Description:

Three distinct sites comprise the Union Manufacturing Company's installations: the construction staging area, the mill dam (both public), and the factory building sites (private). Six resources survive at the dam and factory sites. At the dam site, a partially intact ashlar granite abutment stands at the edge of the Patapsco River in Baltimore County. Most likely constructed in 1808 with the first buildings, the abutment secured one end of a dam and channeled water into the mill race. A later concrete dam, constructed by the successor Dickey enterprise about 1912 or 1916, crosses the river just downstream of the earlier dam site. This dam has been breached on the west side. The mill race itself, excavated in 1808 and 1809, varies around twenty feet wide and extends along the east bank of the Patapsco River approximately 1.6 miles to the factory sites. None of the original factory buildings survive, but an ashlar granite revetment wall, protecting the lower portions of the complex from the Patapsco, is partially intact. The wall probably dates from a period of construction which occurred between 1834

and 1850. A bridge abutment dating from the early 1850s, with later modifications, stands below the present mill. A poured concrete pier for a successor bridge stands in the waters of the Patapsco, and probably dates from the last quarter of the nineteenth century.

Significance:

Founded by William Patterson and other Baltimore business leaders, the Union Manufacturing Company is significant for a number of reasons. The company grew out of President Jefferson's embargo on imports, and as such is an important example of the new nation's attempt to achieve economic independence from Europe. The company was the first manufacturing enterprise incorporated by the state of Maryland, and was intended to produce the many different types of manufactured goods which had been previously imported. Cotton textiles were the first, and, as it turned out, only products of the Union Mills. As a joint stock company with both state and private subscriptions, and contributions of labor by the able-bodied

poor, the company was an early example of a public-private partnership to promote economic development and political union. The size of the enterprise was also significant, with sixteen mills forecast to operate from one dam and mill race; only four were ever constructed. From 1813 to 1815 the Union textile mills had the greatest productive capacity in the nation. The Union works operated until 1887, when William J. Dickey bought the complex at auction, and continued textile production, gradually shifting from cotton to woolen fabrics.

Survey No. BA 2809

MARYLAND INVENTORY OF HISTORIC PROPERTIES

Magi No.

DOE __yes __no

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Union Manufacturing Company Sites

and/or common

2. Location

street & number on and adjacent Dickey Mill Building lot, 840 Oella Ave not for publication

city, town Ellicott City X vicinity of congressional district 7th and 6th

state Maryland county Baltimore and Howard Counties

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	___ commercial	X park
___ structure	X both	___ work in progress	___ educational	___ private residence
X site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	X yes: unrestricted	___ industrial	___ transportation
	___ not applicable	___ no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Please see continuation sheet.

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Please see continuation sheet. liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title State Historic Sites Inventory: Oella Mills, BA-2375; Union Dam, HO-534.

date ___ federal X state ___ county ___ local

depository for survey records Maryland Historical Trust

city, town Crownsville state Maryland

Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Section 4.1

The construction staging area and the dam and mill race:

State of Maryland
Natural Resources, Department of Forests and Parks
Annapolis, Maryland 20701.

The factory building site:

Oella Mill LLP
840 Oella Ave.
Ellicott City, Maryland 21043

Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Section 5.1

1) The construction staging area:

Howard County Circuit Court
8360 Court House Drive
Ellicott City, Maryland 21043

Howard County Tax Map 25, Parcel 91,
Liber 261 Folio 208.

2) The dam and mill race:

Baltimore County Circuit Court
Courts Building
Towson, Maryland 21285

Baltimore County Tax Map 94, Parcel 74
Liber 5015 Folio 43.

Also recorded with:
Howard County Circuit Court
8360 Court House Drive
Ellicott City, Maryland 21043
Liber 514 Folio 667.

3) The factory building sites:

Baltimore County Circuit Court
Courts Building
Towson, Maryland 21285

Baltimore County Tax Map 100, Parcel 1089
Liber 6073 Folio 674.

7. Description

Survey No. BA 2809

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_X_ original site
___ good	_X_ ruins	_X_ altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Resource Count: 6

Three distinct sites comprise the Union Manufacturing Company's installations:
1) the construction staging area, Howard County [no resources];
2) the dam, Howard and Baltimore Counties, and mill race, Baltimore County [three resources];
3) the factory building sites, Baltimore County [three resources].

(The extensive residential complex of Oella, Baltimore County, associated with the Union Company Mills and the successor Dickey Mills, has been initially listed for the Oella Mills National Register Historic District, BA-150. Inventory numbers also have been assigned for the following specific buildings in Oella: Storekeepers House, BA-878; Treuth House, BA-2075; Union Factory Carpenters' Shop, BA-2088; Spring Street Houses, BA-2089-2093; Stone Row, BA-2350; Long Brick Row, BA-2368; and the Dickey Factory, BA-2375. The Union Dam and railroad tunnel are BA-534.)

Site one, construction staging area. This site is known only through documentary evidence; no remains survive above ground. Company President Robert McKim's report, published January 1809, details seven structures:
1) an old mill house, refitted as a machine shop;
2) a new saw mill, adjoining above;
3) through 5) three existing small buildings, repaired as laborers' dwellings;
6) a new smith's shop, with two fires;
7) a new bridge.

Site two, the dam and mill race.
1) a stone dam abutment, nineteenth century [partially extant];
2) a concrete dam, ca. 1912 or 1916, [extant];
3) the mill race, 1808-1809, [extant].

Site three, the factory building sites.
1) First factory building: five story, stone, 106 by 44 feet, with a gable roof and an inside, gable-end chimney at the rear, and a belfry set on the peak of the

[Please see continuation sheet.]

gable at the front. A lantern may have extended the length of the gable peak--from the chimney to the belfry--forming a monitor roof. Twelve bays of windows articulated the side elevation; six bays of skylights illuminated the garret.
1808-1809, burned 1815.

2) Machine house or carpenters' shop: three story, rough-cut stone with ashlar corners and jack arches, dimensions approximately 45 by 25 feet; gable roof with inside gable-end chimneys--one at each end centered on the gable peak. Six bays of windows articulate the facade, three bays each end elevation, with a single bay in each gable. Three bays of skylights opened into the garret.
ca. 1809-1812, razed ca. 1941.

3) Second factory building: five story, stone, 106 by 44 feet, with a gable roof and inside gable-end chimneys--one at each end centered on the gable peak. A lantern may have extended the length of the gable peak--from one chimney to the other--forming a monitor roof.
ca. 1813-1814.

After mid-nineteenth-century renovations, thirteen bays of windows articulated the side elevation, with the center bay pulled forward and capped with a gable dormer. Shed roof dormers had been added as well, presumably over skylights like those depicted in Mill 1. Two smaller additions had also been made to the north end; one of three stories and one of four, each with three bays facing the river and gable roofs.
Before ca. 1854-1860.

Third-quarter nineteenth-century renovations added a gambrel roof to the mill building, however the lantern was retained above the two southernmost bays. The northern additions had been changed as well. These now consisted of three small connected buildings, each two stories. The northern building had a stone foundation and either brick or stone above, with a gable roof. The center building was entirely of stone, with a low hipped roof. The southern building had a stone foundation and either brick or stone above, with a low hipped roof; the tail race for the mill ran under this structure. Attached to the south end of the

main mill building was a frame[?], gable-roofed structure with a tall, square, free-standing chimney.
Before ca. 1882.
Burned 1918.

4) Replacement for first factory building. Evidently reconstructed within the existing stone walls. Five stories, stone, approximately 106 by 44 feet, with a gambrel roof and inside gable-end chimneys--one at each end centered on the gable peak. Twelve bays of windows articulated the side elevations. A row of shed-roofed dormers occupied the space in the lower slope of the gambrel above each bay; these also may have replaced skylights.
ca. 1824.

Probably a later addition was a stone structure attached to the west end of the main building. Three story, stone, with a step gable facade facing the river. The river facade had five bays, and two bays extended along the side elevation from the end of the main mill building. Above, the gable possessed three steps, and fronted a gambrel-roofed garret with two levels. The lower of these garret rooms opened in three bays on the river facade--a door at the center--and two bays of shed dormers on each side. A demi-lune window at the peak of the step gable lighted the upper garret level. This building extended across the tail race, and at the lower left of the river facade, an arched opening allowed waste water to exit.
Before 1854.

Third-quarter nineteenth-century renovations included a two-story addition to the river facade of the step-gable structure. This addition likewise comprised a two-bay side elevation and a five-bay facade elevation. The addition was finished with a low gable roof instead of a gambrel. A single square window occupied the center of the low gable end; this faced the river. A tall, square chimney had also been added to the north side of the main mill building. This stood out from the structure, and was connected to the building by a short bridge at the top. The bay of windows behind this chimney was closed.
Before ca. 1882.

Later, the addition previously made to the step-gable structure was altered with the construction of an additional story in frame. As before, a low gable roof

fronted the river, but this gable end was now sufficiently large to accommodate three windows.
After 1887, probably before 1896.
Burned 1918.

5) Third factory building. Three stories, stone, approximately 27 by 60 feet, with a gable roof and a step-gable facade to the south. Five bays of windows articulated the river elevation (to the west), while the facade had three bays, and the rear elevation (to the north) only one bay. These openings on the north elevation were doors, one positioned between the first and second floors, and the other in the garret. The central opening in the facade at the garret level was also a door. The facade gable rose three steps, like that of the addition described at number 4 above. It is probable the garret contained skylights at each bay, though shed dormers certainly existed over the second, fourth, and fifth bays from the north. The tail race for this mill opened directly to the north of the building; the tail race for the replacement mill (number 4, above) opened directly south of the building.
After 1834, before 1850.

In the early 1850s, a railroad spur crossed the river, and by 1878 a siding was run to the facade of this mill, meeting it at the level of the second story.

