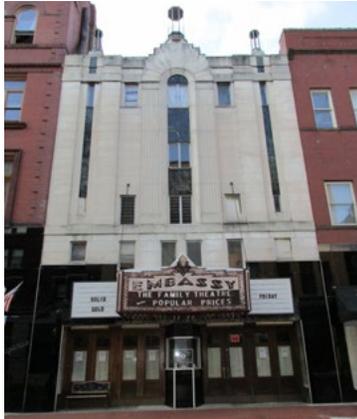
“Occupying a strategically key position as a regional transportation hub between eastern seaboard ports, the coal mining regions of western Pennsylvania, Maryland and Virginia, and the emerging markets of the western frontier, Cumberland began to experience its greatest period of sustained growth and prosperity, from the mid-nineteenth century through the first 20 years of the twentieth century.”¹⁵ Approximately 260 buildings of the nearly 400 resources in the Preservation District were constructed during this period, 1850 to 1920. This includes most of the religious and civic buildings, and a substantial portion of the residential and commercial buildings. Prominent examples include the Allegany County Courthouse, 1894; Bell Tower Building, 1874; Public Safety Building, 1904; and most of the homes in the Washington Street Historic District. The City’s prominent architects were building during this time, including Bruce Price, George Bowman, John S. Seibert, George Sansbury, Wright Butler, and Holmboe & Lafferty.¹⁶

A major employer during the last quarter of the nineteenth century was the B&O steel rolling mill while Footer’s Dye Works, the Celanese Corporation, and the Kelly-Springfield Tire Company dominated during the early twentieth century. The latter, which built a large plant in 1920 in the southeast section of Cumberland, sparked the City’s last major building boom.¹⁷ The Dingle/Haystack residential neighborhood northwest of the Kelly Springfield Tire Company developed as a result of this industrial boom. The Allegany High School, located north of the Washington Street Historic District, was constructed in 1926, likely in response to the 37% population boom experienced during the 1910s. Surviving 1920s buildings within the Preservation District consist of scattered residential and commercial development on Washington Street and Downtown, as well as several large landmarks, including the Maryland National Guard Armory in 1925 and the Algonquin Hotel in 1926.

The Great Depression in the 1930s began to shift the City’s economy and development. Many industries, especially the coal, glass, beer, tin plate, and textiles, were greatly impacted. Area residents at the time relied primarily on employment by the Celanese Corporation (12,000 employees during the Depression), the Kelly-Springfield Tire Company (1,500 employees), the railroad industry, and the West Virginia Pulp and Paper Company.¹⁸ The Civilian Conservation Corps (CCC) and the Works Progress Administration (WPA) of Roosevelt’s New Deal program, also employed several thousand Allegany County men during this time. Much of their work occurred outside the downtown area and included projects such as Constitution Park, the

PRESERVATION DISTRICT DESIGN GUIDELINES

Historic Context



Embassy Theater,
built 1931.



Telephone Building, built 1947.



Chessie Federal Credit Union, built ca. 1950.

Cumberland Airport, and Winchester and Cash Valley Roads. Downtown, the WPA projects were less prominent and included jobs like general infrastructure improvements, removing surplus streetcar tracks, and clearing debris from Wills Creek.¹⁹

All but one glass factory had closed by 1936; the sole survivor, the Cumberland Glass Company, had formed in 1932 out in LaVale (it later moved to Mt. Savage in 1956 and ultimately closed in 1961). Footer's Dye and Cleaning Works, a staple industry for City residents, closed in 1937. The beer industry, which had taken a hit in the 1920s during prohibition, experienced a small resurgence during the Great Depression with the passage of the 21st amendment. The Queeno Company (also known as the Queen City Brewery and then German Brewing Company) and the Cumberland Brewing Company both survived prohibition selling ice and soda drinks. Both operated along Wills Creek until 1969, when the Cumberland Brewing Company closed its doors. The bottling plant and warehouse still stand but the brewery was razed in 1980.²⁰

Movie theaters during the Great Depression provided welcome respite from the day-to-day struggle. There were five theaters in downtown Cumberland alone by 1930, with another, the Embassy, opening in 1931 despite the risk of starting a new business during the Depression.²¹ Several new buildings in downtown were constructed during the Depression, including the Shinnamon-Lazarus Building (now Allegany County Museum) in 1929, the building at 156-158 North Centre Street in 1930, and the U.S. Post Office in 1932.

