

Executive Summary

Completed between December 2005 and June 2006, the St. Mary's County Historic Roads Survey was jointly sponsored by the St. Mary's County Department of Land Use and Growth Management (DLUGM) and the Maryland Historical Trust (MHT). The purpose of the project was to develop a contextual overview of road development in St. Mary's County; to establish criteria for the identification of historic roads throughout the county; to conduct a county-wide reconnaissance survey to identify potentially historic road segments; and to prepare intensive-level documentation for seven (7) historic roads or road segments. The context and the reconnaissance survey covered the entire county. The individual roads that were surveyed and recorded on Maryland Inventory of Historic Properties (MIHP) forms are scattered throughout the county and were selected to be geographically and contextually representative.

St. Mary's County Preservation Planner Teresa Wilson served as the project manager and conducted the initial reconnaissance survey. Led by Principal Investigator Kathryn Gettings Smith, the staff of History Matters, LLC, a Washington, DC-based architectural history and preservation consulting firm, conducted the research, survey, writing, and analysis that resulted in the preparation of this report and the accompanying seven MIHP forms.

The survey revealed that most of the county's roads have been significantly upgraded and modernized during the last half century, and thus few retain enough physical integrity to qualify for National Register of Historic Places (NRHP) listing as individual structures. However, five of the documented roads retain rural settings and historic landscape features (including architectural resources) that suggest that they may be significant as rural historic districts. It is recommended that these be further studied as potential NRHP-eligible historic districts.

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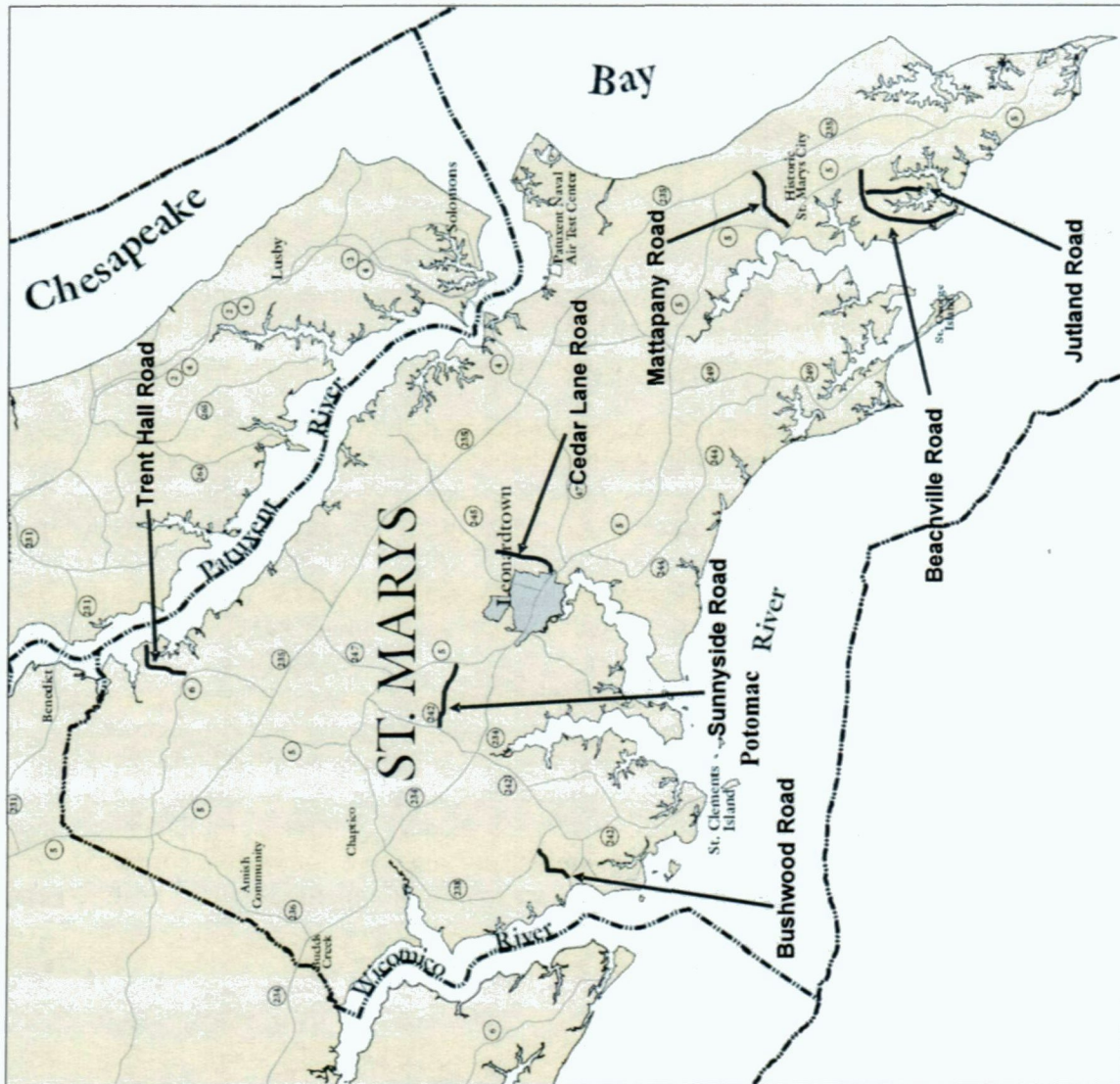
I. Introduction

Funded through a Maryland Historical Trust (MHT) Certified Local Government grant, the survey of St. Mary's County's historic roads was jointly sponsored by the county's Department of Land Use and Growth Management (DLUGM) and the MHT. The objectives of the survey included the development of a historic context for road building in St. Mary's County and the documentation of seven (7) historic roads through fieldwork and historical research. The project was completed between December 2005 and June 2006; the bulk of the background research for the historic context was completed between January and May, 2006. Fieldwork was completed between April 4 and April 18, 2006 and historical research on the seven surveyed roads took place during April and May, 2006.

Fieldwork included the recordation of seven (7) historic roads, located in various parts of the county, and comprising approximately 16 miles of road and encompassing about 38 acres. The average road length was 2.3 miles.

MHT's administrator of Architectural Research (MHT administrator), Thomas Reinhart reviewed all products and guided the project in all its aspects. The county's Historic Preservation Planner (preservation planner), Teresa Wilson served as the project contact and conducted a reconnaissance survey of county roads to identify candidates for intensive documentation. St. Mary's County contracted with History Matters, LLC, an independent, cultural resources consulting firm (the consultant), to perform the historical research and analysis, to prepare the contextual overview of historic roads, and to conduct and produce intensive-level road survey forms for the seven selected roads. History Matters' efforts were led by the firm's Director of Architectural History and Preservation Planning, Kathryn Gettings Smith. Historian, Evelyn D. Causey conducted much of the historic research and authored the historic context of roads. Architectural Historian, Melanie Macchio assisted Ms. Smith in the fieldwork, conducted individual road research, and helped complete the MIHP inventory forms.

This report incorporates background material that explains the purpose and organization of the project. The research design outlines the process used to complete the survey. The historic context of roads in St. Mary's County covers the history of road building and the social, economic, and cultural factors that impacted the development and use of road throughout the county's three and a half centuries of history. The fifth chapter explains the survey findings and the final chapter summarizes what was learned and discusses National Register of Historic Places (NRHP) eligibility and recommends future research and documentation. A complete bibliography compiles the sources used in the project. A series of appendices provides supplemental materials, including a sample of the field survey form used to collect data on the seven documented roads, an index of surveyed sites, and list of roads recommended for future investigations.



Location Map Showing Surveyed Roads

St. Mary's County Historic Roads
Survey
St. Mary's County, Maryland
June 2006

Not to scale

Compiled by History Matters, LLC
Base map source: Redman Johnston, Southern Maryland Heritage Area, Heritage Tourism
Management Plan, April 1998.

II. Background

Until the arrival of the Patuxent Naval Air Station in 1942, all roads in St. Mary's County were rural roads. Between 1942 and 1945, the population, which had remained at approximately 15,000 from 1790 to 1940, rose to 25,000. The naval air station brought the first suburban subdivisions and "traffic jams" to the county. Since then, the county's steady population growth has added more new subdivisions and roads to the formerly rural landscape.

Between 1990 and 2000, St. Mary's County experienced a 13.5 percent increase in population. Part of the population spike was the result of a Base Realignment and Closing (BRAC) by the Department of Defense, which resulted in the relocation of thousands of civilian defense workers to Southern Maryland. A new building boom followed to meet the demand for homes, many of which were constructed in rural areas of the county. Subdivisions were inserted along once quiet country roads, changing the viewsheds and significantly increasing traffic volumes. In 2002, the most recent year for which statistics are available, 851 building permits were issued. Of those, 567 were issued for parcels in the Rural Preservation District, representing two-thirds of the total permits issued. Population projections for St. Mary's indicate that by 2030, almost 130,000 people will reside in the county. These numbers suggest that it is essential that St. Mary's County document its historic roads at this time in order to create an inventory of its historic roads as they currently exist.

III. Research Design

Goals & Objectives

The specific goals of the project were to develop a contextual overview of roads in St. Mary's County; to establish criteria for the identification of historic roads throughout the county; to conduct a county-wide reconnaissance survey to identify potentially historic road segments; and to prepare intensive-level documentation for approximately seven (7) historic road segments.

The intent of this documentation and evaluation project was to assist the county in documenting its history and the physical resources that remain to interpret that history; to provide base information upon which decisions about development and preservation can be made; and to identify resources, both individual resources and districts, that are potentially eligible for listing on the National Register of Historic Places. Furthermore, the project was intended to provide the DLUGM, the St. Mary's County Historic Preservation Commission (HPC), and the Board of County Commissioners with information that will assist in the creation of a scenic and historic byway ordinance.

St. Mary's County intends to use the data collected during this project to expand its protection of scenic and historic roads. Currently, the county's Zoning Ordinance names five "Scenic Corridors" and outlines design criteria to be applied during site plan review or major subdivision review along each of these designated corridors. The code does not provide criteria for defining or designating "Scenic Corridors." Thus, the county plans to use the information collected during this study to develop a more detailed ordinance to protect important historic roadways and

their settings. The data generated through the reconnaissance survey will provide direction for future survey work and for designating and protecting significant historic roads. The intensive survey data will provide the basis for designation and protection of important features and characteristics associated with those roads.

Area of Coverage

The reconnaissance survey covered all sections of St. Mary's County. The preservation planner focused her windshield survey of roads on areas known to be essentially rural and relatively free of incompatible development. The roads that were selected for intensive-level survey were selected based on their 1) level of integrity, 2) historical significance, and 3) geographical location. An attempt was made to select roads that reflect the diversity of the county's geography and that relate to a variety of historically significant trends within the county.

For each road, the surveyed area encompassed the roadway and its right-of-way, both of which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. Therefore, the acreage recorded for each road was based on the road's length and approximate width. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the recorded historic setting acreage. This latter acreage is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, the state of Maryland's online GIS-based mapping system, which includes an area measurement tool.¹

Methodology

The historic roads survey conforms to the guidance and standards outlined in MHT's *Standards and Guidelines for Architectural and Historical Investigations in Maryland* (2000) and the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (1983). With minor modifications based on time constraints, the project followed a logical progression beginning with the preparation of a research design, background research and the development of historic contexts, and proceeding to survey and documentation, and then evaluation. Due to the compressed schedule of seven months, the reconnaissance survey was conducted concurrently with the background research and historic context development.

Background Research & Context Development

The project began with the collection of archival resources and the composition of a contextual overview of historic roads and road development throughout St. Mary's County. Research focussed on transportation – specifically road development – in the county from 1600-1956. The historic context relied mainly on the secondary sources that cover state and county-wide general history and road history, along with historic maps and several statewide road-related contexts developed for the State Highway Administration. Secondary texts directly related to St. Mary's County roads included Pete Himmelheber's "From Oaks to the Tall Pine Via Mr. Phenix's Path & the New Road Give or Take Three Notches," *Chronicles of St. Mary's* 53 (Spring 2005); Garry W. Stone's "History of Mattapany Road (Path)," *Chronicles of St. Mary's* 37 (Fall 1989);

¹ See <http://www.mdmerlin.net/>

and Regina Hammett's *History of St. Mary's County* (1994). The contextual overview also made use of a historic context report produced for the Maryland State Highway Administration (SHA) that covers road history in the state: *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report* (July 1995, Revised October 1995). A 1958 *History of Road Building in Maryland*, published by the State Roads Commission (Le Viness, 1958), provided additional background material on road funding and engineering techniques.

The National Register of Historic Places Multiple Property Documentation Form (MPDF) entitled *Historic Resources of St. Mary's County, Maryland, 1600-1950* (2000) and Regina Combs Hammett's *History of St. Mary's County, Maryland, 1634-1900* (1994) provided the basis for placing road development within the county's historical context.

Secondary sources were supplemented with primary source materials, including an extensive collection of historic maps, government documents, and newspapers.

Reconnaissance Survey

Concurrent with the development of the historic context, the county preservation planner conducted a county-wide reconnaissance survey of historic roads. After compiling a list of rural roads that appeared to have historic and scenic characteristics, the county preservation planner prepared a list and categorized the roads based on criteria derived from other similar road designation projects. Projects that were reviewed included the *Rustic Roads Functional Master Plan* for Montgomery County, various Anne Arundel County documents related to their recent efforts to document and protect historic and scenic roads, and the *Prince George's County Rural Historic Landscapes and Scenic Roads Study* (1988). Using the criteria developed during these past projects, the preservation planner compiled a checklist and categorized the preliminary list of roads based on which criteria they appeared to meet.

History Matters then selected the dozen or so roads that met the most criteria and conducted historical research on each of them, mainly using historic maps to determine whether they retained their historic alignments. Based on the scenic roads criteria developed by the preservation planner and the historic map research, seven roads were selected for intensive-level documentation.

Intensive Survey

A two-person team made up of the principal investigator and the architectural historian conducted the intensive fieldwork on each road. The survey process consisted of collecting field maps (historic and current USGS quad maps) and driving the length of the road once to become generally familiar with the route. On the second pass, the survey team completed the survey form that was custom-designed for the project (see Appendix A). The survey form was developed using definitions and methodologies developed by the National Park Service's (NPS's) Historic American Landscapes Survey (HALS) and Cultural Landscapes Initiative (CLI), and by Paul Daniel Marriott, a nationally recognized planning consultant who specializes in the identification, documentation, and designation of historic and scenic roads.²

² Marriott has published a number of reports and guides on historic roads and has worked extensively with Federal, state, and local organizations and agencies to develop criteria for identifying, documenting, evaluating, and

On subsequent passes, the team took notes on the field maps (enlarged current USGS); they noted vegetation and land use patterns, boundaries, and general building characteristics, along with features associated with the road and its right-of-way. The survey team focused on recording the specific features of the roadway and its right-of-way, while generally characterizing the road's setting by noting and generally dating buildings and other features along with landscape characteristics. No historic, road-related buildings were identified during the survey. The final pass resulted in digital photographic documentation of the road, its characteristic features, and its setting. Photo logs were kept as the photographs were taken.

Fieldwork Documentation

Once the fieldwork was completed, History Matters prepared Maryland Inventory of Historic Properties (MIHP) forms for each intensively-surveyed road segment. Each form includes the MIHP identification number assigned by the MHT registrar, the road's name, location, classification, and geographical information; a description of the roadway, associated features, and setting; and a statement of significance that includes a short review of the road's origins and development, and a brief discussion of how the documented road relates to the history of road development in St. Mary's County. Five to ten black-and-white photographs that capture the essence of the road accompany each MIHP form. A capsule summary and a location map has also been prepared for each survey form.

Disposition of Records

Copies of this report and the seven (7) MIHP forms and accompanying materials (photos and maps) are housed as the Maryland Historical Trust archive in Crownsville, Maryland and at the St. Mary's County DLUGM in Leonardtown, Maryland. Copies of both have been retained by History Matters in its archive in Washington, DC.

IV. Historic Context

INTRODUCTION

Since the first Europeans arrived in St. Mary's County in 1634 until the early 20th century, the county's numerous waterways were the primary means of transporting goods and people into and out of the county. Road networks existed for local travel within the county. A few roads provided access to the state capital at Annapolis after 1695, to markets in Baltimore after the 1780s, and to other economic centers outside the county, but for extended journeys, transportation by water was far easier. From the 18th through the early 20th centuries, the roads in St. Mary's County gradually improved and the number of roads increased. However, not until automobile use became widespread in the early 20th century did the county's roads overtake its waterways as the primary transportation network for both local travel and for transportation into and out of the county.

COLONIAL ROADS, 1634-1775

In the 17th and 18th centuries, the waterways of St. Mary's County served as the area's primary transportation arteries. The county's geography was conducive to water-based transportation, and the economy depended on the overseas export of tobacco. Nevertheless, European settlers did develop road networks, often utilizing existing Native American trails. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents.

European Settlement

European settlement of St. Mary's County began in 1634, when a group of English colonists arrived on St. Clement's Island, which is situated in the Potomac River off the tip of the peninsula that is bounded by the Wicomico River and Saint Clements Bay. The group's leader, Leonard Calvert, was the son of Lord Baltimore, who had received a charter for the Maryland colony from the King of England in 1632. Calvert, who was also the colony's first governor, soon purchased land on the east bank of the St. Mary's River from the Yaocomico Indians, who lived on the west bank of the river. The land that Calvert purchased had been cleared and had a good harbor, making it an attractive site to the colony's leaders. The settlers erected a fort and quickly established a village that they named St. Mary's City. This small settlement served as the capital of the Maryland colony from 1634 to 1695.

After they settled St. Mary's City, colonists began establishing farms in the areas around it and along the tributaries of the Potomac River. Over the course of the 17th century, Europeans also established plantations and farms along the Patuxent River and along the Potomac River tributaries upriver from St. Mary's City. They gravitated towards the county's many navigable waterways where the land was particularly suitable for tobacco cultivation.³ As a result, the

³ Elizabeth Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts* (St. Mary's County Department of Planning and Zoning, 1994), Appendix I, 8-9; Lois Green Carr, Russell R. Menard, and Lorena S. Walsh, *Robert Cole's World: Agriculture and Society in Early Maryland* (Chapel Hill: University of

colonists lived on widely scattered farmsteads. In 1675, their proprietor Lord Baltimore estimated that, "...There are not fifty houses in the space of Thirty Myles" in St. Mary's and the surrounding counties. In the mid-1600s, most farms contained more than 50 acres, and the median farm size was 250 acres.⁴

Towns in colonial St. Mary's County were generally small and slow to develop, barely deserving to be called towns. Although Lord Baltimore hoped to establish a thriving town at the colonial capital of St. Mary's City, at its height, the capital contained only a few buildings and not many permanent residents. After Maryland's capital was moved to Annapolis in 1695, St. Mary's City quickly declined; it was abandoned in the early 1700s.⁵

The foundations of towns at Leonardtown and Chaptico were laid in the 17th and 18th centuries. In the 1650s, the St. Mary's County court began convening on Breton's Bay in Newtown Hundred, near the site of present-day Leonardtown. In 1708, county residents petitioned to establish the county seat at this location, but it was not until 1728 that the town of Leonardtown was surveyed.⁶ The town of Chaptico began as a Native American settlement. In 1651, the Chaptico Indians requested that the Europeans grant them a tract of land at the head of the Wicomico River; however, by 1681, the tribe had moved into what is now Charles County. In 1688, the colonial government established the "Indian Town at Chaptico" as a town site for European settlement. In 1747, a tobacco inspection point was established there, making it a significant site in the local economy.⁷ Although small villages emerged at Leonardtown and Chaptico, the county's plantations, manors, and tobacco warehouses were of equal or greater importance as social and economic centers.

Geography and Transportation: The Patuxent Path and Budd's Creek-Point Lookout Road

The county's topography was the most important factor that influenced the development of road networks in early St. Mary's County. The county occupies the southern portion of a peninsula formed by the Patuxent River and the Chesapeake Bay on the north and east and by the Potomac River on the south and west. [See Figure 1.] Numerous rivers and creeks feed into each of the two rivers; a few creeks empty directly into the Chesapeake Bay. The Potomac River tributaries in the county (the Wicomico River, St. Clements Bay, Breton Bay, St. George Creek, and the St. Mary's River) extend several miles inland and remain wide and deep. In contrast, the tributaries from the Patuxent River are typically short, often extending less than two miles into the mainland. This pattern relates to St. Mary's topography, as the highest points in the county lie closer to the Patuxent River shore than to the Potomac River shore.⁸

North Carolina Press for the Institute of Early American History and Culture, 1991), 33; Kirk E. Ranzetta, *Historic Resources of St. Mary's County, Maryland, 1600-1950*, National Register of Historic Places Multiple Property Documentation Form (2000), Section E, 1-4 [hereafter cited as MPDF].

⁴ Carr, Menard, and Walsh, 21 (quotation), 35. A fifty-acre farm would have been a large farm in England.

⁵ Ibid, 21; Regina Combs Hammett, *History of St. Mary's County, Maryland, 1634-1990* (Ridge, Md.: n.p., 1991), 24, 45-46; MPDF, Section E, 7-8. By 1641, St. Mary's County had almost 400 residents, but only about 90 of them lived in or near St. Mary's City.

⁶ Hammett, 53-54.

⁷ Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts*, Appendix I, 8-9.

⁸ Pete Himmelheber, "From Oaks to the Tall Pine Via Mr. Phenix's Path & the New Road Give or Take Three Notches," *Chronicles of St. Mary's* 53:1 (Spring 2005): 216.

The Patuxent Path (also known as Three Notch Road) is among the oldest documented roads in the county; the earliest references date to the 17th century.⁹ Situated on a ridge just south of the Patuxent River, it was less subject to flooding than those in low-lying areas. Another major colonial road, now encompassing present-day Route 234 and portions of Route 5, lies to the south of the Patuxent Path and stretches from Budd's Creek to Point Lookout. Portions of the Budd's Creek-Point Lookout Road are mentioned in historical documents in the 1670s.¹⁰ This route roughly parallels the Potomac River and is located approximately five miles inland. In contrast, the Patuxent Path often passes within two miles of the Patuxent River. [See Figure 2.] Both roads continue northwest into neighboring Charles County, and they converge a few miles north of Point Lookout, which lies at the southeastern tip of the county. The two roads skirt the headwaters of the tributaries from their respective rivers, thus avoiding the necessity of frequent river crossings.

The location of the major colonial roads along the upper reaches of the inland waterways and the slower development of roads leading towards the major riverfronts reflects the county's early reliance on water transport. Travel by road was more efficient than travel by water only when traveling between upriver, inland places. As a result, the two roads that lay near the headwaters of the tributaries of the Potomac and Patuxent became the major overland arteries in the county. Although a few early minor roads connected the two major roads with the Potomac and the Patuxent, the primary means of access to these waterways and to the world beyond St. Mary's County was via the rivers and their tributaries.

Native American Travel Routes

The locations of Native American settlements and trails also influenced the location of roadways in colonial St. Mary's County. European colonists often settled on cleared land near existing or former Native American villages; for instance, the Piscataway Indians had small villages near both present-day Chaptico and St. Mary's City. Likewise, land previously cleared by Native Americans frequently became the first homesites and cultivated tracts of land on manorial and other land grants.¹¹ Just as Europeans often settled on former Native American habitation sites, so too did the Europeans travel along pathways cleared by the indigenous tribes of southern

⁹ Many of the roads and trails that crisscrossed St. Mary's County in the 17th and 18th centuries went unrecorded. Maps of the era typically depicted only one or two of the most important roadways, and documentary records such as road books, wills and land surveys, and personal records provide only snapshots of overland transportation.

¹⁰ Himmelheber, 217-220; Hammett, 282; Robert E.T. Pogue, *Yesterday in Old St. Mary's County* (Bushwood, MD: Robert E. T. Pogue, 1973), 108. On historic maps, the road that skirted the headwaters of the Potomac River tributaries often appears as a continuous route, but it seems to have developed as a series of road segments rather than as a single route. As a result, both historically and today, different segments of the road have different names. In this document, this route will be referred to as the Budd's Creek-Point Lookout Road.

¹¹ Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts*, Appendix 1, 8-9; MPDF, Section E, 1, 3; Carr, Menard, and Walsh, 120. In the 17th century, land grants were determined primarily by the number of persons a settler was able to transport to the colony. Those who transported five or more men to the colony were entitled to manorial grants of 1,000 to 2,000 acres. The lords of manors also received broad powers over their landholdings and those who leased or purchased tracts of land on the manor. Although this land grant system was discontinued in 1684, it contributed to the emergence of a hierarchical social structure in St. Mary's County in the 17th and 18th centuries.



FIGURE 2

Dennis Griffith, *Map of the State of Maryland* (1794), showing Patuxent Path and Budd's Creek-Point Lookout Road in St. Mary's County.

Available at the Maryland Historical Trust Library.

Maryland. References to present-day Route 234 as the Chaptico Indian Path and to the Patuxent Path as an "ancient" road suggest that these roads were Native American trails that European colonists gradually improved and expanded into roadways.¹² As its name suggests, Mattapany Path, which leads north from St. Mary's City to the Patuxent River, was probably a Native American trail as well. The road was mentioned in a land patent written in 1639 – a mere five years after Governor Calvert and his fellow settlers arrived in St. Mary's County – making it unlikely that European colonists alone cleared this trail.¹³

Character and Development of Roads

In the mid-17th century, roads in St. Mary's County were likely narrow dirt paths, intended primarily for travel on foot or by horseback. In 1699, the colonial legislature acknowledged the growing use of wagons along the colony's roads, mandating that "all Publick and main roads" be cleared to a width of twenty feet.¹⁴ Coaches may have been available as early as the late 1690s, but the planter elite in Tidewater Maryland did not generally begin purchasing coaches and carriages until the second quarter of the 18th century.¹⁵ During the 18th century, some of the 17th-century paths were likely widened to accommodate the growing number of wheeled conveyances but did not necessarily meet the twenty-foot standard that Maryland set for public roads and main roads.

In 1666, the colonial legislature in Maryland passed its first road law, which authorized the establishment of public roads and set standards for their construction and marking. The act focused on developing or improving roadways along the headwaters, reflecting colonists' tendency to use the waterways to travel along the lower portions of rivers and creeks. Maryland's 1704 road law elaborated on the system for marking public roads by notches or carvings on trees. Roads to the colonial capital at Annapolis were marked "A.A." Along roads to ferries, courthouses, and churches, trees were cut with two notches and a third "at a distance above the other two." Roads "leading to a ferry and dividing from the other public roads" received three equally spaced notches. This notching system is the source for the Patuxent Path being called Three Notch Road. The earliest documented reference to it as Three Notch Road appears in 1786, and photographs from the 1930s depict three notches in a large tree along the Patuxent Path. However, as local historian Pete Himmelheber observes, in the early 18th century, the road did not meet the criteria for notched roads.¹⁶

¹² Hammett, 282; Himmelheber, 218.

¹³ Garry W. Stone, "History of Mattapany Road (Path)," *Chronicles of St. Mary's* 37:3 (1989): 247-249; Himmelheber, 217, 219-220. Mattapany Path should not be confused with the present-day Mattapany Road.

¹⁴ Himmelheber, 217; Charles T. Le Viness, *A History of Road Building in Maryland* (Baltimore: Maryland State Roads Commission, 1958), 88; P.A.C. Spero & Company, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report* (Prepared for the Maryland State Highway Administration, Maryland Department of Transportation, 1995), 6 (quotation). In 1666, the colonial legislature specified that the public roads needed to be passable only for pedestrians and horses.

¹⁵ Paul G. E. Clemens, "The Consumer Culture of the Middle Atlantic, 1760-1820," *The William & Mary Quarterly*, 3d Series, 62:4 (2005), <<http://www.historycooperative.org/journals/wm/62.4/clemens.html>> (9 June 2006); Lorena S. Walsh, "Urban Amenities and Rural Sufficiency: Living Standards and Consumer Behavior in the Colonial Chesapeake, 1643-1777," *Journal of Economic History* 43 (March 1983): 109-117.

¹⁶ Himmelheber, 220; Hammett, 282, Le Viness, 88-89; Maryland State Roads Commission, *Map of Maryland Showing Highways and Points of Interest* (1940).

