



THE MONTGOMERY COUNTY STORY

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Alexander Casanges
President

Martha Sprigg Poole
Editor

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COMMUNITIES ALONG THE
METROPOLITAN BRANCH
of the
BALTIMORE AND OHIO RAILROAD
by
Everett B. Wilson

LOCAL HISTORY
by
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The explosive growth of Montgomery County's suburbs was made physically possible by three notable developments:

- The coming of the B & O Railroad in 1873.
- The extension of the trolley lines in the 1890's.
- The advent of the Model T Ford (and other autos) and the related expansion of the County's highway system after 1900.

The B & O track ran from the terminal in downtown Washington out through Takoma Park and across the County to Dickerson and then into Frederick County to Point of Rocks. There it joined what was then the railroad's main line from Baltimore to Frederick and then Cumberland and the west. (The new track originally known as the Metropolitan Branch ultimately became part of the railroad's main passenger line.)

The route finally selected-- one of four possibilities that had been surveyed-- was to mean the creation of eight completely new communities in the County, in addition to stimulating seven already existing villages: Sligo, Montrose, Rockville, Derwood, Gaithersburg, Germantown, and Barnesville.

The idea of building a railroad from the Nation's Capital to the north and west had been suggested in the 1820's but was sidetracked in favor of constructing the C & O Canal, which the railroad later helped to put out of business. Then a company was formed in the 1850's to build a line from Georgetown to the north, but a financial depression in 1857 discouraged that plan. Finally, the charter for the new branch of the B & O was granted in 1865.

Although the existence of rail service to downtown Washington eventually was to open up an important part of the County to commuting and suburbanization, those developments were comparatively slow in coming. In the 10 years prior to 1870, the County's population rose by 2,241 persons, or 12 percent-- from 18,322 to 20,563. In the following decade during which the line was in operation for more than six years, the population gained 4,116, or about 20 percent, more than a normal growth but not spectacular. In that period, four new communities were started in a modest way along the line-- Knowles Station (Kensington), Washington Grove, Boyds, and Dickerson.

Between 1880 and 1890, the population gained only about 10 percent, reaching 27,185. Between 1890 and 1900, when trolley service also had reached the county, the population rose to 30,541, a gain of a little over 12 percent.

Not all of the stations ultimately put in service were opened when the trains first began to run; some stations were known by several names, and some did not bring about the formation of new communities; notably, Linden, Ray's Quarry, Windham, Halpine, Cloppers, and Little Seneca.

For a time, after the idea of suburban living and commuting by railroad had begun to take hold, the B & O was a factor of real importance in County living. As close-in Washington began to fill up, increasing numbers of downtown workers became more willing to spend an hour or more a day commuting back and forth by railroad, in return for the privilege of living in the wide open spaces of Montgomery County. However, the number of commuters never became really large by today's standards, and the passenger traffic never was too great west of Rockville.

The distance from Silver Spring Station, the first stop in the County, to Dickerson Station, the last stop, is 28 miles. The run from Rockville to the original downtown terminal at New Jersey Avenue and C Street measured 16 miles and took some 45 minutes in 1880 on a train that made all intervening stops.

Brief histories of the 15 communities along the B & O follow. The stories of Silver Spring, Kensington, and Rockville are relatively short because they have been well told in earlier available publications of the Montgomery County Historical Society. The individual community histories are presented in geographical order as the railroad reaches them from east to west. The mileages appearing next to the community names are the approximate distances from the present downtown terminal at Union Station.

Takoma Park-- 6 mi.

The first community served by the railroad, and the county's first suburb, was Takoma Park. It did not have a station of its own, so the residents used the nearby Silver Spring or Blair station. The town was established in 1883 when Benjamin F. Gilbert, a real estate man, purchased 90-odd acres astride the Maryland-District Line and along the railroad.

The tract he purchased was known as the Grammar farm, but the Martenet and Bond map of 1865 does not show a farm with that name or the name of any other landowner or resident in the immediate area. However, the Samuel M. Fenton family moved in 1870 to what is now the corner of Maple Avenue and Sligo Creek Parkway.

Isaac Thomas opened the first store in about 1884, a year or so after Gilbert made his land purchase, and is believed to have built the first house in the community at that time. By 1886, there were 16 completed houses in the town, and 100 people were living there.