After 1887 and before 1896, two of the dormers were removed.

Burned 1918?

6) Ashlar granite revetment wall at the river's edge, after ca. 1834?
This wall extended the length of the complex, from a point north of the northernmost mill, to the south side of the railroad bridge (see number 7, below). It was ultimately opened at four points to accommodate the tail races from each of the four Union mills [partially extant].

7) Iron Truss Bridge, for a railroad spur, after 1850 and before 1854.
Replaced with a standard trestle, after 1887 and probably before 1896.
Washed out in 1972 flood. An ashlar granite abutment in Baltimore County survives, and a concrete pier stands in Howard County. [partially extant].

Section 7.4

8) Fourth factory building. Two stories, stone, approximately 250 by 52 feet, roof type unknown. Short side to south was contiguous with north wall of replacement mill--number 4, above.
1882.

Extensive later renovation included the addition of another story, in brick, for the full length of the building. In this configuration, a low gable roof sheltered the building, and on the west elevation were probably 25 bays of windows. At the fifteenth bay from the north stood a square tower projecting from the wall, no taller than the roof. The tower had no windows on its west elevation, and a single bay to the south.
Probably after 1887, certainly before 1896.
Burned 1918.

8. Significance

Survey No. BA 2809

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	X community planning	___ landscape architecture	___ religion	
___ 1400–1499	X archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
X 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation	
___ 1900–	___ communications	X industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates 1808 **Builder/Architect** unknown

check: Applicable Criteria: X A X B __C X D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: X national __state __local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Union Manufacturing Company Sites

The significance of the Union Manufacturing Company is many-fold. Union opened the first large-scale, water-powered textile mills in the state, and while its two original mills were in operation--from ca. 1813 through 1815--its productive capacity was the largest in the nation. The Union Manufacturing Company was the first industrial entity to be incorporated by the state of Maryland. As an early example of a public-private partnership to promote economic independence, the Company was an important component of the movement to transform the new American states into a single, united nation.

Second only to the Ellicott brothers' development of the Patapsco River valley in the fourth quarter of the eighteenth century, the Union Manufacturing Company was the most ambitiously conceived industrial enterprise in the region. Established in February, 1808, the Union Manufacturing Company began production of cotton textiles on a site just north of the Ellicott's merchant flour mills in May of 1810 (Patterson, p. 3; 1820 Manufacturers' Census, transcribed in McGrain, *Oella Mill Village*, p. 6). The Union factory was the first water-driven textile mill in the state, and rivaled in size and productive capacity the Slater mills in Rhode Island--the first mechanized textile mills established in the United States (Bagnall, pp. 488-490; Tucker, p. 51). Cotton yarns and fabrics, however, were not intended to represent the full range of production at Union. Both the company's articles of association and the state incorporation charter called for the manufacture of all other types of products typically imported from European sources (Patterson, pp. 17, 18; *An Act*, p. 3) .

The directors' master plan for the complex called not simply for one mill, but for

[Please see continuation sheet.]

an integrated installation of sixteen mills driven by water power from a single massive dam and mill race (McKim). The name "Union" thus held both literal and figurative associations. First, a variety of manufactured goods were to be produced in a group of distinct factories united by a single power source. In addition, the system of support devised for the enterprise encompassed investments of both capital and labor. Funding derived from both private and state investments in stock certificates, payable in small increments to make such purchases affordable to the greatest number of people; the able-bodied poor, who might also find work in the completed factories, were to contribute labor for construction as well. Sale of stock was to be offered in every Maryland county to ensure state-wide support. In short, "by interesting a large number in the success of our experiment," the company directors sought to unite Maryland citizens to achieve numerous civic goals: economic independence through the domestic manufacture of previously imported products; improvements to public morality through the support of the poor and the discipline of labor; and the development of technical and manufacturing expertise in the citizenry at large (Patterson, pp. 14-16). Recognizing the regional--and indeed national--importance of this enterprise, the General Assembly issued to Union the first incorporation certificate ever granted to a commercial entity in Maryland history (McGrain, *Oella Mill Village*, p. 2).

Unfortunately, most of the operating records of the Union Company and the nineteenth-century records of the successor William J. Dickey and Sons have been lost to fire. Surviving documentary and iconographic sources, however, do permit the organization of a general chronology for the Union factory buildings (please see section 7, description). The earliest surviving account is the report of company president Robert McKim, published in the *[Baltimore] American and Commercial Daily Advertiser*. McKim gives the state of development at the end of 1808, and his observations are of particular importance as they indicate how the construction project was organized. His report is the only information yet found which depicts the structures adapted and built at the company staging area on the west side of the Patapsco River. The precise location of this site is not known, though it very likely is illustrated in two maps dating from 1823 and 1831, where the site is called, respectively, the "Eagle Factory," and the "Old Eagle Factory." Both are included with this inventory form at Maps.4 and Maps.5. McKim's report indicates that the site was a "few perches" above the bridge built across the river just below the end of the mill race. Union Dam, obviously, was

built at the end of the race, and both maps show the "Eagle factory" site to have been on the west side of the river not far upstream of the Union dam. Griffith's 1794 Map of Maryland (here at Maps. 3) illustrates a saw mill on the east bank of the river at approximately the same location; could Griffith have placed this mill on the wrong bank? Additional public record research may clarify the question. McKim unequivocally states that the staging area mill building and other structures pre-dated the Union ownership of the property. Downstream, on the east bank of the Patapsco, the first factory building at Union had reached the height of two stories when McKim wrote in January 1809. This building was topped out at five stories the following October, and with the installation of machinery, production began in May of 1810 (1820 Manufacturers' Census, transcribed in McGrain, *Oella Mill Village*, p. 6; and McGrain, *Oella Thread,* p. 2).

The company machine shop appears in completed form--as does the first mill--in an illustration of the complex by Maximilian Godefroy, dating from 1811 or 1812 (here at Archive Images.1 and .2) (Alexander, pp. 27-31). Of all the industrial buildings, this shop was the longest lived; it was destroyed in an expansion of the Dickey family's Oella Mill in the early 1940s (McGrain, *Oella Thread,* p. 4).

In November of 1813, the second factory building at Union was under construction, and by 1815 was in operation (*Niles Register*; 1820 Manufacturers' Census, transcribed in McGrain, *Oella Mill Village*, p. 6). In December of that year the first factory building burned, but rebuilding was not commenced until the 1820s; work had been completed--though the factory was not yet operational--at the close of 1824 ("FIRE;" Sparks, p. 128). The 1887 auction report and the 1896 property tax register for the factory complex give dimensions for this replacement factory approximating those of the original twelve-bay, five-story stone building. The 1887 auction report of every building in the complex calculated the number of stories for each building by including the attic, thus giving the factory six stories instead of five. In 1896, the tax assessors more accurately recorded the number of stories for the stone replacement mill as five (both transcribed in McGrain, *Oella Mill Village*, pp. 11, 12, 30). A photograph of this structure taken very likely after William J. Dickey completed renovations of the whole facility (ca. 1887-1896) shows this replacement mill had twelve bays of windows, like the first mill it replaced (Maryland Historical Society, here designated negative number one). Economy of effort suggests that the replacement mill incorporated as much of the original stone walls as possible--

hence the approximately equal dimensions, twelve bays, and five stories of each. The apparently different orientation of the Godefroy illustration--at an acute angle to the river instead of perpendicular as later lithographs and the photographs show--was most probably an exercise in artistic license to display as much of the new building as possible within the larger context of buildings and landscape.

The date of the third factory building can at present be placed only within a fifteen-year window, between 1834 and 1850. *Niles Register* reported in April of 1834 that the Union Company had only two mills, while by March of 1850, *The Howard Gazette* stated three were in operation (*Niles* cited in McGrain, *Oella Mill Village*, p. 7; "Ellicotts Mills"). The third factory is illustrated in the Schofield lithographs of 1854 and ca. 1860 and in the late-nineteenth-century photographs of the complex. It shares the same step-gable facade design with an annex attached to the replacement mill, first illustrated in the Schofield lithographs. The design affinity suggests that both may date from the same period, that is, at least before 1850. The annex was not a free-standing structure, and consequently would not have been reported as a separate mill building.

The construction of the third factory building may also suggest a date for the ashlar revetment constructed along the bank of the Patapsco below the complex. Mills one and two (and the replacement for mill one) were both sited high above the Patapsco, while mill three was positioned directly on its bank--vulnerable to erosion and damage from high water and from the unchanneled waste water of the higher mills. A retaining wall to protect this substantial new investment would have been at this time a particularly appropriate addition to the complex.

In 1850, the Union directors sold land on the west bank of the Patapsco to the Baltimore and Ohio Railroad for improvements to the rail line; in conjunction with this sale, the railroad agreed to install two switches and construct a siding opposite the factories, "sufficient . . . to accommodate each, at least two eight wheel cars" (Howard 9/443). The 1854 Schofield lithograph of the Union works shows a truss bridge linking the complex to the railroad. Since the 1850 deed makes no mention of extending tracks across the Patapsco, perhaps this first bridge served only the Union Company's wagons. By 1878, however, a spur line had been extended across the river as Hopkins' *Atlas* indicates (here at Maps.10) where it split to reach factories one and three. The Maryland Historical Society

photograph which pre-dates 1882 (here designated negative number one) shows a truss railroad bridge at the same location. By the period of the later photographs (here designated negatives number two and three; ca. 1887-1896) the truss bridge had been replaced with a standard trestle.

The evidence of these Maryland Historical Society photographs--actually film copies of large-format, glass-plate negatives--is a particularly important record of the last years of the Union Company and the early changes instituted by William J. Dickey. Negative one, a panoramic image made before 1882, shows tall square chimneys attached to low structures at both mills one and two, clear evidence of the installation of steam engines as a supplemental power supply. At about this same time, two other important local mills converted to steam, the Orange Grove Flour Mill (BA-2808) in 1873 and the successor enterprise to the Ellicotts Flour Mill (HO-73) in 1875.