The colonial government placed the responsibility for building and maintaining public roads on the county governments, which were empowered to levy road taxes and to appoint overseers to direct construction and maintenance of the public roads. Landowners were required to provide laborers to perform road work. However, the colonial legislature did sometimes mandate the establishment of a specific public thoroughfare. For instance, in 1674, the Maryland General Assembly passed a law to build a road between St. Mary's County and Charles County near the head of the Wicomico River; the old road had washed out after a mill was constructed. While the colonial government established the procedures for establishing public roads, the counties generally selected and funded their construction and maintenance. County governments typically raised funds for roads through road levies payable in tobacco or labor.¹⁷

Roads and the Tobacco Economy

Although tobacco – colonial St. Mary's County's staple crop – was exported via the county's waterways, roads provided access from the interior of the county to wharves, tobacco warehouses, and inspection points. Tobacco farmers sold their produce to ship captains, to agents for English or Scottish mercantile firms, or to great planters who acted as traders and shipped the tobacco from their own wharves. In 1747, Maryland's colonial legislature enacted a law that required all exported tobacco to be inspected by government officials. The law established five inspection points or warehouses in St. Mary's County. By the late 18th century, there were tobacco warehouses at Town Creek, Cole Creek, Chaptico, Hamburg (upriver from Chaptico), St. Inigoes, Llewellens (near Blackistone), and Leonardtown.¹⁸ Roads to these warehouses were in place by 1794. [See Figure 2.] Some farmers transported their tobacco to waterfront points of sale via raft or boat, but others rolled the large tobacco hogsheads along so-called "rolling roads" to be sold and inspected at the wharves.¹⁹

The ships that carried the county's tobacco to overseas markets brought consumer goods as well as laborers from England and its colonies. Although many colonists undoubtedly reached the wharves via boat, wharf roads were important overland thoroughfares to these significant economic centers. Tobacco was a labor-intensive crop, and early landowners largely relied on slave and indentured labor. In the 17th century, colonists typically purchased the labor of white indentured servants who arrived in the colony on ships from England. By 1700, planters in St. Mary's County were increasingly buying slaves imported from Africa or the Caribbean to work their tobacco farms.²⁰

¹⁷ Le Viness, 88-89; P.A.C. Spero, 6; Maryland State Highway Administration, *Bicentennial Byways: A Series of Articles on the History of Maryland Roads* (Maryland Department of Transportation, 1976); Hammett, 282.

¹⁸ Hammett, 388. The object of the law was to prevent trash and poor quality tobacco from being exported, a phenomenon that damaged the reputation of Maryland tobacco.

¹⁹ P.A.C. Spero, 11; Maryland State Roads Commission, *Preliminary Report of the Maryland State-Wide Highway Planning Survey* (1938), 1; Maryland Writer's Project, *Maryland: A Guide to the Old Line State*, reprint (New York: Oxford University Press, 1973), 83.

²⁰ Robert J. Brugger, *Maryland: A Middle Temperament, 1634-1980* (Baltimore: The Johns Hopkins University Press, 1988), 58; Hammett, 18-20; Lorena S. Walsh, "Community Networks in the Early Chesapeake," in *Colonial Chesapeake Society*, edited by Lois Green Carr, Philip D. Morgan, and Jean B. Russo (Chapel Hill: University of North Carolina Press for the Institute of Early American History and Culture, 1988), 200-201; Carr, Menard, and Walsh, 159-161.

St. Mary's County farmers derived the bulk of their income from the sale of tobacco, but colonists also developed local trade networks. They exchanged and sold farm products and procured the services of skilled craftsmen such as blacksmiths, carpenters, coopers, and tailors. Taverns or ordinaries were common in court towns, and by 1794, several roadside taverns existed along main roads in the county. Colonists sometimes traveled to nearby homesites to trade goods and services or to socialize. Although they often journeyed via rowboat or other watercraft, they also traveled by horseback and, in the 18th century, by wagon or carriage.²¹ Poor roads, shortages of horses, and the ease of water travel initially hindered the development of a more extensive social and economic community among the colonists in St. Mary's County. The local economy and the neighborhood social networks that did develop depended not only on the county's waterways but also on the roads and paths that connected farms and plantations to each other and to mills, villages, and taverns.

Roads to the Capital, the Courts, and Church

The need to reach government and religious institutions also encouraged road development. During the sixty years that Maryland's colonial capital was located at St. Mary's City (1634-1694), representatives to the colonial government and those who had business with the colonial courts often traveled at least part of the distance to St. Mary's City by water; some utilized roads such as the Patuxent Path, the Budd's Creek-Point Lookout Road, and Mattapany Path. The Patuxent Path led to settlements along the upper Patuxent River, and the Budd's Creek-Point Lookout Road likely carried travelers from Charles County. Mattapany Path was a particularly important route to the first colonial capital, since it allowed settlers who lived on the north shore of the Patuxent River, along the upper Chesapeake Bay, and on the Eastern Shore to dock at the Patuxent River then travel by land to St. Mary's City, thus avoiding the necessity of rounding Point Lookout.²² Despite the presence of these roads, colonists in the late 17th century complained that St. Mary's City was too difficult to reach because it was distant from many settlements in the growing colony and because the roads were poor. During discussions about moving the colonial capital to Annapolis, St. Mary's City residents offered "to set up a daily coach service between the Patuxent River and the city when the assembly met."²³ This offer illustrates the importance of roads as travel routes during the sessions of the colonial legislature.

In 1694, the colonial legislature moved the state capital from St. Mary's City to Annapolis. Of the major routes to St. Mary's City, Mattapany Path was the most affected by the village's demise. Mattapany Path does not appear on a 1794 map of the county and appears only occasionally on maps from the early 19th century.²⁴

Beginning in the early 18th century, the presence of the county court at Leonardtown contributed to the use and development of road networks in that area. In the 18th century, present-day

²¹ Dennis Griffith, *Map of the State of Maryland* (1794); Carr, Menard, and Walsh, 137-142; Walsh, "Community Networks in the Early Chesapeake," in Carr, Morgan, and Russo, 200-241.

²² Stone, 248.

²³ The quotation is from "Maryland Roads in 1776" in Maryland State Highway Administration, *Bicentennial Byways*. See also Hammett, 45.

²⁴ Hammett, 45; Stone, 248; Himmelheber, 220. The colonial records were transported to the new capital on horseback along the county's roadways.

Sunnyside Road was part of the primary route from Chaptico to Leonardtown. However, by 1802, the Budd's Creek-Point Lookout Road became the primary road from Chaptico to Leonardtown and developed into a particularly important cross-county thoroughfare.²⁵ Leonardtown's role as a political center within the county also contributed to the development of roads north from Leonardtown through the interior of the county to the Patuxent Path.

Roads in early St. Mary's County also connected colonists to Roman Catholic and Anglican churches, which served as focal points for early community networks.²⁶ The colony's founder, Lord Baltimore, was himself a Catholic and mandated that both Protestants and Catholics be free to worship according to the practices of their respective churches. Jesuit missionaries came to St. Mary's County with the first European settlers in 1634. Initially, the missionaries traveled to homes to conduct Mass, but by the early 1660s, Catholic colonists in St. Mary's County were building churches. By the late 17th century, the Anglican church (Church of England) was also represented by churches in the county.²⁷ Colonists developed trails and roads leading to local houses of worship, and in the county's 1802 road book, several roads are described as leading to a particular church; today, some of the county's roads still bear the name of churches.²⁸ Many of the 18th-century churches were located inland in order to be closer to the center of population.²⁹ This development attests to the gradual improvement in the county's roads.

INLAND TRANSPORTATION DEVELOPMENT, 1776-1865

Between the American Revolution and the American Civil War, St. Mary's waterways continued to serve as the primary means for shipping goods out of the county. During this period, the county did not see the same degree of road construction and improvements as did other parts of Maryland and the United States. Because it was situated on a peninsula and its neighbors were also surrounded by navigable waterways, there was little reason for non-residents to traverse the county by road. However, during this period, the county's roadways became increasingly important routes for local residents traveling within the county. The number of mapped roads increased in tandem with the growth of local industry and mercantile activity, the initiation of steamboat travel, a rise in the number and significance of towns, and the continued proliferation of wheeled conveyances. At the same time, the local government began to take a more active role in road maintenance, reflecting the significance of roads to the county's economy and society.

²⁵ Benjamin Tippet's Survey Book #2 (1859-1873), 31; St. Mary's County Road Book, 1802, Upper Newtown Hundred, Entry #26, 8.

²⁶ Michael Graham, "Meetinghouse and Chapel: Religion and Community in Seventeenth-Century Maryland," in Carr, Morgan, and Russo, 242-253.

²⁷ Carr, Menard, and Walsh, 122, 126; MPDF, Section F, 13-14, 16-18. Lord Baltimore's policy of religious toleration prevailed until 1692, when in the aftermath of the Glorious Revolution in England, the Maryland colonial legislature established the Church of England (Anglican) as the official state religion.

²⁸ Examples include St. Andrews Church Road and All Faith Church Road.

²⁹ MPDF, Section E, 9.

Character and Development of Roads

The first map that depicted St. Mary's County's internal roadways was published in 1794 by Dennis Griffith. [See Figure 2.] It shows several secondary roads, most of which extended from the Patuxent Path or the Budd's Creek-Point Lookout Road towards river landings along the Potomac or the Patuxent; in addition, a handful of roads traversed the interior of the county to connect the two main roads. By 1802, numerous interior roads linked the county's towns, plantations, warehouses, churches, mills, stores, and taverns.³⁰

Between 1835 and 1865, the number of roads depicted on maps of St. Mary's County increased significantly. Maps produced in the 1830s, 1840s, and 1850s show roads leading to Piney Point, Sotterley Point, the west bank of the St. Mary's River, and the mouths of Saint Clements Bay and the Wicomico River. [See Figure 3.] An 1865 map produced by Simon J. Martenet depicts a road network that extends from the two main north-south roads to the riverfront edges of the county; it also shows numerous roads crisscrossing the inland tracts between the two main routes. [See Figure 4.] Maps generally became more detailed during this period, and many of these "new" roads were likely existing paths or roads that had been improved or had become well-traveled routes. Nevertheless, the rising number of mapped routes in St. Mary's County attests to the growing importance of overland travel during this period.

This increase in the number of mapped routes corresponds to an increase in the number of public roads in St. Mary's County.³¹ However, the standards for public roads remained much the same. As in the colonial era, public roads were required to be twenty feet wide. The 1853 County Commissioners' instructions to road supervisors further specified that the public roads be kept "in good traveling condition for carriages, carts, and horsemen... clear of all obstructions 15 ft. above the surface of the road, ... [free of] all stones, stumps, roots, etc...." and to have "ditches and drains" to help prevent flooding.³² Most of the county's byways were not public roads and thus did not necessarily meet these standards. Moreover, many of the public roads were not always kept "in good traveling condition" as required by law.³³

As the number of roads in the county increased so too did the number of bridges, since roads in the interior and along the outer edges of the county traversed creeks and small rivers. While early roads tended to go around waterways rather than over them, the 1802 road book for St.

³⁰ St. Mary's County Road Book, 1802.

³¹ Regina Hammett identified fourteen roads in St. Mary's County that were designated public roads by the state legislature between 1801 and 1849; nine of these received this designation between 1830 and 1840 (Hammett, 283-284). However, it is not clear from Hammett's text whether this is a complete list of public roads in St. Mary's County. The 1802 county road book suggests that there were far more public roads than Hammett's list would indicate. While the exact nature and timing of the increase in the number of public roads in the county is unclear, the evidence does suggest that by 1860, there were more public roads in the county than there were in 1776.

³² Hammett, 285.

³³ *St. Mary's Beacon*, 27 January 1853 and 31 March 1859.



FIGURE 3

Fielding Lucas, *A Map of the State of Maryland* (1841), based on John H. Alexander, *Map Showing St. Mary's, Charles, and a Part of Prince George's Counties, on the Western Shore of Maryland* (1835).

Both maps available at Geography and Map Division, Library of Congress.



FIGURE 4

Simon J. Martenet, *Martenet's Map of Maryland* (1865), showing part of St. Mary's County.

Available at Geography and Map Division, Library of Congress.

Mary's County does mention dirt and plank bridges over creeks and swamps.³⁴ However, county roads still avoided crossing wider bodies of water such as the Wicomico River, St. Clements Bay, Breton Bay, St. George Creek, and the St. Mary's River.

Nationally and in Maryland, the period between the American Revolution and the Civil War was marked by significant advances in the organization, funding, and material conditions of roadways, however these developments affected St. Mary's County only indirectly. The late 18th and early 19th centuries saw the development of numerous turnpikes, most of which were funded by private companies who derived income from tolls collected along the roadways. The federal government embarked upon limited road-building projects, with Baltimore and the western part of Maryland benefiting from the federally-funded National Road, which was constructed between 1811 and 1838. In Maryland, most of the turnpikes extended west from Baltimore, which was a growing commercial hub. In 1823, the Boonsboro Pike became the first macadamized road in Maryland.³⁵ Macadamization represented a significant advance in road-building technology and entailed covering a graded dirt road surface with layers of small pieces of broken stone that were compressed by the weight of traffic.

St. Mary's County, however, saw neither turnpikes nor macadam roads within its borders before the Civil War. Water transportation – by sail and after 1817, by steam – continued to dominate external travel, curtailing interest in investing significant amounts of money in building turnpikes or macadamizing roads. Moreover, St. Mary's County was not situated along any of the major overland trade routes. Declining population in the county also contributed to the lack of interest in road improvements. Between 1790 and 1820, many white residents migrated to the west; the county's population did not return to its 1790 level until after 1860.³⁶ Individuals and companies interested in building turnpikes did not see St. Mary's County as a profitable location for their investments.

The development of turnpikes around Baltimore and Washington, D.C. may have had an indirect effect on roadways in St. Mary's County because they eased travel conditions outside of the county. Even though traversing the county's roads remained difficult, the construction of the Bladensburg Turnpike leading into Baltimore made overland travel between this city and St. Mary's County easier. As a result, the county's roads likely saw more travelers heading to or from Baltimore and the new national capital of Washington, DC. By 1810, stagecoach stretched from Ridge, located near the southern tip of St. Mary's County, west into Charles County and from there to Washington, DC or Baltimore.³⁷

³⁴ St. Mary's County Road Book, 1802, 4th Division of Chaptico Hundred, 3d Division of Resurrection Hundred, 1st Division of Upper New Town Hundred.

³⁵ Le Viness, 35, 45.

³⁶ Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts*, Appendix I, 12; Bayly Ellen Marks, "Rural Response to Urban Penetration: Baltimore and St. Mary's County, Maryland, 1790-1840," *Journal of Historical Geography* 8:2 (1982): 113-127; Hammett, 478.

³⁷ Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts*, Appendix I, 14.

Local Government and Road Maintenance

In 1794, the Maryland state legislature charged the county's Levy Courts with overseeing the construction and maintenance of public roads and bridges.³⁸ In 1802, the St. Mary's County Levy Court divided the county into fourteen road districts, all but one of which were further subdivided into road divisions. For each division, there was a road overseer who was responsible for ensuring that the public roads remained passable. After 1853, each election district elected a road supervisor who took charge of the roads within the district.³⁹

In the late 18th and early 19th centuries, many Maryland counties abandoned the practice of requiring landowners to provide laborers to work on the public roads. Instead, they collected road taxes and used them to pay road overseers and laborers. By the late 1840s, St. Mary's County had instated a similar system. The county also compensated free male residents for work and sometimes materials according to rates set by the St. Mary's County Commissioners. When slaves worked on the roads, the owners were entitled to receive payment from the county. Until 1853, road overseers were paid \$1.50 for each day spent working on the public roads. Under the road division system instituted in 1854, the district road supervisors received a yearly allowance that varied according to the district. The road supervisor for the Leonardtown District had the highest allowance (\$150); the supervisor for the St. Ingoes District received less than half that amount.⁴⁰

In practice, this system provided a procedure for repairing roads but was not conducive to regular maintenance. The county government set limits on the amount of money road overseers and supervisors could spend annually, and the road officials were often either unable or unwilling to devote time and money to road work that was not urgently needed. In 1859, a local resident complained that the district road supervisor system that was instituted five years earlier was ineffective: "It is impossible for one man ... to attend alike to each and every portion of his District. A heavy rain may fall to day [sic], and the roads of the whole district are placed in an impassable condition, each and every portion of the District requiring alike the immediate attention of the supervisor, and this is impossible for him to give...."⁴¹ Town roads may have been better maintained. By 1860, the Leonardtown Town Commissioners had assumed responsibility for maintaining roads within the town; in that year, they hired workmen to grade the streets and fill in ruts and gutters.⁴²

Roads to Towns

After the American Revolution, settlement in St. Mary's County remained generally dispersed along rivers, but towns and inland crossroad villages became increasingly important components of the county's landscape. While these towns remained small compared to those in other parts of the state, they took on a greater role in the local society and economy in the 19th century.⁴³ On the 1794 map of the county, the county seat at Leonardtown was the only community that

³⁸ P.A.C. Spero, 12.

³⁹ 1802 County Road Book; Hammett, 285.

⁴⁰ LeViness, 89; P.A.C. Spero, 12; Blackistone Collection; Hammett, 285.

⁴¹ *St. Mary's Beacon*, 31 March 1859.

⁴² *St. Mary's Beacon*, 29 March 1860.

⁴³ Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts*, Appendix I, 16

mapmaker Dennis Griffith marked as a town. Between 1824 and 1856, maps of the county began to show towns at Chaptico, Great Mills, Ridge, Charlotte Hall. [See Figures 2, 3, and 5.]

Several factors fueled the growth of towns and related road networks in the early 19th century. Although Baltimore merchants dominated the retail trade in southern Maryland, local merchants in towns such as Chaptico were nevertheless significantly more important in the local economy of the early republic than they were in the colonial era. A stagecoach line that passed through Chaptico likely encouraged its growth as well and spurred improvements to the road leading west into neighboring Charles County.⁴⁴ Skilled craftsmen set up shop in Chaptico and other crossroads villages, many of which were located near grist mills. In addition, the establishment of a school at Charlotte Hall played a key role in that town's development. By the 1820s, several of the county's churches moved closer to the towns also, further encouraging rural residents' visits to these growing villages.⁴⁵

As these small, crossroads towns grew, the county's roads connected population centers to a greater extent than they did in the 17th and early 18th centuries. In the colonial period, there were fewer concentrated settlements in the county, and residents were more likely to travel by water to purchase goods, attend church, or go to school. But waterways were not necessarily the most efficient ways to reach the county's towns, which were displacing plantations and rivaling wharves as social, economic, and political centers. Great Mills, Chaptico, and Leonardtown were located along creeks or tributaries of the Potomac River, but they were distant from the Potomac, making these communities easily accessible by water only to those who lived along the towns' respective tributaries. Other towns – notably Charlotte Hall, Ridge, and by the 1850s, Mechanicsville – were situated along major roadways and comparatively distant from waterways.⁴⁶ The growth of these towns and their road networks reflects the expansion of the internal economy as well as residents' greater reliance on overland travel. Road improvements likely contributed to town growth, but the process worked in reverse as well, with the towns' development fueling road construction and improvements. The concurrent phenomena of town growth and road improvement are also evident in the designation of roads to Charlotte Hall (1801) and to Great Mills (1837) as public roads.⁴⁷

Roads and the Internal Economy

Between 1790 and 1840, the internal economy in St. Mary's County expanded, creating a greater demand for overland travel routes. Throughout the first half of the 19th century, the economy of St. Mary's County remained dependent upon the export of its agricultural products, though farmers increasingly shipped to Baltimore rather than directly to overseas markets. Since St. Mary's County farmers continued to depend on waterways for both importing manufactured goods and exporting staple crops, roads to wharves remained prominent components of the local

⁴⁴ Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts*, Appendix 1, 14, 16; Marks, "Rural Response," 117-118.

⁴⁵ MPDF, Section E, 17, 18.

⁴⁶ Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts*, Appendix 1, 16; MPDF, Section E, 18.

⁴⁷ Hammett, 283.



FIGURE 5

Augustus Mitchell, *A New Map of Maryland and Delaware with Their Canals, Roads & Distances* (1849), detail showing mapped towns in St. Mary's County.

Available at Geography and Map Division, Library of Congress.

road network. In the late 1830s, two roads to wharves in the county were designated public roads by the state legislature.⁴⁸

While tobacco cultivation remained an important component of the local economy in St. Mary's County, beginning in the 1780s, the county's farmers also began to grow wheat both for home consumption and for export to the urban market in Baltimore. By 1820, approximately one third of the planters in St. Mary's County were primarily producing wheat for export. The expansion of wheat cultivation initially created more opportunities for skilled craftsman in the county since the crop required more processing than tobacco before it could be shipped to market. As a consequence, in the late 18th and early 19th centuries, grist mills were established throughout the county; these establishments employed millers, millhands, millwrights, carpenters, and blacksmiths.⁴⁹ Roads to these mills provided travel routes for skilled craftsmen and a means for transporting wheat and corn to be milled. Likewise, farmers' needs for blacksmiths and wheelwrights to repair the agricultural implements used in wheat cultivation likely increased the frequency of overland travel.

Roads also served the transportation needs of the few mercantile and industrial establishments in St. Mary's County. Beginning in the 1780s, county residents typically procured most of their manufactured goods from Baltimore via local merchants in riverside towns such as Chaptico and Leonardtown. However, St. Mary's County was home to one major manufacturing establishment – the textile mills at Clifton Factory near Great Mills.⁵⁰ Local farmers brought raw wool and cotton to the factory for processing, and the factory's owners may have used roads to transport yarn and cloth to steamboat landings for export to Baltimore.

Following the Panic of 1819, St. Mary's County experienced an economic depression that stalled further development of the county's internal economy and road networks. Between 1821 and 1830, the prices for wheat and tobacco declined, leaving farmers in financial trouble and discouraging tobacco planters from switching to wheat cultivation. Many skilled craftsmen left St. Mary's County for Baltimore in search of greater economic opportunities. Well-capitalized and technologically advanced grist mills in and around Baltimore took away much of the business from the local mills; the ease and cheapness of shipping by steamboat aided this trend.⁵¹ Although the road networks that emerged in the first two decades of the 19th century remained in place and in use, the decline of the internal economy meant that there was little incentive – or capital – to invest in local roadways. Significantly, historian Regina Hammett's list of county byways designated as public roads between 1801 and 1849 includes no examples between 1811 and 1832.⁵²

⁴⁸ Ibid.

⁴⁹ Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts*, Appendix I, 12-13; Marks, "Rural Response," 118-122; MPDF, Section E, 13, 17.

⁵⁰ Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts*, Appendix I, 16; Marks, "Rural Response," 117-118; Bayly Ellen Marks, "Clifton Factory, 1810-1860: An Experiment in Rural Industrialization," *Maryland Historical Magazine* 80:1 (1985): 48-65.

⁵¹ MPDF, Section E, 18; Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts*, Appendix I, 15-16; Marks, "Rural Response," 123

⁵² Hammett, 283-284.

Between 1780 and 1820, ships sailing by Point Lookout on their way to Baltimore fueled the expansion of maritime industries in St. Mary's County, which in turn increased population and road usage along the shores of the Chesapeake Bay, the Potomac, and the Patuxent. The number of county residents engaged in maritime trades increased between 1790 and 1820, with most of the bay pilots and mariners living in areas with easy access to the Chesapeake Bay: on the Patuxent near Town Creek, on the western shore of Point Lookout and along Smith Creek, and at Piney Point.⁵³ Roads to these areas linked residents to schools, stores, post offices, churches, and blacksmith shops.

By 1817, steamboats from Baltimore were stopping at wharves along St. Mary's County's Patuxent River shore, and by 1828, steamboat lines from Baltimore served the county's Potomac River shores.⁵⁴ As more ships on their way to Baltimore were powered by steam rather than sail, the maritime trades declined and a new riverside industry emerged – tourism. By the mid-1830s, Piney Point boasted a hotel named Potomac Pavilion; the resort hosted many of social and political elite of Washington, DC, including President James Monroe, President Millard Fillmore, Henry Clay, Dolley Madison, and John C. Calhoun. Vacationers arrived both by sea and by land, and road development on Piney Point reflected the resort's popularity. An 1835 map depicts two roads converging north of the resort, and the 1865 Martenet map shows two roads near the point itself, including a waterfront road lined with buildings leading to the lighthouse. [See Figures 3 and 4.] By the 1850s, other hotels that drew vacationers to the county included one near a steamboat landing at the mouth of the Wicomico River, and another at Point Lookout.⁵⁵

Particularly after 1840, the local agricultural economy saw some improvement, but this trend was halted by the start of the Civil War in 1861. Maryland remained within the Union, but many white residents of St. Mary's County supported the Confederacy. The Union Army occupied the county beginning in 1861 and maintained a troop presence at Leonardtown through 1863. The occupation disrupted the local economy as Union troops confiscated property and interrupted operation of the steamboat lines to St. Mary's County. They established several military facilities within the county – a military prison and hospital at Point Lookout, a depot at Bushwood Wharf (formerly Plowden's Wharf) on the Wicomico River, and a coaling station near Cross Manor on St. Inigoes Creek.⁵⁶ Since Union activity was concentrated along the waterways, it had little effect on the county's road development.

⁵³ Marks, "Rural Response," 120-121.

⁵⁴ David C. Holly, *Tidewater by Steamboat: A Saga of the Chesapeake* (Baltimore: The Johns Hopkins University Press, 1991); Robert H. Burgess and H. Graham Wood, *Steamboats Out of Baltimore* (Cambridge, MD: Tidewater Publishers, 1968).

⁵⁵ MPDF, Section E, 24; Bayly Ellen Marks, "Rakes, Nippers, and Tongs: Oystermen in Antebellum St. Mary's County," *Maryland Historical Magazine* 90:3 (1995): 317.

⁵⁶ Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts*, Appendix I, 15; Hammett, 141, 259.

POST-WAR STAGNATION AND DEVELOPMENT, 1865-1900

Between 1865 and 1900, road development throughout the United States stagnated as railroads replaced turnpikes as the primary means for moving goods and people from the East Coast of the United States into the interior. In St. Mary's County, it was the expansion of steamboat traffic along the Patuxent and Potomac Rivers that curtailed the development or improvement of road networks leading out of the county. In 1881, the railroad came to Mechanicsville and Charlotte Hall, but it did not seriously challenge the steamboats' dominance of transportation out of St. Mary's County. However, the presence of the railroad did contribute to the continued development of internal roads in the county. Following the Civil War, the importance of local road networks to the county's economy and society was evident in local farmers' efforts to improve road maintenance. The local government's investment of public money in road construction and maintenance also attests to residents' growing reliance on roads as transportation routes. In the second half of the 19th century, St. Mary's County residents relied on the county's roadways to carry them to public schools and to commercial and government establishments in the county's growing towns.

Character and Development of Roads

Between 1865 and 1900, farmers continued to transport their goods to wharves and local markets in wagons pulled by oxen or horses, and people generally traveled in horse-drawn buggies and carriages.⁵⁷ The public roads in the county – even primary thoroughfares such as Three Notch Road (the Patuxent Path) – were typically unsurfaced clay or sand. In some places, the roads were covered with oyster shells, which became readily available locally in the second half of the 19th century due to an increase in oyster harvesting in the county.⁵⁸ The width of public roads varied according to the date when the road was opened. Roads that were opened after 1860 were to remain cleared to a width of thirty feet. For roads that were opened before 1860, road overseers were only required to maintain a twenty-foot, cleared right-of-way.⁵⁹

Local residents often complained that the roads were poorly maintained. In 1870, the *St. Mary's Beacon* reported that disgruntled residents claimed “that many of the roads are in worse condition than they have ever been, that some of them are exceedingly dangerous to travel over and that others are impassable in particular sections.”⁶⁰ The most common complaint was that the roads lacked proper drainage; in some cases, the ditches were actually higher than the roadbed. As a result, the roads became muddy quagmires in wet weather.⁶¹ The ruts and gulleys that formed on poorly drained roads during wet weather later dried, making the roads dangerously uneven. Some residents charged that road overseers took shortcuts in repairing rutted roads; for example, they piled brush into large ruts rather than filling them with dirt.⁶² In June 1885, A.F. Fenwick, Sr. sued the St. Mary's County Commissioners for damages after his ox died in a road accident near Leonardtown. Fenwick contended that the accident was caused

⁵⁷ Pogue, *Yesterday*, 259-267.

⁵⁸ Hammett, 286-287; *St. Mary's Beacon*, 29 May 1873, 7 August 1879, and 16 April 1885. By 1900, the state of Maryland had over 250 miles of shell-surfaced roads (Le Viness, 39).

⁵⁹ Instructions to John F. Dent, 1881, Blackstone Collection, St. Mary's County Historical Society.

⁶⁰ *St. Mary's Beacon*, 24 February 1870.

⁶¹ Hammett, 286-287.

⁶² *St. Mary's Beacon*, 7 August 1879 and 16 April 1885.

by poor road conditions, notably the existence of a deep gulley. The judge found in Fenwick's favor and noted, "It is the duty of the county commissioners to keep the public roads in a condition to be traveled with safety, and if anyone using ordinary care and caution receives an injury, the county is responsible."⁶³ Fenwick received full compensation for the loss of his ox.

