

Do You Know The Street On Which You Live?

Greenmount Avenue Thoroughfare Named For Robert Oliver's Country Estate Is Part Of Historic Road

By EMILY EMERSON LANTZ.

GREENMOUNT avenue begins at Belair Market, at the intersection of Forrest street and Harford avenue, and continues northward until it becomes again what the thoroughfare was in the beginning—York road, connecting Baltimore of the Revolutionary period with what was long ago called "Little York," that city of Pennsylvania lying about eight miles southwest of the Susquehanna river.

At St. John's Protestant Episcopal Church, Waverly, the original road to York separates itself from the present highway, but the old route and the later one interlink, now and again, along the way.

AVENUE'S NAME.

The name of Robert Oliver, Anglo-Saxon gentleman and university graduate, who became a resident of Baltimore immediately after the War of the American Revolution, is identified with Baltimore's past in many ways and with the city's present in the names of two streets.

These are Oliver street, which bears his family name, and Greenmount avenue, which takes its name from that of his country estate, which, high and hilly, was most appropriately called "Green Mount." It was on the east side of the turnpike leading then and now to Pennsylvania.

EIGHT TURNPIKES.

There were in Baltimore's early days eight turnpikes connecting it with distant points.

There was one to Washington, D. C., and another to Frederick, Md., its course extending to Western States. A third was the macadamized Franklin road, terminating at that town, then some five miles from Baltimore. A fourth road led to Reisterstown, then about 16 miles from Baltimore, where the road branched, one portion going to the right and leading to Hanover and the other continuing to the left, with Westminster as its ultimate destination.

The fifth was the Jones Falls road, continuing about 12 miles and passing many mills by the way. The sixth, that which eventually became Greenmount avenue, and passed the Oliver estate, continued to Little York, in Pennsylvania. The seventh was the Harford road, ending (in 1839) 15 miles from Baltimore "at a bridge on the Great Gunpowder Falls, half a mile from McKim's copper works." The eighth road was the Philadelphia turnpike, which, in 1833, was finished only 23 miles.

GROUND FOR MARKET.

On October 6, 1818, Nicholas Rogers conveyed to the city, by deed, a lot of 100 feet on the southeast side of Gay street (then the Harford road) running southeast to Friendship street. The lot was contributed really to the city, but the stipulation was made that the ground should be used as a market and for no other purpose.

On May 26, 1828, five additional feet upon each side of the lot conveyed in 1818 was donated to the city upon the condition that no further ground of ground be conveyed for widening the market.

In 1844 the city condemned property from Gay to Hillen streets and in 1852 and 1853 added to the market land already possessed, the consideration being something over \$58,000. The situation of the market is on Forrest street, from Hillen to Orleans street. According to Scharf, the building of Belair Market was commenced in June, 1847. This building appears to have been wrecked by a windstorm about 1870 and the market house rebuilt.

The part of Greenmount avenue near Belair Market is so thickly settled that, through the generosity of Mr. Henry Walters, a free public bathhouse has been erected for some years at the intersection of Greenmount and Harford avenues.

The old railroad tunnel, running east, and west, that unites various branches of the Pennsylvania system, extends under Hoffman street, with its western entrance under Greenmount avenue and its eastern exit at Bond street.

INTERESTING SURVIVAL.

One of the most interesting survivals to Greenmount avenue from former years is the Eastern Public Hay Scales built and established by the State at the northwest corner of Greenmount avenue and Truxton street. Prior to 1876—the year of the Centennial Exhibition in Philadelphia—the scales was near Calvert Station. Inspectors are appointed by the Governor of Maryland.

As a business center Greenmount avenue always has been something of a mart for the buying and selling of hay, straw and food for cattle. The avenue was the natural route followed by farmers entering Baltimore by way of the York road and 40 years ago loads of hay and straw could not be sold in Baltimore without first being weighed at one of the State scales and their weight being certified by a State inspector.