Significantly, the panoramic image of the Union Works does not show mill number four, erected between mill numbers one and two in 1882 (*Maryland Journal--Towson,* 14 October 1882, as cited in McGrain, *Oella Mill Village*, p. 10). This last factory of the Union complex was a weaving mill described in the 1887 auction report as "two stories high, stone" (Bagnall, p. 496; auction report transcribed in McGrain, *Oella Mill Village*, pp. 11, 12). Negatives number two and three show mill four as a three-story building, with the uppermost story of brick, and the 1896 Baltimore County property tax register states that mill four has three stories (transcribed in McGrain, *Oella Mill Village*, p. 30). Bagnall's history of the textile industry in America tells of a "depression in the market for cotton goods from 1883 to 1885," a circumstance which in combination with the recent heavy investment in a substantial new mill building--and perhaps machinery improvements in the other structures--drove the Union Company directors to divest their holdings (Bagnall, p. 497). William J. Dickey purchased the plant at auction in 1887, and undertook further modernizations of the physical plant, as witnessed in the photographs. These included the additional story in brick to mill four, the replacement of the truss railroad bridge with a trestle, the erection of a number of smaller structures and additions--particularly at mills one and three--and the likely construction of an electric power house at the north end of the complex. Ellicott City's first electric power house was also organized at this same time, in 1891-1892 (Howard 58/111). William J. Dickey died in August of 1896, and specified that the complex not be

sold for seven years (McGrain, *Oella Mill Village*, p. 13). The photographs thus most likely record changes made to the mills before Dickey Senior's death; with the property held as an estate for seven years, the management probably made no further investments until the title could be cleared. William J. Dickey and Sons began this next generation operations in 1903. Fire destroyed the surviving Union Manufacturing Company mills one, two, and four--at least--in January 1918 (McGrain, *Oella Mill Village*, pp. 13, 14). Mill number three, if not consumed by fire, was evidently destroyed as the new Dickey mill took shape on the same site.

9. Major Bibliographical References

Survey No. BA 2809

Please see continuation sheet.

10. Geographical Data

Acreage of nominated property eleven

Quadrangle name Ellicott City

Quadrangle scale 1 : 24,000 — 7.5 Series

UTM References do NOT complete UTM references

	Zone	Easting	Northing
A			
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification

Please see continuation sheet.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Henry K. Sharp

organization none **date** 9 March 1999

street & number 100 South Street West **telephone** 804/295-0140

city or town Charlottesville **state** Virginia 22902

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

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

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023

PS-2746

Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Section 9.1

Act to Incorporate the Union Manufacturing Company of Maryland. Baltimore: John D. Toy, 1847.

Alexander, Robert L. "The Drawings and Allegories of Maximilian Godefroy." *Maryland Historical Magazine*, 53 (March 1958) 1: 17-33.

Bagnall, William R. *The Textile Industries of the United States.* Cambridge: The Riverside Press, 1893; reprinted New York: Augustus M. Kelley, 1971.

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Hopkins, G. M. *Atlas of Howard County Maryland.* Philadelphia: F. Bourquin's Steam Lithographic Press, 1878.

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Patterson, William. *Report of the Committee and Constitution of the Union Manufacturing Company of Maryland.* Baltimore: Niles and Frailey, 1808.

Section 9.2

Sparks, Jared. "Baltimore." *North American Review*, 20 (January 1825): 102-138.

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Howard County Historical Society Library, Ellicott City, Maryland:

Schofield, John. *Panoramic View of the Scenery on the Patapsco, Ellicotts Mills, Md.*

Library of Congress, Washington, D.C., Geography and Maps Division:

Griffith Map of Maryland, 1794; G 3840 1794 .G7;
Martenet's Map of Howard County, 1860; G 3843 .H6 1860 .M3;
Raynolds' Military Map of Baltimore County, Maryland, 1863; G 3843 .B3 1863 .R3;
Taylor's Map of the City and County of Baltimore, 1857; G 3843 .B3 1857 .T3.

Maryland Historical Society Library, Prints and Photographs Division, Baltimore, Maryland:

HoCo--Industry--Cotton (Ellicott City) Dickey & Sons, ca. 1950 [date incorrect]; large-format film copies of glass-plate negatives; three images: 1) panorama taken shortly before 1882; 2) detail probably after 1887, certainly before 1896; 3) detail probably after 1887, certainly before 1896.

Schofield, John. *View of Ellicotts Mills from the Heights above Elizabeth Ellicott's Residence,* 1854; accession number 91.163.

Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Section 10.1

Verbal boundary description and justification.

1) The construction staging area:
Precise location unknown. The site's probable boundaries encompass the area along the west bank of the Patapsco River running upstream (north and west) from the Union Dam to a point beyond the western abutment of the Route 40 bridge across the Patapsco.

2) The dam and mill race:
These are clearly identifiable landscape features. The concrete dam spans the Patapsco, and the ashlar stone dam abutment stands at the edge of the pool above the concrete dam on the east side of the river. The mill race extends south from the dam along the east bank of the Patapsco for a distance of approximately 1.6 miles at 20 feet width.

3) The factory building sites:
These are comprised in a rectangular lot approximately 300 feet by 1000 feet, with the long dimension running north-south and the southeast corner fixed on the intersection of Oella Avenue with Oella Hollow Road and Glen Avenue.

Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore County
Maryland Comprehensive State Historic Preservation Plan
Statewide Historic Contexts

Geographic Organization:

Piedmont

Chronological Development/Periods:

9) Rural Agrarian Intensification	A.D.	1680-1815
10) Agricultural-Industrial Transition	A.D.	1815-1870
11) Industrial/Urban Dominance	A.D.	1870-1930

Historic Period Themes:

2) Community Planning
3) Economic
8) Transportation

Resource Type:

Category: Site (Ruins and Buildings)

Historic Environment: Village

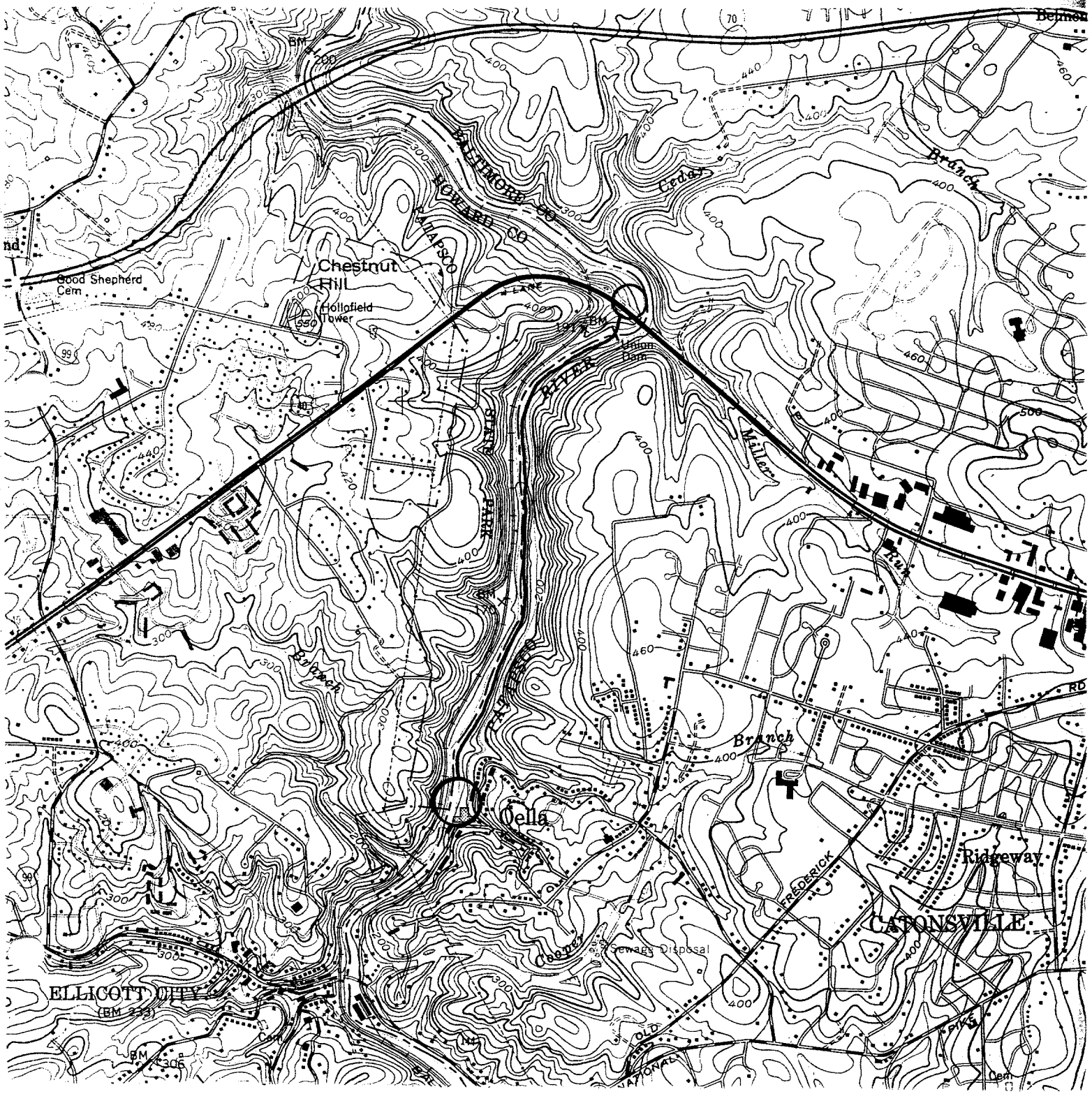
Historic Functions and Uses: Construction staging facilities, Dam and Mill Race/Canal, Machine shop, Saw Mill. All associated with complex of Textile Mills, Residences, ancillary structures.