As in many other industrial cities, Cumberland experienced a wave of manufacturing work during World War II. The Kelly-Springfield Tire Company and the Celanese Corporation were the two largest industries at the time and both benefited from the increased demand for manufacturing. Railroads briefly benefited as well, transporting war supplies and soldiers through the region. Gas rationing also made rail travel more desirable for civilians, and passenger rail service was once again the preferred mode of regional travel.²² Even with the rationing, businesses downtown benefited from newly employed residents eager to spend some of the income they had lost during the Great Depression. Baltimore Street housed the City's larger department stores, like Sears & Roebuck and Montgomery Ward, which had opened in the mid-1930s and 1941 respectively; while Centre, Mechanic, and Liberty streets contained smaller specialty shops.²³

For a brief period after World War II, downtown Cumberland continued to thrive. As the commercial core of the region, it was where most residents continued to shop even as they moved further from town. A 1950 Nirenstein map and 1956 Sanborn map reflect the former

PRESERVATION DISTRICT DESIGN GUIDELINES
Historic Context



Garage and automobile sales room at 215 S. George Street, built 1921.



102 Wineow Street, built 1945.



6 Pershing Street (left) and Twigg Building at 50 Pershing Street (right), built ca. 1950.

density of commercial development downtown, showing a variety of stores and services and very little vacant space. The Chessie Federal Credit Union was built on Cumberland Street ca. 1950 and small-scale, scattered development occurred on Centre, Mechanic, and Pershing Streets, all primarily characterized as one-story buildings. Downtown Cumberland buildings primarily reflect investment from the 1930s and 1950s, as seen in the storefronts updated during that time, and the lower-density construction which began in the 1950s and continued through the mid- and late-20th century.

Despite the industrial boost from World War II, the continual “decline of the railroad and manufacturing industries through the later decades of the 20th century accelerated the deterioration of Cumberland’s economy and a disappearing population.”²⁴ This left more people unemployed at the same time housing and development policies like the G.I. Bill and the Federal-Aid Highway Act were encouraging suburban development. Additionally, the rising popularity of the automobile and subsequent transportation improvements like Interstate 68 increased access between suburban development and employment centers. The chart below shows the population change in Cumberland and the greater metropolitan area during this time.²⁵

| Census Year | Cumberland Population | % Change | Allegany Co. Population | % Change |
|-------------|-----------------------|----------|-------------------------|----------|
| 1940 | 39,480 | +4.6% | 38,970 | +9.95% |
| 1950 | 37,680 | -4.57% | 89,560 | +2.98% |
| 1960 | 33,420 | -11.32% | 84,170 | -6.02% |
| 1970 | 29,720 | -11.05% | 24,050 | -0.14% |
| 1980 | 25,930 | -12.75% | 80,550 | -4.16% |

As the table illustrates, population growth in Cumberland, which had boomed during the first three decades of the twentieth century, gradually slowed during the 1930s (only a 4.6% increase). In the 1940s, Cumberland experienced its first population decline as urban residents began moving out of the City to suburban areas like LaVale. Allegany County’s population grew during this decade, but as industries throughout the area continued to close into the 1950s and beyond, populations continued to decline in both the City and surrounding area. The opening of Pittsburgh Plate Glass in the mid-1950s, though it provided a brief economic boost and over 1,200 jobs to area residents by the end of the 1950s, eventually closed by the 1980s.



John F. Kennedy
Apartments at 135
North Mechanic Street,
built 1967.



Bedford Road Bridge.



Cumberland Thruway (I-68) overpass at Canal Place.