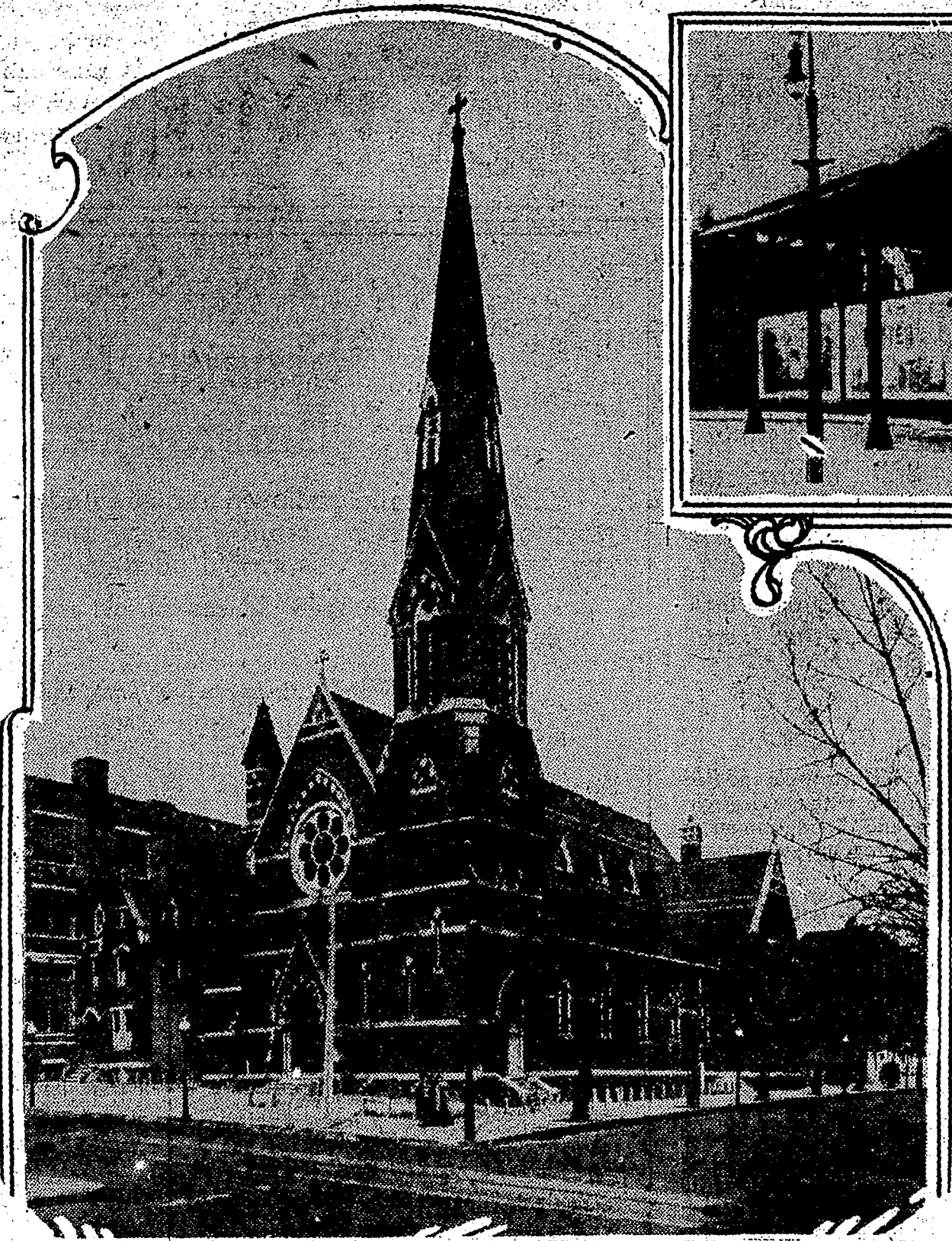
Naturally the farmer's first objective point was the scales, which also was a medium of information.

FEE PRESCRIBED.

The Maryland Code of 1895 provided that a fee of 1 cent be charged for each 100 pounds of hay or straw weighed, the inspector retaining three-quarters of the fee charged as his compensation and making quarterly reports to the State Treasurer.

Until the advent of the automobile the State scales were an exceedingly active municipal utility. Today, however, they are almost entirely unused.

The public scales on Greenmount avenue scarcely weighs more than five loads of forage a day at present, although during the World War it was kept pretty busy weighing canned to-



St. Ann's Catholic Church, at Greenmount avenue and Twenty-second street, was built through the generosity of Capt. William Kennedy.

matos and potatoes shipped overseas. Copper piping and other metals, in large quantities, are weighed also here. O. E. Ensor, of Cockeysville, is the present appointee to the office of State inspector at the Eastern Public Hay Scales, and Frank E. Bertram, has served many years as assistant inspector.