The first post office opened up in 1888 with Mrs. Parmela W. Favorite as postmistress, and in the same year the first public school was established with 29 pupils. Miss Gardner was the teacher. By 1890 there were 96 students and two teachers, who were paid \$300 a year each. A school had been conducted in a private home by Miss Prentiss in 1886, and Bible classes, also in private homes, followed a little later.

Ground was broken for the first church-- the Union Chapel-- in 1888. The Trinity Episcopal Church was erected in 1893.

Also in 1893, the Brightwood Electric Company, a trolley line, reached the new suburb from the District and stimulated its growth. The B & W Transit Company, which ran out to the Glen Sligo Hotel on Sligo Creek, came in 1898.

The town, now a city, lies partly in Prince Georges County. An informal citizens' association was formed in 1888 and was formalized a year later. The town held its first municipal election in 1890, the year of its incorporation, when Gilbert was chosen as the first mayor.

A committee was organized in 1893 to form a bucket brigade, following a disastrous fire that destroyed several buildings, including the three-story, 30-room Watkins Hotel, built only a year earlier.

Silver Spring-- 7 mi.

The community now named Silver Spring was known as Sligo until about 1898, but a post office opened in 1861 was called Silver Spring and so was the B & O Station, both taking their names from the nearby estate of Francis P. Blair, who bought land nearby and built a summer home in about 1842. The name of the post office was changed to Sligo two years later, in 1863.

On the 1865 map, Sligo had three stores, two blacksmith shops, a wheelwright, a church, a schoolhouse, and a tollgate. When Thomas H. S. Boyd published his History of Montgomery County in 1879, he added a miller, a carpenter, two physicians, and two more churches. G. M. Hopkins' Atlas of 15 Miles Around Washington, also published in 1879, shows the Eagle Hotel, including a store and post office, located a short distance north of the B & O station and operated by J. L. Dorsey.

According to the personal recollections of Major Gist Blair, grandson of Francis P. Blair, the site of Silver Spring in 1897 was a "crossroads without inhabitants," but he must have been referring to the area south of the Eagle Hotel. Major Blair, also a son of former Postmaster General Montgomery Blair, says he petitioned for a post office for the district south of the toll gate and that the office was established with the name of Silver Spring in 1899, and he became its postmaster. The Sligo post office at that time was just a quarter of a mile away to the north.

Another observer states that, in 1900, Georgia Avenue was "a mud hole with car tracks on one side and a tollgate that charged two cents for a horse and carriage." As late as 1917, according to Major Blair, the community of Silver Spring, which by then had swallowed Sligo, consisted of only 75 dwellings, 10 stores, a mill, and a national bank. There was no police force, and the volunteer fire department was only two years old.

The name of the unincorporated community comes from gleaming flakes of mica seen at the bottom of a spring on the former Francis P. Blair estate.

Names of people residing in the area in 1865 are shown on the map drawn in that year. On the road to Burnt Mills, now Coleville Road, were Mr. Collins, R. W. Burche, and W. Thompson, plus a schoolhouse. On the east side of the turnpike to Brookeville, now Georgia Avenue, were Th. Gittings, Dan. Dodge, the tollgate, B. Schrider, and Jas. Crandle; on the west side were R. T. Wilson, Keys, Jno. Fiddler, L. Graves, W. R. Davis, Jno. T. Barnes, Hon. M. Blair, and Hon. F. P. Blair, Sr.

Then the atlas of 1879 adds some new names. On the east side of Georgia Avenue, south of Colesville Road, were Perry Collins, Washington Bonifant, Mrs. Mary Blair, Thomas Jones, and Samuel Jones; on the west side, north of Colesville Road, were Thomas B. Cissell, S. Lytton, Wyngate, the Rev. J. P. Averill, Joseph C. Childs, Mrs. M. Fidler, N. H. Holcomb, and S. G. Cissell.

The first church in the area was Grace Episcopal Church, erected in 1862 with the active help of the Blair family.

Forest Glen-- 9 mi.

Best known as the early home of the illustrious Carroll family, Forest Glen is located on a very early land grant that came into the possession of Daniel Carroll, a merchant in Prince Georges County. After his death in 1751, his wife courageously moved to the then isolated wilderness and took up residence with her daughters.

Her son, John, a Jesuit priest, joined her there in about 1774 and built a chapel. He rose steadily to eminence, culminating in his appointment as Archbishop of Baltimore. His brother, Daniel Carroll, the younger, did not reach the area until sometime prior to 1776 and then became a prominent statesman.