Known Design Sources: None

Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Maps.1

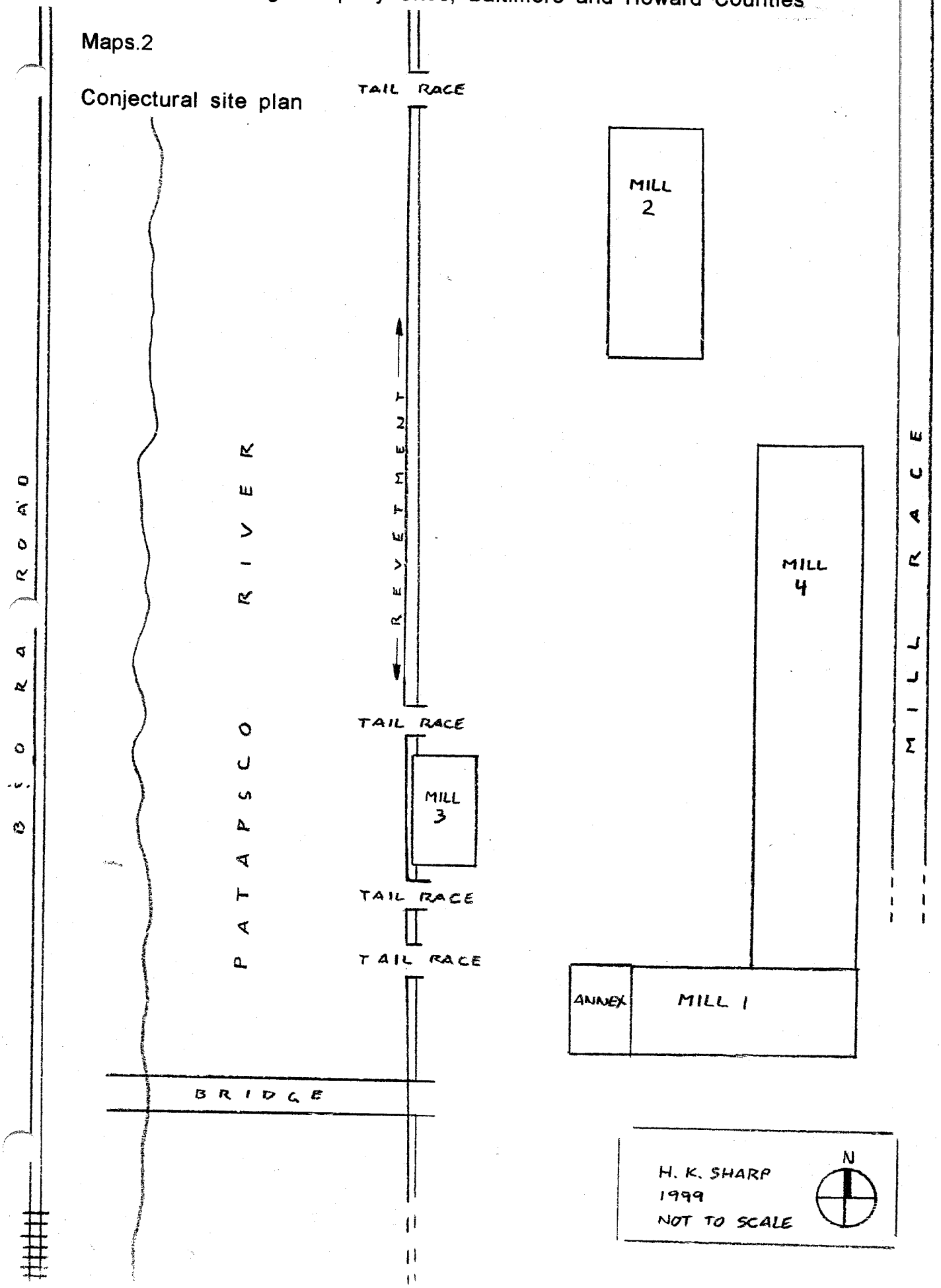
U.S. Geological Survey
Ellicott City 7.5 Quadrangle



Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Maps.2

Conjectural site plan



Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

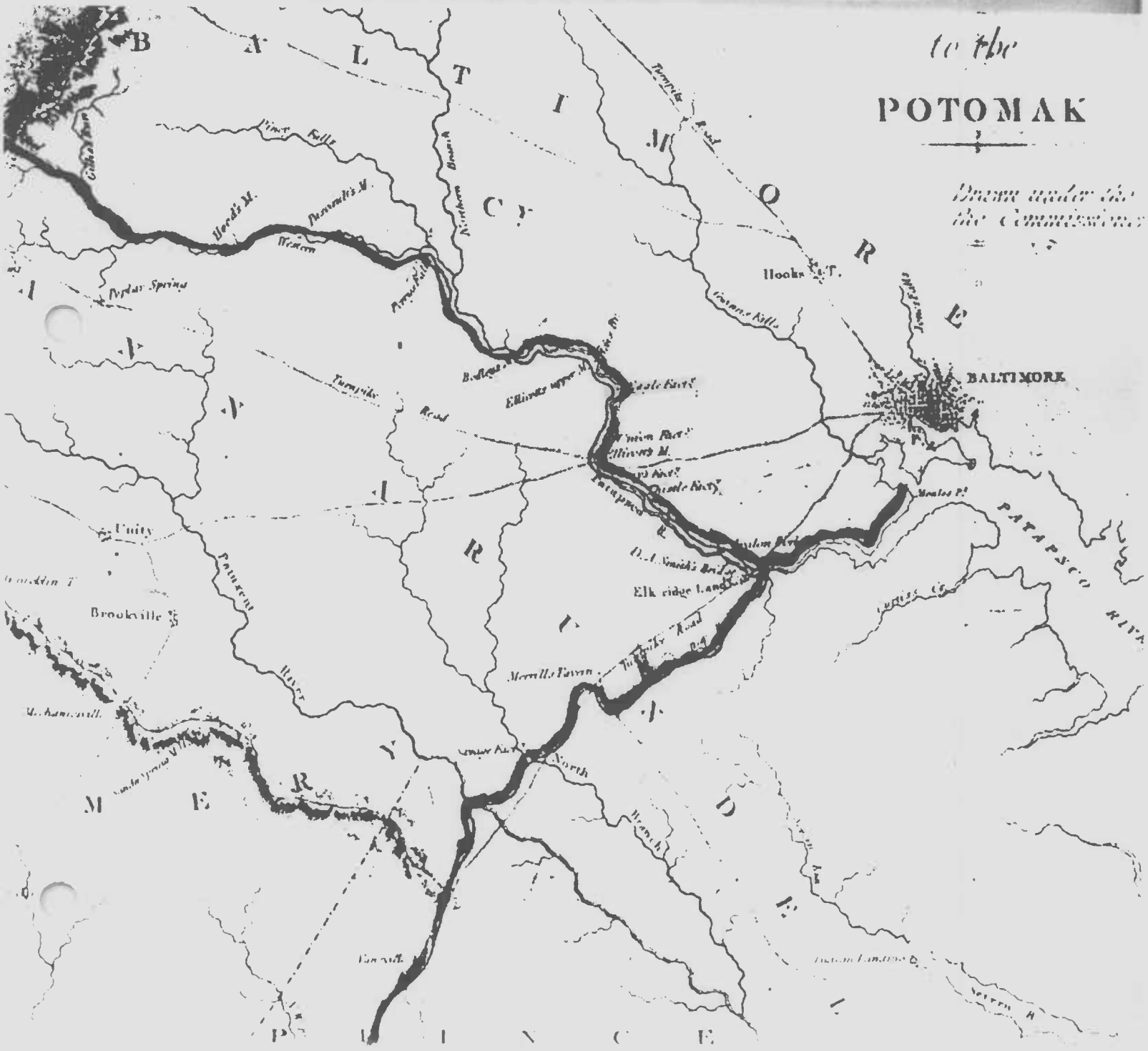
Maps 3

Griffith Map of Maryland, 1794, Library of Congress, Washington, D.C., Geography and Maps Division: G 3840, 1794, .G7.

Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Maps.4

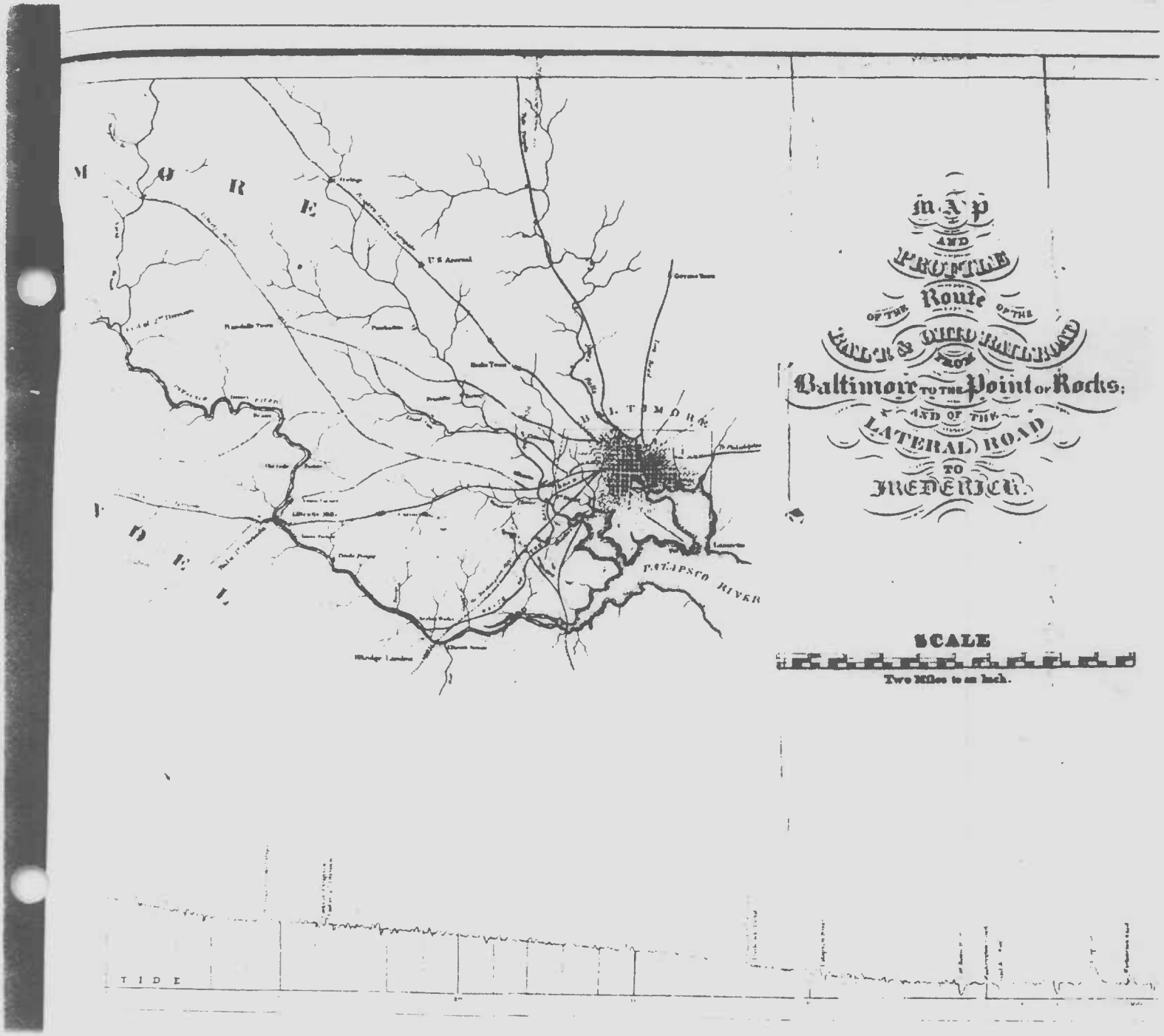
Map of the Practicable Routes of a Canal from Baltimore to the Potomac, 1823, reproduced in: James D. Dilts, *The Great Road: the Building of the Baltimore and Ohio, the Nation's First Railroad, 1828-1853* (Stanford, CA.: Stanford University Press, 1993), between pages 80 and 81.



Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Maps.5

Map and Profile of the Route of the Baltimore and Ohio Railroad from Baltimore to Point of Rocks and of the Lateral Road to Frederick, 1831, reproduced in: James D. Dilts, *The Great Road: the Building of the Baltimore and Ohio, the Nation's First Railroad, 1828-1853* (Stanford, CA.: Stanford University Press, 1993), between pages 158 and 159.



Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Maps.6

Taylor's Map of the City and County of Baltimore, 1857, Library of Congress, Washington, D.C., Geography and Maps Division: G 3843 .B3 1857 .T3.

REPRODUCED FROM THE COLLECTIONS OF THE GEOGRAPHY AND MAP

Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

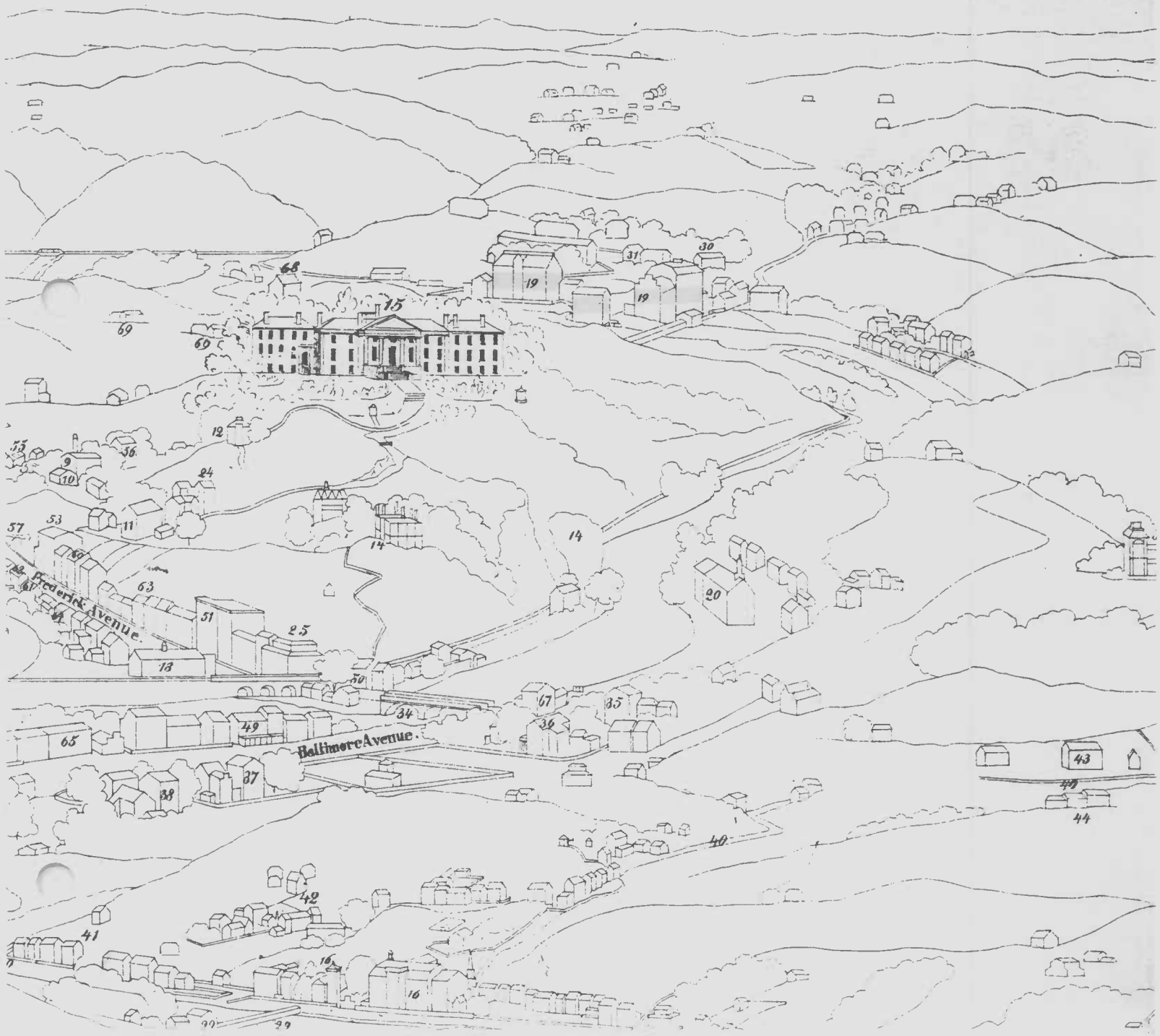
Maps.7

Martenet's Map of Howard County, 1860, Library of Congress, Washington, D.C., Geography and Maps Division: G 3843 .H6 1860 .M3.

Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Maps.8

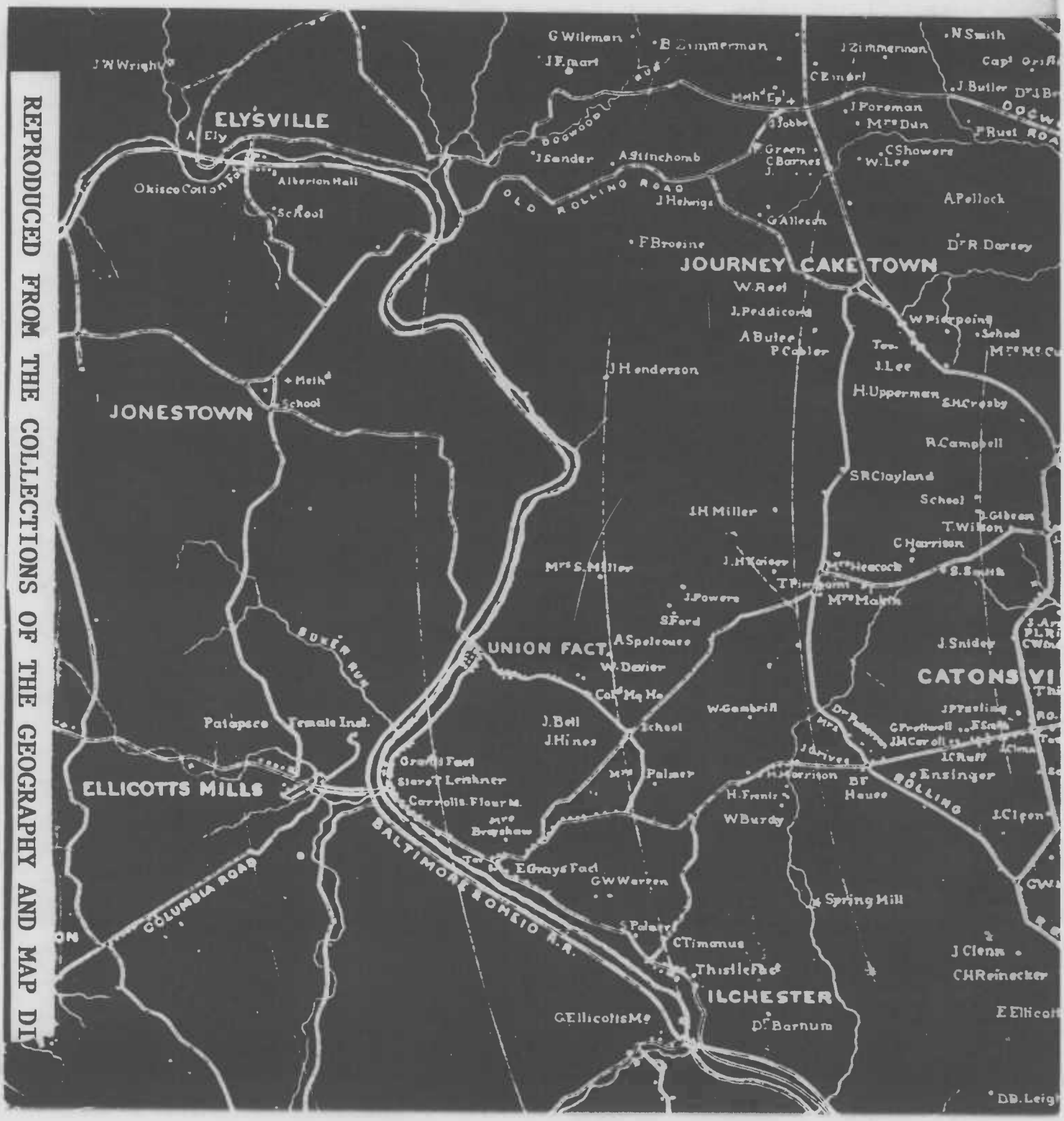
John Schofield, *Panoramic View of the Scenery on the Patapsco, Ellicotts Mills, Md.* [key], Howard County Historical Society Library, Ellicott City, Maryland.



Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Maps.9

Raynolds' Military Map of Baltimore County, Maryland, 1863, Library of Congress, Washington, D.C., Geography and Maps Division: G 3843 .B3 1863 .R3.

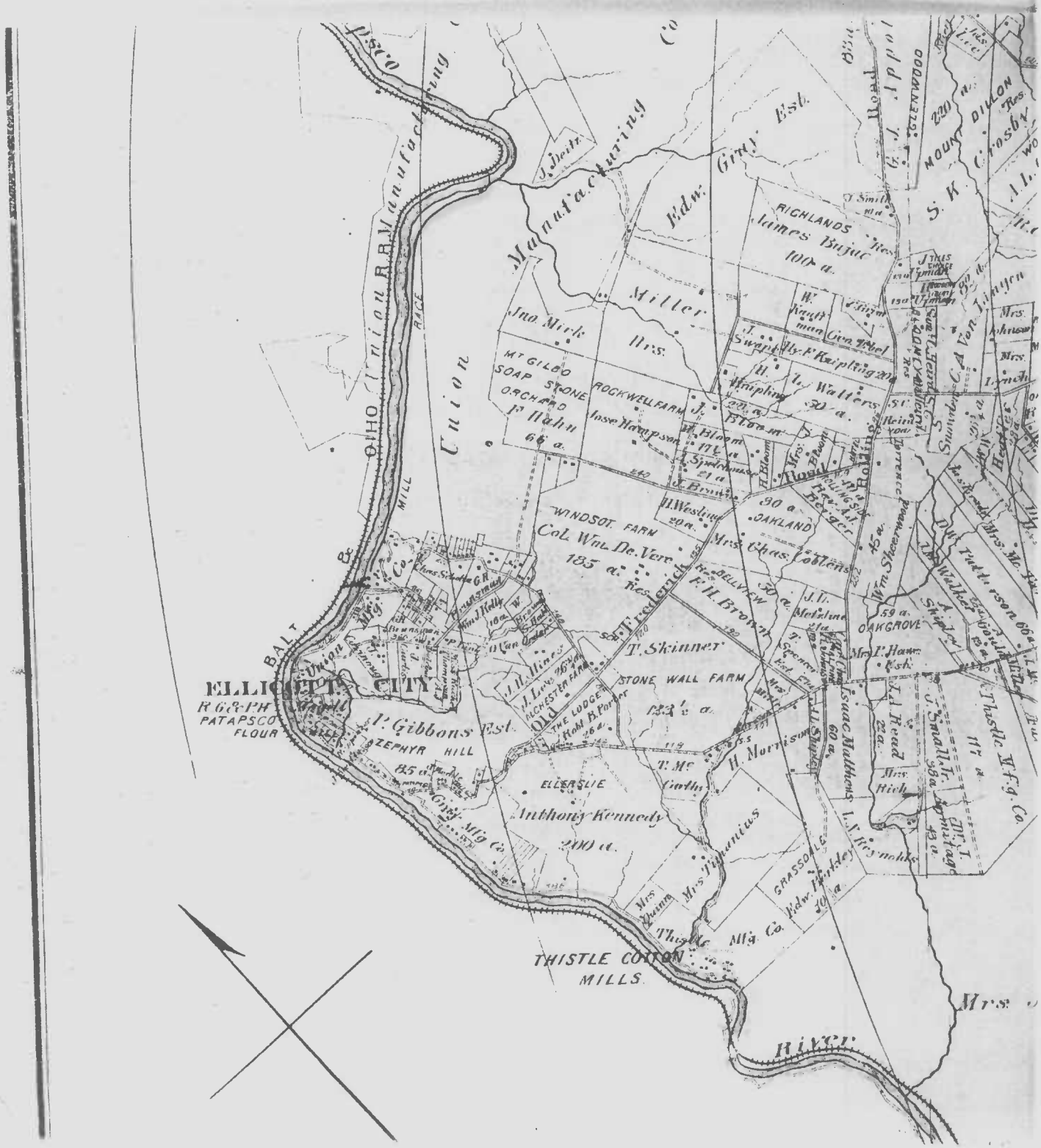


REPRODUCED FROM THE COLLECTIONS OF THE GEOGRAPHY AND MAP DIV

Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Maps.10

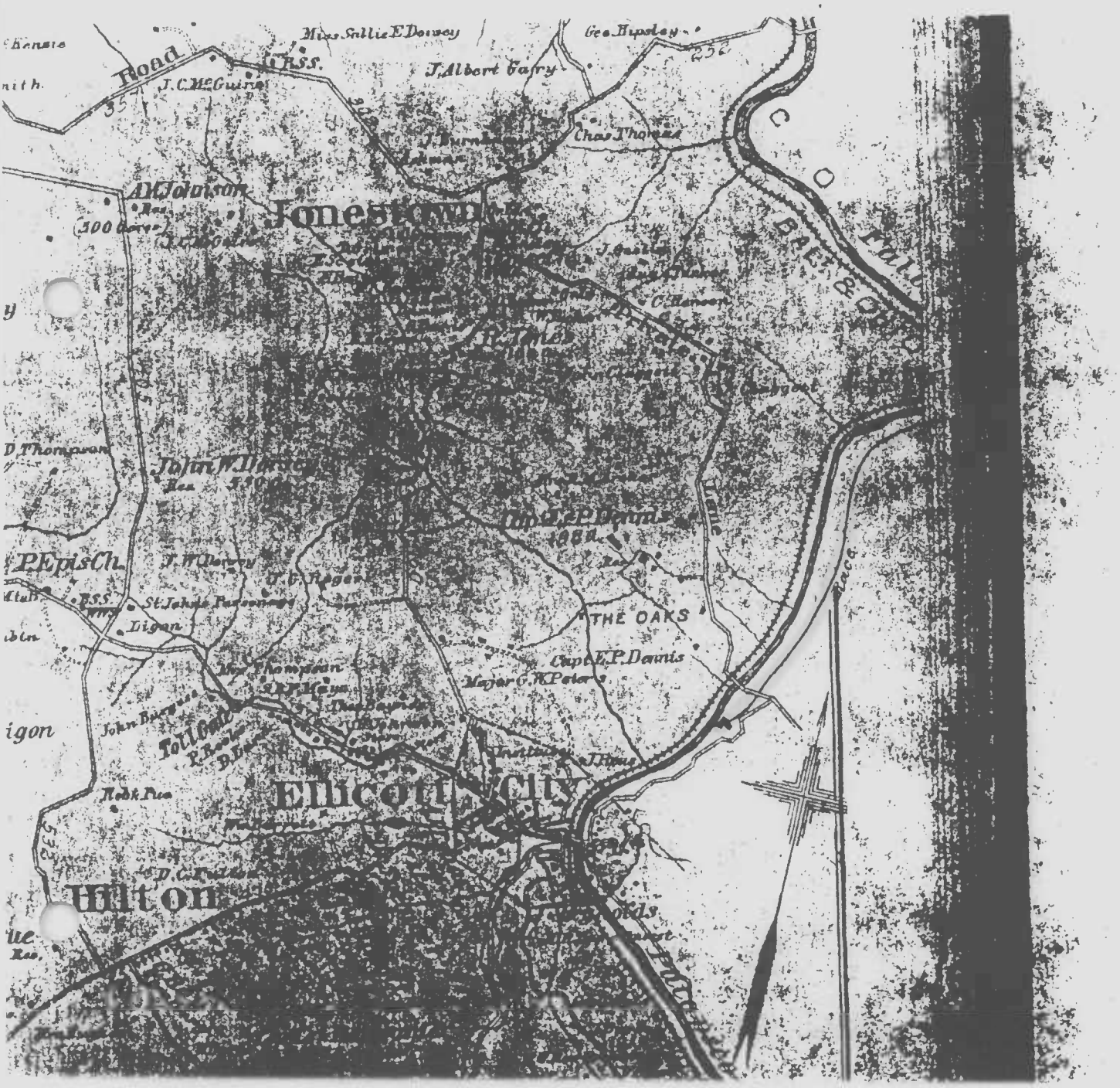
G. M. Hopkins, *Atlas of Howard County Maryland* (Philadelphia: F. Bourquin's Steam Lithographic Press, 1878), p. 34.



Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Maps.11

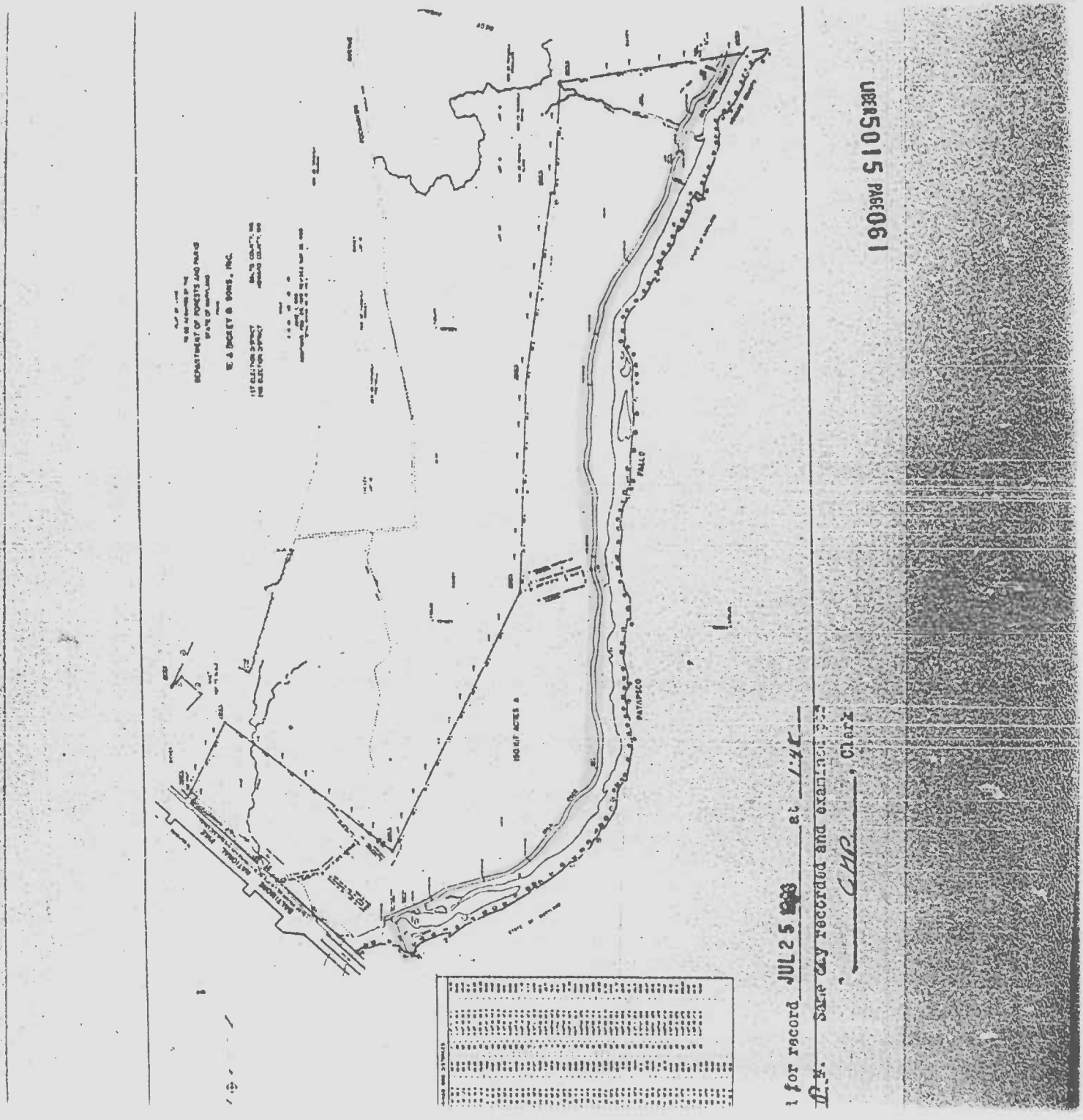
G. M. Hopkins, *Atlas of Howard County Maryland* (Philadelphia: F. Bourquin's Steam Lithographic Press, 1878), p. 15.



Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Plats.1

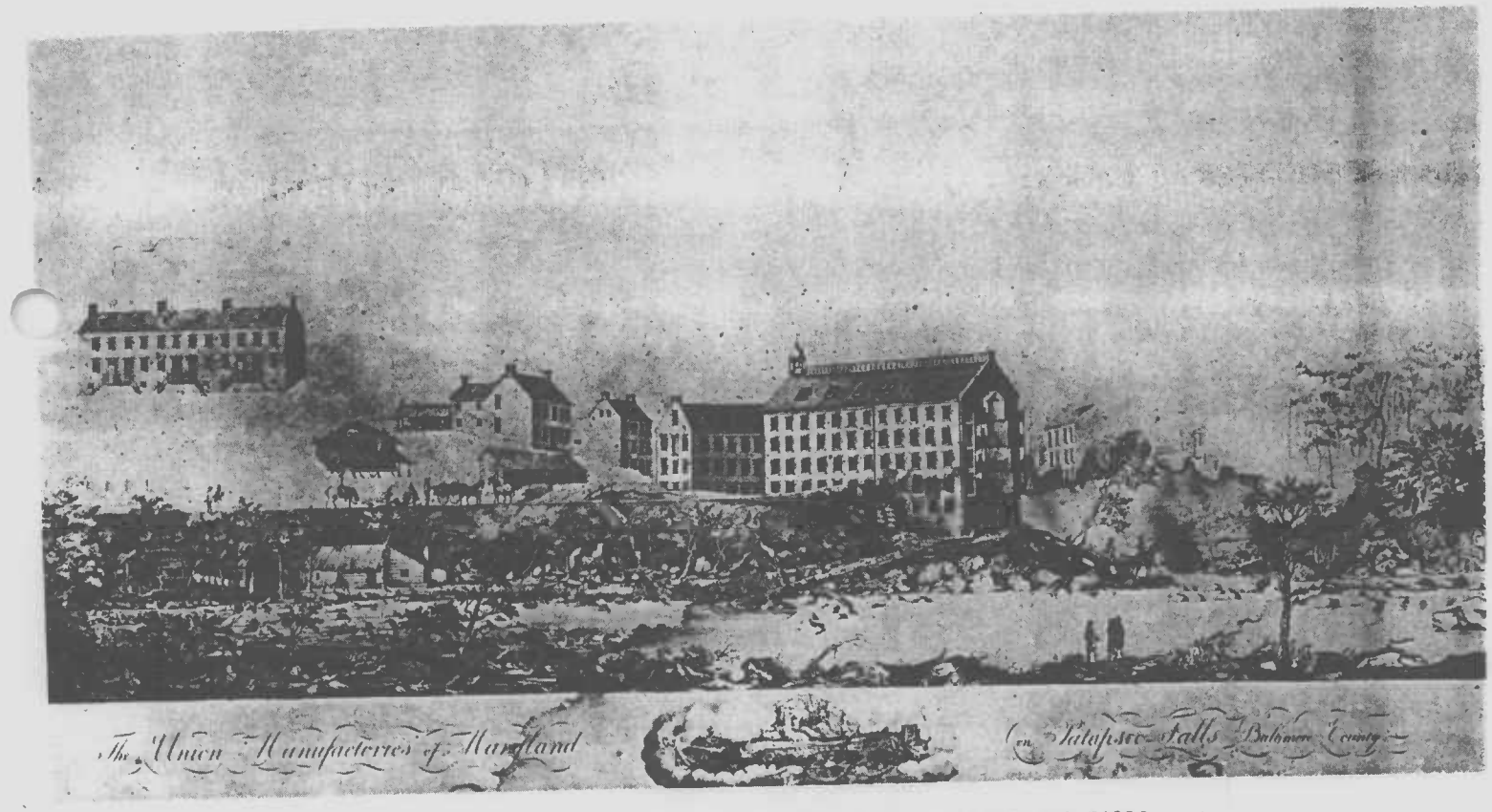
W. J. Dickey and Sons, Inc. to State of Maryland Department of Forests and Parks, 8 July 1969,
Baltimore County Deed Book 5015, pages 60, 61.



Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Archive Images.1

Maximilian Godefroy (attribution), *The Union Manufacturing Company of Maryland on Patapsco Falls,* ca. 1811-1812; reprinted in: Robert L. Alexander, "The Drawings and Allegories of Maximilian Godefroy," *Maryland Historical Magazine*, 53 (March 1958) 1: facing page 34.



THE UNION MANUFACTORIES OF MARYLAND ON PATAPSCO FALLS

Drawing by Maximilian Godefroy

Inventory Number BA 2809
Union Manufacturing Company Sites, Baltimore and Howard Counties

Archive Images.2

Union Manufacturing Company Machine Shop, Works Progress Administration Photograph, ca. 1936-1937; reprinted in: John W. McGrain, *Oella, Its Thread of History* (Oella, MD.: Oella Community Improvement Association, 1976), p. 8.

eir own wages and paid their parents board.
inclined to retire early in the evenng, after their
was not all work and no play. Occasionally there
o attend. Each individual attending such a party
f something edible. On other occasions, there
nces. A group of friends would gather at a neigh-
k the rugs and dance to music provided hy local

d a c and a bell at the mill tolled every
k rem ig the small fry that it was time to
ve homes. This ordinance was enforced by the
ly gentleman named Howard Robinson. Officer
e town on foot, and when observing a tardy
rt the tardy one home.

Hall was the center of entertainment on Friday
ould he shown for an admission price of twenty-
he days of the "silent" flicker type films. Young
thrilled hy the adventures of such heroes as
Mix and Bill Farnum, and be convulsed with
Charles Chaplin.