In hopes of improving county's roads, residents pushed for changes to the laws governing the maintenance of public roads. Critics argued that the laws encouraged costly and ineffective repairs and discouraged improvements that would make the roads easier to maintain in good condition. The system of part-time, elected road overseers also came under fire, as disgruntled residents charged that the overseers knew nothing about proper road maintenance or drainage. In addition, some road overseers neglected their duties while others showed favoritism towards roads in particular areas under their jurisdiction.⁶⁴

Such complaints persisted despite several modifications to the county's road laws. In 1868, St. Mary's County consolidated control over road maintenance and attempted to professionalize the road supervisors. Under the 1868 law, the county hired a salaried Superintendent of Roads who appointed district road supervisors and was accountable to the County Commissioners. The Commissioners also had the option to appropriate up to \$5,000 for permanent road improvements such as grading and draining. The 1868 law also reinstated the statute labor system, requiring all able males over the age of 21 to labor on the public roads for two days each year; however, the law also allowed male citizens to employ a substitute or pay the county instead. Despite the changes to the road law, local residents and officials continued to complain about roads.⁶⁵

In 1876, St. Mary's County experimented with a new road maintenance system that was intended to encourage improved roads. The 1876 law divided each election district into several road districts and then awarded two-year road maintenance contracts for each district to the lowest bidder. Instead of contributing labor, St. Mary's County residents paid a county road levy that was used to pay for the maintenance contracts. Proponents of the bid system theorized that since major repairs were costly, contractors would have financial incentive to invest in improved roads or at least to perform regular upkeep. Moreover, they hoped that contractors would be knowledgeable about road maintenance and would employ skilled laborers.⁶⁶

In January 1878, St. Mary's County residents called a convention at Leonardtown "to consider measures to remove or mitigate the evils of our present road system" and to petition the legislature for yet another change to the county's road laws.⁶⁷ Later that year, the Maryland state legislature repealed the 1876 law. Under the new law, the St. Mary's County Commissioners appointed salaried road commissioners for each election district, set costs for labor and materials for work on the public roads, and divided the road repair allocation among the county's eight

⁶³ *St. Mary's Beacon*, 18 June 1885, 25 June 1885 (quotation), and 1 October 1885.

⁶⁴ *St. Mary's Beacon*, 12 and 19 December 1867, 14 May 1868, 24 February 1870, 6 February 1873, 19 March 1874, 1 April 1875, 7 August 1879; Hammett, 286-287.

⁶⁵ Hammett, 286; *St. Mary's Beacon*, 14 May 1868, 24 February 1870 and 29 May 1873.

⁶⁶ *St. Mary's Beacon*, 1 April 1875; Hammett, 286.

⁶⁷ *St. Mary's Beacon*, 18 January 1878.

election districts. In 1878, the largest share went to the Leonardtown District. Chaptico and Factory Districts received the smallest allocation, which was approximately 70 percent of what was awarded to the Leonardtown District.⁶⁸

Roads and the Agricultural Economy

After the Civil War ended in 1865, farmers throughout the United States faced difficult times. In the late 19th century, tobacco growers in St. Mary's County struggled to compete with North Carolina farmers for a share in the newly emerging cigarette market. At the same time, wheat prices fell as the number of farms in the Plains states increased, making it difficult for local farmers to turn a profit from wheat cultivation.⁶⁹

In the face of these challenges, St. Mary's County farmers formed agricultural organizations. Between 1869 and 1890, farmers in Chaptico, Breton's Neck, Milestown, Morganza, and Leonardtown organized farmers' clubs.⁷⁰ In 1874, local farmers established several chapters of the National Grange of the Patrons of Husbandry, and within a year, there was a county grange and at least nine local granges.⁷¹ In the late 1880s and early 1890s, St. Mary's County joined the national Farmers Alliance movement as well.⁷² In 1897, tobacco farmers founded the St. Mary's Tobacco Growers Association.⁷³

The Grange and the Maryland State Agricultural and Mechanical Association took active roles in pressuring the state and local governments to improve road conditions. An editorial in the *St. Mary's Beacon* titled "There is True Economy in Good Roads" argued that, "There is no economy in parsimony in road making, and paying treble or quadruple to wagon makers, blacksmiths, and harness-makers."⁷⁴ In 1872, the state agricultural society organized a State Road Convention that proposed alterations to the systems of local road maintenance, and in an 1874 editorial, the organization suggested that the state government contribute to improvements to major thoroughfares.⁷⁵ The Millstone Landing Grange in St. Mary's County took action in 1879, petitioning the County Commissioners to devote money to improving a well-traveled section of the Three Notch Road and offering "material aid" in grading and draining the road. The Grange also criticized the road supervisors for using "hand labor" for jobs that were more

⁶⁸ Hammett, 286; *St. Mary's Beacon*, 2 May 1878.

⁶⁹ Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts*, Appendix I, 19; MPDF, Section E, 22-23; Hammett, 389-390.

⁷⁰ *St. Mary's Beacon* [online index], 11 July 1869, 12 August 1869, 26 August 1869, 17 February 1887, and 22 March 1888.

⁷¹ The online index to the *St. Mary's County Beacon* mentions granges at Great Mills, Point Lookout, Millstone Landing, Patuxent, Charlotte Hall, St. Inigoes, Leonardtown, Chaptico, and Oakville. See entries for 25 June 1874, 9 July 1874, and 22 July 1875.

⁷² *St. Mary's Beacon* [online index], 31 October 1889, 16 January 1890, and 13 March 1890.

⁷³ Hammett, 392-393.

⁷⁴ *St. Mary's Beacon*, 6 February 1873. See also *St. Mary's Beacon*, 29 February 1872, 21 June 1883, and 26 March 1885. On the efforts by Granges and other farmers' organizations to improve roadways, see Peter J. Hugill, "Good Roads and the Automobile in the United States, 1880-1929," *Geographical Review* 72:3 (1982): 328-329, and John A. Jakle, "Landscapes Redesigned for the Automobile," Chapter 15 of *The Making of the American Landscape*, ed. Michael P. Conzen (New York: Routledge, 1994 (reprint)), 296.

⁷⁵ *St. Mary's Beacon*, 29 February 1872, 18 October 1872, and 19 March 1874.

efficiently and effectively accomplished by machinery. Five years later, the county purchased a grading machine.⁷⁶

The efforts of farmers' organizations to improve the county's roads illustrate the growing importance of roads to the agricultural economy. Farmers relied upon the roadways to transport crops to local markets and to steamboat landings and railroad stations for export. Their efforts to improve local roads and their contention that good roads would benefit farmers laid the groundwork for the Good Roads Movement of the early 20th century.

Roads to the Water – Steamboats and Seafood

Although roads became increasingly important to local transportation, the expansion of steamboat lines from Baltimore to the rivers of St. Mary's County kept the county's economy and road networks oriented towards the water. After the Civil War, the number and frequency of steamboats making runs along the Potomac and the Patuxent grew, and steamboat landings on both the northern and southern shores in St. Mary's County multiplied. The steamboat landings became gathering places for local residents, who went to the wharves not only to transport goods for sale in Baltimore and to meet passengers but also to enjoy the spectacle of a steamboat's arrival. The steamboats also brought vacationers to resorts and hotels at Piney Point, Point Lookout, Town Creek, and Wynne.⁷⁷

The steamboat lines from Baltimore and Washington, DC spurred improvements to roads leading to and around the landings in St. Mary's County. The 1868 county road law instructed the Superintendent of Roads to focus his efforts on the roads to the county seat and then on the roads to "the most public landings."⁷⁸ In many cases, landings were located at the sites of antebellum wharves, including Spencer's Wharf at Town Creek on the Patuxent and Broome's Wharf on the St. Mary's River at St. Mary's City. In these instances, the number of mapped roads in the vicinity of steamboat landings increased between 1865 and 1900. Some steamboat landings appear to have been established in new locations, spurring more dramatic local road improvements. For example, maps from the 1860s through the early 1890s show no roadways leading to Cobrum's Wharf on St. Clements Bay. By 1900, a USGS map shows Cobrum's Wharf Road leading east from Oakley Road to the steamboat wharf. [See Figure 6.]

In the decades after the Civil War, the roads leading to wharves and other points along the major rivers in the county also served the watermen who made their living by fishing or by tonging or dredging for oysters. The farmers of St. Mary's County had long supplemented their diets and income in this manner, but during the agricultural depression that followed the Civil War, some farmers turned to harvesting oysters as their primary occupation. Former slaves and white tenant farmers also found work on the water. Many of the oysters never came ashore in the county, as

⁷⁶ *St. Mary's Beacon*, 7 August 1879 and 10 July 1884.

⁷⁷ Pogue, *Yesterday*, 252-258; Hammett, 215, 264; MPDF, Section E, 24.

⁷⁸ *St. Mary's Beacon*, 14 May 1868.

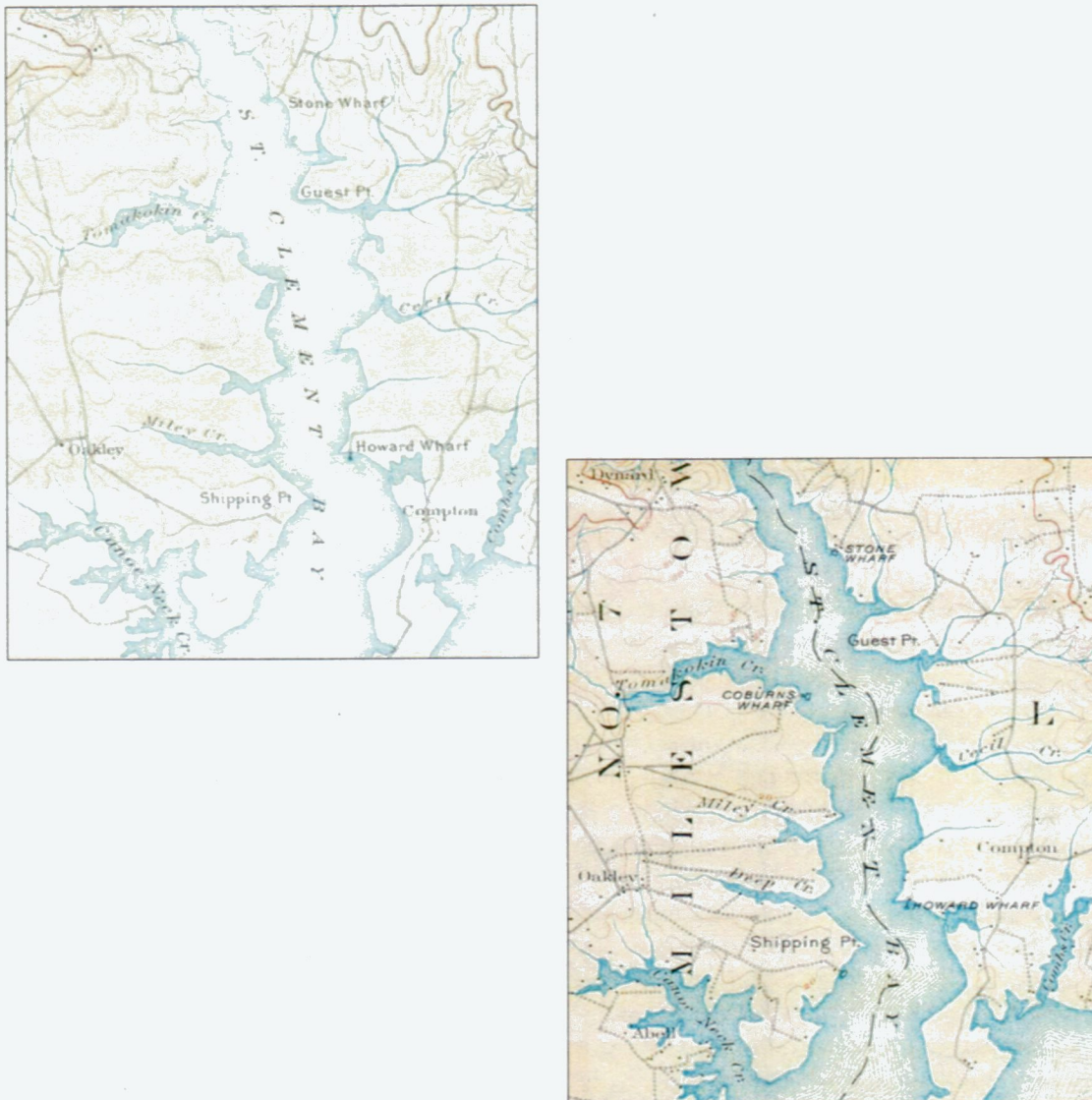


FIGURE 6

USGS, *Leonardtown, MD Quadrangle* (15 Minute Series), 1892 (top left) and 1901 (bottom right), showing changes in road networks at Coburn's Wharf.

Maptech Historical Maps (<http://historical.maptech.com>).

"buy boats" often purchased the day's harvest directly from oystermen and then shipped the oysters to out-of-county markets and to packing plants and canneries in Baltimore.⁷⁹ The rise of oystering in St. Mary's County had little effect on the county's overall road network, but it profoundly shaped road development in isolated areas. By 1900, there were shucking houses at two wharves at the mouth of Smith Creek; these establishments encouraged local road improvements near the community of Wynne.⁸⁰ In the decades following the Civil War, a small community emerged around Plowden's Wharf area; maps from the late 19th and early 20th centuries identify this community as Bushwood. By the 1910s, this bustling riverside community included several commercial establishments, including a tomato cannery, two oyster shucking houses, a store, and Blakistone's Ice Cream Parlor. Between 1892 and 1900, the road networks surrounding the wharf developed with the extension of existing roads, the construction of new roads, and the improvement of older roads.⁸¹ [See Figure 7.]

The impact of late 19th-century oystering and fishing on the development of road networks was particularly dramatic on St. George's Island. In 1860, the island had 88 residents, most of whom settled there between 1850 and 1860. By 1900, almost 400 people resided on the island; most of the men worked as oystermen, fishermen, or sailors.⁸² Maps from the 1860s through the mid-1880s depicted no roads on St. George's Island, a fact that likely reflects both the island's sparse population and the poor condition of any roads that then existed. However, by 1892, a USGS map shows a road that extended over half the length of the island, stretching from a point near the northwest tip of the island southeast along the southwest shore. [See Figure 8.]

Impact of the Railroad

In 1881, the first trains of the Washington City and Point Lookout Railroad arrived in St. Mary's County. The railroad line stretched north from Mechanicsville, through Charlotte Hall, and on to Washington, DC and Baltimore via the Pope's Creek Branch of the Baltimore and Potomac Railroad. There were daily trains through much of the 1880s and 1890s, but the railroad did not venture far into St. Mary's County and did not threaten the steamboats' dominance of out-of-county travel and shipping. The town of Mechanicsville grew after the arrival of the railroad, and the four roads that converged on the town saw more local traffic than in previous decades.⁸³

Roads and African-American Communities

Throughout St. Mary's County, the road networks associated with crossroads villages and mill towns saw improvements as they grew during the second half of the 19th century.⁸⁴ This era also saw a number of African-American communities develop in the county. After 1865, African-Americans in St. Mary's County established settlements, churches, and schools that allowed

⁷⁹ Between 1870 and 1890, the number of tonging licenses in St. Mary's County nearly tripled, rising from 267 to 757. See Paula J. Johnson, ed. *Working the Water: The Commercial Fisheries of Maryland's Patuxent River* (Charlottesville: University of Virginia Press and the Calvert Marine Museum, 1988), 5; MPDF, Section E, 22-23.

⁸⁰ Hammett, 399.

⁸¹ Pogue, *Yesterday*, 253-254; USGS, *Wicomico, MD Quadrangle* (15 Minute Series), 1892 and 1901.

⁸² Marks, "Rakes, Nippers, and Tongs," 325; 1900 Population Census, St. Mary's County – 9th District (St. George's Island). St. George's Island became a separate election district in the 1880s, another indication of its growing population.

⁸³ Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts*, Appendix I, 18-20.

⁸⁴ Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts*, Appendix I, 19-20



FIGURE 7

USGS, *Wicomico, MD Quadrangle* (15 Minute Series), 1901, showing development of Bushwood and related road networks.

Maptech Historical Maps (<http://historical.maptech.com>).



FIGURE 8

USGS, *Point Lookout, MD Quadrangle* (15 Minute Series), 1912, showing road development on St. George's Island.

Maptech Historical Maps (<http://historical.maptech.com>).

them some control within a white-dominated, segregated society. Some of these enclaves and institutions were located along major roadways; the first Ebenezer A.M.E. Church and the White Marsh School, for instance, stood along the Patuxent Path near Mechanicsville. In other cases, settlements, churches, and schools were located near waterways and wharves since many of the communities' residents found work in the maritime trades. Examples of such communities include Beachville and Abell.⁸⁵

Public Schools and Post Offices

The establishment of a public school system and the proliferation of post offices in St. Mary's County during this period encouraged citizens and the government to keep roads passable. Public education was introduced to the county in 1865. Schools for white children opened in 1866, and separate public schools for African-Americans began to be established between 1872 and 1874.⁸⁶ Schools were typically located at crossroads, near stores along major roads, or in or near towns. The route of existing roadways appear to have influenced the location of the schools rather than vice versa.

The postal system in St. Mary's County expanded in the second half of the 19th century, and county residents relied upon the roadways for mail delivery. Typically, mail entered the county by steamboat or by railroad. Once the mail was delivered to a wharf or depot, mail carriers took the mail by road to the growing number of post offices in the county. Between 1865 and 1899, more than forty post offices were established in the county, making the number of post offices in 1900 more than twice what it was in 1860. Much of the mail traveled via the Patuxent Path and the Budd's Creek-Point Lookout Road; roads between Leonardtown and Mechanicsville and between Piney Point and Cedar Point were significant mail routes as well. [See Figure 9.] Shorter routes fanned southward from the Budd's Creek-Point Lookout Road towards landings and communities along the Potomac River and its tributaries. The expansion of postal service had less impact on roadways between the Patuxent Path and the Patuxent River. St. Mary's County residents who lived along the Patuxent River had to travel to one of the five wharves where the steamboat delivered mail; no postal routes linked these wharves to interior post offices.

STATE ROADS AND AUTOMOBILES, 1900-1956

The first half of the 20th century saw significant changes in the condition, character, and use of roads in St. Mary's County. In the early 1900s, in response to citizen demands for hard-surfaces to accommodate bicycles and automobiles, the State of Maryland began to allocate public funds for road improvements. In the 1910s, St. Mary's County started receiving substantial state-financed road improvements beginning with the creation of State Route 5, which encompassed the western portion of the Patuxent Path, the road between Mechanicsville and Leonardtown, and the Budd's Creek-Point Lookout Road east of Leonardtown. Subsequent state road projects focused on the interior roads that connected inland towns.

⁸⁵ Ranzetta, *Historic Resources of St. Mary's County*, Section E, 24.

⁸⁶ Publicly supported elementary schools for whites existed in the county prior to the Civil War, but these schools were free of charge only to poor children. Hammett, 298, 314.



FIGURE 9

A. von Haake, *Post Route Map of the States of Maryland and Delaware and the District of Columbia* (1896).

Available at Maryland Room, University of Maryland-College Park.

The growing use of automobiles in the first half of the 20th century spurred additional road improvements and transformed the roads of St. Mary's County into the primary travel routes not only for local travel but also for transporting goods and people into and out of the county. As a result, roads to former steamboat landings often remained unimproved while routes around towns along the major roads out of the county received hard surfaces and crowns to reduce flooding. Road improvements, the proliferation of automobiles, and the celebration of Maryland's 300th anniversary in 1934 encouraged road-based tourism to the interior of the county. The number of seasonal residents grew as well, as road improvements eased travel conditions between St. Mary's County and Washington, DC.

By 1940, the county had numerous hard-surfaced roadways, but many of the local roads remained unimproved. In 1942, the establishment of the Patuxent River Naval Air Station inaugurated another period of substantial road improvements in St. Mary's County. The U.S. Navy constructed and improved roads leading to and from the base at Cedar Point. The Navy's presence also led to the growth and establishment of residential communities such as Lexington Park, and road networks to such communities expanded accordingly. The economic and population growth that the naval base brought to St. Mary's County fueled road-widening projects on the major routes and improvements to many of the county's secondary and local roadways.

Character and Development of Roads

The first half of the 20th century represented a period of unprecedented improvements to the roads of St. Mary's County. In 1900, most of the county's public roads lacked proper drainage, making them prone to flooding. With the installation of road drainage systems beginning in the early 1900s, moderate amounts of rain no longer rendered the roads impassable.⁸⁷ New surface treatments helped roads remain passable in all weather. In 1938, most of the public roads in St. Mary's County were improved roads – graded, drained, and surfaced with sand-clay, shells, or gravel. After circa 1910, some of the improved roads were treated with a bituminous material in order to bind the surface materials and reduce dust. By 1938, St. Mary's County had 14.2 miles of paved roads. In the 1940s and 1950s, the mileage of paved roads continued to increase.⁸⁸

The development of the public road system in St. Mary's County was the result of improvements to existing public and private roadways rather than the construction of new, planned routes. However, these improvements did sometimes lead to shifts in the paths of existing roadways; beginning in the 1920s, but particularly after 1954, road projects in St. Mary's County entailed eliminating sharp curves as well as widening travelways.⁸⁹ Most of the new road construction during this period took place during or shortly after World War II as part of planned communities built to serve U.S. Navy facilities; these communities included Patuxent Park,

⁸⁷ Le Viness, 44

⁸⁸ Maryland State Roads Commission, *Preliminary Report of the Maryland State-Wide Highway Planning Survey by the Maryland State Roads Commission* (n.p., 1938), 82; State of Maryland Department of Geology, Mines, and Water Resources, *Map of St. Mary's County Showing the Topographical and Election Districts* (1959).

⁸⁹ Hammett, 293; Le Viness, 69, 71

Lexington Park, and Carver Heights.⁹⁰ By the mid-1950s, St. Mary's County had some suburban and town roads, but most of the county's roads retained a rural character.

Government Programs for Road Improvement

Many of the road improvements in St. Mary's County in the first half of the 20th century were the result of the state government's growing involvement in local road planning and maintenance. A major impetus for state funding came from the Good Roads Movement, which began in the late 1880s when the League of American Wheelmen – a bicycling organization – started lobbying for macadamized roads. The Good Roads Movement gained momentum in the early 1890s when cyclists attracted farmers and railroad companies to their cause. The growth of Rural Free Delivery in the late 1890s and early 1900s gave farmers yet another reason to support the construction of good, all-weather roads. The National League for Good Roads, which organized in 1892, lobbied the federal government to encourage road improvements and succeeded in establishing the Office of Roads Inquiry in the U.S. Department of Agriculture.⁹¹

Good roads advocates also lobbied the states to fund road improvements and to establish state highway commissions that included professional engineers to oversee statewide road improvement programs. In 1898, in response to the efforts of the Maryland Road League and the Grange, the Maryland state legislature created a Highway Division within the Maryland Geological Survey and charged the division with investigating the condition of the state's roads. The Highway Division's report, issued in 1899, observed that many of Maryland's roads were ungraded and unsurfaced, making them impassable in bad weather. Moreover, the report contended that the system of county road supervisors discouraged road improvements, as the supervisors only maintained the existing and often poorly constructed roads. To counter this, the Highway Division recommended that the state and counties share the costs of a massive program of road improvement.⁹²

In 1904, in response to the Highway Division's recommendations, the state legislature passed the Shoemaker Act, which allocated \$200,000 towards the macadamization of roads throughout the state. The money was distributed among the counties based on road mileage; with 602 miles of public roads, St. Mary's County received \$7,789.85 from the State Aid Road Fund. Each county had to match the state appropriation and was charged with selecting the roads to be improved and with maintaining the new roads.⁹³

In 1908, under the leadership of Governor Austin L. Crothers, the Maryland legislature established the State Roads Commission (SRC), joining a larger national trend towards the establishment of state highway commissions. The SRC implemented a seven-year plan for road improvements intended to link Maryland's county seats to Baltimore by a network of hard-

⁹⁰ Hammett, 489-491.

⁹¹ Paul Daniel Marriott, *From Milestones to Mile-Markers: Understanding Historic Roads* (United States Department of Transportation, National Scenic Byways Program, 2004), 62; John Stilgoe, "Roads, Highways, and Ecosystems," in *The Use of the Land: Perspectives on Stewardship* (National Humanities Center, 2001; electronic resource: <http://www.nhc.rtp.nc.us:8080/tserve/nattrans/ntuselnd/essays/roads.htm>), part 2; Huggill, 330.

⁹² P.A.C. Spero, 23-24; Le Viness, 39-46, 89.

⁹³ Le Viness, 46-49; Hammett, 287.

surfaced roads.⁹⁴ The route for the planned state road in St. Mary's County stretched from the Charles County line, through Mechanicsville and Morganza to Leonardtown, then continuing through Great Mills, St. Mary's City, and Ridge to Point Lookout. This road, which was later designated State Route 5, followed existing roadways, traversing parts of the old Patuxent Path and Budd's Creek-Point Lookout Road.⁹⁵ [See Figure 10.] In 1909, construction began on a gravel macadam road between Mechanicsville and Helen.

By 1913, St. Mary's County had almost nine miles of twelve-foot macadamized state roads, and a little over five miles of graded and surfaced state roads. As part of its road improvements, the State Roads Commission also straightened roads. By 1913, it had reduced the length of the road between Leonardtown and St. Mary's City from twenty miles to 18.5 miles.⁹⁶

In 1910, the state legislature established a division within the SRC to oversee the maintenance of the state roads, thus shifting some of the responsibility for road maintenance from the counties to the state.⁹⁷ Although the Maintenance Division of the SRC took responsibility for the state road in St. Mary's County, the county government continued to be responsible for maintaining most public roads in the county.

With a statewide network of primary roads in place, the state legislature turned its attention to the secondary roads in the late 1910s and 1920s. This effort was assisted by the Federal-Aid Road Act of 1916 and the 1921 Highway Act, which made federal funds for road improvements available to states.⁹⁸ Although state road funding abated during the 1930s due to the Great Depression, the state road network in St. Mary's County continued to expand with the help of federal funds.⁹⁹

The period between 1916 and 1939 was one of significant road improvements in St. Mary's County. By 1939, the state road system in the county encompassed not only State Route 5, but also State Routes 234 and 237, which linked the communities in the southwestern part of the county, and State Route 235, which began just southeast of Mechanicsville and followed the route of the Patuxent Path to Ridge. In addition, shorter state roads traversed the interior of the county and led outward towards waterfront locations such as Piney Point, Cedar Point, Colton's Point, Wynne, and Sandgates. [See Figure 10.]

In the 1940s, the construction of the Patuxent Naval Air Station and Webster Field led to increased federal involvement in road planning and construction in the areas surrounding the

⁹⁴ Le Viness, 51-56

⁹⁵ Hammett, 287-288.

⁹⁶ Maryland State Roads Commission, *Preliminary Report and Financial Statement of the Maryland State Roads Commission for the Years 1912 and 1913* (Baltimore; n.p. 1914), 39, 43, 60-61.

⁹⁷ Le Viness, 89-90.

⁹⁸ Le Viness, 63, 69, 101; Marriott, *From Milestones to Mile-Markers*, 64; Jakle, 296-297.

⁹⁹ On the 1939 state highway map, many of the state highways have the notation "F.A." beside them, indicating that they were part of the Federal Aid Highway System. See Maryland State Roads Commission, *General Highway Map, St. Mary's County Maryland* (1937; revised 1939); Maryland State Roads Commission, *Preliminary Report* (1938), 2-3.

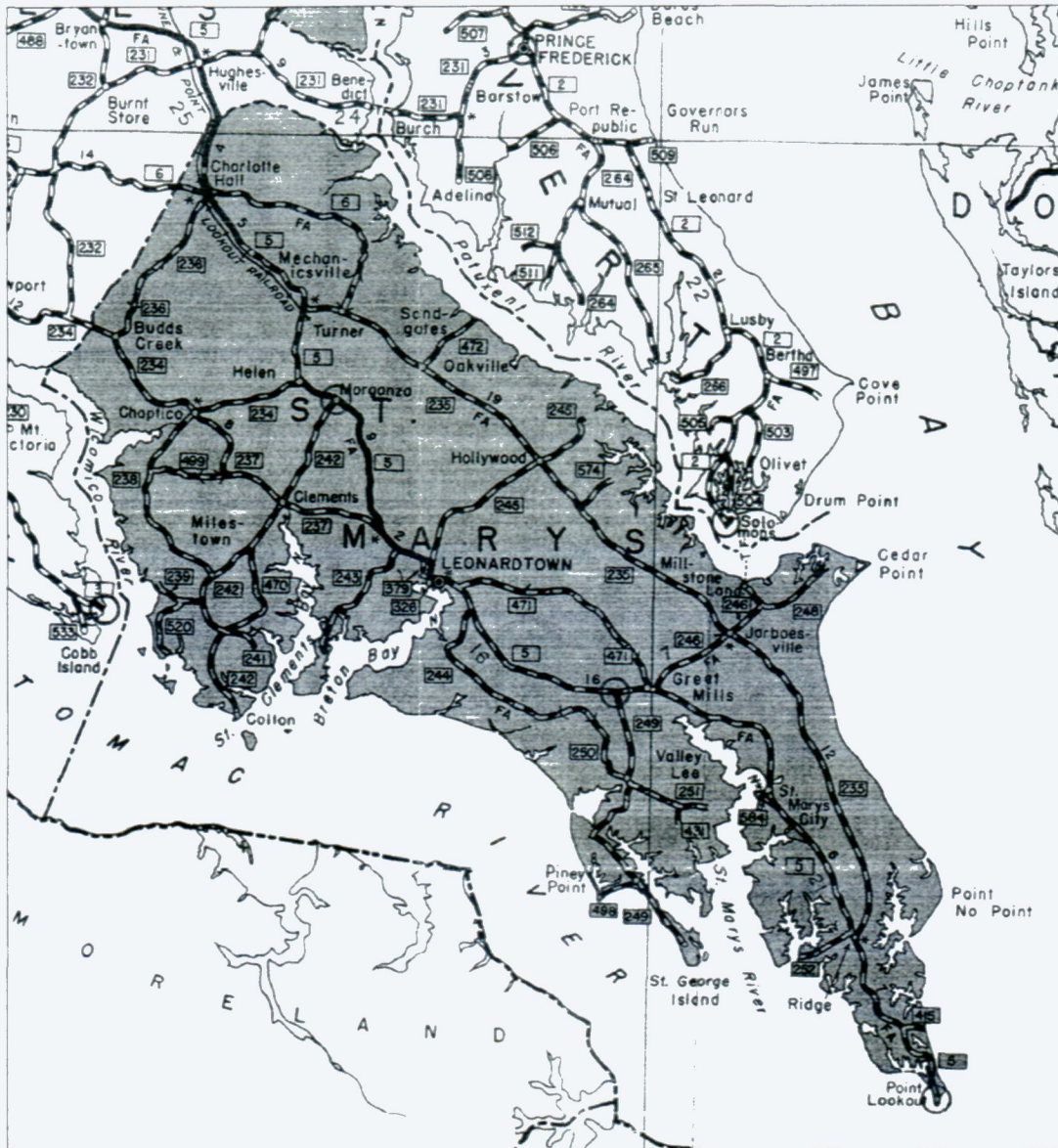


FIGURE 10

Maryland Geological Survey, *Map of Maryland Showing Highways and Points of Interest* (1940), showing state road system in St. Mary's County.