Adjoining the scales is a one-story brick structure used as its office. It was built in 1876, according to a date inscribed on the masonry.

SCULPTORS' WORK.

Artistic distinction is conferred upon Greenmount avenue by the fact that the ateliers of Joseph Maxwell Miller and Edward Berge, eminent sculptors, are there, at the southeast corner of Greenmount avenue and Oliver street.

France bestowed upon J. Maxwell Miller the distinction of "Officier d'Academie Française," the highest possible tribute to the sculptor's exceptional genius, in recognition of his artistic memorial to French soldiers and sailors killed during the war of the American Revolution.

Travelers visiting the islands of Hawaii will find in the museum of Honolulu "The Scalp," one of the most notable pieces of work executed by Edward Berge.

Beautiful works of art designed and executed by each of these sculptors are found in Baltimore, in the United States at large and in foreign countries.

GREEN MOUNT TRACT.

Green Mount was composed of several pieces of ground, one of which was bought by Robert Oliver in 1815 and another in 1822. Robert Oliver died on December 28, 1824, and it was not until 1833 that his executors, one of whom was his son-in-law, Robert Morgan Gibbs, sold Green Mount for the purpose of creating of it a public cemetery. The price paid for it was said to have

been \$65,000, the full amount being paid in 1841.

Robert Oliver was not buried originally in Greenmount Cemetery, but his remains were removed afterward to the vault built upon the portion of ground reserved for that purpose by his executors and trustees.

The cemetery was incorporated March 15, 1838, by William Gwynn, Robert Morgan Gibbs, Fielding Lucas, Jr., John S. Skinner, John S. Laffitte, Samuel D. Walker and John H. B. Latrobe. It was dedicated July 13, 1839. The Hon. John P. Kennedy delivered the leading address. The estate originally consisted of 60 acres, which has been extended since.

ROUTE TO CEMETERY.

To reach Green Mount on foot the pedestrian continued northward along Calvert street to "Belvedere," built by Gen. John Eager Howard and later occupied by John S. McKim, the site of which is now the bed of Calvert street at the intersection of Chase street.

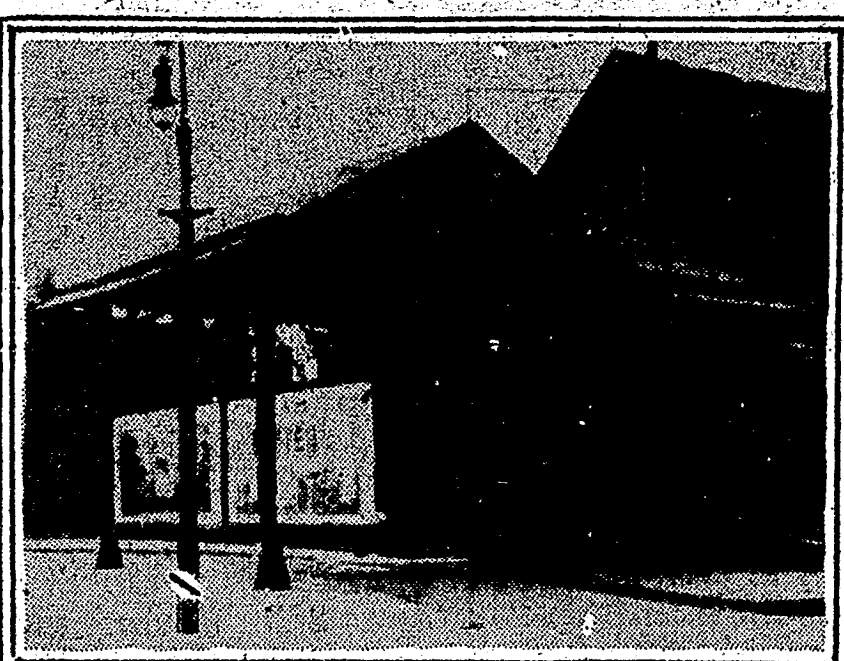
Turning here to the east he would take the next street running northward, which was called North or Belvedere street, and at what is now Preston street he would pass over Belvedere bridge which spanned Jones Falls and brought him directly to the great gate of the cemetery.

"While on the bridge," writes an old chronicler, "he may have a pretty view of a small part of the valley of Jones Falls, on the right hand of which he will see one of the reservoirs of the Baltimore Water Company, enclosed by a circular paling." This bridge was the route usually taken to reach the burying ground in 1852 and for some time later.