The Forest Glen region had been the site of an early Indian trading post on an old Indian trail and, in 1826, there had been an unsuccessful attempt to subdivide some of the land. When the B & O established its Forest Glen station, there was little in the area other than St. John's Catholic Church and the farms of Thomas Brown and C. M. Keys. No early Carroll homes remained.

In 1887, a large inn, known as Ye Forest Inn, was built just south of the Forest Glen station. In the early 1890's it became a fashionable resort for socialites in Washington. Then, in 1894, the inn was purchased by the National Park Seminary, a finishing school for well-to-do young ladies. The building later housed a junior college and now is part of the Walter Reed Medical Center.

Scattered about the grounds are a Japanese pagoda, an Italian fountain, several statues, and various other exotic structures installed by one of the presidents of the Seminary.

Kensington-- 10 mi.

When the B & O came along, Kensington was open farm land, the area within the town limits being located on the farms of Alfred Ray, Daniel Brown, George Duvall, and George Knowles.

At first, the settlement that began to spring up was known as Knowles Station. Then in the early 1890's a new station was built and named Kensington, and the village took that name also.

The Knowles farm was the first to be divided in the early 1880's, and a substantial community began to develop. Other lands were subdivided in the later 1880's and early 1890's. Then subdividing was stimulated further, starting in 1895, when the trolley service from downtown Washington to Chevy Chase was extended on to Kensington by the newly formed Kensington Railway Company. The track ran on out Connecticut Avenue to Jones Bridge Road, then west across Rock Creek and over into the center of town.

The only access by road to the railroad station until 1890 was via the Bethesda-Wheaton road. Then Plyers Mill Road was opened to the east, and a road was built to Garrett Park. Connecticut Avenue was not extended into Kensington until after 1900, when another road was opened to Forest Glen.

The town's first church was St. Paul's Methodist Church, which was dedicated in 1886. Others followed quickly. Kensington was incorporated as a town in 1894.

Garrett Park-- 12 mi.

As late as 1865, there was no one residing in the immediate Garrett Park area, but residents started to come soon after the railroad arrived. By 1883, there was an open air pavillion under towering oak trees, and the first one-room schoolhouse was established in 1893, five years before the still little town was incorporated.

The new community was named for John W. Garrett, a former president of the B & O. The first residents included a number of army and navy officers and executives of the railroad, who established summer residences there.

Dr. Henry W. Copp, who had the town landscaped to resemble an old English village, endeavored to promote an artists' colony in the town in about 1900, but the idea did not flourish.

The town of Garrett Park today has only about 1200 people, has only one commercial building, and occupies only about one-quarter of a square mile. It lies along Rock Creek, where residents used to swim and skate in the early days.

Montrose-- 13 mi.

This settlement, which has disappeared completely, was situated on the Georgetown-Frederick Road south of Rockville and a short distance west of the Randolph station on the B & O, which served its residents.

The map of 1865 shows a school, two blacksmith shops, and a postoffice, which was opened in 1863. Mrs. L. Ball's tavern lay a short distance to the south. Nearby residents were S. S. Parker, W. Dove, Thos. E. Holmes, Jno. Leffler, R. Geigler, Wm. Hance, T. Curlin, and Geo. Watt. No store is shown.

Rockville-- 16 mi.

As the County seat, beginning in 1777, Rockville had been a settled community for almost 100 years when the railroad came along. It then had a population of around 700 persons and was the County's largest village, as well as its leading commercial center.

It was the only community in the County that had a gridwork of streets in 1865, most of them having been laid out and named in 1803 when the town was resurveyed. That survey showed 85 lots in 19 squares.

The town first was known as Montgomery Court House, then as Williamsburg, after William Prather Williams, who laid out lots in the center of town in about 1785.

Early settlers in the vicinity included Richard Anderson, who lived nearby in about 1754, and Benjamin Adams, who resided on Falls Road prior to his death in 1765. Samuel Carnole, Kennedy Farrell, William Pritchett, and Thomas Owen, who kept Owen's Ordinary when Braddock's army came through and camped nearby in 1755, all lived in the area before 1776.

In 1793, an Episcopal Chapel-at-Ease was established just east of town, and St. Marys Catholic Church was built in 1816-18, although Father Plunkett had held services in private homes as early as 1804. Rockville Academy, a seminary for young men, was opened with the aid of a lottery in 1806.

The one large, old brick home remaining is the charming Beall-Dawson House, built in 1815 by Upton Beall and now the home of the Montgomery County Historical Society.