Available at Maryland Room, University of Maryland-College Park.

bases. Most notably, the U.S. Navy improved existing roadways within the two bases and planned and built residential communities at Lexington Park, Patuxent Park, and Carver Heights.

The Automobile Age

Although the advent of bicycles inaugurated the movement for well-maintained, hard-surfaced roads, it was the widespread adoption of the automobile that transformed roads in St. Mary's County and throughout the United States in the first half of the 20th century. By 1900, there were between six and seven thousand automobiles in the United States, with their use concentrated in urban areas. In the first years of the 20th century, automotive technology improved and prices declined. By 1905, almost 78,000 automobiles were in use in the United States. By 1925, there were 17 million registered cars in the country. By 1930, there were 23 million, and in 1950, forty million cars were registered in the United States.¹⁰⁰

According to local historian Robert E.T. Pogue, brothers Leonard Locke Holmes and Frank Neale Holmes of Mechanicsville became the first St. Mary's County residents to own an automobile when they purchased a 1908 Model S Ford. When Dr. L.B. Johnson purchased an automobile in 1911, the event was significant enough to be reported in the local papers. By 1915, car dealerships had been established in Mechanicsville and Leonardtown. Despite the availability of automobiles, many local residents continued to rely on horse- and ox-drawn vehicles for local transport well into the 1920s.¹⁰¹ However, by the 1930s, motorized vehicles were replacing buggies and wagons as the primary means of local travel and transport in St. Mary's County. Oral histories conducted with African-Americans who lived through the Great Depression in St. Mary's County reveal that in the 1930s and early 1940s, residents frequently walked to church and school and used wagons to transport goods, but automobiles were also used to travel to church and work.¹⁰² In 1936, there were 2,376 passenger vehicles registered in St. Mary's County, approximately one vehicle for every six residents. In terms of automobile ownership, the county lagged behind much of the state; by 1930, there was one car for every five Marylanders. The use of automobiles in St. Mary's was amplified throughout Maryland. By 1929, the number of automobiles in the state numbered 320,000.¹⁰³

By the early 1930s, the roads of St. Mary's County had eclipsed the waterways as the primary means of travel and transportation into and out of the county as motorized vehicles became viable modes of long-distance travel and transportation. The first bus line in St. Mary's County was established in 1914, and by 1920, St. Mary's County residents could travel from Scotland at the southeastern end of the county to Washington, DC. Tidewater Lines, which operated buses from Leonardtown to Washington, DC carried freight as well as passengers. Motorized trucks, which could reach far more locations in the county than steamboats, carried freight into and out

¹⁰⁰ Stilgoe, Part I; Jakle, 293-294; Hugill, 330-331; Marriott, *From Milestones to Mile-Markers*, 70.

¹⁰¹ Pogue, *Yesterday*, 238-240, 261, 268; Hammett, 288-290; Alain Y. Dessaint and Lou Rose, *Southern Maryland: Yesterday and Today. Crab Pots and Sonweed Fields* (La Plata: Southern Maryland Regional Library Association, 1983), 60.

¹⁰² Andrea Hammer, ed., *But Now When I Look Back: Remembering St. Mary's County Through Farm Security Administration Photographs* (St. Mary's City, MD: n.p., 1988), especially 67, 68, 87, 93, 94, 96.

¹⁰³ Maryland State Roads Commission, *Preliminary Report* (1938), 83; Hugill, 340; Le Viness, 69-70.

of the county as well.¹⁰⁴ In 1932, regular steamboat service on the rivers of St. Mary's County ceased, as steamboat lines could not successfully compete with trucks and buses.¹⁰⁵ The advent of the automobile also spelled the end of the railroad in St. Mary's County. In 1928, rail passenger service was discontinued. Although the U.S. Navy purchased and expanded the rail line through St. Mary's County during World War II, it abandoned the railroad in 1954.¹⁰⁶

County residents' growing reliance on motorized vehicles not only affected the way they used the roads but also influenced the physical appearance of the roads and surrounding landscapes. The proliferation of motorized vehicles and road improvements went hand-in-hand. As geographer John A. Jakle has written, "Street and road improvements were integrally linked to the evolving automobile in a path of circular causation. Better cars and trucks demanded better highways, but better highways invited faster and larger motor vehicles."¹⁰⁷ Drained, macadamized roads were "good roads" for wagons, buggies, horses, oxen, and pedestrians, but they were not ideal for automobiles. The Model T Ford (1909) was designed to traverse macadamized and dirt roads; St. Mary's County residents found that cars manufactured by the J.I. Case Threshing Machine Company were especially effective at pulling through sandy roads. Yet these early automobiles kicked up large amounts of dust, annoying fellow travelers, and the cars damaged the roads themselves, leaving ruts and gulleys in their wake and increasing maintenance costs.¹⁰⁸ As a result, even before construction began in 1909 on the first macadamized road in St. Mary's County, the Maryland State Roads Commission was considering new road surfaces that would better accommodate motor vehicles. In response to the rise in automobile traffic, the Commission instituted the practice of adding bituminous materials to gravel and shell roads, and in 1912 constructed Maryland's first concrete roads in Anne Arundel, Prince George's, Charles, and Cecil counties. By 1914, a fourteen-foot-wide concrete road was under construction in St. Mary's County, between Mechanicsville and the Charles County line. Counties in southern Maryland were among the first to have concrete roads not because of higher automobile traffic, but because the stone and gravel for macadamized roads was expensive due to high transportation costs.¹⁰⁹

Truck traffic during World War I exposed the incompatibility of macadamized roads and motorized vehicles. Heavily-laden military trucks tore up macadamized roads, particularly along long-distance routes from the Midwest to eastern ports such as Baltimore. With federal aid and revenue derived from vehicle licensing and gasoline taxes, Maryland and other states built more miles of paved roadways. The all-weather sedans that became popular in the 1920s fared better on these, too, helping to spur even more paved highways. The trend towards producing automobiles designed to run at high speeds over straight, smooth-surfaced roads continued through the 1940s and 1950s. In St. Mary's County, the rise of the automobile fueled the paving

¹⁰⁴ Hammett, 292; Maryland State Roads Commission, *Preliminary Report* (1938), 83.

¹⁰⁵ Burgess and Wood, 217; Pogue, *Yesterday*, 255.

¹⁰⁶ Hammett, 279-281.

¹⁰⁷ Jakle, 295.

¹⁰⁸ Hugill, 332, 335-337; Le Viness, 53; Pogue, *Yesterday*, 269-270.

¹⁰⁹ Le Viness, 53-54; Maryland State Roads Commission, *Preliminary Report* (1914), 39, 64-65; Hugill, 342. The gravel was imported by rail to Mechanicsville or by wharf to Leonardtown.

and widening of primary roads as well as the elimination or mitigation of sharp curves along both primary and secondary routes.¹¹⁰

Particularly in crossroads communities and along primary roads such as State Routes 5, 234, and 235, the advent of the automobile changed the road landscape. The increase in automobile traffic brought about the construction of directional and warning signs as well as roadside structures designed to fuel and fix motor vehicles and to protect motorists and pedestrians.¹¹¹ Gas stations and car dealerships sprang up along the roadsides, particularly along major routes. In the late 1910s, gasoline could be purchased at Chaptico Wharf, Bushwood Wharf, Helen, Mechanicsville, and probably other locations as well.¹¹² By the 1930s, gas stations were less likely to be located at wharves and instead concentrated at crossroads villages and along major roadways. For instance, the Colonna Texaco Station (SM-391) in Mechanicsville and the Callaway Service Station (SM-437) west of Great Mills were both built in the early 1930s along State Route 5. A 1940 photograph of Scotland School, located at the intersection of Point Lookout Road (Route 5) and Fresh Pond Neck Road, illustrates some of the road signs and safety measures erected in the 1930s. [See Figure 11.] The photograph shows a stop sign for vehicles approaching State Route 5 from Fresh Pond Neck Road. Surrounding the schoolyard are pylons that defined the edge of the roads and aimed to prevent speeding cars from entering the schoolyard.

Widespread automobile use also influenced which roadways became primary transportation routes and which became secondary routes. Roads to wharves became secondary roads as steamboat traffic ceased and the wharf-related communities declined as commercial centers. As goods and people increasingly moved into and out of the county by road, State Routes 5, 234, and 235 became the major thoroughfares and were the first to be improved for use by automobiles. Inland roads that connected and paralleled these major thoroughfares formed important components of the automobile-based road network that emerged in the second quarter of the 20th century. Smaller crossroads villages declined as automobiles made it possible for people to travel to larger towns farther away. Riverfront resorts and hotels benefited from the increased mobility that automobiles brought. Automobile tourism fueled the development of roads leading to resorts at Piney Point and at Colton's Point, the site of the Golden Hotel (SM-317), an establishment that served African-American vacationers from 1915 through the 1970s. In 1934, celebrations of Maryland's tercentenary brought large numbers of visitors to St. Mary's County, sparking road development and bolstering automobile tourism. The ability to commute to work by car contributed to improvements to roads around the Patuxent River Naval Air Station and nearby planned residential communities. With the opening of the naval base, State Route 235 became a major route and inspired accelerated commercial and residential development near the base.

¹¹⁰ Hugill, 340-343, 344-347; Jakle, 296-300; Le Viness, 69-86, 101-119; Stilgoe, Part 4.

¹¹¹ Le Viness, 70; Marriott, *From Milestones to Mile-Markers*, 68-69.

¹¹² Pogue, *Yesterday*, 270-271.



FIGURE 11

Children coming out of school at noon, School near Scotland, Maryland, 1940
(John Vachon, photographer).

Farm Security Administration – Office of War information Photograph Collection, Library of Congress (Electronic
Resource: American Memory, <http://memory.loc.gov>, Digital ID #fsa 8c17847)

POST-WAR ROAD DEVELOPMENT, 1956-2006

Since 1956, the roads in St. Mary's County have undergone significant alterations. By the end of the 20th century, most of the public roads in the county were paved with asphalt. The major roads (Route 5 and Route 235) have been widened to encompass up to five lanes, and primary and secondary routes were widened to meet current standards for the width of roadways and shoulders. In addition, many roads in the county were realigned.

During the second half of the 20th century, farming became less important in the local economy in St. Mary's County, and the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs.¹¹³ As a result, suburban and commercial development has heavily influenced the setting of some of the county's historically rural roads.

¹¹³ Louis Hicks and Curt Raney, "The Social Impact of Military Growth in St. Mary's County, Maryland, 1940-1995," *Armed Forces & Society* 29:4 (2003): 353-371.

St. Mary's
County
Historic Roads
Survey 2006



Report to the
Board of County
Commissioners

Funding

- Maryland Historic Trust Certified Local Government grant
- St. Mary's County Government, Department of Land Use and Growth Management

History of County Roads



Postal map from 1896

The survey produced a detailed history of the development of roads from colonial times to the present.

Intensive Survey of Seven Historic Roads

- Roads were selected for intensive-level survey based on:
 - Level of integrity=few significant changes
 - Historical significance
 - Geographical location

Sunnyside Road



Sunnyside Road is as a remnant of a longer 18th century route that connected the important trade centers of Chaptico and Leonardtown. A handful of intact historic farmsteads are found along the road along with several late 20th century residences.

Trent Hall Road



As a 17th century route leading from Major Thomas Truman's Trent Neck Plantation, Trent Hall Road reflects early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. From the 17th to early 20th century Trent Hall Rd. was significant as a route local farmers used to reach the wharf and later the steamboat landing at Trent Hall Point.

Bushwood Road



Bushwood Road passes through a historic setting that includes a 19th century crossroads community now known as Bushwood. This was also a wharf road important to early commerce. Bushwood Road and its setting also reflect trends in the architecture, agriculture and settlement patterns of St. Mary's County from the 18th through the 20th century. The historic homes Blair's Purchase (1831) and Ocean Hall (1703) illustrate early domestic architecture. At the terminus of the road several buildings remain that illustrate the wharf related community that existed there in the late 19th and early 20th century.

Beachville Road



Beachville road probably originated as a 17th century path leading to tenant farms on Jesuit owned land. Today the road runs through land still owned by the RC church and leased to farmers. This southern portion of the road retains significant elements of its historical agricultural landscape. The northern portion of the road is significant for its association with the African American community of Beachville which was founded in the 1890s.

Jutland Road



The northern portion of Jutland Rd. illustrates the role of private farm roads in overland transportation networks from the 18th through 20th centuries. By the 19th century it was likely used to transport crops, raw materials, and other commodities to and from wharves, mills and nearby towns. Jutland Rd. displays the greatest historical integrity because it remained a private (unimproved road) until after WWII.

Mattapany Road



In the 17th century Mattapany Road was one of several roads leading into St. Mary's City, the colonial capital from 1634 to 1695. The southwestern portion of the road was part of the formal plan for the capital, which was never fully realized. As well as being an important political route, Mattapany Rd. was significant as an economic and cultural route in the 17th century since it connected the grist mill and the Catholic Church at St. Mary's City. In the 20th century, the road is also significant for its association with a Czech immigrant community, as well as its association with the resurgence of the community at St. Mary's City. Today it is a connecting Rt. Between the major state routes 5 and 235.

Cedar Lane Road



Cedar Lane Road is significant as an 18th and early 19th century route to the county government at Leonardtown. Later the Hollywood road became the primary route to Leonardtown, and as a result from the mid 19th to early 20th century Cedar Lane Road remained a rural secondary road primarily used by local farmers to reach wharves, retail and trade establishments, political centers, political centers, and social and cultural establishments.

Historic Road Survey Recommendations

- Pursue funding for additional documentation.
- Develop criteria for identifying and evaluating areas for potential rural historic district designation and National Register eligibility.
- Assess potential local rural historic districts.
- Examine the current Zoning Ordinance governing development in Scenic Corridors to determine how to include historic roads.

Memorandum

TO: Board of County Commissioners
FROM: Department of Land Use and Growth Management, and the Historic Preservation Commission via Teresa Wilson, Historic Preservation Planner
DATE: November 28, 2006
SUBJECT: *St. Mary's County Historic Roads Survey 2006*

A survey of seven historic roads in St. Mary's County has been completed with a Certified Local Government grant funded by the Maryland Historical Trust and St. Mary's County. The Trust granted St. Mary's County (CLG) status because it maintains an active Historic Preservation Commission, and has adopted a Historic Preservation Plan, which it continues to implement. Only counties that demonstrate a real commitment to preservation are selected as CLGs and become eligible for CLG grants.

The Historic Preservation Commission and the Department of Land Use and Growth Management request the opportunity to present the survey results to the Board of County Commissioners at their regular meeting December 12, 2006.

The survey revealed that most of the county's roads have been significantly upgraded and modernized in the last half-century, and thus few retain enough physical integrity to qualify for National Register of Historic Places listing as individual structures. However, five of the documented roads retain rural settings and landscape features (including architectural resources), which make them potentially eligible for the National Register as contributing resources in a Rural Historic District.

The survey makes the following additional suggestions:

1. Conduct further road documentation;
2. Develop criteria for identifying and evaluating areas for potential rural historic district designation;
3. Make an assessment of potential local rural historic districts;
4. Examine measures in the current Comprehensive Zoning Ordinance that govern development along Scenic Corridors, and make recommendations for text amendments that would include historic roads.

We request that the Board of County Commissioners accept the *St. Mary's County Historic Roads Survey*, and give us direction to proceed with following up on these suggestions.

cc: Denis Canavan, Planning Director
Jeff Jackman, Senior Planner
Harold Willard, HPC Chairman

V. Results of Field Investigations

Description & Analysis of Results

Historical research was conducted to provide as comprehensive an overview of historical trends associated with road building in St. Mary's County as possible in the time allocated. The resulting historic context includes important information related to social, economic, and cultural contexts that influenced the development and use of roads in the county from the time of English settlement to the mid-20th century. It reveals how geography, the economy, and developments in transportation technology (steamboats, automobiles, etc.) played major roles in the evolution of the roads system. The research illustrates how St. Mary's roads developed informally over the 17th and 18th centuries and were shaped by the county's topography and waterways.

The seven (7) intensively surveyed roads provide a small, but representative sampling of the origins, historical associations, and current conditions of historic roads in the county. The roads surveyed, their locations, and lengths appear in the table below.

Figure 12: List of Surveyed Sites

Road Name	Location	Surveyed Mileage	MIHP Number
Beachville Road	Election District no. 1 (St. Inigoes)	3.2	SM-910
Bushwood Road	Election District no. 7 (Milestown)	1.9	SM-909
Cedar Lane Road	Election District no. 3 (Leonardtown)	2.4	SM-913
Jutland Road	Election District no. 1 (St. Inigoes)	2.1	SM-911
Mattapany Road	Election District no. 1 (St. Inigoes)	2.5	SM-912
Sunnyside Road	Election District no. 3 (Leonardtown)	2.2	SM-907
Trent Hall Road	Election District no. 5 (Mechanicsville)	1.8	SM-908

None of the surveyed roads are part of the state road system. They developed over time as "cultural routes," a term that Paul Daniel Marriott defines as roads that have evolved through necessity or tradition. Marriott contrasts cultural routes with aesthetic or engineered routes that were built as part of a planned design for a specific purpose. No engineered or aesthetic routes were documented during the survey.

A number of the surveyed thoroughfares originated as access roads to waterfront residences and farms, reflecting the water-oriented settlement patterns of colonial St. Mary's County. Examples include Trent Hall Road, which accessed the 17th-century home of Major Thomas Truman, and Bushwood Road, which began as a lane leading through the 17th-century plantation of Robert Slye. These two roads also provided access to plantation wharves that in the 19th century became

the locations of steamboat landings, another important trend in transportation and economic history of the county. Trent Hall Road and Bushwood Road provided important connections to 19th- and early 20th-century commercial centers that developed at these steamboat landings.

Mattapany Road represents an early connector route to the Maryland capital at St. Mary's City. It would have connected residents living on the county's Patuxent River shore to the government center on the Potomac River shore. The road appears to be misnamed, since its original destination appears to have been the Patuxent Path (later Three Notch Road, Route 235), not the colonial estate known as Mattapany, which was located at Cedar Point on the Patuxent River. Pete Himmelhaber's in-depth research of colonial records has shown that another, older route that has largely disappeared led north from St. Mary's City to Mattapany. This was likely the "Mattapany Path" mentioned in a 1639 land patent.

Another of the roads documented, Sunnyside Road, originated as a main route between populated places (Chaptico and Leonardtown), but was later superseded by another road. Since then, it has become a local route. The replacement of historic roads with new routes seems to reflect improvements in bridge technology and shifting settlement patterns within the county.

The seven surveyed roads reflect a variety of historical associations from the early 19th through the 20th centuries. Beyond the obvious transportation associations, the roads reflect aspects of the county's 19th- and 20th-century economic, social, agricultural, and architectural history. The wharf roads (Trent Hall Road and Bushwood Road) provided access to the county's commercial nodes. Beachville Road, formerly St. Inigoes Road, traverses an area held for over 300 years by Jesuit missionaries who played an important role in the settlement and religious history of the county. Mattapany Road accessed the county courthouse and colonial capital at St. Mary's City, and thus reflects how residents transacted government business in the 17th century. Jutland, Beachville, Bushwood, and Trent Hall illustrate how early settlement concentrated along navigable waterways and thus speak to St. Mary's historical settlement patterns and its maritime history. Finally, a number of documented and as yet undocumented architectural resources located along these seven roads provide invaluable information about how Marylanders built, lived, and work during the 18th, 19th, and 20th centuries. Examples include Ocean Hall (MIHP# SM-111) on Bushwood Road (MIHP# SM-909), the Barn at St. Inigoes (MIHP# SM-661) on Beachville Road (MIHP# SM-910), and Jutland Farm (MIHP# SM-627) on Jutland Road (MIHP# SM-911).

Documentation of the seven roads also revealed the extent to which St. Mary's roads have been altered since the 19th century. The advent of the automobile in the first decade of the 20th century sparked an accelerated road improvements program that transformed the county's road network within 30 years. Improvements continued through the 1950s and 1960s; these included straightening of curves, cut-and-fill operations, drainage improvements such as the installation of culverts and larger swales, and limited road banking to allow for safety at higher speeds. These road engineering improvements have altered the character of the roadways. Today, the vast majority of the public roads in the county are paved and most are engineered to drain efficiently and to hold up under significant automobile traffic.

The seven historic roadways generally illustrate road design and engineering principles of the mid-20th century. All are asphalt-paved and, with the exception of Jutland Road, exhibit modern drainage solutions. The 19-foot average width of the surveyed roads suggests that they have been widened since they were initially paved.

All seven of the documented roads have asphalt-paved roadways except for short sections that are privately owned and maintained. The private segments of Trent Hall Road (MIHP# SM-908) and Beachville Road (MIHP# SM-910) represent historic roads that may never have been paved. Jutland Farm Road, a private road that extends west from Jutland Road (MIHP# SM-911) to Smith Creek represents the historic terminus of Jutland Road and also is not paved.

Five of the seven roads are currently classified as local routes and thus have the lowest traffic volumes in the county. Mattapany Road and Beachville Roads are classified as minor collector roads, and thus carry heavier traffic. The latter two roads exhibit the highest levels of late 20th-century engineering and design updates. For example, Mattapany Road incorporates paved shoulders, banked gradients, and a raised segment where the road sits atop a manmade embankment. Beachville Road displays fewer non-historic engineering features.

While the roadways and right-of-ways reflect mid-20th-century technology, most of the seven roads retain alignments and settings that evoke an earlier period. With minor exceptions, the roads follow alignments very similar to those established by the late 19th century. Prior to the advent of the automobile and paved road surfaces, roads throughout the county were frequently realigned to avoid obstructions; deteriorated segments were abandoned and replaced by shortcuts and bypasses. This constant evolution and the limitations of pre 1900 maps make it difficult to discern the exact alignment of roads prior to the turn of the 20th century.

After the state became involved in road building and road improvements in the early 20th century, one of their main goals was to straighten rural roads both to minimize distances between points (and thus cut costs) and to make them easier to negotiate in automobiles. This trend continued through the 1940s as faster and lower-slung cars became prevalent. The result in St. Mary's County was a complex, but more permanent internal road system that followed the older routes. These routes were improved and straightened making for gentler and fewer curves. An example of 20th-century road straightening can be seen on historic maps of Sunnyside Road where between 1929 and 1939, several kinks and curves were removed and the road rendered essentially straight except for a few directional changes.

Each of the surveyed roads traverses a generally rural area of the county. These settings illustrate land use and settlement patterns that have dominated the county throughout its history. While vegetation and cultivation has changed along each route, the general land use patterns have remained fairly constant. Examples of 18th-, 19th-, and early 20th-century farmsteads mainly dominate the open fields and forested areas along each of the roads. These farmsteads incorporate a variety of residences and agricultural outbuildings. Nineteenth- and 20th-century tobacco barns are still common with the roads' viewsheds. Related rural land uses including recreational and residential uses can also be found along the roads. Non-historic infill construction has taken place on all of the roads; however, most of the infill consists of large-lot,

single-lot residential development and is generally compatible with the historic setting. The exception is along the eastern section of Mattapany Road and the eastern half of Sunnyside Road where the accumulation of single-lot residential development has altered the general character of the area from rural to suburban.

VI. Summary and Recommendations

Project Evaluation

Project constraints included a seven-month project schedule that limited the comprehensiveness of the research and required that the fieldwork take place contemporaneously with the historical background research and context development. Also due to time constraints, the reconnaissance survey of county roads was completed by the county preservation planner; this limited the consultant's comprehensive understanding of the county's road system as a whole and made it more difficult to assess integrity of the surveyed roads in relation to the general road system.

The historic context and analysis included in this document will help guide the identification and interpretation of historic transportation routes and trends within the county. The seven documented roads provide a small but telling sampling of roads and road development from the 17th through the 20th centuries.

Research Assessment and Recommendations

The loss of many county records prior to 1831 and the low level of detail provided on pre 20th century maps limited the amount of specific information that could be found for individual roads. Future research work might include additional efforts to find both local road maintenance records and more detailed survey plats. The most detailed, pre 20th century maps that were located were the survey maps of Benjamin Tippet who served as the county surveyor in the mid-19th century; however, these covered only selected geographical areas.

Local documents to be consulted for more detailed information on individual roads and also specifics on road laws and changes to them include the Board of County Commissioners minutes, public road notices in local newspapers, budget items for roads, and news articles covering major road and transportation related issues.¹¹⁴ While these resources were referenced during this project, more thorough and comprehensive coverage could provide details about specific roads and road-related events.

National Register Evaluation and Recommendations

While a number of historic roads have been nominated and listed on the NRHP, most of these are aesthetic or engineered routes like the George Washington Memorial Parkway in Virginia, where the engineering and designed landscape setting are integral to its historic significance. Where cultural routes have been listed, they have frequently been nominated under the umbrella of a Multiple Property Documentation Form as segments of longer routes (Santa Fe Trail segments in New Mexico) or as a contributing resource within a historic district (Bloody Lane on Antietam

¹¹⁴ An index to the St. Mary's Beacon for the years 1852-1890 is available online through SAILOR Maryland's public information network at <http://www.sailor.lib.md.us/beacon/>.

National Battlefield). Due to material changes, re-engineering, and widening completed in the mid-20th century, none of the seven surveyed roads appears to retain enough integrity to be listed as individual structures on the National Register of Historic Places (NRHP).

Though the condition of the seven surveyed roads in St. Mary's County make them unlikely to be eligible as individual resources, their settings and associated resources suggest that they could be nominated as contributing structures within a rural historic district centered on the road and its viewshed, or perhaps as part of larger rural historic district that may encompass several roads.¹¹⁵ Alterations to the settings of Mattapany Road and the eastern half of Sunnyside Road make these areas poor candidates for inclusion in a NRHP rural historic district. The remaining five roads could be integral elements within a series of rural historic districts. Further research and documentation is necessary to identify and evaluate potential rural historic districts in the county.

Recommendations for Future Work

In addition to the research suggestions outlined above, future documentation of historic roads should include more detailed documentation on the list of roads generated by the reconnaissance survey. To select individual roads for intensive documentation, each road should be preliminarily evaluated with a windshield survey informed by the historic maps and other historic resources identified during this project. The most useful maps for identifying historic routes and assessing the current integrity of roads in the county are listed below:

Figure 13: List of the most useful road-related historic maps.

Date of publication	Creator	Map Title
1794	Dennis Griffith	<i>Map of the State of Maryland.</i>
1857 ¹¹⁶	J.J. Abert and J. Kearney	<i>Map of the Patuxent and St. Mary's Rivers, Maryland. Surveyed 1824; compiled 1857.</i>
1865 and 1885	Simon Martenet	<i>Martenet's map of Maryland: including the District of Columbia, a sketch of Delaware, and a portion of northern and eastern Virginia showing some of the most interesting localities of the late war.</i>
1892 to present	U.S. Geological Survey	Quadrangle maps.
1903, 1914, 1929, and 1959	Maryland Geological Survey	<i>St. Mary's County Showing the Topography and Election Districts.</i>
1937 (Revised 1939)	Maryland State Roads Commission	<i>General Highway Map, St. Mary's County Maryland.</i>

The above-listed resources should be used to determine which historic roads retain their original alignments and to help understand what kind of historical associations each possesses. Using

¹¹⁵ The National Park Service defines the rural historic district as "a geographical area that historically has been used by people, or shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads and waterways, and natural features." Linda Flint McClelland and J. Timothy Keller, et. al., *National Register Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes* (Washington, DC: National Park Service, n.d.), pp. 1-2.