As industries closed their doors in the post-war era and the suburbanization movement gained momentum during the mid-twentieth century, the city's landscape changed. Growing automobile usage brought large interstate highways, low-density strip-mall development, and surface parking. Architectural styles shifted to large window displays and toned-down, subtle detailing. Service stations, automobile repair facilities, parking garages, and new and used car dealerships—all of which begin to appear on maps as early as 1921—began to proliferate on the edges of downtown Cumberland in the 1949 and 1956 Sanborn maps. Drive-in theaters and new technology like the television also transformed how people consumed entertainment. The movie theaters so popular downtown during the 1930s and 1940s became obsolete and closed.

Urban Renewal experimentation during the 1960s and 1970s was largely a response to the outward migration of urban populations post-World War II and the subsequent disinvestment and economic hardship faced by many city governments. Federal funding, like the type provided in the Housing Acts of 1949 and 1954, offered assistance to improve or remove blighted areas and encourage reinvestment through strategic local planning. Combined with the funding provided through the Federal-Aid Highway Acts, which allowed states to plan new and improved transportation infrastructure, cities like Cumberland began in the 1960s to change the built landscape in major ways.

Cumberland approached urban renewal strategies on a broad planning level, incorporating recommendations into comprehensive plans and policies intended to spur economic revitalization. Like most urban renewal programs, “Specific Areas for Renewal Action,” as it was titled in a 1962 “Urban Renewal Recommendations Report” for Cumberland, were based on a survey of building conditions and often disproportionately targeted neighborhoods of African American populations. Broadly, the authors performed an exterior conditions reconnaissance survey in which they rated buildings from good to fair to poor, based on structural conditions and economic viability. The surveyors found that most buildings at that time reflected “fair condition and represent borderline cases which can go in either direction” and that a comprehensive program was needed to correct these issues and guide the City.²⁶ Generally, the authors argued that blight in Cumberland was due to the idea that many buildings are old, obsolete, and incompatible for reuse; that lots are too small for modern development; that the population decline resulted in low demand for property sale; and that traffic congestion reduces the desirability for reinvestment.²⁷

For the West Side Neighborhood, which included what is now the Washington Street Historic District, most blight was identified in the southern half, near the Potomac River. The Central

PRESERVATION DISTRICT DESIGN GUIDELINES

Historic Context



Storefronts on the southern end of the Cumberland Shopping Center, built 1975.



Baltimore Street pedestrian mall, converted 1976.



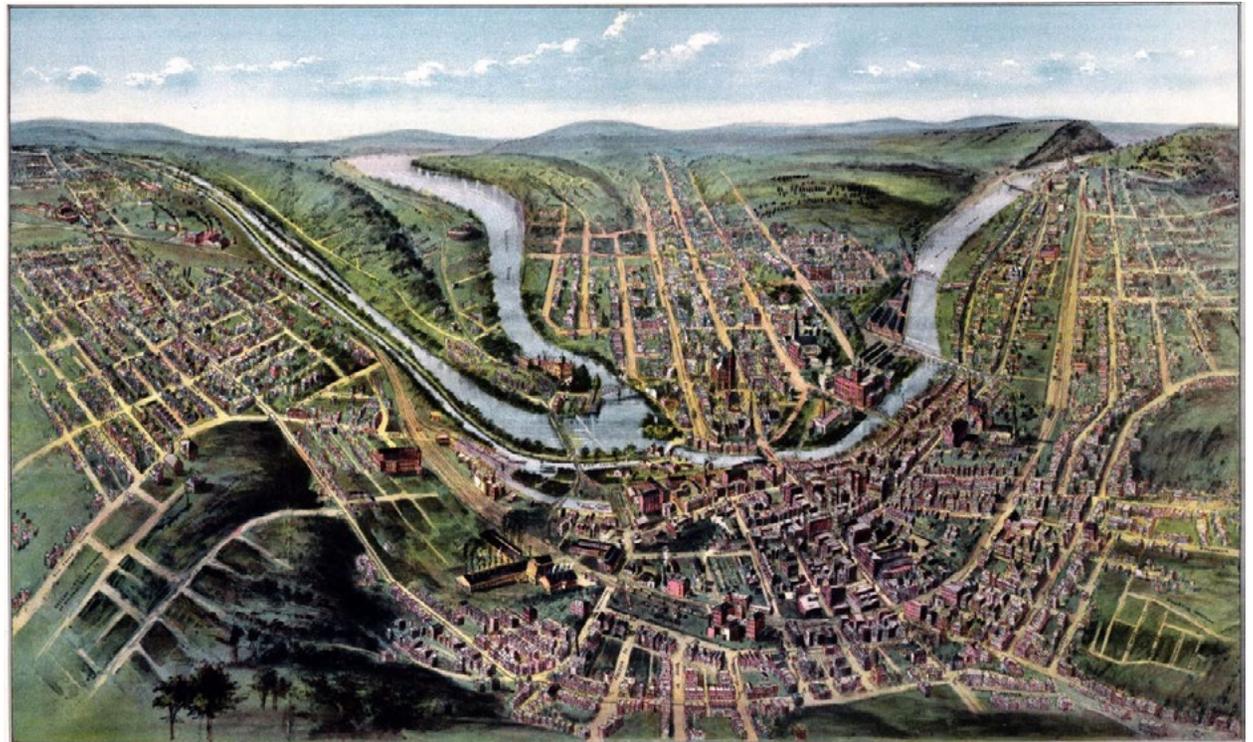
Public Safety Building, built 1985.