Even with the railroad, Rockville's growth was gradual, having risen to only 2047 persons by 1939. After World War II, the population began to expand rapidly.

Derwood-- 19 mi.

There was a small settlement at Derwood in 1865 before the railroad opened its station there. The only commercial establishment then was a blacksmith shop. By 1906, two stores, a flour mill, a post office, and the railroad station had been added, and there were about 10 houses.

Henry Wright Crabb was probably the first settler in the vicinity, living on his land grant named Valentine's Garden Enlarged. Nearby residents in 1865 were M. Rickett, Phil Griffith, Jno. Mullican, J. Rickett, Mrs. S. Hunter, and George Appleby.

A small post office is all that remains of the commercial development.

Washington Grove-- 20 mi.

This modest, residential town first began to develop the year before the railroad service began, when in 1873, Methodist church members from Washington, D.C., established there a camp meeting that met each year until 1924. The Washington Grove Camp Meeting Association, of which Dr. Flodoardo Howard was the first president, acquired 268 acres along the railroad tracks.

At the first meeting in 1872, 250 tents were set up, and in later years crowds of up to 10,000 persons would gather both by train and horse and buggy for the religious programs. The organization was a stock association with 1000 shares at \$20 each. One share entitled an owner to the privilege of erecting a tent and five shares obtained a cottage site.

The 1865 map shows no one residing in the immediate vicinity, and the atlas of 1879 shows only four permanent buildings. Then a community, consisting mainly of summer residents at first, gradually began to build up to a 1965 population of 644 persons. The quiet town, which occupies only .31 square miles, was incorporated in 1937. The community formerly had a hotel and an auditorium seating 1400 persons.

Gaithersburg-- 21 mi.

Benjamin Gaither, who built the first house there in about 1802, is credited with establishing this town, which is named in his honor.

George Washington is believed to have camped under a large oak tree near the present center of town, when en route to join General Braddock during the French and Indian War in 1755.

According to the atlas of 1879, J. T. DeSillum, who became a constable, settled on a farm nearby. The atlas also says that James B. Gaither settled on a farm outside town in 1815, and M. G. Thompson was a local farmer in 1827.

As late as 1826, the settlement is said to have consisted of only three or four houses, but by 1865 there were 17 dwellings in the vicinity, plus a school, church, and store. Robert Crawford kept the first hotel in town, and the first storekeepers were Benjamin Thompson, John Lowe, and Samuel Gloyd. The first school was operated by a Professor Amiss.

In 1846, the Methodist Episcopal Church was erected, the first in town. The first post office, established in 1851, was called Forest Oak, and the town was known by that name from that time until 1878 when the town was incorporated.

Germantown-- 26 mi.

Until the railroad opened its station, the settlement known as Germantown was located about a mile south of its present modest commercial area. The 1865 map shows only Julia Dove and Joseph Laman living near the new location.

The settlement did not take its present name until 1849, when it was named for a group of German families from Pennsylvania that had settled there. First arrival was Jacob Snyder, who came with his family in 1832 and built a log cabin. Soon afterward he was joined by Frederick Snyder, Frederick Richter, and Peter Hogan. The Metz and Stang families also arrived.

The map of 1865, drawn before the town began to move, shows seven houses at the old location, plus a store, post office, and blacksmith shop.

The first church near old Germantown was St. Rose's Catholic Church, built not far from Woodlands in 1835. The Baptist Church was built in 1860.

Boyd's-- 29 mi.

The historian Scharf says that the site of this settlement was "unreclaimed waste" in 1869, but things changed after the B & O station was located there a few years later. The new community, situated on land that had been owned by Camden R. Nichols, was named for Capt. James A. Boyd, who built a home there.

Reed Thomas had settled nearby in 1811, and James H. Beall arrived in 1829. Both were farmers.

The 1865 map shows S. P. Nichols, R. Nichols, Th. Reid, and E. G. Duley living in the general vicinity. James E. Williams built the first house in town and opened the post office in his store in 1875. The Presbyterian Church was erected in 1876.

Buck Lodge-- 30 mi.

Named after the nearby Buck Lodge Branch of Little Seneca Creek, this modest settlement did not begin to develop until some years after the railroad came through, although Richard Gott of Anne Arundel County had settled close by before 1790.

The map of 1865 shows Darby's grist and saw mill a short distance south of where the station was built, and nearby residents were Jno. N. Darby, Mrs. T. Jones, Geo. Leapley, Mrs. Ann Hoyle, and Jno. A. Reid.