¹¹⁶ While Abert and Kearney conducted the nautical survey of the rivers in 1824, it appears that the location of residences, notes on their occupants, road locations, and topographical data included on this map was completed in 1857 when it was compiled.

this information and a visual inspection, individual roads should be selected for intensive survey and documentation.

Concurrent with additional road documentation, an assessment of potential rural historic districts should be undertaken and criteria developed for identifying and evaluating areas for potential rural historic district designation. The associated settings of the five roads that retain integrity should be assessed for potential historic district eligibility using the guidelines set forth in the National Register of Historic Places' *National Register Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes* (NPS, n.d.). These attendant road landscapes should be surveyed as cultural landscapes and individual landscape features, including land uses, patterns of spatial organization, cultural traditions, circulation networks, boundaries, vegetation, buildings, structures, and objects, cluster arrangements, and archaeological resources should be documented and evaluated as part of the potential rural historic districts.

Other Types of Designation/Protection

Although outside the scope of this project, other forms of road recognition and protection are available and should be considered for these seven roads and others in the county (see Appendix C: List of Roads Recommended for Future Survey). These include National Scenic Byway and Maryland Scenic and Historic Byway status. In addition, St. Mary's County, as a local regulatory entity may choose to protect historic or scenic resources through zoning overlays such as local historic district designation and design overlay districts.

Opportunities for Public Interpretation

As linear resources that touch upon major historical themes throughout the county's history, roads provide a natural framework for the interpretation of history. Because they are public and open year-round, they act as living history museums. Linear heritage trails like the "Religious Freedom Tour" in Charles and St. Mary's Counties provide a showcase for diverse, but thematically related sites and allow the public to gain a broader understanding of aspects of regional history. In addition to highlighting existing historical and architectural sites that are located along these byways, road interpretation offers opportunities to educate the public about historical land use patterns, economic history, and cultural traditions in the county.

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Appendix A:
Sample "St. Mary's County, Maryland Historic Roads Survey
Field Survey Form"

St. Mary's County, Maryland Historic Roads Survey
Field Survey Form
DRAFT – March 1, 2006

Name of Road: _____

Election District(s): _____

Quad Map(s): _____

Start Point (Describe the location – i.e. intersection with Oakley Road – and mark it on base map. This is the zero mile for the purposes of locating features and road related resources).

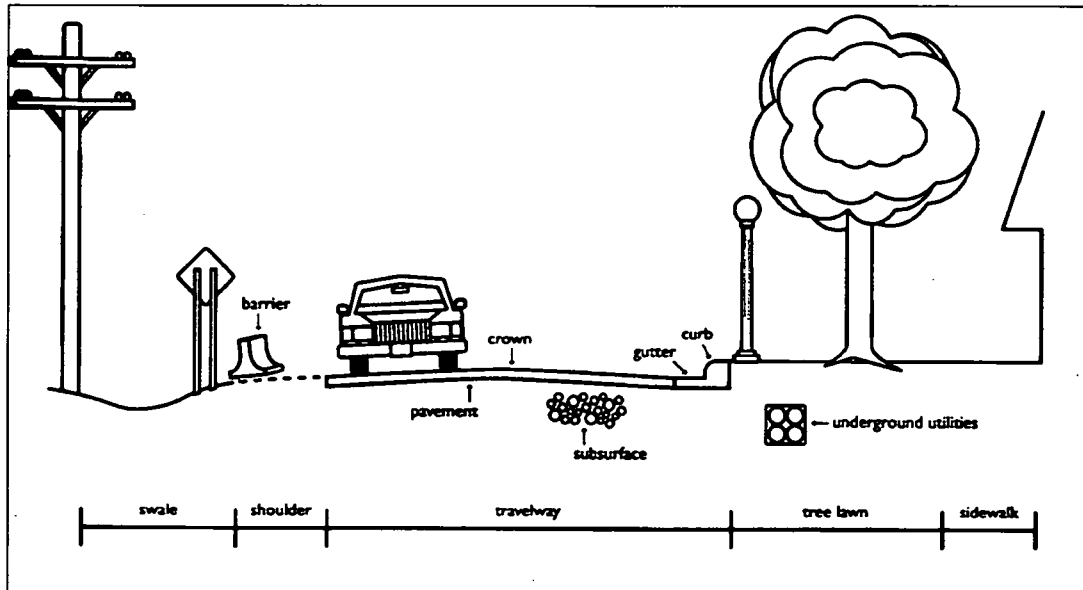
Total Mileage (this surveyed mileage): _____

Functional Classification: Arterial Collector Local

Threats/Problems (if known):
(traffic issues, safety issues, proposed development, utility development, planned expansion etc.)

Road Components

The Road



From Paul Daniel Marriot, *From Milestones to Mile-Markers: Understanding Historic Roads* (America's Byways Resource Center, 2004).

Travelway (area dedicated to the movement of vehicles)

Configuration:

Number of Lanes: _____

Lane widths: _____

Median & width: Yes _____ ft. No

Pavement

Material: _____

(dirt, gravel, wood, stone, brick, macadam, concrete, asphalt, etc...)

Approximate age: _____

Condition:

Alignment

Horizontal: *Straight* *Gentle curves* *Sharp curves*
Straight with occasional directional changes
Mixed (more than 2 of the above)

Vertical:	<i>Level</i>	<i>Steep hills</i>	<i>Low/rolling hills</i>
	<i>Ascending/descending</i>		
	<i>Mainly level with small elevation changes</i>		<i>Mixed</i>
Relationship to landscape: grade	<i>Elevated</i>	<i>Depressed</i>	<i>At</i>

Abandoned alignments: Identify and map; give approximate width and length; describe surface and condition.

Subsurface (if known) (the stable base beneath the pavement)

Material: _____

Crown

Steep pitched *Moderate pitch* *Low pitch*
 None

Curbs

None: _____

Material: _____

Description (height, design, configuration, etc.):

Approximate age: _____

Condition:

Gutter (gutters are paved)

Material: _____

Shoulders

Width: _____

Paved Material: _____

Unpaved Material: _____

Structures

Bridges: Location (mileage from start point): _____
Bridge type:¹¹⁷ *Timber* *Stone arch* *Metal truss* *Movable*
Metal girder *Metal suspension, arch or cantilever* *Concrete arch*
Concrete slab *Concrete beam* *Concrete rigid frame*

Material: _____

Description (height, design, configuration, etc.): _____

Approximate age: _____

Condition: _____

Culverts: Location: _____

Material: _____

Description (height, design, configuration, etc.): _____

Approximate age: _____

Condition: _____

Retaining walls: Location: _____

Material: _____

Description (height, design, configuration, etc.): _____

Approximate age: _____

Condition: _____

GENERAL NOTES on the road:

CROSS SECTION of Road (on separate sheet):

¹¹⁷ Refer to MD State Highway Administration, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report* (July 1995, revised October 1995) for definitions of the bridge types.

The Right-of Way

Capture all of the resources within the road's right-of-way, defined as the immediately adjacent area that encompasses elements and structures that enhance the road's function, use, or safety or contain other public services (such as utility poles). Elements often associated with a road's right-of-way include: swales, barriers, lighting, signs, sidewalks, paths, street trees, tree lawns, utilities, structures, service areas, waysides, and overlooks.

Swales: Both sides One side (directional: _____) None

Width: _____

Barrier: [Locate these on base map.]

Guardrail(s):

Material & Design: _____

Approximate age: _____

Wall(s):

Material & Design: _____

Approximate age: _____

Posts

Material & Design: _____

Approximate age: _____

Condition:

Lighting: Placement: Both sides One side
 Regular Irregular

Approximate age: _____

Describe Material & Design:

Signs: Road identification Directional Distances Warnings/Laws
Visitor Info/Orientation Commemorative/Gateway
Advertising/Billboards
General description of design, materials, and age of signs:

Sidewalks: Placement: Both sides One side

Material: _____

Width: _____

Paths: Placement: Both sides One side
Material: _____
Approx. width: _____

Tree Lawn/

Street Trees: Placement: Both sides One side
Plant Material: _____
Approx. width: _____

Utilities: Electric Cable Telephone Water/irrigation
Placement: Both sides One side
Poles – Material: _____

Traffic Control Devices: traffic signals
Mounting: posts hung above cantilevered

Service areas: service areas, rest areas

Waysides & overlooks:

NOTES on the Right-of-Way:

The Setting (Encompasses all things visible from the road centerline)

Document the road's setting by listing and briefly describing road-related buildings, objects, and structures; landscape features and characteristics; the general character of the setting (rural, urban, suburban); and notable historic or scenic views and vistas.

Roadside Architecture: gas stations, motor courts, drive-ins, fanciful architecture, taverns catering to travelers

Designed Landscapes: Parkland, natural areas and plantings designed in conjunction with the road.

Landscape Characteristics:

<u>General:</u>	Rural	Urban	Suburban
	Local	Regional	

<u>Land use patterns:</u>	Agricultural	Commercial(etail)	Residential	Industrial
	Recreational			
	Institutional			

Note specific local activities: logging, mining, farming, etc....:

Natural Systems & Features: How does the road react to the environment? Waterways?
Topography? Etc.?

How does the road respond to elements of the natural environments – Topography? Waterways?
Climate, Geology, Vegetation, etc?

Spatial Organization:

Describe the general pattern of circulation (road networks/trails) in the landscape through which the road.

Describe clustering of structures.

Describe patterns of land use and typical property divisions and boundary demarcations.

Vegetation:

Describe the principle types of vegetation that dominate the road's setting.

Buildings, Structures, and Objects

Note and locate on base map historic buildings, structures and objects that are visible from the road, but are not related to it by function. Use MIHP forms/mapping to identify these or describe generally. (i.e. farm complex with a mid-19th century dwelling and a complex of agricultural outbuilding dating from mid-19th to the early 20th century.)

Viewshed: [Locate on base map and take a photograph.]

Divide the road into segments based on the roadside scenery and use the following information to describe in general each segment's viewshed. Note exceptional scenic or historic vistas separately and locate them on the base map. Take photographs of typical viewsheds for each road segment and of all vistas.

For each road segment identify its:

Location: on the base map

Character: Wide Narrow Open Enclosed Filtered

Roadside scenery: enclosed exposed varied

For each typical viewshed characterize the primary elements (buildings, dense forest, open field, hills, water, etc..) seen in the:

Foreground:

Middleground:

Background:

For vista identify its:

Location (mileage mark): _____ [Locate it on the base map.]

Character: Wide Narrow Open Enclosed Filtered

Roadside scenery: enclosed exposed varied

For each vista identified, describe the primary elements (buildings, dense forest, open field, hills, water, etc..) seen in the:

Foreground:

Middleground:

Background:

Historical Significance:

Year established:

Period of Significance:

Historic road names:

Initial Purpose (destinations of road when established):

Map on which road first appear:

Important Associated Individuals:

Dates & description of major alterations:

Road Type:	Aesthetic	Engineered	Cultural
------------	-----------	------------	----------

List any known Scenic, Natural, Cultural, Recreational or Archaeological qualities associated with the road:

Appendix B:
Index of Surveyed Sites

MIHP Number	Road Name	Location	Town/Vicinity
SM-907	Sunnyside Road	Election District no. 3 (Leonardtown)	Morganza vic.
SM-908	Trent Hall Road	Election District no. 5 (Mechanicsville)	Mechanicsville vic.
SM-909	Bushwood Road	Election District no. 7 (Milestown)	Bushwood vic.
SM-910	Beachville Road	Election District no. 1 (St. Inigoes)	St. Inigoes vic.
SM-911	Jutland Road	Election District no. 1 (St. Inigoes)	St. Inigoes vic.
SM-912	Mattapany Road	Election District no. 1 (St. Inigoes)	St. Mary's City vic.
SM-913	Cedar Lane	Election District no. 3 (Leonardtown)	Leonardtown vic.

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Appendix C:
List of Roads Recommended for Future Survey

<u>Road Name</u>	<u>Mileage</u>
All Faith Church Road	
Baptist Church Road	7
Bishop Road	2.2
Blake Creek Road	4
Breton Beach Road	
Budds Creek Road (MD Route 234)	11+
Bushwood Wharf Road	2
Cemetery Road	
Cobrum's Wharf Road	1.7
Colton's Point Road (MD Route 242) from Clements to Colton's Point	10.85
Colton's Point Road from Clements to Morganza	4.57
Cornfield Harbor Road	
Curley's Road	2
Drayden Road from Flat Iron Road to Porto Bello Road	2.2
Dr. Johnson Road from Route 242 to Route 238	2.8
Flat Iron Road from St. George's Church Road to Drayden Road	1.4
Flora Corner Road	
Fresh Pond Neck Road	
Friendship School Road	4.57
Frogs Marsh Road	
Gibson Road	
Hurry Road (portions)	
Locks Hill Road	1.7
Long Neck Road	1.7
Maddox Road (MD Route 238) from Chaptico to Route 242 near Bushwood	9.7
Manor Road	4
Maycroft Road	1.5
Maypole Road (portions)	
Medley's Neck Road	14.2
Millstone Landing	

<u>Road Name</u>	<u>Mileage</u>
Montford Road	
Morganza Turner Road	
New Market Turner Road (MD Route 6)	12.57
Newtowne Neck Road (MD Route 243)	7.40
Notley Hall Road	1.70
Oakley Road (MD Route 470)	2.50
Old Village Road	
Oscar Hayden Road	
Palmer Road	.85
Parson's Mill Road	2.20
Pincushion Road	3.7
Point Lookout Road (MD Route 5) from Route 235 to Loveville	9
Point Lookout Road (MD Route 5) from Park Hall to St. Inigoes	9.15
Point Lookout Road (MD Route 5) from Ridge to Point Lookout	8.28
Rosecroft Road	6
Rue Purchase Road	
St. Jerome's Neck Road	6
South Sandgates Road	3.5
Snow Hill Manor Road	7
Sotterley Road from Steer Horn Neck to the entrance of Sotterley	
Thompson's Corner Road	7.5
Villa Road	3
White's Neck Road (MD Route 520)	2.8
Windmill Point Road	1.14
Wynne Road	2.8

Sunnyside Road
SM-907
St. Mary's County
Morganza vicinity
18th century
Public

Located northwest of Leonardtown, Sunnyside Road is an inland route that extends 2.2 miles and links Route 242 to Route 5. At its midpoint, the road intersects with Pincushion Road. Sunnyside Road is an asphalt-paved, two-lane road with an average width of 20 feet. A few gentle curves and modest elevation changes characterize the alignment. It passes through a landscape characterized by open agricultural fields, densely wooded forests, and large-lot, semi-suburban residential development. A handful of intact historic farmsteads are found along the road, along with several late 20th-century agricultural complexes and several late 20th-century residences. The setting of the eastern half of the road has been altered by the demolition of several historic farmsteads and the establishment of a new development pattern.

Sunnyside Road is significant as the remnant of a longer, 18th-century route that connected the important trade centers of Chaptico and Leonardtown. Prior to 1800, the road was bypassed by what became Route 234. After that, Sunnyside Road became a local road that served the farmers living along it. It reflects the 18th- and 19th-century transportation trend towards the development of inland road networks in St. Mary's County. A few examples of 19th- and 20th-century farm complexes along the road illustrate agricultural and architectural trends in the county. Local lore suggests that the land along Sunnyside Road and adjacent areas was settled by Amish emigrants in the late 1930s, reflecting an important social development within the county.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-907

1. Name of Property (indicate preferred name)

historic Sunnyside Road (preferred)

other County Route 30087

2. Location

street and number Election District no. 3, Connects Route 242 to Route 5, south of Morganza ☐ not for publication

city, town Morganza ☒ vicinity

county St. Mary's County

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

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200 ext.1300

city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	0	0 buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	0	0 sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	1	0 structures
<input type="checkbox"/> object		<input type="checkbox"/> education	0	0 objects
		<input checked="" type="checkbox"/> transportation	1	0 Total
		<input type="checkbox"/> funerary		
		<input type="checkbox"/> government		
		<input type="checkbox"/> health care		
		<input type="checkbox"/> industry		
		<input type="checkbox"/> landscape		
		<input type="checkbox"/> recreation/culture		
		<input type="checkbox"/> religion		
		<input type="checkbox"/> social		
		<input type="checkbox"/> work in progress		
		<input type="checkbox"/> unknown		
		<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> other:		
			Number of Contributing Resources previously listed in the Inventory	
			0	

7. Description

Inventory No. SM-907

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

Summary Description

Located northwest of Leonardtown, Sunnyside Road is an inland route that extends 2.2 miles and links Route 242 to Route 5. At its midpoint, the road intersects with Pincushion Road. Sunnyside Road is an asphalt-paved, two-lane road with an average width of 20 feet. A few gentle curves and modest elevation changes characterize the alignment. It passes through a landscape characterized by open agricultural fields, densely wooded forests, and large-lot, semi-suburban residential development. A handful of intact historic farmsteads are found along the road, along with several late 20th-century agricultural complexes and several late 20th-century residences. The setting of the eastern half of the road has been altered by the demolition of several historic farmsteads and the establishment of a new development pattern.

Location

Sunnyside Road in St. Mary's County is located south of the village of Morganza and north of Clements, a small hamlet at the head of St. Clements Bay. It is situated approximately four miles northwest of the St. Mary's County seat at Leonardtown. The road extends for approximately 2.2 miles between its start point at Route 242 (Colton Point Road) on the west and its end point at Route 5 (Point Lookout Road) on the east. Near its midpoint, it intersects with Pincushion Road, a local route that runs north-south.

Sunnyside Road is an inland road that traverses a mainly level elevated spine of land bordered by Locust Run and Miski Run on the north and St. Clements Creek and Nelson Run on the south. The spine has an average elevation of approximately 120 feet above sea level. The land slopes down steeply to St. Clements Creek on the southwest and to Locust Run on the northwest.

Detailed Description

The Roadway

Sunnyside Road is an asphalt-paved local route that measures 20 feet in width. The travelway contains two lanes – one in each direction – that are divided by a painted double-yellow line. In addition, white striping defines the outer edges of the travelway. The pavement is in good condition.

The road's horizontal alignment is characterized by straightaways interrupted by a few gentle curves. Its vertical alignment is relatively level with only minor elevation changes. For most of its length, the roadway is at grade with the surrounding land; however, in some areas it is flanked by low embankments on one or both sides. The road is elevated above the surrounding land in only one location: where it passes through marshy area just east of its intersection with Pincushion Road (mile 1.6). This marshy area comprises the head of Nelson Run, which flows south and southeast into Breton Bay.

The roadway exhibits a low-pitched crown throughout its length. Except at its terminus at Route 5 (mile 2.2), no curbing or formal guttering is part of the roadway. Only a few culverts extend beneath the road surface; these appear mainly to accommodate intermittent drainage areas, not established waterways. The exception is at the marshland at mile 1.6. The culverts there consist of both concrete and metal pipes. The largest of these appears at the northwest corner of the intersection with Route 5, where a substantial concrete culvert is set in an embankment that is buttressed by rock. The large culvert drains into a drainage pond built on the Maryland Vehicle Administration (MVA) property located at the northwest corner of Route 5 and Sunnyside Road.

The Right-of-Way

The right-of-way of Sunnyside Road includes no formal shoulders; however, informal gravel and grass shoulders appear at different points along the road. There is a gravel-surfaced turn-around and parking area at the northeast corner of the road's intersection with Pincushion Road. For most of the roadway's length, shallow grassy swales provide basic drainage. Recent speed limit, traffic control (stop) signs, warning signs (farm vehicles), and street name signs appear intermittently within the right-of-way. These consist of

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-907

Name: Sunnyside Road
Continuation Sheet

Number 7 Page 1

standard reflective metal signs mounted to square wood posts or round metal pipes. Private property owners have posted a variety of property identification signs that include names and addresses of their properties.

Electric and telephone utility lines strung on pine poles line the right-of-way. For the majority of the road's length, the utility lines extend along the south side of the road, except for the first 0.2 miles where they appear on both the north and south sides.

What appears to be an abandoned road segment or an informal recreational vehicle path exists between approximately mile 0.2 to mile 0.3. This clearing could also be a utility right-of-way since the electrical lines run its length.

Residential driveways and other agricultural and industrial roadways intersect the right-of-way at random intervals. These are mainly gravel or dirt trails; some include culverts that allow the swales that parallel Sunnyside Road to drain beneath the driveways.

The Setting

Located on the northwestern half of the peninsula occupied by St. Mary's County, Sunnyside Road traverses a rural area generally characterized by agricultural fields and forested land. The eastern and western ends of the road pass through areas where more dense residential development was constructed during the second half of the 20th century. By 1963, sand and gravel mining had commenced in areas adjacent to the viewshed north of the road; within the last 20 years, at least one additional gravel mining operation began on the south side of the road near the Bowles Farms. Land uses through the Sunnyside Road corridor consist of mainly agricultural and residential uses. The mining operations are not visible from the road.

The landscape that dominates the road's setting features open agricultural fields, deciduous forested areas sprinkled with evergreen trees, and one manmade farm pond. The open fields are bordered by dense forested areas; shallow tree and shrub lines divide some of the tilled fields on either side of the road. Modern wire fencing supported with metal posts enclose a few fields. The MVA property is enclosed by a six-foot tall chainlink fence. Cedars appear individually and in clumps along the road and near farm complexes throughout the corridor.

The views are typically open and distant, taking in wide vistas of open fields, groupings of farm buildings, and forests. The areas that have been more intensively developed for residential use contain more filtered and narrow views. Since there is little elevation change, panoramic views are rare along Sunnyside Road.

The only property located on Sunnyside Road that is included on the Maryland Inventory of Historic Properties (MIHP) is the John Guy Farm (SM-165), which is listed as an archeological site. The inventory form includes no historical or descriptive information and indicates that the site requires further study. From the road, the complex appears to include a circa 1880 house that may have earlier sections and at least three 19th-century tobacco barns. This property appears on the 1901 USGS Quad map.

While many of the architectural resources along Sunnyside Road are non-historic, the road's setting incorporates several historic farmsteads and a few pre-1950 dwellings. Only one of these has been noted in the MIHP. The eastern half of the road and the area near its intersection with Route 242 are dominated by non-historic architectural resources.

The historic farm complexes that remain and are visible along Sunnyside Road are located near mile 0.3 and Pincushion Road. The first of these stands on the north side of the road and contains large cultivated fields and a large grouping of barns, silos, and grain bins. The related residence is a two-story, brick building that appears to date to circa 1950. The complex appears on maps between 1901 and 1939. Just west of the intersection with Pincushion Road, another historic farmstead exists on the north side of Sunnyside Road. This complex is anchored by a two-story, late-19th-century frame house; several 19th- and 20th-century barns line the farm lane that extends north from Sunnyside Road.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-907

Name: Sunnyside Road
Continuation Sheet

Number 7 Page 2

The eastern half of Sunnyside Road, between Pincushion Road and Route 5, contains a number of post-1950 houses and one post-1950 agricultural complex. USGS quad maps indicate that most of the buildings associated with the three farm complexes that once occupied this segment have been demolished. After 1939, the Bowles family property on the south side of the road was divided into large lots, and three new houses were built circa 2000. The Bowles Farm just east of Nelson Run contains a modular, one-story frame house and a number of agricultural outbuildings that were built after 1950. A few 19th- and early 20th-century tobacco barns remain on the south side of this road segment, but the related dwelling has been demolished. Likewise, a circa 1940 house on the south side has been altered and the accompanying farm buildings have been removed. On the north side, several mid-to late- 20th century frame and brick-veneer ramblers form a group about midway between Pincushion Road and Route 5. At the road's terminus, a cluster of three ramblers and one trailer on the south side of Sunnyside Road form a small residential enclave across from the MVA property.

Near the intersection of Sunnyside Road and Route 242, a grouping of mid- to late- 20th-century houses lines the north side of the roadway. These extend for approximately 0.3 miles east from the road's start point at Route 242 and include several modular homes, two brick ramblers, and a circa 1930, one-story, frame cottage. The modular homes appear to have replaced dwellings that stood in these locations in 1939.¹ A group of gambrel-roofed tobacco barns built between 1963 and 1984 are visible behind these dwellings; they are likely part of the farm complex that faces Route 242 just north of its intersection with Sunnyside Road.

¹ United States Geological Survey. Leonardtown, MD Quadrangle (15 Minute Series), 1939. Maptech Historical Topographical Maps. Electronic Resource: <http://historical.maptech.com>.

8. Significance

Inventory No. SM-907

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates 18th through 20th century **Architect/Builder** unknown

Construction dates 18th century; 19th and 20th century improvements

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

Sunnyside Road is significant as the remnant of a longer, 18th-century route that connected the important trade centers of Chaptico and Leonardtown. Prior to 1800, the road was bypassed by what became Route 234. After that, Sunnyside Road became a local road that served the farmers living along it. It reflects the 18th- and 19th-century transportation trend towards the development of inland road networks in St. Mary's County. A few examples of 19th- and 20th-century farm complexes along the road illustrate agricultural and architectural trends in the county. Local lore suggests that the land along Sunnyside Road and adjacent areas was settled by Amish emigrants in the late 1930s, reflecting an important social development within the county.

Historical Narrative

Today, Sunnyside Road is a secondary road that primarily serves local property owners; however, an 1860s map identifies it as the remnant of a main through route that ran from Chaptico to Leonardtown. In the 1860s, county surveyor Benjamin Tippet drew a map of the area surrounding what are today Sunnyside and Pincushion Roads. Tippet's map depicts a number of "old" and closed roads and road segments that criss-crossed the area. Tippet labeled what appears to be Sunnyside Road as the "Old road from Chaptico to Leonard Town." The intersection of what is today Sunnyside Road and Pincushion Road is labeled "Pincushion;" a name that local historian Pete Himmelhaber says referred to a small, wooded hilltop in the vicinity that resembled a pincushion (no such prominence was observed during fieldwork).² As originally conceived, Sunnyside Road was typical of the inland routes that developed in St. Mary's County during the 18th century. Like the Patuxent Path (now Route 235) on the county's eastern half, it skirted the headwaters of the major waterways that border the county (in this case, St. Clements Bay), thus avoiding the necessity of frequent river crossings.

Tippet's map is telling, for it suggests that routes between major places of government and commerce in St. Mary's County changed and were superseded by newer routes; some of these "old" roads apparently persisted even after their original purpose declined. Sunnyside Road is apparently one such survivor. The county's 1802 road book, which describes the various road divisions maintained by St. Mary's County road commissioners, may describe Sunnyside Road; it reads "the road from Bennet Saxton's, to and 'till [sic] it intersects the road leading from the head of St. Clements bay to Briton's bay by Roger's."³ This description fails to mention the road's origin as a main route between Chaptico and Leonardtown, suggesting that the connection may have been broken by that time.

² Benjamin Tippet's Survey Book #2 (1859-1873), 31. On the Tippet map, Pincushion Road appears as "Shippy's, Shipper's or Shepphard's Road," as the "Road leading toward Patuxent," and as "Patuxent Road." What is now Route 5 is labeled the "Road towards St. Joseph's Church" and as "New Cut Road" or "New Road" on the Tippet map, indicating that it was relatively new in the 1860s.

³ St. Mary's County Road Book, 1802, Upper Newtown Hundred, Entry #26, 8. Local historian, Peter Himmelhaber, who has researched roads in the county identified this entry as Sunnyside Road. Bennet Saxton was a tailor who emigrated to Charles County, Maryland from Upper Newtown Hundred in 1813. Regina Combs Hammett, *History of St. Mary's County, Maryland, 1634-1990* (Ridge, Md.: Published by the author, 1991), 96.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-907

Name: Sunnyside Road
Continuation Sheet

Number 8 Page 1

After its abandonment as the main route between Chaptico and Leonardtown and its replacement by what is today Route 234 (Budd's Creek Road), Sunnyside Road probably continued to serve the local population as a convenient route to the villages of St. Clements Bay (later Clements), Morganza, and later Loveville. By 1865, the village of St. Clement's Bay incorporated a store, a post office, and a nearby wharf. Also, by connecting to present-day Route 5, Sunnyside Road provided access to the county courthouse, shops, and wharf located at Leonardtown.

