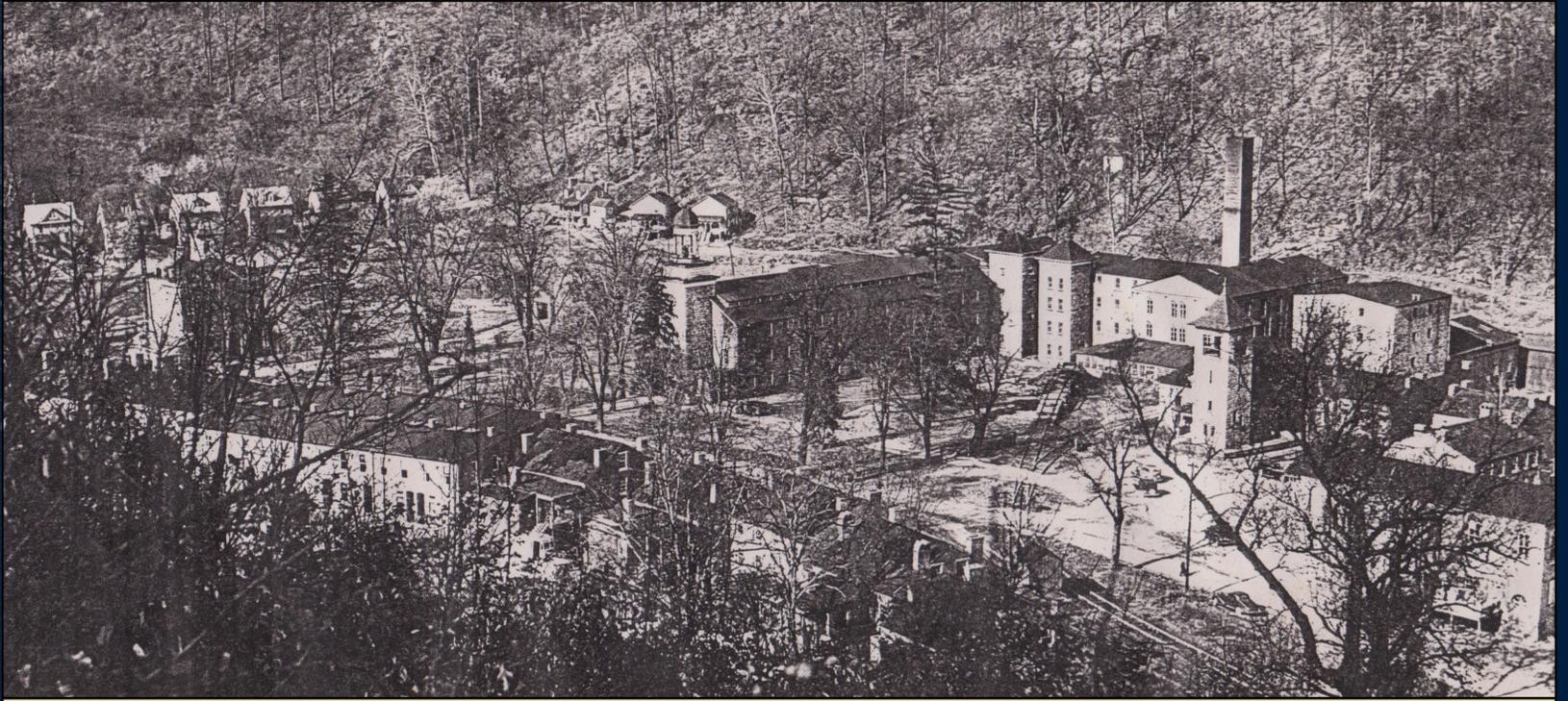


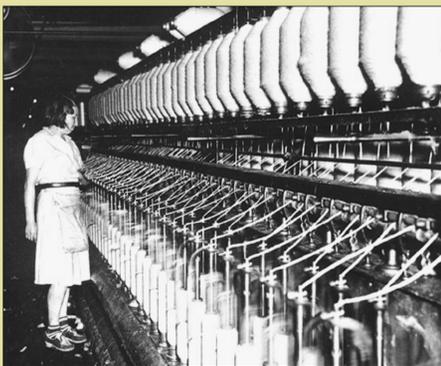
DANIELS

INDUSTRY & INNOVATION



178 THE MONUMENTAL CITY,
ALBERTON COTTON MILLS,
 MARYLAND.
James S. Gary & Son,
 MANUFACTURERS OF THE WELL KNOWN
 Alberton Standard
 SHEETINGS and DRILLS.
 Alberton and Kentucky 7-8 and 4-4
 OSNABURGS.
 Alberton and Sagouan 28, 36 and 40 inch
 TWILLS.
 Western Star 29 and 40 inch
 DUCK,
 For Tents and Wagon Covers.
 Baltimore 28½ inch
 DUCK.
 Alberton 40 inch Striped
 BAGGING.
 Alberton Blue and Brown
 DENIMS.
 Alberton Blue, Green and Fancy Colors
 AWNING STRIPES.
 Cotton Warps, Carpet Chains, &c.
OFFICE, 24 GERMAN STREET,
 BALTIMORE.

As the United States fought to establish economic independence from Great Britain in the early part of the nineteenth century, many mills and factories were established for the local production of finished goods. Water powered early industry, and the falls and waterways in the Baltimore region supported the growth of a thriving textile industry. In 1829, Elysville Manufacturing Company was incorporated for the production of cotton and woolen goods. A dam, millrace, and a large and impressive stone factory were constructed for this purpose, and by 1845 several additional mill buildings, a wooden frame home and six stone tenements stood on the site.



Vinnie Dugan works in spinning room in 1940.

After early disputes and changes in ownership, the mill was acquired by James S. Gary, who established Gary Manufacturing Company. In the early period, the factory made cotton duck, a strong material that was used in the manufacture of sails for Baltimore sailing vessels. During the Civil War canvas was sold to the Union Army for use in tents, and by the 1880s the factory was selling duck, twills, osnaburgs, denims and canvas for sale through distributors in Baltimore, New York and Saint Louis.

Innovation was an early element of this town, which was established as a stop on the Main Line of the Baltimore & Ohio Railroad. The Nation's first commercial railroad, the B&O, was constructed to connect the merchants and industries of Baltimore with expanding markets in the west. With the Patapsco River Valley selected as the "best" route to the Ohio River, Elysville due west of Baltimore was identified as an important entry point into the valley. Following the severe bend in the river at Elysville, however, proved challenging for railroad engineers who were forced to straighten the tracks in 1838. Rather than follow the curving river at Elysville, Benjamin H. Latrobe designed two innovative truss bridges to cross the river above and below Elysville. These structures were short-lived, being replaced by bridges designed by the pioneering bridge engineer Wendell Bollman in 1853-54.

Bollman Truss Bridge at Elysville/Alberton circa 1854