A general store, a feed store, and a blacksmith shop came into being later on, but only the vacant store buildings and a few residences remain in the vicinity, plus vestiges of the old mill.

Barnesville-- 33 mi.

The Barnesville railroad station is located less than a mile south of the town. By 1879, a store and 10 houses had been built there, and the Sellman post office was opened nearby. However, unlike Germantown, the original town persisted.

William Barnes built the first house in Barnesville some time before the settlement was created by the assembly in 1811, at which time it was named for him.

Jonathan Willson built a home on a tract known as Willson's Inheritance and lived there to the then unusual age of 98 and died of an accident.

The first store was kept by Leonard Hayes. Jacob Stiers was the first blacksmith, and the first tavern keepers included Benjamin Tucker and William Trail. John Poole had a tannery there in 1810.

In 1805, there were only about five or six houses, but by 1865 there were 34 buildings, including two churches, two stores, a blacksmith shop, a carpenter shop, and a school.

St. Mary's Catholic Church was the first in the village. It was erected in 1808 under the supervision of Father Plunkett. Land for the church was donated by Zachariah Knott, another early settler. Barnesville Academy, a one-room school in a building measuring 30x60 feet, flourished there after 1830. Thomas Carr Lannan, graduate of Belfast College of Belfast, Ireland, was the first principal.

Dickerson-- 35 mi.

The railroad brought this settlement into being when it built its station there, the last stop in Montgomery County. It was named after W. H. Dickerson, who became the railroad agent, post-master, and store operator in 1873.

There was an early settler named Veitch, and John A. Jones, settled on a farm nearby in 1821. At about the same time Charles Willson built a handsome brick house named Inverness, which still stands south of town with its old dependencies.

Henry Scholl and Mary Hempstone were the only residents in the immediate vicinity of the town in 1865, and the settlement had not grown appreciably by 1879, although a small village with a store and mill had sprung up a short distance away.

LOCAL HISTORY

by

Martha Sprigg Poole

"Where can I get a history of Montgomery County?"

This request is received more often than any other by the Montgomery County Historical Society.

Unfortunately, there is no up-to-date, definitive history of our County. The Montgomery County Historical Society hopes that one will be written. But, alas, qualified historians are not a dime a dozen. Those in our midst are usually busy teaching, or else they are interested in some other field than local history.

While we await our published history, where can information on County history be obtained?

In our early days, our fore-fathers were too busy making history to write history. The Civil War, however, seems to have inspired many who had participated in the War to want to record their exploits. Histories of military units began to appear everywhere.

About the same time there began to appear numerous county histories. On the shelves at the Library of the Daughters of the American Revolution Library, for instance, are hundreds of County histories covering all sections of the country.

These more or less resemble each other. They were the work of local people with no training as historians. The writers used local records where available. Having exhausted these, the author would hitch up his horse and buggy and set out on a tour of the County, taking down notes on what was told him by the inhabitants much as a newspaper reporter does. He hoped to make money out of his undertaking, so he signed up prospective buyers. For an additional fee, one could get a longer write-up for himself and family, including a picture.

Professional historians tended to look down their noses at the efforts of these pseudo historians. But when the American Association for State and Local History was formed, the local historian came into his own. It is now generally recognized that the local history supplied a need that would not have been filled in any other way. Although generally appreciated nowadays, these works would be much more appreciated if they were indexed - and very few are!

Actually our Montgomery County fared better than most in the quality of publications available to us. We give you the names of four publications that provide much valuable information. Mr. Everett Wilson, in the preceding article, has made good use of it.

In our next issue, we will list later sources of information on our local history.

MARTENET and BOND's

Map of Montgomery County, Maryland

From actual surveys by S. J. Martenet and Assistants

Drawn and published by Simon J. Martenet, C. E.

No. 6 South Street, Baltimore

This map which appeared in 1865 is 35 x 30 inches in size; drawn to a scale of 1 mile in 1 inch.

The map shows election districts, towns, postoffices, bodies of water, location of properties including homes, stores, etc.; churches, roads, etc.

Simon J. Martenet was for many years City Surveyor of Baltimore. During the financial crisis of 1857 when his business had fallen off, to fill up his time he began a series of surveys which resulted in the production of maps of more than half a dozen Maryland counties. These were to be combined into a state map and atlas.

The Montgomery County Historical Society has an original map, gift by will of Mr. Arthur Bready. It was appraised at \$100 in 1955. The map has been reproduced and is available from a commercial firm.