Other local institutions may have generated enough traffic to keep Sunnyside Road open as a public route through the 19th and 20th centuries. These include the Maryland Springs School that was established circa 1842 on Route 5 approximately 0.2 miles north of its intersection with Sunnyside Road. The school was one of 25 public schools operating in St. Mary's County in 1852. There continued to be a public school at this location through the 1930s. Pupils from all parts of the Leonardtown district would have traveled over local routes such as Sunnyside Road to attend the school. The school may also have made the area a more popular residential district.⁴ In 1896, the first industrial school to serve African Americans in St. Mary's County was organized as the Central Colored Industrial School. It was located on the east side of Route 5, across from its intersection with Sunnyside Road. In 1937, it became Banneker High School (now Banneker Elementary School). As the only high school for African Americans in the county, it originally drew black students from all parts of the county, some of whom boarded with families in the Loveville area.⁵

The name of the road may derive from a farm by that name. In 1872, W.A. Kirk, the owner of "Sunnyside" in the Chaptico election district, warned trespassers to stay away from his farm.⁶ While the exact location of the farm has yet to be determined, other sources suggest that there was a farm of that name in the vicinity. In the early 20th century, Ben Love, the grandson of the village of Loveville's founder, married May Graves of "Sonnyside" in St. Mary's County.⁷

The John E. Guy farm (MIHP# SM-165) on the south side of Sunnyside Road at the southwest corner of its intersection with Pincushion Road, appears to be one of the road's most intact 19th-century farmsteads. By the early 19th century, the Guy family was living in the Clements area. Just after the turn of the 20th century, they established the Guy Brothers' Store, which became one of the largest general stores in the county.⁸

In 1939, a group of Amish came to the county from Pennsylvania and purchased farms in the area around Budd's Creek and Loveville. Some of these Amish families may have settled on existing farms or established new farms along Sunnyside and Pincushion Roads.⁹

⁴ Hammett, 297, 316, 320. USGS Leonardtown Quadrangle Map, 1939 (corrected 1951).

⁵ Hammett, 323, 325.

⁶ *St. Mary's Beacon*, 31 October 1872.

⁷ J.M. Johnson, S.J., *Good News About... Citizens, Towns and Villages of St. Mary's County, Maryland* (n.p., n.d [ca. 1968]), 39-40.

⁸ Johnson, 41-42. John E. Guy was elected to the St. Mary's County Board of County Commissioners. Hammett, 508.

⁹ Robert E.T. Pogue, *Old Maryland Landmarks* (Bushwood, MD: published by author, 1972), 55-56.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name: Sunnyside Road
Continuation Sheet

Number 8 Page 2

The alignment and configuration of Sunnyside Road has changed little since the late 19th century. Historic maps indicate that minor straightening occurred between 1901 and 1939. As late as 1939, the road remained unimproved, suggesting that it was a local route with minimum traffic. A 1959 MD Geological Survey map designated the western half of Sunnyside road as a "surfaced secondary highway," while the eastern half, east of Pincushion Road, was merely a "good motor road," suggesting that the eastern section had not yet been paved. By 1976, the road had been paved.¹⁰

By 1925, the state road system connected Clements to Route 5 via present-day Route 242; Route 234 from Chaptico was not part of the improved state roads system. This meant that the major north-south traffic to and from Leonardtown and points south bypassed Clements. Not until 1931 was the road from Chaptico to Clements improved with a gravel and shell surface and incorporated into the state road system. The establishment of State Route 5 at the eastern end of Sunnyside Road in the early 20th century connects it to the main route and best maintained road running out of the county from Leonardtown. Segments of Route 5 between Charlotte Hall and Leonardtown were the first roads to be paved in the county.

¹⁰ 1901 USGS Quad "Leonardtown," 1939 USGS Quad "Leonardtown," 1959 MD Geological Survey Map, 1976 St. Mary's County Bicentennial Commission map.

9. Major Bibliographical References

Inventory No. SM-907

See continuation sheet.

10. Geographical Data

Acreage of surveyed property approximately 5.3 acres
Acreage of historical setting approximately 300 acres
Quadrangle name Mechanicsville

Quadrangle scale: 1:24,000 (7.5 minute)

Verbal boundary description and justification

The surveyed area encompasses the roadway and right-of-way, which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. The acreage of the survey area is based on the road's length and approximate width. The acreage of the historic setting encompasses the viewshed from the road and is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, Maryland's online GIS-based mapping system, which includes an area measurement tool. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the acreage of the historic setting.

11. Form Prepared by

name/title	Kathryn Gettings Smith, Director of Architectural History and Preservation		
organization	History Matters, LLC	date	June 30, 2006
street & number	1502 21 st Street, NW, 2 nd Floor	telephone	202-223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties 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
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-907

Name: Sunnyside Road
Continuation Sheet

Number 8 Page 1

Major Bibliographical References

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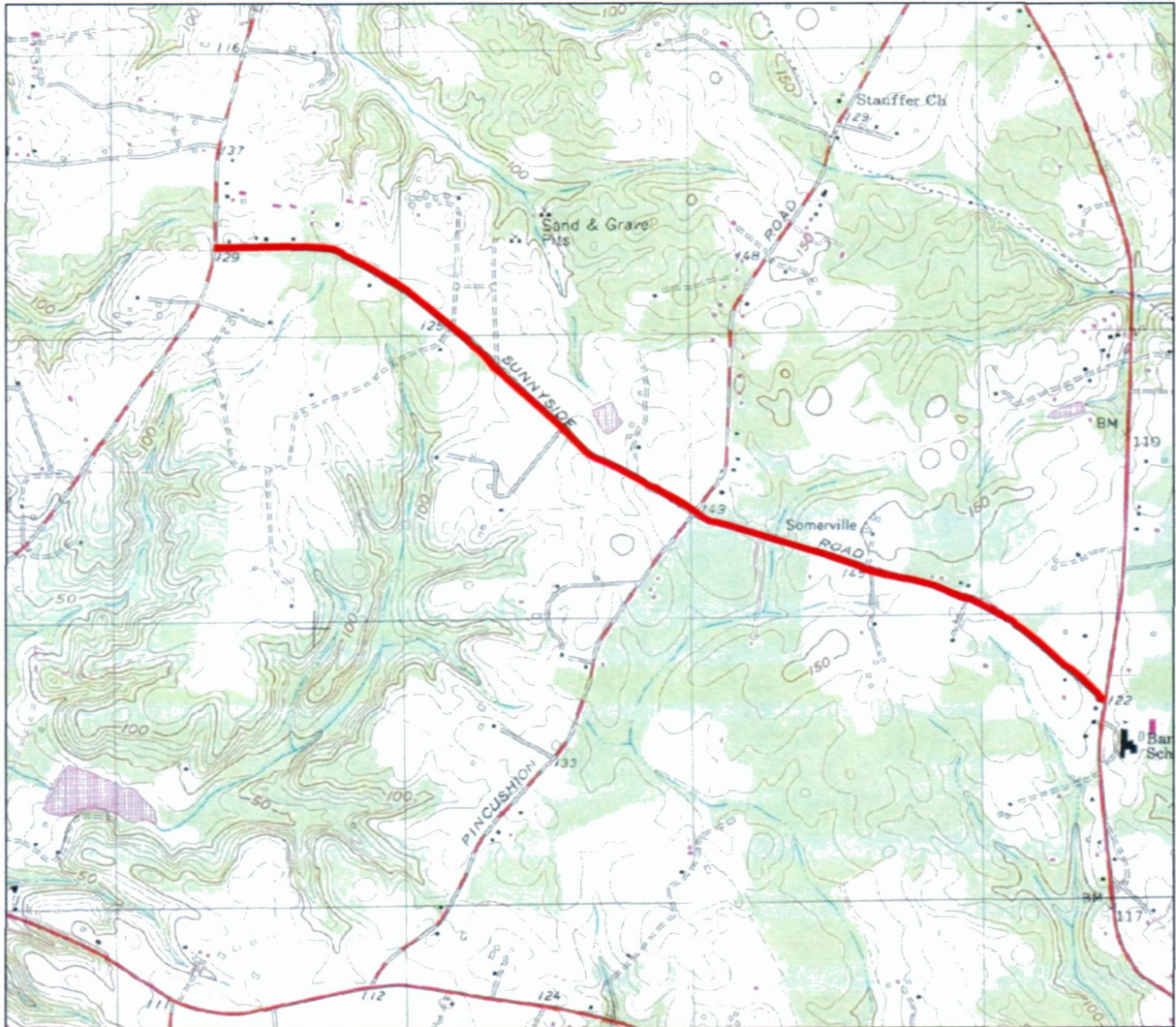
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Ranzetta, Kirk. *Historic Resources of St. Mary's County, Maryland, 1600-1950*. National Register of Historic Place Multiple Property Documentation Form, 2000.

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SM-907 Sunnyside Road
Morganza vic.
St. Mary's County, MD
Location Map
Scale 1:24,000

Source: USGS "Leonardtown"
Quadrangle Map
1963 (photorevised 1984)



SM-907

Sunnyside Road

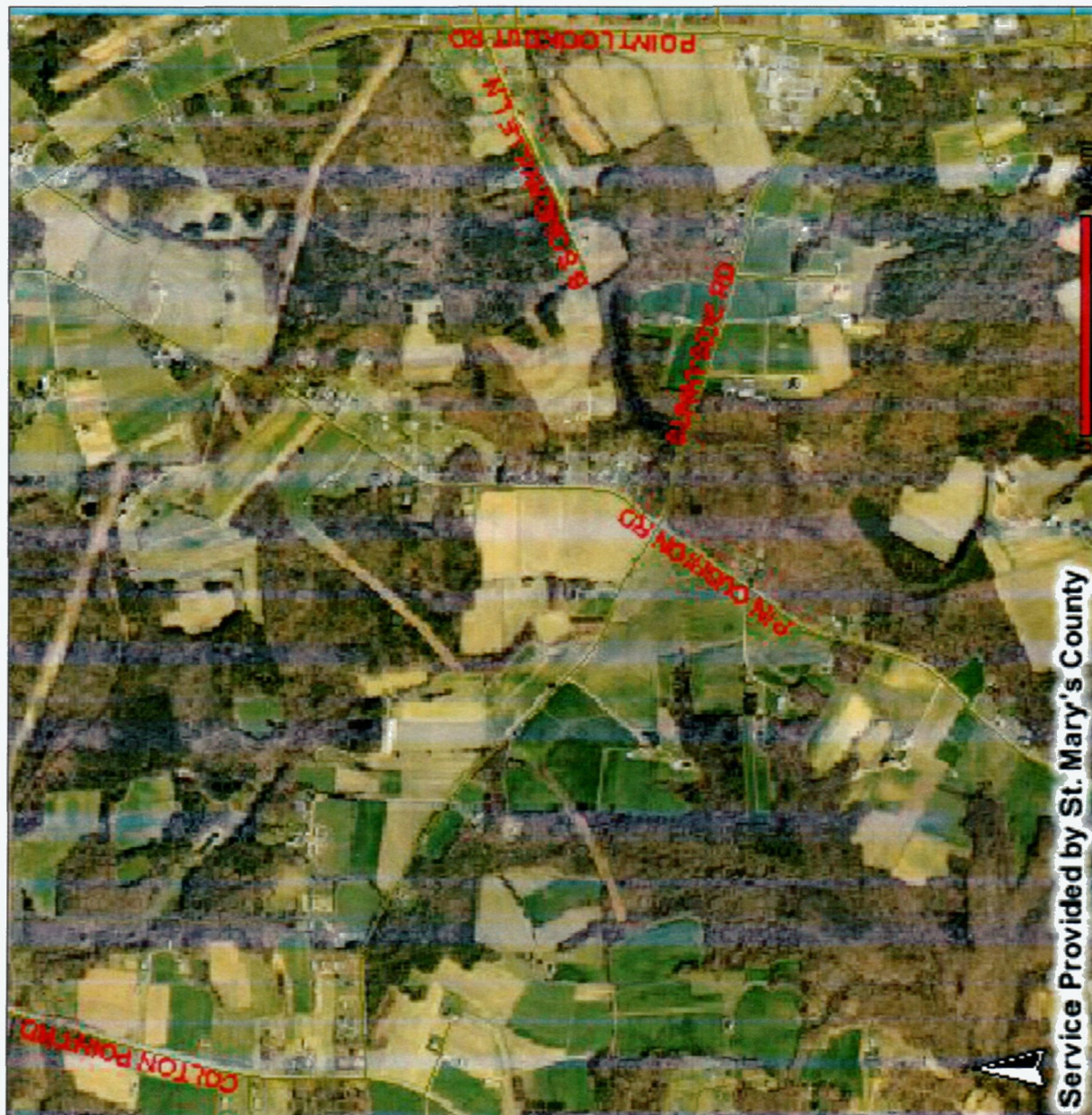
Morganza vic.

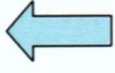
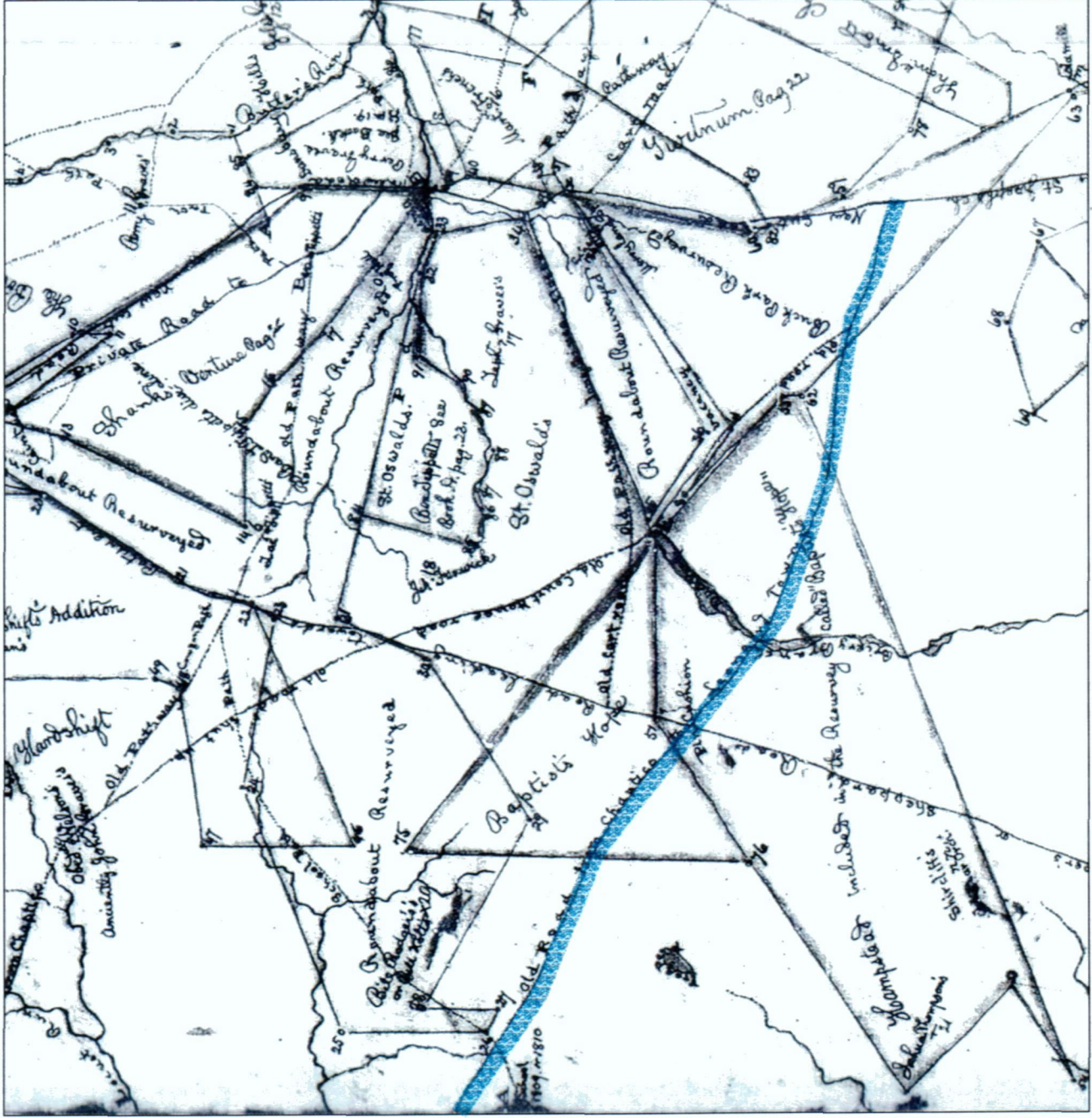
**St. Mary's County,
MD**

**2003 Aerial
Orthophotos**

Not to Scale

Source: St. Mary's County
GIS Department, Zoning Map
Viewer, 2006.





N

SM-907

**Sunnyside
Road**

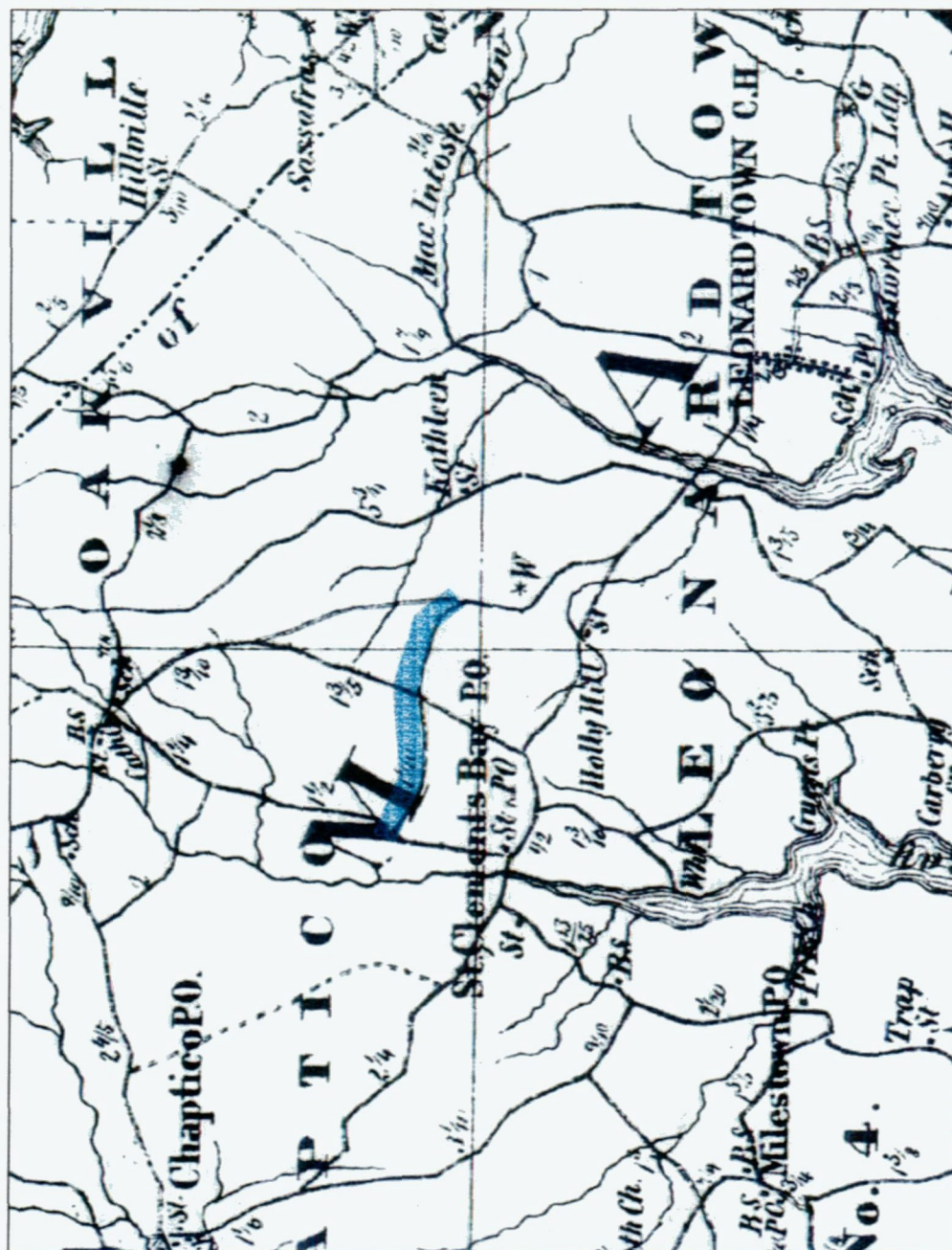
Morganza vic.

**St. Mary's
County, MD**

Historic Map

Not to Scale

Portion of a map from
Benjamin Tippet's
Surveyor Log Book: Vol.
B 1860-1873. The
location of Sunnyside
Road is highlighted.



Sunnyside Road

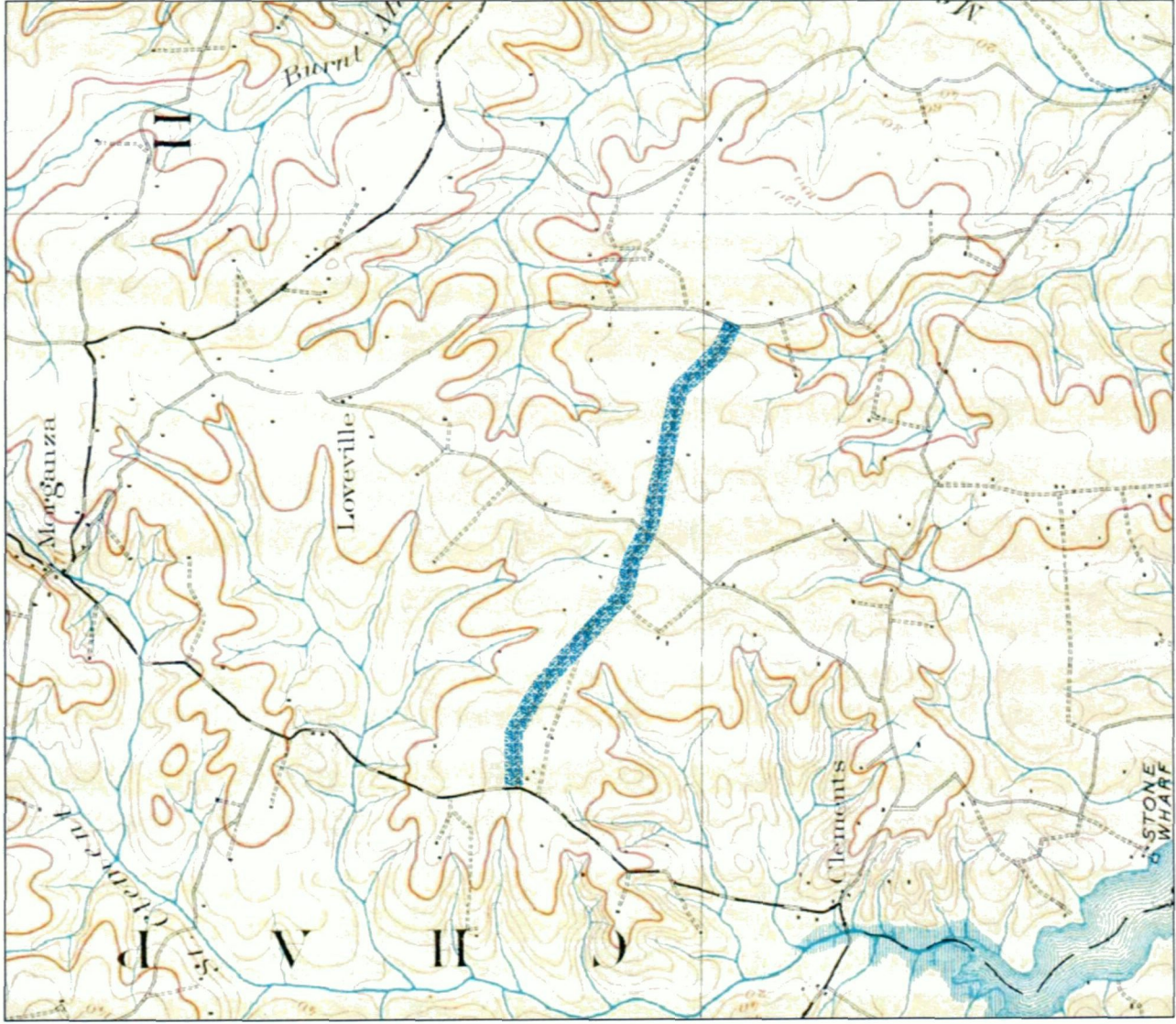
Morganza vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of Simon J. Marten's
1865 Map of Maryland:
*Including the District of
Columbia, a Sketch of
Delaware, and a Portion of
Northern and Eastern Virginia
Showing Some of the Most
Interesting Localities of the
Late War.* The location of
Sunnyside Road is highlighted.



N

SM-907

Sunnyside Road

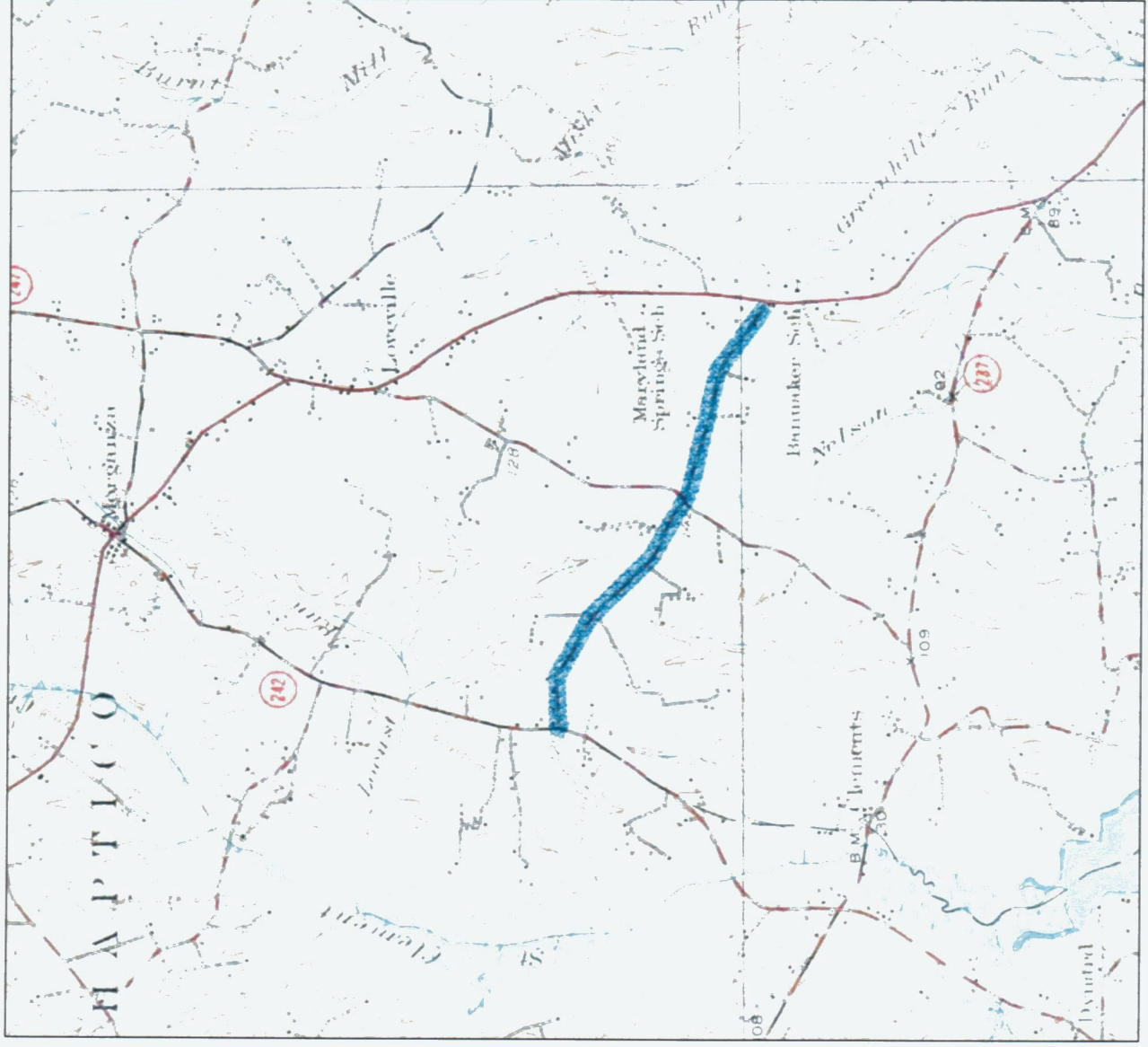
Morganza vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of United States
Geological Survey, Leonardtown,
MD Quadrangle (15 Minute
Series), 1901. Maptech
Historical Topographical Maps.
The location of Sunnyside Road
is highlighted.