Business District, which the plan described as the area between Wills Creek and the B&O railroad, contained the highest percentage of deteriorated structures of all the neighborhoods. The report explained that the majority of the deterioration was located on the edge of the neighborhood and that the majority of the buildings in “good condition” were located within two blocks of Baltimore Street. For both neighborhoods, the plan promoted the proposed Cumberland Thruway, which would eliminate some of the blight along the southern edges of both neighborhoods, improve accessibility downtown, and “provide residents with better access to the eastern, southern and western portions of the city.”²⁸

Beyond promoting the proposed thruway, the plan took two approaches to urban renewal. Rehabilitation and conservation was intended to improve “individual properties and living conditions so as to justify the [spending] for the construction or reconstruction of public facilities and improvements” and prevent the spread of blight. The second approach were the urban renewal areas, which involved “slum clearance and redevelopment” and could involve land acquisition, site clearance, public improvement, and land disposition.²⁹ The 1962 plan laid out four specific areas for urban renewal action which included the southern half of the West Side neighborhood and the Central Business District. Lowest in priority, the plan for the West Side was an “Urban Renewal Area for primarily clearance,” with the proposed thruway in mind.³⁰ Needs in the Central Business District were substantial and the report recommended preparing a “General Neighborhood Renewal Plan for the CBD,” which would allow the city to apply for additional funding to carry out a more comprehensive, long-term plan. It would address the impact of the proposed Cumberland Thruway, detail street improvements, examine all business and residential relocation effects, and analyze the marketability of the newly acquired and cleared land.³¹

Over the course of the following decades, Cumberland completed several urban renewal projects, which significantly altered the landscape of downtown Cumberland. Many blighted properties were cleared to make way for improved infrastructure like the Cumberland Thruway (I-68), Queen City Drive, and the Bedford Road Bridge. New public amenities like urban plazas and increased parking also resulted from acquisition and demolition. Specific projects during this era included the John F. Kennedy Apartments in 1967, the Cumberland Shopping Center (or Cumberland Plaza) in 1975, the conversion of Baltimore Street to a pedestrian mall in 1976, and the Public Safety Building in 1985. The projects were intended to stabilize population and economic decline and entice downtown economic development to compete with growing suburban commercial development.

Despite the loss of many buildings during the mid-twentieth century, Downtown Cumberland has become one of the area's success stories, surviving "devastating floods and fires during the late nineteenth and early twentieth centuries and nearly fifty years of economic decline and urban renewal efforts in the latter half of the twentieth century."³² Between the 1990s and mid-2000s, Downtown Cumberland experienced slow but steady revitalization. Vacancy rates on Baltimore Street dropped from 60% in 1988 to 30% in 2002 and 15% in 2008. New businesses opened which provided new jobs and increased public and private investment. Population downtown increased from just under 2,400 in 1990 to approximately 2,250 in 2000, following nationwide urbanization trends.³³ The Canal Place Preservation District was designated in 1998 and the increased focus on heritage tourism has been a major benefit to the City of Cumberland.