YORK ROAD CARS.

York road street cars were early in the transportation field among Baltimore street railways.

The Towson Road Railroad Company was incorporated March 9, 1853. The



The old hay scales at Greenmount avenue and Truxton street has had a part in both peace and war.

of her patron saint. Captain Kennedy also died before the edifice was completed.

It was the late Cardinal Gibbons (then archbishop) who preached the sermon when the church was dedicated, January 31, 1874. The church is 82 feet front by 100 feet deep, built of granite, with marble trimmings.

In the rear of St. Ann's Church was built the parochial school, opened in 1874.

ORPHANAGE ONCE NEAR-BY.

Near at hand was once St. Mary's Female Orphan Asylum, under the patronage of the Cathedral, a four-story brick building where homeless children from all over the archdiocese were cared for by Sisters of Charity. The building was erected and consecrated in 1876, but the orphanage is now removed to Cold Spring lane, Roland Park.

The history of the institution antedates either of these localities, however. As far back as 1833 the Sisters of Charity conducted an asylum for girls and a schoolhouse on Franklin street, near Park avenue.

Many of the little girls of that neighborhood attended the school, where higher branches of education were taught to pay pupils and a free school also was conducted for charity. The asylum's summer home was later on York road and continued there until the institution was removed to Roland Park as a permanent home.

FORMER ABELL RESIDENCE.

Along York turnpike stretched many interesting country estates owned by prominent Baltimoreans. Among them were properties owned by Capt. William Kennedy, Samuel Brady, F. W. Brune, A. G. Mott, Henry Taylor, S. G. Wyman and I. Nevitt Steele.

A PLEASANT TRIP.

The time schedule was one and one-half hours each way, and so pleasant was the ride many took the three-hour trip as an afternoon pleasure.

What was known as the York road line started from North and Baltimore streets, using the tracks of the City Passenger Railway through part of the city.

Children rode inside or on top the double-deck car, according to their sex. Little boys scrambled joyously to the top of the vehicle, while small girls remained meekly but wistfully inside.

St. Ann's Catholic Church is at the northeast corner of Greenmount avenue and Twenty-second street. The ground was given and the entire expense of building the church defrayed by Capt. William Kennedy. The donor's wife died a short time before the cornerstone of the church was laid, April 15, 1873, and the sanctuary was named in honor

Alburgh Vale, the home of the comedian John E. Owens and the estate of Joseph H. Rieman.

Between the York and Hillen roads lies Montebello, whose manor house once was the summer home of John W. Garrett, then president of the Baltimore and Ohio Railroad.

WAVERLEY'S NAME.

The original name of the picturesque village of Waverly, once a suburb, now a part of Baltimore city, was Hunting-ton, but changed at the suggestion of Henry Tyson, then superintendent of York Road Railway.

The village had asked the Federal Government for a postoffice, and the Washington officials agreed to accede to the request if Huntington would agree to change its name, there being already other postoffices of this name in Maryland. This the residents were willing to do.

Mr. Tyson, who was an admirer of Sir Walter Scott and a reader of the Waverley novels, thought Waverley a desirable name and the village was rechristened promptly, although the name of the locality now is spelled Waverly.

OLDEST WAVERLY CHURCH.

The oldest church in Waverly is St. John's Protestant Episcopal Church, better known in olden days as the Hunting-ton Church. It is on the east side of York road upon ground that was the site of a stone barracks built during the Revolutionary War. Afterward the barracks was used long as a schoolhouse, and there are residents of Waverly, now, who remember the building.

In November, 1843, a meeting was held of Episcopalians residing in the neighborhood, a vestry was incorporated on July 10, 1844, and in August of the same year the barracks property was purchased from the United States Government for \$1,200.

In 1845, the Rev. N. A. Hewitt was chosen as rector, and April 22, 1847, Bishop Whittingham laid the cornerstone of St. John's Church.

REBUILT AFTER FIRE.

Before the edifice was completed, it was destroyed by fire. The congregation began rebuilding the church and on September 16, 1858, the cornerstone of the present sanctuary was laid and the church consecrated in 1860 by Bishop Whittingham.