N

SM-907

Sunnyside Road

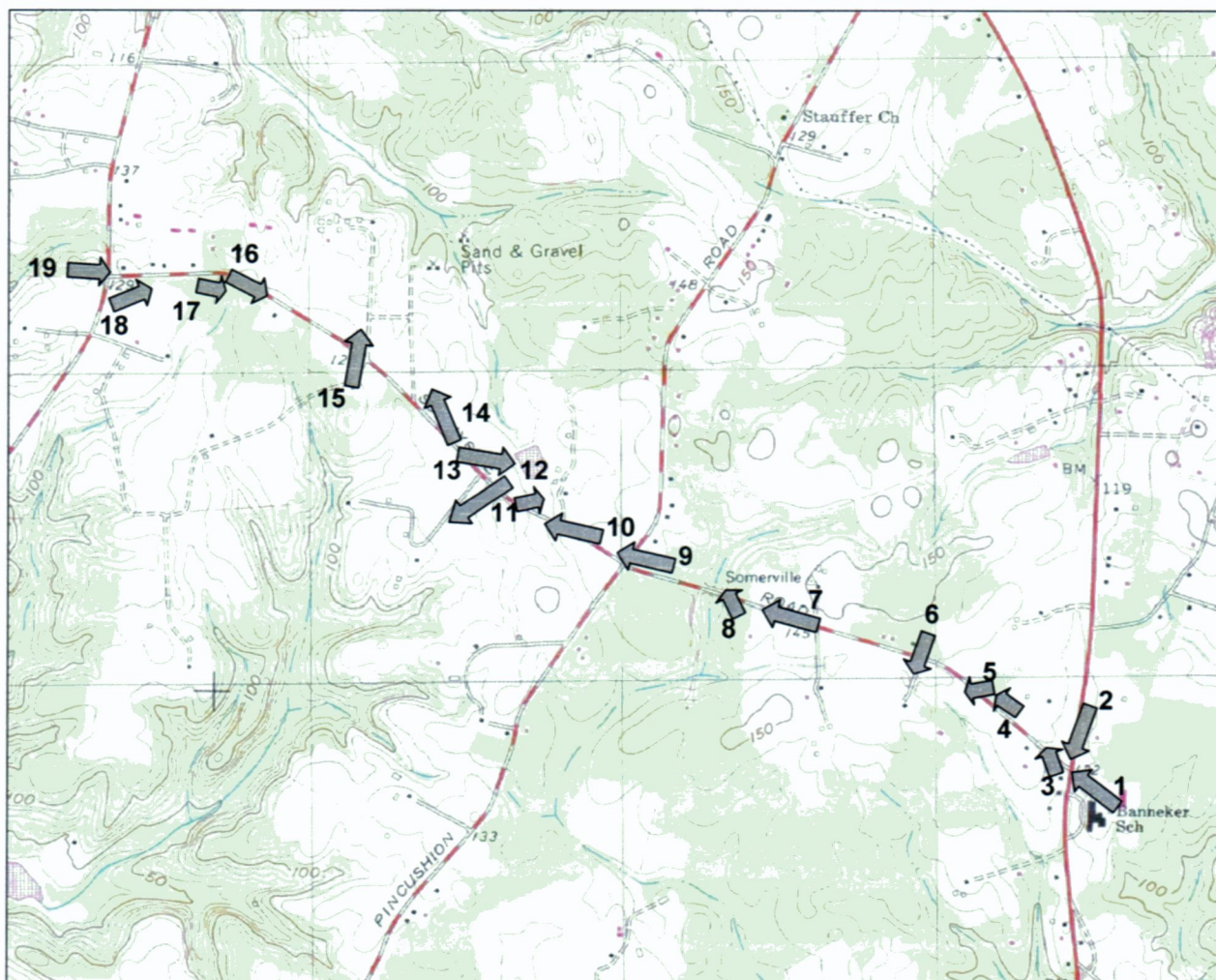
Morganza vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of United States
Geological Survey, Leonardtown,
MD *Quadrangle* (15 Minute
Series), 1939. Maptech
Historical Topographical Maps.
The location of Sunnyside Road
is highlighted.



SM-907 Sunnyside Road
 Morganza vic.
 St. Mary's County, MD
 Photo Location Key
 Not to scale



Source: USGS "Leonardtown"
 Quadrangle Map
 1963 (photorevised 1984)

**Sunnyside Road (SM-907)
Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2006**

Photo File Name	MIHP#	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-908_20060404_01	SM-907	Sunnyside Road	St. Mary's	History Matters, LLC	04/05/2006	Mile 0.0, looking NW up Sunnyside Rd. from across Route 5 (MVA complex on right)	1 of 19
SM-908_20060404_02	"	"	"	"	"	Mile 0.0, Detail of culvert crossing beneath Sunnyside Rd. at Route 5	2 of 19
SM-908_20060404_03	"	"	"	"	"	Mile 0.1, looking NW; MVA complex on right	3 of 19
SM-908_20060404_04	"	"	"	"	"	Mile 0.2, looking west	4 of 19
SM-908_20060404_05	"	"	"	"	"	Mile 0.5, looking SW at modern farms on south side of road	5 of 19
SM-908_20060404_06	"	"	"	"	"	Mile 0.7, looking south at ca. 2000 infill housing and historic & non-historic farm buildings	6 of 19
SM-908_20060404_07	"	"	"	"	"	Mile 0.8, looking west	7 of 19
SM-908_20060404_08	"	"	"	"	"	Mile 0.9, looking NW, showing raised roadbed in swampy/wooded area	8 of 19
SM-908_20060404_09	"	"	"	"	"	Mile 1.0, Intersection of Sunnyside with Pincushion Road, looking west	9 of 19
SM-908_20060404_10	"	"	"	"	"	Mile 1.03, looking west showing low embankment on left	10 of 19
SM-908_20060404_11	"	"	"	"	"	Mile 1.03, farmstead near NW corner of Sunnyside & Pincushion roads	11 of 19
SM-908_20060404_12	"	"	"	"	"	Mile 1.1, View south to John Guy Farm (SM-165) at 39850 Sunnyside Rd.	12 of 19
SM-908_20060404_13	"	"	"	"	"	Mile 1.1, looking east back toward Pincushion Road	13 of 19
SM-908_20060404_14	"	"	"	"	"	Mile 1.1, looking NW	14 of 19
SM-908_20060404_15	"	"	"	"	"	Mile 1.6, looking north at farm complex at 39720 Sunnyside Road	15 of 19
SM-908_20060404_16	"	"	"	"	"	Mile 1.75, looking SE	16 of 19
SM-908_20060404_17	"	"	"	"	"	Mile 2.0, looking east; old road alignment on right	17 of 19
SM-908_20060404_18	"	"	"	"	"	Mile 2.1, looking NE at modular houses on north side of road	18 of 19
SM-908_20060404_19	"	"	"	"	"	Mile 2.2, road terminus at Route 242, looking east	19 of 19



Mile 0.0, looking NW up Sunnyside Rd. from across Route 5 (MVA complex on right)
1 of 19



Mile 0.0, Detail of culvert crossing beneath Sunnyside Rd. at Route 5
2 of 19



Mile 0.1, looking NW; MVA complex on right
3 of 19



Mile 0.2, looking west
4 of 19



Mile 0.5, looking SW at modern farms on south side of road
5 of 19



Mile 0.7, looking south at ca. 2000 infill housing and historic & non-historic farm buildings
6 of 19



Mile 0.8, looking west
7 of 19



Mile 0.9, looking NW, showing raised roadbed in swampy/wooded area
8 of 19



Mile 1.0, Intersection of Sunnyside with Pincushion Road, looking west
9 of 19



Mile 1.03, looking west showing low embankment on left
10 of 19



Mile 1.03, farmstead near NW corner of Sunnyside & Pincushion roads
11 of 19



Mile 1.1, View south to John Guy Farm (SM-165) at 39850 Sunnyside Rd.
12 of 19



Mile 1.1, looking east back toward Pincushion Road
13 of 19



Mile 1.1, looking NW
14 of 19



Mile 1.6, looking north at farm complex at 39720 Sunnyside Road
15 of 19



Mile 1.75, looking SE
16 of 19



Mile 2.0, looking east; old road alignment on right
17 of 19



Mile 2.1, looking NE at modular houses on north side of road
18 of 19



Mile 2.2, road terminus at Route 242, looking east
19 of 19

**Trent Hall Road
SM-908
St. Mary's County
Mechanicsville vicinity
17th century
Public**

Located in the northwestern section of St. Mary's County, Trent Hall Road extends 1.8 miles between State Route 6 (New Market-Turner Road) and the Patuxent River. The asphalt-paved, two-lane road traverses the Trent Hall peninsula and passes from hilly upland terrain at Route 6 down to level land at or near sea level. The 16- to 20-foot-wide roadway is characterized by undivided lanes and generally straight alignments with occasional directional changes. The road is set amongst historic farmland that remains largely intact. Two documented historic properties are visible from the roadway, along with numerous other historic farmsteads and agricultural buildings. Because of the low elevation, only a few vistas of the Patuxent River and Washington Creek are visible from the road.

As a 17th-century route leading inland from Major Thomas Truman's Trent Neck plantation, Trent Hall Road reflects early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. From the 17th century through the early 20th century, Trent Hall Road was significant as a route that local farmers used to reach the wharf and later the steamboat landing at Trent Hall Point. Throughout this period, wharves played an integral role in the commercial and maritime development of the county. In the 17th and 18th centuries, the boat landing at Trent Hall Point served as an important local shipping point. After the mid-19th century, it served as the main access road to the steamboat landing at Trent Hall Point. Finally, Trent Hall Road illustrates 19th-century road-building trends in the county. With the advent of steamboat service to the county in the 1830s, roads leading inland to steamboat wharves, such as Trent Hall Road, were improved to accommodate the increase in commercial traffic and travelers.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-908

1. Name of Property (indicate preferred name)

historic Trent Hall Road (preferred)

other County Route 30059

2. Location

street and number Election District no. 5, Road runs northeast from Route 6 to the Patuxent River ☐ not for publication

city, town Mechanicsville ☒ vicinity

county St. Mary's County

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

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200 ext.1300

city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map N/A tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	0 buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	0 sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	1 structures
		<input type="checkbox"/> education	0 objects
		<input checked="" type="checkbox"/> transportation	1 Total
		<input type="checkbox"/> funerary	
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			0

7. Description

Inventory No. SM-908

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

Summary Description

Located in the northwestern section of St. Mary's County, Trent Hall Road extends 1.8 miles between State Route 6 (New Market-Turner Road) and the Patuxent River. The asphalt-paved, two-lane road traverses the Trent Hall peninsula and passes from hilly upland terrain at Route 6 down to level land at or near sea level. The 16- to 20-foot-wide roadway is characterized by undivided lanes and generally straight alignments with occasional directional changes. The road is set amongst historic farmland that remains largely intact. Two documented historic properties are visible from the roadway, along with numerous other historic farmsteads and agricultural buildings. Because of the low elevation, only a few vistas of the Patuxent River and Washington Creek are visible from the road.

Location

Trent Hall Road is located in the northwestern section of St. Mary's County in the 5th election district. The road extends approximately 1.8 miles northeast from its start at State Route 6 (New Market-Turner Road) to its terminus at Trent Hall Point on the Patuxent River. The road traverses the length of a wide peninsula that extends into the Patuxent River and is bounded on the north by Trent Hall Creek and on the south by Washington Creek. Trent Hall Road begins in the hilly upland area at its intersection with Route 6 and descends onto the lowland and flood plain of the peninsula. The last three-tenths of a mile between the head of Washington Creek and Trent Hall Point is a gravel-surfaced private road that accesses a residence and farm buildings.

Detailed Description

The Roadway

Trent Hall Road is an asphalt-paved local route that varies from 16 to 20 feet in width. The travelway contains two, undivided lanes – one in each direction. No painted traffic lines appear on the roadway. The roadway is paved in asphalt and is in generally good condition throughout its length. The road's horizontal alignment incorporates gentle curves, several straightaways, and one notable sharp curve at mile 1.1. Its vertical alignment consists of a small descent from Route 6 (elevation: 104 feet) to the lowland where it levels off (elevation at terminus = 3 feet; at mid-point = 21 feet). At the sharp curve, the road banks slightly. Near Route 6 the roadway is depressed with steep road cuts extending as slopes on either side. The majority of the route is at grade or slightly elevated above the surrounding land. The latter is especially true near the road's terminus where it is flanked by marshland; here it has been elevated atop a raised berm. The roadway includes a low pitched crown and no formal shoulders.

At approximately mile 0.4 from the start point, the roadway crosses a minor waterway that runs east and empties into Washington Creek. This unnamed stream runs in deep channel along the northwest side of the road shortly before crossing under the road through a metal pipe culvert. At least two other culverts pass beneath the road's asphalt surface; one near mile 0.8 and the other at mile 1.3, which consists of double concrete pipes at the head of Washington Creek.

The Right-of-Way

Informal grassy and gravel shoulders appear on one or both sides within the Trent Hall Road right-of-way, while shallow swales provide basic drainage for the road and adjacent land. Several traffic signs including speed limit and warning signs appear within the right-of-way. These consist of standard reflective metal signs mounted to square wood posts. Private property owners have posted a variety of identification signs that include names and addresses of the properties. These are typically painted wooden signs in a variety of shapes and sizes. Also, several land and environmental preservation programs have posted signs where land has been protected through their easement programs.

Electric and telephone utility lines are strung on poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the west side and then along the south and east sides of the road. There are no utility poles lining the roadway from approximately mile 0.5 to approximately mile 1.1.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-908

Name Trent Hall Road
Continuation Sheet

Number 7 Page 1

At the end of the public portion of Trent Hall Road, around mile 1.5, a wide gravel area to the south of the roadway allows vehicles to turn around before entering private property. This turn-around area provides 180 degree scenic views to the north, east, and south toward Trent Hall Creek, the Patuxent River, and Washington Creek.

The Setting

Trent Hall Road traverses a rural area of northeastern St. Mary's County. The road extends through a landscape dominated by agricultural and residential land uses, including farming and grazing. The first half-mile of the road from its start point at Route 6 passes through a hilly wooded area. Several residences were built during the last quarter of the 20th century and are accessed by paved and unpaved driveways. These residences are only marginally visible from the roadway and do not detract from the historic setting. Beyond the wooded area, the setting opens up to encompass cultivated fields and distant single dwellings and farm complexes that range in date from the mid-19th through the mid-20th century. The farm complexes that are visible from the road typically consist of clusters of structures that include tobacco barns, residences, animal barns, and some modern agricultural buildings such as silos. Shallow tree lines that commonly include both cedars and deciduous trees divide the tilled fields on either side of the road. Modern wire fences supported with both metal and wood posts enclose the pasture land. Near the terminus of the road, the roadway runs adjacent to the head of Washington Creek and passes through marshland with marsh grasses and scrub brush.

The road responds to natural features by winding through the hilly upland section at its beginning and then straightening out and roughly following the approximate central spine of the peninsula through the lowland sections. The road is the main transportation artery on Trent Hall Neck. Other unnamed private roads extend from it in all directions to provide access to creek-front and inland farms.

Two properties previously recorded and included on the Maryland Inventory of Historic Properties (MIHP) exist along Trent Hall Road. The first is Cellar Hill (MIHP# SM-95) at 40230 New Market-Turner Road. Cellar Hill is located southeast of Trent Hall Road between it and New Market Turner Road. Sited atop a prominent knob at the junction between the upland and lowland, the house faces east overlooking Washington Creek and the Patuxent River beyond. Lawrence and Louise Parlett erected the substantial Neoclassical style house in 1940.

The second MIHP site is Trent Hall (MIHP# SM-91). Listed on the inventory as an archaeological site, the property now contains a substantially rebuilt house, a number of modern agricultural buildings, and a 17th-century private cemetery that contains the grave of Major Thomas Truman (1628-1684), who was granted the property in 1658 and served on the colonial Maryland Council.

8. Significance

Inventory No. SM-908

Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input checked="" type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input checked="" type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates 17th through 20th centuries **Architect/Builder** unknown

Construction dates 17th century with 19th & 20th century improvements

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

As a 17th-century route leading inland from Major Thomas Truman's Trent Neck plantation, Trent Hall Road reflects early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. From the 17th century through the early 20th century, Trent Hall Road was significant as a route that local farmers used to reach the wharf and later the steamboat landing at Trent Hall Point. Throughout this period, wharves played an integral role in the commercial and maritime development of the county. In the 17th and 18th centuries, the boat landing at Trent Hall Point served as an important local shipping point. After the mid-19th century, it served as the main access road to the steamboat landing at Trent Hall Point. Finally, Trent Hall Road illustrates 19th-century road-building trends in the county. With the advent of steamboat service to the county in the 1830s, roads leading inland to steamboat wharves, such as Trent Hall Road, were improved to accommodate the increase in commercial traffic and travelers.

Historical Narrative

Trent Hall Road likely originated as a route connecting the Trent Neck plantation located at what was historically known as White Point (now Trent Hall Point) to inland tracts and to the Patuxent Path (modern day Route 235). In 1658, Major Thomas Truman received a grant of land that encompassed Trent Neck. The presence of a 17th-century cemetery at Trent Hall Point indicates that the property has been occupied since that time.

The 1885 Martenet Map of Maryland is the earliest map that depicts Trent Hall Road, but it is described in the 1802 county road book as part of the second road division of Upper Resurrection Hundred (one of the political divisions of the county).¹ The book describes it as "...the road making out of that by Hezekiah Burrough's as far as Leonard Lyons, thence to Thomas Greenfield's landing." "Thomas Greenfield's landing" probably refers to what is today known as Trent Hall Point on the Patuxent River. Greenfield was a descendant of Major Thomas Truman, the original owner of Trent Hall Neck. Truman (also spelled Trueman) died in 1685 and was buried on his Trent Neck property which he left to his nephew Thomas Truman Greenfield. In 1716, Greenfield had the several tracts consolidated into a single 2,354-acre holding named Trent Neck.

The boat landing at Trent Hall Point would have been a significant destination in early St. Mary's County. In the 17th and 18th centuries, private wharves served as major transportation hubs since water was the primary means of moving goods and people. The county's geography was conducive to water-based transportation, and the economy depended on the overseas export of tobacco. Although the rivers and creeks of St. Mary's County were the easiest, quickest, and most efficient form of transportation, European

¹ St. Mary's County Road Book, 1802, Upper Resurrection Manor, Entry 15.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-908

Name Trent Hall Road
Continuation Sheet

Number 8 Page 1

settlers slowly developed road networks, often utilizing existing Native American trails. Most early settlers lived near the waterways, and roads such as Trent Hall Road provided links to government centers, churches, and other residents.

Travel by road was more efficient than travel by water only when traveling between upriver, inland places. As a result, the Patuxent Path (or Three Notch Road, now Route 235), a major overland artery in colonial Saint Mary's County, lay near the headwaters of the tributaries of the Patuxent, and thus avoided crossing major bodies of water. Trent Hall Road was one of several early routes that connected the Patuxent Path to the Patuxent River.

Trent Hall Road may have originated as a lane connecting the inland portions of Trent Neck to the waterfront dwelling and boat landing of Major Thomas Truman. As the inland road network expanded in the early 19th century, the informal plantation lane would have been formalized and extended. The 1802 road book suggests that by that time, Trent Hall Road was part of a larger network of routes that connected waterfront properties to churches and mills, and to major inland transportation routes including the Three Notch Road. By 1865, today's Route 6 (New Market Turner Road) appears on maps; it circled north from the Three Notch Road (Route 235) and connected to a road that ran east from Charlotte Hall to Long Point (today the site of Golden Beach) on the Patuxent River. Route 6 provided the residents of Trent Neck and the other waterfront properties in the area to the Three Notch Road and access to the village of Charlotte Hall via the road to Long Point.

Between 1790 and 1840, the internal economy in St. Mary's County expanded, creating a greater demand for overland travel routes. Throughout the first half of the 19th century, the economy of St. Mary's County remained dependent upon the export of its agricultural products, though it increasingly shipped to Baltimore rather than directly to overseas markets.² Since farmers in St. Mary's County continued to depend on waterways for both importing manufactured goods and exporting staple crops, Trent Hall Road and other roads to wharves remained prominent components of the local road network. For instance, in the late 1830s, two roads to wharves in the county were designated public roads by the state legislature.³

During the early- to mid-19th century, the expansion of steamboat traffic along the Patuxent and Potomac Rivers curtailed the development and improvement of road networks leading out of the county, but fueled the improvement of local roads that provided inland access to steamboat wharves. In 1821, Captain George Weems began running an occasional steamboat service between Baltimore and several Patuxent River landings; however, a regular route was not established until 1835. Trent Hall was among the early landings visited by the Weems line; typically the steamboat companies rented wharf and sometimes warehouse space from the owners of existing boat landings. By 1861, Weems operated three steamboats making four trips a week to the Patuxent River and during the Civil War, the river remained the only regular route for the Weems company.⁴ By 1865, maps of the county show several steamboat landings on the Patuxent River and a growing number of roads leading east from the Three Notch Road to the river, presumably roads leading to boat landings.

By 1876, steamboats began delivering mail to landings and wharves along the Patuxent and Potomac Rivers. That year, Trent Hall became a mail stop for the Patuxent River steamers. However, the post office was short-lived; it was discontinued in 1877.⁵ In 1885, Trent Hall Wharf appears on maps as an established wharf accessed by Trent Hall Road, which by then was a public road that led north and east from what is today Route 6. Steamboats continued to serve Patuxent River wharves and landings until 1925.

² Elizabeth Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts* (St. Mary's County Department of Planning and Zoning, May 1994) – Appendix I, 13.

³ Regina Combs Hammett, *History of St. Mary's County, Maryland, 1634-1990* (Ridge, Md.: Published by the author, 1991), 283.

⁴ David C. Holly, *Tidewater by Steamboat: A Saga of the Chesapeake* (Baltimore: The Johns Hopkins University Press, 1991), 26-33, 42-43; Robert H. Burgess and H. Graham Wood, *Steamboats Out of Baltimore* (Cambridge, MD: Tidewater Publishers, 1968), 20-23.

⁵ Hammett, 153 and 162.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name Trent Hall Road
Continuation Sheet

Number 8 Page 2

In 1881, the railroad came to Mechanicsville and Charlotte Hall, but it did not seriously challenge the steamboats' dominance of transportation out of St. Mary's County. However, the presence of the railroad did contribute to the continued development of internal road networks in the county. Between 1865 and 1885, the network of inland routes east of Charlotte Hall and Mechanicsville became more complex, suggesting that some goods may have been diverted from Trent Hall Wharf to the railroad.

Trent Hall Road retains most of its alignment from at least the turn of the 20th century. In 1901, the road was a primary route leading from the New Market Turner Road (Route 6) to the wharf at White Point on the Patuxent River. The last segment of the road is now private. The 1901 map depicts only four farms along the road and a small collection of buildings clustered near the head of Washington Creek. Between 1929 and 1939, the wharf at Trent Hall disappears from maps, reflecting the demise of the steamboat trade in St. Mary's County. The 1939 general highway map of the county indicates that Trent Hall Road was "metal surfaced."⁶ "Metal" is an ancient term for a broken-stone surface used for road building or as a base for laying railroad track. A 1959 history of road building in Maryland explains that early metal roads varied greatly in the surface materials; sometimes broken stone or gravel was used, but other materials including shell and a sand clay mixture were also common depending on available resources. To cut down on dust, road builders also sometimes oiled metal road surfaces with bitumens or pitches.⁷ It is not known when the current asphalt-paved surface of Trent Hall Road was laid.

By 1959, Trent Hall Road was designated a surfaced secondary road and additional settlement had occurred along it. A new road extended west of the main route and connected back up with Trent Hall Road at the sharp curve near the head of Washington Creek. Between 1929 and 1939, a cluster of several tobacco barns were erected along this new road, some of which remain today. In 1976, four farms occupied the Trent Neck peninsula along with five or six non-farm dwellings.

⁶ Maryland State Roads Commission, *General Highway Map, St. Mary's County Maryland*, 1937; revised 1939 (Available at Maryland Room, University of Maryland-College Park).

⁷ State Roads Commission of Maryland, *A History of Road Building In Maryland* (State Roads Commission, 1959), pp. 52-53.

9. Major Bibliographical References

Inventory No. SM-908

See continuation sheets.

10. Geographical Data

Acreage of surveyed property approximately 4 acres
Acreage of historical setting approximately 400 acres
Quadrangle name Mechanicsville

Quadrangle scale: 1:24,000 (7.5 minute)

Verbal boundary description and justification

The surveyed area encompasses the roadway and right-of-way, which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. The acreage of the surveyed area is based on the road's length and approximate width. The acreage of the historic setting encompasses the viewshed from the road and is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, the state of Maryland's online GIS-based mapping system, which includes an area measurement tool. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the acreage of the historic setting.

11. Form Prepared by

name/title	Kathryn Gettings Smith, Director of Architectural History and Preservation		
organization	History Matters, LLC	date	June 30, 2006
street & number	1502 21 st Street, NW, 2 nd Floor	telephone	202-223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties 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
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-908

Name Trent Hall Road
Continuation Sheet

Number 9 Page 1

9. Major Bibliographic References

Carr, Lois Green, Russell R. Menard, and Lorena S. Walsh. *Robert Cole's World: Agriculture and Society in Early Maryland*. Chapel Hill: The University of North Carolina Press, 1991.

County Road Book, 1802-1853. Available at the St. Mary's County Courthouse.

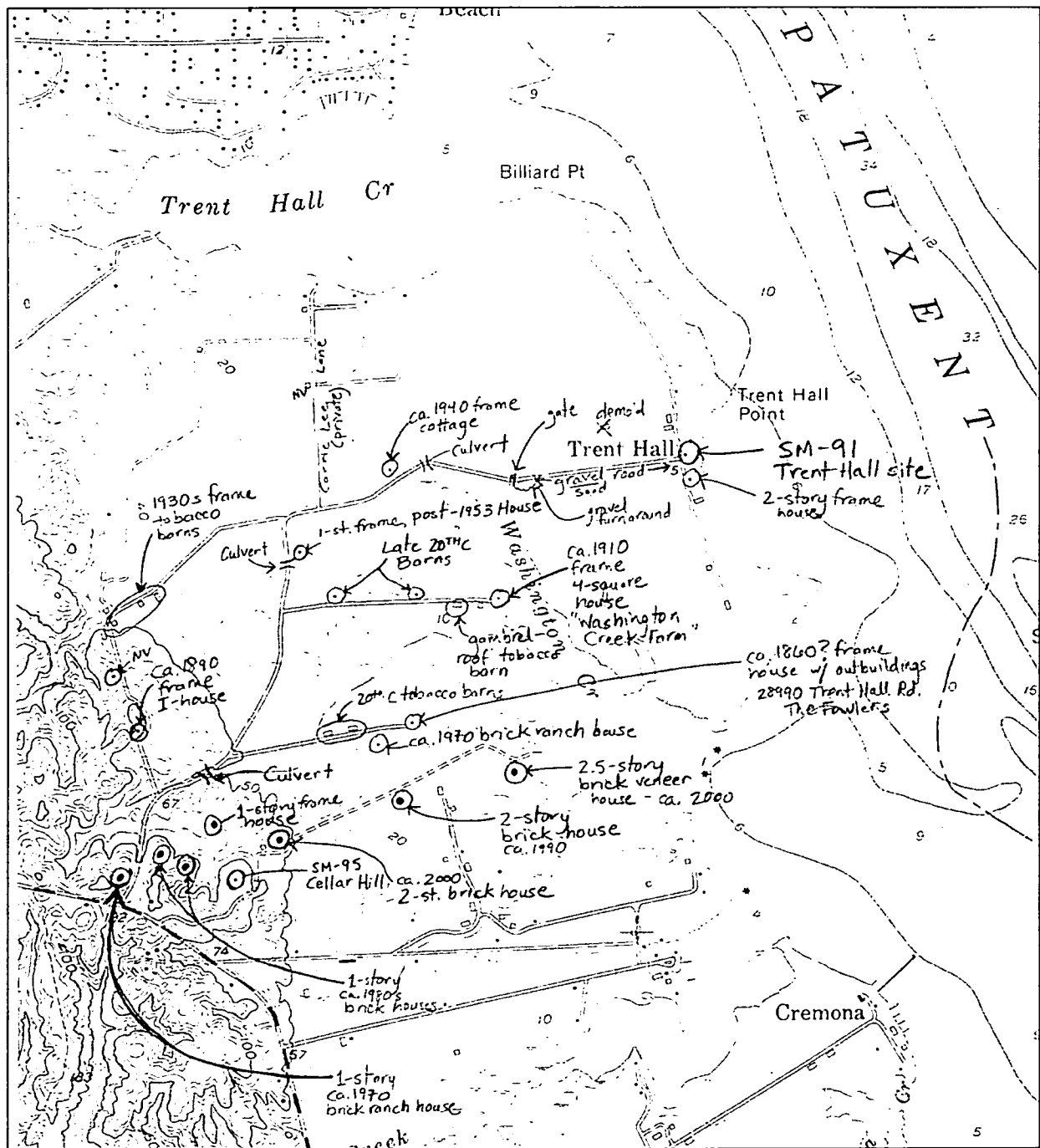
Hammett, Regina Combs. *History of St. Mary's County, Maryland, 1634-1990*. Ridge, MD: n.p., 1991.

Le Viness, Charles T. *A History of Road Building in Maryland*. Baltimore: Maryland State Roads Commission, 1958.

Marks, Bayly Ellen. "Rural Response to Urban Penetration: Baltimore and St. Mary's County, Maryland, 1790-1840." *Journal of Historical Geography* 8:2 (1982): 113-127.

Maryland Inventory of Historic Places Forms, SM-91 (Trent Hall, site), SM-95 (Cellar Hill). Available at the Maryland Historical Trust.

Ranzetta, Kirk. *Historic Resources of St. Mary's County, Maryland, 1600-1950*. National Register of Historic Place Multiple Property Documentation Form, 2000.