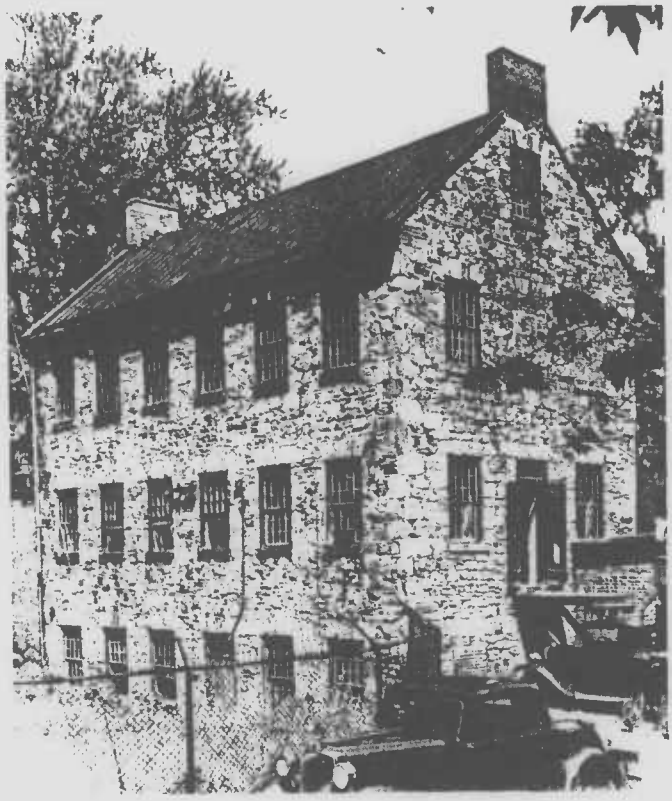
mer event was Field Day. On this day the families
l pack large picnic lunches and go out to what
mie Woods." Here there would he bag races,
ll games. Later on, in the evening there would be
den platform that had heen erected a day or so
by mill carpenters.

intoxication observed at these Field Day events.
nted any tavern, or liquor dispensing business
ithin the jurisdiction of the town of Oella. That
till in effect today.

nany conveniences, life in Oella in the 1900's was
slow tranquil pace with few disruptions. Town-
d to Sunday morning service hy the sonorously
le of the little church located in the heart of the
evening services and Prayer Meetings during the

Oella enjoyed unique relationship with the firm of
Incorporated. Such a relationship was seldom
mun The owners of the mill were present at
were ainted with practically every employee

g a grievance had the opportunity to take his
ne of the owners, rather than deal with an im-
The owners often acted as advisors and coun-
isputes. The existence of such intimate com-
ffect of creating a high degree of cohesiveness
employer. This is substantiated hy the fact that



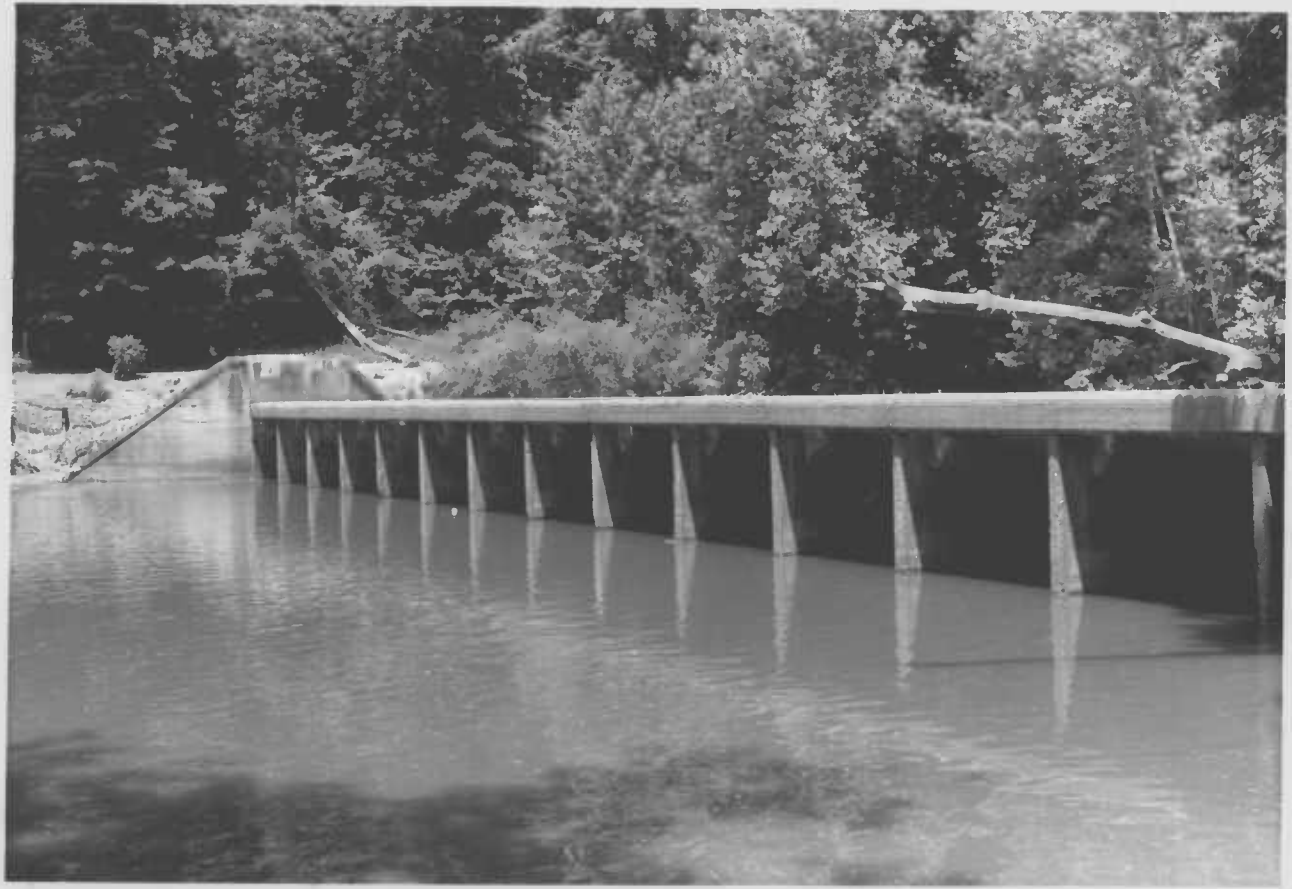
—*Library of Congress*

Old mill mnintenance department, the last working building of Union Manufacturing Company, 1936. Demolished to enlarge Oella Mill.

France then summoned the town's lone policeman to guard the money until morning. Mr. France recalls that several weeks later, after the fire, the safe was reopened. The interior of the safe had retained so much heat that when the door was opened, admitting oxygen, all of the papers remaining inside the safe burst into flame. The intensity of the heat, furthermore caused a loaded pistol kept in the safe to go off several times.

Fortunately, due to Mr. France's swift action in recovering the payroll money from the burning mill, the employees were able to collect their week's wages the following day when they gathered at the town hall.

Despite this disastrous fire, William A. Dickey, Jr. persuaded his father to let him take over the task of rebuilding. Plans for immediate



BA 2809
UNION MANUFACTURING COMPANY SITES
BALTIMORE AND HOWARD COUNTIES, MARYLAND
HENRY K. SHARP
JUNE 1994
MARYLAND SHPO
UNION DAM, VIEW NORTHEAST
1/11

BA-2809
UNION MANUFACTURING COMPANY SITES
BALTIMORE AND HOWARD COUNTIES, MARYLAND
HENRY K. SHARP
JUNE 1999
MARYLAND SHPO
UNION DAM, VIEW NORTHWEST
2/11

BA 2809
UNION MANUFACTURING COMPANY SITES
BALTIMORE COUNTY, MARYLAND
HENRY K. SHARP
JUNE 1999
MARYLAND SHPO
EARLY DAM ABUTMENT, VIEW SOUTH
3/11

BA 2809
UNION MANUFACTURING COMPANY SITES
BALTIMORE COUNTY, MARYLAND
HENRY K SHARP
JUNE 1999
MARYLAND SHPO
MILL RACE, VIEW SOUTHWEST
4/11

BA 2809
UNION MANUFACTURING COMPANY SITES
BALTIMORE COUNTY, MARYLAND
HENRY K. SHARP
JUNE 1997
MARYLAND SHPO
MILL RACE, VIEW NORTH
5/11

BA 2809
UNION MANUFACTURING COMPANY SITES
BALTIMORE COUNTY, MARYLAND
HENRY K. SHARP
JUNE 1999
MARYLAND SLIDE
MILL RACE AT UNION DAM, VIEW EAST
6/11

BA 2809
UNION MANUFACTURING COMPANY SITES
BALTIMORE COUNTY, MARYLAND
HENRY K SHARP
JUNE 1999
MARYLAND SHPO
REVETMENT WALL, VIEW SOUTHEAST
7/11

BA 2809
UNION MANUFACTURING COMPANY SITES
BALTIMORE COUNTY, MARYLAND
HENRY K. SHARP
JUNE 1999
MARYLAND SHPO
REVETMENT WALL, VIEW SOUTHEAST
8/11

BA 2809
UNION MANUFACTURING COMPANY SITES
BALTIMORE COUNTY, MARYLAND
HENRY K SHARP
JUNE 1999
MARYLAND SHPO
RAILROAD BRIDGE ABUTMENT, VIEW NORTHEAST
9/11

BA 2809
UNION MANUFACTURING COMPANY SITES
BALTIMORE COUNTY, MARYLAND
HENRY K. SHARP
JUNE 1999
MARYLAND SHPO
REVETMENT WALL (LEFT) RAILROAD ABUTMENT (RIGHT)
VIEW SOUTH

10/11

BA 2809
UNION MANUFACTURING COMPANY SITES
BALTIMORE AND HOWARD COUNTIES, MARYLAND
HENRY K. SHARP
JUNE 1999
MARYLAND SHPO
RAILROAD BRIDGE PIER, VIEW SOUTHWEST
11/11