The History of Montgomery County, Maryland

BY (Col.) T. H. S. Boyd

This modest little volume of 182 small pages was published by the author in 1879 with a second edition in 1880. A good idea of the contents may be gleaned from the title page.

The History of Montgomery County, Maryland

from its earliest settlement in 1650 to 1879

The early land grants - by whom patented - their order of settlement
and present owners

Local and general events

Leading incidents

Principal towns, villages, etc.

Its soil, products and industries

Also sketches of the prominent men of the County

Directory of Post Offices, Merchants, Manufacturers, Professors, Farmers

Tobacco Planters, Mechanics, Mills, Colleges, Schools and Churches

With an appendix containing a description of the prominent business houses
of Baltimore, Washington and Georgetown

Compiled and Arranged from Authentic Sources

The claims made by the author are not too extravagant as thousands of items of information are tucked away between the covers of the book. Even the 37 pages of advertisements are revealing, and their inclusion no doubt provided welcome financial

assistance toward the cost of publication. Since there is not an index, any one seeking specific information on a specific subject has a real job of "research" on his hands.

Col. T. H. S. Boyd was the son of the Rev. Reuben T. Boyd (1794-1865) who was born near Rockville. The father was a leader in the Methodist Protestant Church movement. When he retired in 1859 he acquired a home in Clarksburg, which Col. Boyd gives as his home.

This volume is very scarce. The Society has a copy of the Second Edition given by Mrs. Vaudia Edmonston.

History of Western Maryland

by J. Thomas Scharf, A.M.

Frederick, Montgomery, Carroll, Washington, Allegany and Garrett Counties
From the Earliest Period to the present day.
Including Biographical Sketches of their Representative Men
In two volumes, with illustrations
Philadelphia, 1882

This monumental work (the two volumes contain 1560 large, double-column pages) won wide acceptance and became the historical "Bible" of the localities covered.

The Chapter on Montgomery County (Vol. 1, pg. 640-788) contains thousands of items of information. The lack of an index makes it impossible to just browse. It is strange that in all the years since its publication no index has been made.

Biographical sketches and photographs are scattered through the chapter, their inclusion denoting in most cases that the subjects had made generous contributions to the cost of publication.

John Thomas Scharf, the author was a remarkable man. He was born in Baltimore in 1843, the son of the proprietor of a lumber yard. From 1861 to the end of the Civil War he fought in the Confederate Army and Navy. He was wounded three times and cited once for gallant conduct. Towards the end of the War he was a prisoner in the old Carroll Prison in Washington, but received a pardon from President Johnson. He returned to Baltimore where he lived until 1893, during which time he married and had three children.

During this period he practiced law and edited newspapers. He served one term in the Maryland House of Delegates; and also at one time was Commissioner of the State Land Office in Annapolis. In 1893 he was appointed special inspector of Chinese immigration, which required that he move to New York City where he lived until his death in 1898.

At some point in his busy career he developed an absorbing interest in historical writing. He produced seven monumental works on Maryland, including (1) Chronicles of Baltimore (2) History of Baltimore City and County, (3) History of Maryland (3 volumes) and (4) History of Western Maryland (2 volumes). He also wrote histories of Philadelphia, St. Louis, West Chester County, N.Y., Delaware and the Confederate States Navy.

He collected a vast array of old documents and records. These fill more than 100 boxes at the Maryland Historical Society in Baltimore; they are now being catalogued.

Scharf had the help of an educated negro servant as stenographer and indexer. He employed three men to search libraries, archives and newspaper offices.

Scharf's works were of great value in a day when, as a rule, people did not travel far and thus could not do their own research. Naturally errors occurred, but these are far outweighed by reliable information. The great weakness of his works for those who would turn to them for enlightenment is that they are often poorly organized and do not have indexes.

The Montgomery County Historical Society would like to own a copy of the History of Western Maryland.

Atlas of 15 Miles Around Washington

by G. M. Hopkins, C. E.

Philadelphia 1879.

This Atlas has maps of the different localities, showing the same type of features as the Martenet and Bond Map. These include political boundaries, rivers and streams, roads, churches, schools, etc. and show the names of owners of properties. It is a very useful volume.

The Society has a copy, given by Mr. William F. Prettyman.

(To be continued)

THE MONTGOMERY COUNTY HISTORICAL SOCIETY
103 W. Montgomery Avenue
Rockville, Md. 20850