"Cumberland Bird's Eye View," Fowler and Kelly, 1906.

Endnotes

- 1 Early History from the Kathy McKenny, “Preservation District Design and Preservation Guidelines for Cumberland, Maryland” (report, City of Cumberland, 2005), 7.
- 2 Ibid., 7.
- 3 Ibid., 7.
- 4 Paula S. Reed & Associates, “Footer’s Dye Works,” (Maryland Inventory of Historic Properties Form, Maryland Historical Trust, 2006), 8-1.
- 5 Kathy McKenny, “Preservation District Design and Preservation Guidelines for Cumberland, Maryland,” 7.
- 6 All of the church buildings that existed by the mid-twentieth century were either replacements of these earlier buildings or the congregations did not develop until later. Church Women United of Greater Cumberland Area, “Bicentennial Histories of Old Area Churches,” (Pamphlet, 1976).
- 7 Kathy McKenny, “Preservation District Design and Preservation Guidelines for Cumberland, Maryland,” 7.
- 8 Ibid., 8.
- 9 Kathy McKenny, “Preservation District Design and Preservation Guidelines for Cumberland, Maryland,” 8.
- 10 David Umling, “2013 Comprehensive Plan: Neighborhood Element” (report, City of Cumberland, 2013), 2.
- 11 “Cumberland History,” National Park Service, accessed April 20, 2015, <http://www.nps.gov/nr/travel/cumberland/history.htm>.
- 12 Paula S. Reed & Assoc. “Footer’s Dye Works,” 8-2.
- 13 “Community Economic Inventory” (Report, City of Cumberland, 1966), History Section.
- 14 Population tabulations from Sanborn Map Company, Cumberland, Maryland, (New York: Sanborn Map Company, 1877, 1910, 1921, 1941), index maps; 1930 historical census information from the “Cumberland, Maryland Comprehensive Development Plan” (Report, City of Cumberland, 1963), 9.
- 15 Kathy McKenny, “Preservation District Design and Preservation Guidelines for Cumberland, Maryland,” 8.
- 16 “Allegany County Early Architects” (Pamphlet, Preservation Society of Allegany County, 1983).
- 17 Paula S. Reed & Assoc. “Footer’s Dye Works,” 8-3; and Dan Whetzel, “Allegheny Museum Features The Kelly-Springfield Tire Company,” Mountain Discoveries, Spring-Summer 2002, <http://www.mountaindiscoveries.com/images/ss2012/allmuseum.pdf>.
- 18 Allegany High School, Surviving the Great Depression (publication of the Allegany High School Social Studies Department, 2001), 18, 42.
- 19 Ibid., 74-75.
- 20 Ibid., 18, 43-45.
- 21 Ibid., 34.
- 22 Allegany High School, Work & Wait. Allegany County: The Home Front Years 1941-1945 (publication of the Allegany High School Social Studies Department, 2003), 25.
- 23 Ibid., 27.
- 24 Paula S. Reed & Assoc. “Footer’s Dye Works,” 8-3.
- 25 Historical census information from the “2013 Comprehensive Plan: City-Wide Element” (Report, City of Cumberland, 2013), 9. Earliest year available in report was 1940. Allegany County 1940 % change calculated from 1930 census information provided in Allegany High School, Surviving the Great Depression, 18.
- 26 Blair and Stein Associates, “Urban Renewal Recommendations” (report, City of Cumberland, 1962), 9.
- 27 Ibid., 35-36.
- 28 Ibid., 21-22, 24-25.
- 29 Ibid., 28.
- 30 Ibid., 32.
- 31 Ibid., 30-31.
- 32 “2013 Comprehensive Plan: City-Wide Element” (Report, City of Cumberland, 2013), 17.
- 33 Ibid., 15-16.