Bishop Whittingham was deeply interested in the welfare of St. John's, and Mr. Arthur H. Jackson, long a vestryman and treasurer of the church, and his wife, Mary, were both confirmed by him. In fact, so long has Mr. Jackson been associated with the church he

is affectionately called by residents of Waverly, "the Old Man of St. John's."

The church is built of gray stone, greatly resembling an English village church in its architecture, and it has a tower and belfry.

MEMORIES OF CHURCHMEN.

In a grassy churchyard adjoining the edifice rest the remains of many churchmen, among them the Rev. Dr. Charles W. Rankin, for many years rector of St. Luke's Protestant Episcopal Church, Carey street.

A stone parish house also is erected upon the church property.

Among rectors who served St. John's was the Rev. William F. Johnson, who died during his pastorate, on January 3, 1878, and who had been assistant rector of St. Paul's Church before his association with St. John's. He made the church, the rectory and the parish house of St. John's one of the most picturesque and beautiful groups of ecclesiastical buildings in Maryland. The Rev. W. D. Morgan has been rector of the church for the last 20 years.

TOLLGATE BY LANE.

There was for many years an old-fashioned tollgate at Greenmount avenue and Gilman lane, opposite the entrance to St. John's Protestant Episcopal Church.

Waverly Methodist Episcopal Church, erected in 1872, is on the east side of York road. Among names associated with Waverly are those of Jacob Aull, William A. Baden, J. C. H. Coffield, J. S. Bateman (whose home on the east side of York road is still occupied by Miss Clara S. Bateman); also the names of David Mumma, William Eaton, T. S. Bonnal and T. Schofield.

"THE DICKEY LINE."

The Peabody Heights and Waverly Railway, familiarly known as "The Dickey Line," operated from 1884 to 1892, when the line consolidated with the Baltimore Traction system, started from Thirty-first street and York road and had its car barns on York road, above Twenty-fifth street.

This line had three cars as its rolling stock, drawn by horses and operating upon a single track with two switches, one on Twenty-fifth street and the other on the St. Paul street hill.

The route was from York road, Waverly, to Maryland and North avenues, by way of Thirty-first, St. Paul, Twenty-fifth and Charles streets and North avenue.

Waverly Baptist Church, the cornerstone of which was laid August 6, 1872, was a development of still earlier religious effort. In 1855 Frederick Harrison opened a Baptist Sunday-school, and still earlier James Wilson had created

a religious center open to all evangelical denominations.

NAME OF GOVANS.

The name of James Govans, whose property lay in the vicinity of York road and who died in 1784, has been perpetuated in the name of Govans.

Wrenhurst, residence of the late James Young, State Senator from Maryland, and owner and publisher of the Baltimore Telegram (afterward the Democratic Telegram), was one of the most attractive places on York road, at Govans, and Beaumont, residence of Mrs. and the late Edgar H. Gans, of the Baltimore bar, is a charming home- stead still occupied by the Gans family.

FORTUNE FOR HOSPITAL.

Sheppard and Enoch Pratt Hospital, a mile south of Towson, between York road and Charles street, was founded through the benevolence of Moses Sheppard, who devoted the bulk of a large fortune to this object. This philanthropist was descended from the Rev. Thomas Sheppard, who was the first clergyman of Cambridge, Mass., to come from the Northern country after the settlement of Plymouth.

Moses Sheppard was born in Pennsylvania and being early left an orphan, he came to Jericho Mills, 17 miles from Baltimore. He owned a merchant mill on the Little Gunpowder falls, and in 1820 he erected at Light street wharf one of the first private tobacco inspection warehouses built in Baltimore. His York road property of about 370 acres had been the Mount Airy farm belonging to the estate of Thomas Fowlney. The grounds are picturesque and rolling with splendid forest trees. The main building of the hospital has a frontage of 375 feet and is built of stone and brick.

Opposite Sheppard and Enoch Pratt Hospital is Wiltondale, home of Mrs. Jessie Hilles Greenway. It was on this property that Mr. Greenway once had his stud of race horses, that—as did gentlemen's horses in Colonial days—ridden by their owners and not by professional jockeys.

STATE NORMAL SCHOOL.

Maryland State Normal School, on the west side of York road, just south of Towson, is erected upon ground, most of which belonged to the estate of the late Judge Richard Grason, and the residence now occupied by the principal of the school was once the home of John J. Nelligan, president of the Safe Deposit and Trust Company.

An article on Light street will be published in an early issue of The Sunday Sun.