SM-908 Trent Hall Road
 Mechanicsville vic.
 St. Mary's County, MD
 Resource Sketch Map
 Not to scale



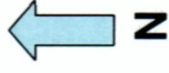
Source: USGS "Mechanicsville"
 Quadrangle Map
 1953 (photorevised 1974)



SM-908 Trent Hall Road
Mechanicsville vic.
St. Mary's County, MD
Location Map
1:24, 000



Source: USGS "Mechanicsville"
Quadrangle Map
1953 (photorevised 1974)



SM-908

Trent Hall Road

Mechanicsville vic.

St. Mary's County,
MD

2003 Aerial
Orthophotos

Source: St. Mary's County
GIS Department, Zoning Map
Viewer, 2006.



SM-908

Trent Hall Road

Mechanicsville vic.

St. Mary's County,
MD

Historic Map

Section of Simon J. Martenet's
1885 Map of Maryland and
District of Columbia Including a
Sketch of Delaware and Parts
of Pennsylvania, Virginia and
West Virginia. The location of
Trent Hall Road is highlighted.





SM-908

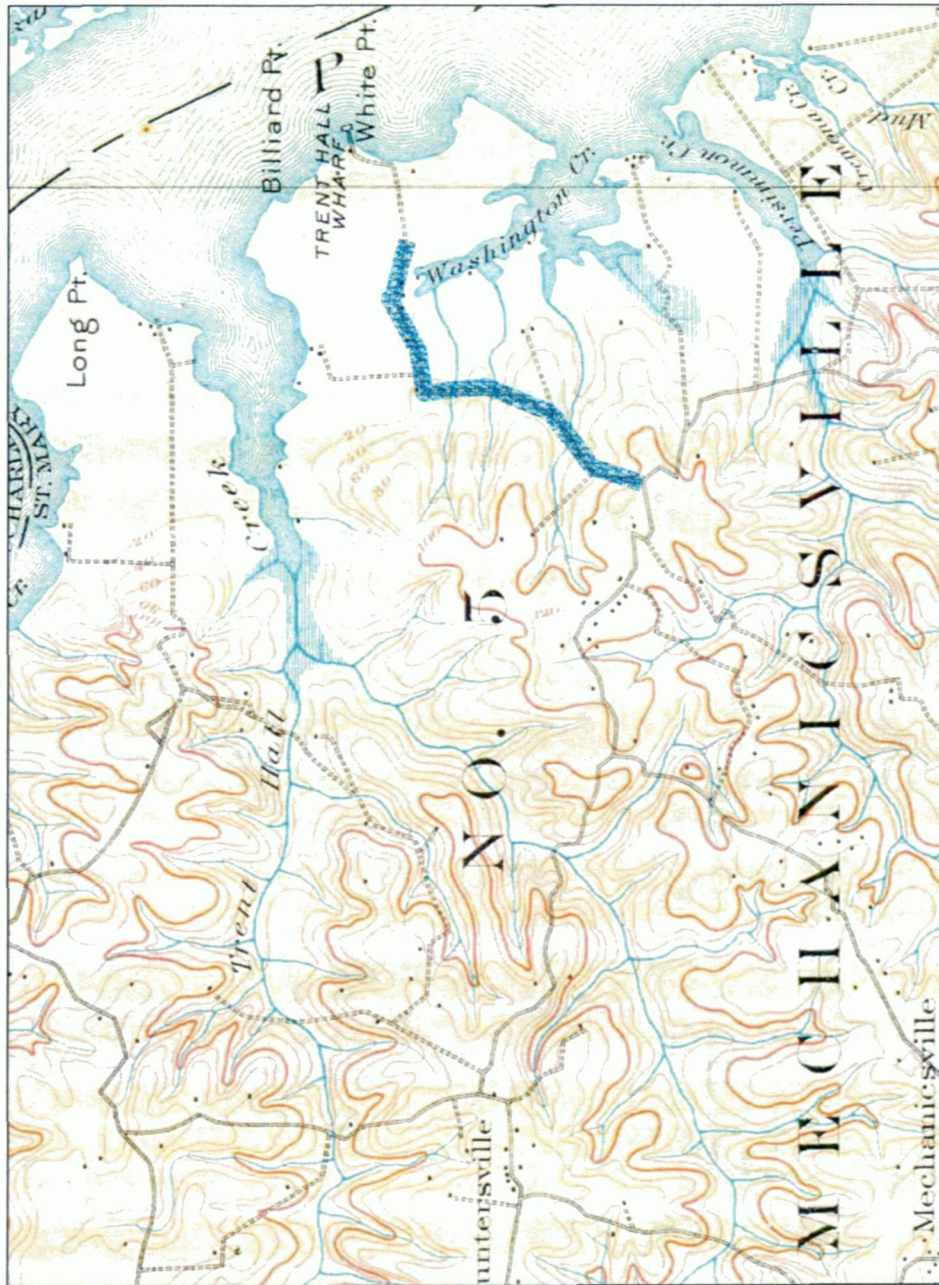
Trent Hall Road

Mechanicsville vic.

St. Mary's County,
MD

Historic Map

Section of United States
Geological Survey,
Leonardtown, MD
Quadrangle (15 Minute
Series), 1901. Maptech
Historical Topographical
Maps. The location of Trent
Hall Road is highlighted.





SM-908

Trent Hall Road

Mechanicsville vic.

**St. Mary's County,
MD**

Historic Map

Section of Maryland
Geological Survey, *Map of St.
Mary's County Showing the
Topography and Election
Districts, 1929*. The location
of Trent Hall Road is
highlighted.





SM-908

Trent Hall Road

Mechanicsville vic.

**St. Mary's County,
MD**

Historic Map

Section of United States
Geological Survey,
Leonardtown, MD
Quadrangle (15 Minute
Series), 1939. Maptech
Historical Topographical
Maps. The location of Trent
Hall Road is highlighted.





SM-908 Trent Hall Road
 Mechanicsville vic.
 St. Mary's County, MD
 Photo Location Key
 Not to scale



Source: USGS "Mechanicsville"
 Quadrangle Map
 1953 (photorevised 1974)

Trent Hall Road, SM-908

Photo Log, Historic Roads Survey, St. Mary's County, Maryland

2006

Photo File Name	MIHP#	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-908_20060404_01	SM-908	Trent Hall Road	St. Mary's	History Matters, LLC	04/04/2006	Intersection with Route 6, looking south	1 of 16
SM-908_20060404_02	"	"	"	"	"	Looking north from near Route 6	2 of 16
SM-908_20060404_03	"	"	"	"	"	Mile 0.25, looking NW from road at circa-1890 house and gravel drive	3 of 16
SM-908_20060404_04	"	"	"	"	"	Mile 0.25, looking NE down road	4 of 16
SM-908_20060404_05	"	"	"	"	"	Mile 0.35, looking NE down road	5 of 16
SM-908_20060404_06	"	"	"	"	"	Mile 0.42, Looking NE at Fowler Farm driveway; Washington Creek in background	6 of 16
SM-908_20060404_07	"	"	"	"	"	Mile 0.42, Looking East down Fowler Farm driveway; Washington Creek in background	7 of 16
SM-908_20060404_08	"	"	"	"	"	Mile 0.6, Looking north	8 of 16
SM-908_20060404_09	"	"	"	"	"	Mile 0.75, Looking north	9 of 16
SM-908_20060404_10	"	"	"	"	"	Mile 0.8, Looking east at fields and cluster of barns at Washington Creek Farm	10 of 16
SM-908_20060404_11	"	"	"	"	"	Mile 0.9, Looking north to sharp curve in road	11 of 16
SM-908_20060404_12	"	"	"	"	"	Mile 1.2, looking East at marshy area at head of Washington Creek	12 of 16
SM-908_20060404_13	"	"	"	"	"	Mile 1.25, At the head of Washington Creek looking SE	13 of 16
SM-908_20060404_14	"	"	"	"	"	Mile 1.5, looking East toward Trent Hall and the Patuxent River	14 of 16



Intersection with Route 6, looking south (SM-908_20060404_01)
1 of 14



Looking north from near Route 6 (SM-908_20060404_02)
2 of 14



Mile 0.25, looking NW from road up gravel drive to circa-1890 house
(SM-908_20060404_03) 3 of 14



Mile 0.25, looking NE down road (SM-908_20060404_04)
4 of 14



Mile 0.35, looking NE down road (SM-908_20060404_05)
5 of 14



Mile 0.42, Looking NE at Fowler Farm driveway; Washington Creek in background (SM-908_20060404_06) 6 of 14



Mile 0.42, Looking East down Fowler Farm driveway; Washington Creek in background (SM-908_20060404_07) 7 of 14



Mile 0.6, Looking north (SM-908_20060404_08)
8 of 14



Mile 0.75, Looking north (SM-908_20060404_09)
9 of 14



Mile 0.8, Looking east at fields and cluster of barns at Washington Creek Farm
(SM-908_20060404_10) 10 of 14



Mile 0.9, Looking north to sharp curve in road (SM-908_20060404_11)
11 of 14



Mile 1.2, looking East at marshy area at head of Washington Creek (SM-908_20060404_12) 12 of 14



Mile 1.25, At the head of Washington Creek looking SE (SM-908_20060404_13) 13 of 14



Mile 1.5, looking East toward Trent Hall and the Patuxent River (SM-908_20060404_14) 14 of 14

Bushwood Road
SM-909
St. Mary's County
Bushwood vicinity
17th century
Public

Located near the western border of St. Mary's County, Bushwood Road extends 1.9 miles southwest from State Route 238 (Maddox Road) to Bushwood Cove on the Wicomico River. The road traverses a wide peninsula and passes from an upland area near its intersection with Route 238 to the waterfront at Bushwood Cove. Over its course the road descends gradually and incorporates several gentle curves. The roadway consists of a 16- to 20-foot-wide paved route with one lane in each direction. Bushwood Road passes through a historic setting that includes a late-19th century crossroads community now known as Bushwood, a mid-19th century farm, and near its terminus, an intact early 18th century house. Other historic architectural resources visible from the road include a small grouping of 20th century wharf-related buildings at the road's terminus.

Bushwood Road illustrates the importance of wharves and wharf roads to commerce and transportation in St. Mary's County from the 17th century through the early 20th century. In the 17th and 18th centuries, the road served as a route for local farmers to reach the plantation wharf at Bushwood, where they could buy and sell goods and labor. During the 19th and early 20th centuries, it provided access to Plowden's Wharf, the location of a steamboat landing by the late 19th century. The presence of the steamboat landing led to improvements to Bushwood Road and the expansion of the road network leading to the maritime and commercial establishments at Plowden's Wharf. After regular steamboat service ceased in 1932, traffic along the road declined.

Bushwood Road and its setting also reflect trends in the architecture, agriculture, and settlement patterns of St. Mary's County from the 18th through the 20th century. Ocean Hall and Blair's Purchase illustrate early domestic architecture and settlement patterns, while the rural landscape evokes the county's agricultural history. At the western terminus of the road, several buildings remain to illustrate the wharf-related community that existed there in the late 19th and early 20th centuries. The collection of historic structures at the intersection with Maddox Road illustrates the development of the inland community of Bushwood during the early 20th century.

Inventory No. SM-909

historic **Bushwood Road (preferred)**

other County Route 30095

street and number Election District No. 7, Runs SW from Maddox Road (Route 238) to Wicomico River not for publication

city, town Bushwood X vicinity

county St. Mary's County

name St. Mary's County Board of County Commissioners

street and number	P.O. Box 653, 23115 Leonard Hall Drive	telephone	301-475-4200 x1300
-------------------	--	-----------	--------------------

city, town	Leonardtown	state	MD	zip code	20650
------------	-------------	-------	----	----------	-------

courthouse, registry of deeds, etc. N/A

liber	folio
-------	-------

city, town	tax map	tax parcel	tax ID number
------------	---------	------------	---------------

☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

Category	Ownership	Current Function	Resource Count
<u> </u> district	<u>X</u> public	<u> </u> agriculture	<u> </u> landscape
<u> </u> building(s)	<u> </u> private	<u> </u> commerce/trade	<u> </u> recreation/culture
<u>X</u> structure	<u> </u> both	<u> </u> defense	<u> </u> religion
<u> </u> site		<u> </u> domestic	<u> </u> social
<u> </u> object		<u> </u> education	<u>X</u> transportation
		<u> </u> funerary	<u> </u> work in progress
		<u> </u> government	<u> </u> unknown
		<u> </u> health care	<u> </u> vacant/not in use
		<u> </u> industry	<u> </u> other:
			Contributing Noncontributing
			<u> </u> 0 <u> </u> 0 buildings
			<u> </u> 0 <u> </u> 0 sites
			<u> </u> 1 <u> </u> 0 structures
			<u> </u> 0 <u> </u> 0 objects
			<u> </u> 1 <u> </u> 0 Total
			Number of Contributing Resources previously listed in the Inventory
			0

7. Description

Inventory No. SM-909

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

Summary Description

Located near the western border of St. Mary's County, Bushwood Road extends 1.9 miles southwest from State Route 238 (Maddox Road) to Bushwood Cove on the Wicomico River. The road traverses a wide peninsula and passes from an upland area near its intersection with Route 238 to the waterfront at Bushwood Cove. Over its course the road descends gradually and incorporates several gentle curves. The roadway consists of a 16- to 20-foot-wide paved route with one lane in each direction. Bushwood Road passes through a historic setting that includes a late-19th century crossroads community now known as Bushwood, a mid-19th century farm, and near its terminus, an intact early 18th century house. Other historic architectural resources visible from the road include a small grouping of 20th century wharf-related buildings at the road's terminus.

Location

Located approximately eight miles west of Leonardtown in the county's Seventh Election District, Bushwood Road extends approximately 1.9 miles southwest from its start point at State Route 238 (Maddox Road) to its end point at Bushwood Wharf, which is located in Bushwood Cove on the Wicomico River. The road intersects Bushwood Wharf Road three-tenths of a mile before reaching Bushwood Wharf, where it becomes State Route 239. Bushwood Road runs southwest, descending from the upland section of a wide peninsula that is bound on the west by the Wicomico River, on the east by St. Clements Bay, and on the south by the Potomac River, to the low-lying flood plain that borders the eastern shore of the Wicomico River.

Detailed Description

The Roadway

The road responds to natural features such as tributaries and elevation changes with significant dips and three semi-sharp curves. The highest point of the road is at its intersection with Maddox Road, but, at approximately mile 0.15, it curves and drops. The road continues to descend for approximately one mile before it hits the lowland that precedes Bushwood Cove, where it levels out for the remaining leg.

Bushwood Road is an asphalt-paved, local route that varies from 16 to 20 feet wide. The travel way contains two lanes – one in each direction – that are divided by a yellow painted, double line. Though its edges have eroded in some areas, the roadway is paved in asphalt and is in generally good condition throughout its length. It features a low pitched crown and narrow, grassy shoulders along both sides until it intersects with Bushwood Wharf Road, then both sides become sandy shoulders. The road's horizontal alignment predominately consists of straightaways, with occasional directional changes. Its vertical alignment consists of a series of elevation drops from Route 239 (elevation: 104 feet) to the lowland where it levels off at approximately 3 feet above sea level. The road runs mostly at grade, except where the hilly surrounding landscape has been cut and banked along the side of the road.

The road consists of two major descents, accounting for most of the elevation change, and three major directional shifts, accounting for its tributaries. The first descent occurs less than one-tenth mile southwest of the intersection with Maddox Road. The drop in the roadway is the result of a significant elevation change and leads almost immediately to a shift in the direction of the road where it traverses a stream. This curve is also the location of the entrance to J. Julius Johnson Road, a sand and gravel road that extends to the south. Within 0.15 miles, the road rises slightly and then passes through a hilly section leading to another curve and its final descent. The final descent in the road provides a view downward into a section of low lying, coastal land. The final curve in the road occurs at mile 1.1, after which the road runs straight and at grade until its meeting with Bushwood Wharf Road. The road terminates at a sand and gravel parking lot on the Wicomico River.

The roadway crosses two tributaries that run south to White's Neck Creek. The first is located just west of the first curve, and the second passes through a concrete culvert beneath the road approximately one-tenth of a mile from the road's terminus where marshland flanks the road.

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Maryland Inventory of Historic Properties Form

Inventory No. SM-909

Name: Bushwood Road
Continuation Sheet

Number 7 Page 1

The Right-of-Way

Informal narrow, grass or sand shoulders appear on both sides of Bushwood Road's right-of-way, while shallow swales provide basic drainage to the road and adjacent land. Several traffic signs including speed limit and warning signs appear within the right-of-way. These consist of standard reflective metal signs mounted to square wood or metal posts. Private property owners have posted a variety of property identification signs that include names and addresses of their properties. These are typically painted wooden signs in a variety of shapes and sizes. Also, a wood sign appears at the road's terminus marking Robert E. Pogue Memorial Park.

Electric and telephone utility lines are strung on poles that stand within the right-of-way. The lines are carried on standard pine poles that predominately run along the north side of the road, and then run along both sides of the road near the lower one third of the route. The only lighting that exists along the road is at the Robert E. Pogue Memorial Park, where overhanging lights are attached to wood poles.

At the road's terminus is a parking area for the park, boat ramp, and pier; from it, there is an extensive view of Bushwood Cove and the Wicomico River beyond.

The Setting

Bushwood Road traverses a rural area of northwestern St. Mary's County. It extends through a landscape dominated by agricultural and residential land uses. It terminates at Bushwood Cove, where a public park with a boat ramp, a pier, a gravel parking area, a restaurant, and a small store sit adjacent to the water. The majority of structures along the road consist of early to mid-20th-century residences, most of which are one-story and adjacent to the road. There are also several clusters of agricultural buildings, including barns and other outbuildings set back from the road. Shallow tree lines that commonly include both deciduous and evergreen trees, divide the grassy fields on either side of the road. The route passes through marshland that is characterized by marsh grasses at its terminus. Wood post and rail fences exist intermittently along the road, separating the individual properties and acting as boundaries along the roadside. The terminus of the road provides extensive views of the cove and the Wicomico River.

Several properties previously recorded and included on the Maryland Inventory of Historic Properties (MIHP) stand along Bushwood Road. Ocean Hall (MIHP# SM-111) is listed as both an architectural and an archeological site in the Maryland Inventory of Historic Places (MIHP), and is also listed on the National Register of Historic Places. Also known as Bushwood Lodge, Ocean Hall is located just east of the Bushwood Cove shoreline, on the south side of the road. The 1.5-story, brick house has a wide, overhanging, wraparound porch and sits on a landscaped lot that is surrounded by a wood post-and-rail fence. The house has been dated to 1703 through the use of dendrochronology.¹

The Dean House (MIHP# SM-650) is located at 22455 Bushwood Road. Constructed circa 1910 by John J. Dean, the frame house sits on the north side of the road, just east of where it meets Bushwood Wharf Road. Historically, the land was part of the larger Chickahominy (MIHP# SM-216) estate, the circa 1905 manor house that still stands north of Bushwood Road on the Wicomico River. Chickahominy is not visible from Bushwood Road.

Blair's Purchase (MIHP# SM-125) also lies along Bushwood Road. The property sits south of the road, and is accessed from the northwest by Ignatius E. Mattingly Lane and from the northeast by J. Julius Johnson Lane. In 1831, William Blair purchased the property from William Plowden and erected a house and multiple outbuildings, including a slave quarters (MIHP# SM-125A). The

¹ H.J. Heikkenen, Dendrochronology Report Files: "Ocean Hall," Department of Architectural Research, Colonial Williamsburg Foundation, Williamsburg, Virginia.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-909

Name: Bushwood Road
Continuation Sheet

Number 7 Page 2

house was heavily renovated in the 1920s and took on the appearance of a "four square," a form that was popular during the early 20th century. The house and a series of outbuildings sit on a hill and are clearly visible from the road.

Near the intersection of Bushwood Road and Maddox Road (Route 238), there are three associated properties previously recorded and included on the Maryland Inventory of Historic Properties (MIHP). The first is the Bushwood Post Office (MIHP# SM-608), built by Richard Carol Ellis in 1907 to serve as his house and a mail depot. The two-story, frame structure sits adjacent to Bushwood Road, on the north side. Across Bushwood Road, and just to the west, stands the Ellis Grist Mill (MIHP# SM-609). Richard Ellis constructed the steam powered mill circa 1910 to serve inland farmers. Finally, circa 1940, Ellis constructed the two-story, frame house that is located west of the mill, at the first curve in the road. Known as the Ellis-Butler Tenant House (MIHP# SM-610), it was occupied by Aloysius Butler, an African American day laborer, and his wife Grace. All three structures are situated close to the road and are clearly visible.

Other undocumented, but historic buildings along Bushwood Road include the group of wharf-related buildings located at its terminus. These structures include a restaurant and store as well as a private residence. There are also several early and mid-20th century residences on the lower half of the road that have yet to be surveyed.

Non-historic construction includes a hilltop residential subdivision located on the north side of the road, just west of the Ellis Tenant House (MIHP# SM-610). This subdivision, which is set back from the road and not intrusive, is comprised of several 2-story houses.

8. Significance

Inventory No. SM-909

Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input checked="" type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates 17th through 20th centuries **Architect/Builder** unknown

Construction dates 17th century with 19th & 20th century improvements

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

Bushwood Road illustrates the importance of wharves and wharf roads to commerce and transportation in St. Mary's County from the 17th century through the early 20th century. In the 17th and 18th centuries, the road served as a route for local farmers to reach the plantation wharf at Bushwood, where they could buy and sell goods and labor. During the 19th and early 20th centuries, it provided access to Plowden's Wharf, the location of a steamboat landing by the late 19th century. The presence of the steamboat landing led to improvements to Bushwood Road and the expansion of the road network leading to the maritime and commercial establishments at Plowden's Wharf. After regular steamboat service ceased in 1932, traffic along the road declined.

Bushwood Road and its setting also reflect trends in the architecture, agriculture, and settlement patterns of St. Mary's County from the 18th through the 20th century. Ocean Hall and Blair's Purchase illustrate early domestic architecture and settlement patterns, while the rural landscape evokes the county's agricultural history. At the western terminus of the road, several buildings remain to illustrate the wharf-related community that existed there in the late 19th and early 20th centuries. The collection of historic structures at the intersection with Maddox Road illustrates the development of the inland community of Bushwood during the early 20th century.

Historical Narrative

Bushwood Road probably originated as a route leading from "Bushwood," Robert Slye's plantation on Bushwood Cove, to points inland. Bushwood plantation dates to the 1650s, when Thomas Gerard transferred at least 1,000 acres of land to the north and east of Bushwood Cove to his daughter Susannah and his son-in-law Robert Slye. The exact location of the earliest house at Bushwood is unknown, but it likely stood near the Wicomico River. A 1652 indenture referred to "the main Road that leads from Bushwood to the head of Clemen[t]s Bay" and identifies a bridge where the road crossed Tomakokin Creek.¹ This road may encompass all or part of Bushwood Road; it is roughly consistent with the road's path, though the current road no longer extends to the head of Clement Bay.

In the 17th and 18th centuries, the waterways of St. Mary's County served as the area's primary transportation arteries. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. As a justice and member of the colonial assembly in the 1650s and 1660s, Slye regularly traveled to the colonial capital at St. Mary's City. Slye was a merchant as well as a planter, and early roads through the plantation likely led to a plantation wharf on the Wicomico River. In addition, fellow colonists would have traveled to his plantation to buy and sell goods. Ships that docked at the wharf carried the county's tobacco to overseas markets and brought consumer goods and laborers from England and its colonies.

¹ Indenture, 17 April 1752, in *Provincial Court Land Records, 1749-1756*, Volume 701, p. 252. Archives of Maryland Online.

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Inventory No. SM-909

Name: Bushwood Road
Continuation Sheet

Number 8 Page 1

By the early 18th century, there were at least two major residences in the vicinity of Bushwood Road: Ocean Hall (MIHP #SM-111) and Bushwood Manor (MIHP #SM-110), which stood at the southwest corner of Bushwood Road and Maddox Road until it was destroyed by fire in 1934. In the 18th century, Bushwood Road would have connected the occupants of Bushwood Manor and Ocean Hall to inland churches and to the county seat at Leonardtown. During this time, the plantation wharf at Bushwood may have been eclipsed by Llewellyn's wharf to the south, which by 1794 was the site of one of a handful of government-approved tobacco warehouses and inspection points.

The 1802 St. Mary's County road book included a reference to "the new Road running between the lands of Messrs. Blakistone, Plowden & Blair." The notation was appended to the summary of roads in the second road division in Lower Saint Clement's Hundred. It was probably added after 1831, when William Blair constructed Blair's Purchase (MIHP# SM-125) on the south side of Bushwood Road, on land purchased from William Plowden, who acquired Bushwood Manor in 1804. By this time, Ocean Hall was in the possession of the Blakistone family.

The orientation of Blair's Purchase reflected the growing importance of roads and Bushwood Road in particular; whereas many colonial houses faced waterways, William Blair's 1831 house faced the road. During the early 19th century, road use in St. Mary's County increased in tandem with the growth of local industry and mercantile activity, a rise in the number and significance of towns, and the continued proliferation of wheeled conveyances.

During the first half of the 19th century, the development of Plowden's Wharf near Ocean Hall fueled the development of Bushwood Road. Since local farmers continued to rely on waterways for both importing manufactured goods and exporting staple crops, roads to wharves remained prominent components of the county's transportation network. In the late 1850s, local residents petitioned the County Commissioners to open a public road from Sacred Heart Roman Catholic Church on Maddox Road, through the lands of Edmund J. Plowden (son of William H. Plowden), to Plowden's Wharf.² It is not clear from the notice whether the proposed public road refers to Bushwood Road, but the notices suggest that by the late 1850s, local residents wanted to secure overland access to the wharf.

Both Plowden's Wharf and Bushwood Road appear on Simon J. Martenet's 1865 map of St. Mary's County. During the Civil War, Edmund Plowden rented the wharf to the Union Army for use as a port and supply depot.

Although steamboats began operating along the Potomac River in the late 1820s, Plowden's Wharf likely did not become a steamboat landing until during or after the Civil War. The expansion of steamboat lines from Baltimore to the rivers of St. Mary's County kept the county's economy and road networks oriented towards the water. After the Civil War, the number and frequency of steamboats making runs along the Potomac and the Patuxent grew, and steamboat landings on both the northern and southern shores in St. Mary's County multiplied. The steamboat landings became gathering places for local residents, who went to the wharves not only to transport goods for sale in Baltimore and to meet passengers but also to enjoy the spectacle of a steamboat's arrival. By the 1890s and perhaps earlier, steamboats were making regular stops at Plowden's Wharf.

The steamboat traffic along the rivers of St. Mary's County, combined with the growth of the oyster industry, spurred the development of roads and communities around landings such as Plowden's Wharf. In the decades following the Civil War, a small community emerged around Plowden's Wharf; maps from the late 19th and early 20th centuries identify this community as Bushwood. By the 1910s, this bustling riverside community included several commercial establishments, including a tomato cannery, two oyster shucking houses, a store, and Blakistone's Ice Cream Parlor. Bushwood's commercial buildings have been demolished, but the Dean House (MIHP#SM-650) and a few other historic buildings remain to illustrate what was once a thriving village.

² *St. Mary's Beacon*, 16 September 1858, 28 October 1858, 31 March 1859.

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Inventory No. SM-909

Name: Bushwood Road
Continuation Sheet

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Although local residents relied upon the steamboats for travel and transportation out of the county, roads were the primary means of local travel. Between 1892 and 1900, the road networks surrounding Bushwood Road developed with the extension of Maddox Road north from Bushwood Road; as a result, Bushwood Road connected to a road that led from the town of Chaptico to the resorts at Colton's Point. This development may have influenced Richard Ellis's decision in 1907 to erect a residence and post office at the intersection of Bushwood Road and Maddox Road. The mail arrived by steamboat at Plowden's Wharf, and the establishment of this post office meant that inland residents could retrieve mail without having to travel down to the wharf itself. This structure and a steam-powered grist mill that Ellis built circa 1910 formed the nucleus of an inland community that assumed the name Bushwood. As the inland Bushwood developed, the community near the wharf came to be known as Blakistone, and the wharf itself became known as Bushwood Wharf.

The establishment of the inland post office likely reduced traffic along Bushwood Road. However, the demise of the steamboats had a far greater impact on the development of the road. In 1932, regular steamboat service on the rivers of St. Mary's County ceased, as steamboat lines could not successfully compete with trucks and buses. Between the 1910s and 1930s, many of the roads in St. Mary's County were improved and surfaced, but Bushwood Road remained an unimproved dirt road in 1939. Without the steamboats, far fewer people had reason to travel along Bushwood Road to its terminus on the Wicomico River; thus, the road was a low priority for improvement. By 1939, Bushwood Wharf Road (Route 239) was a bituminous-surfaced state road, and by 1959, it was paved. It overlapped the historic Bushwood Road west of the intersection of the two roads, making Bushwood Wharf Road the primary route to the wharf. In contrast, the older Bushwood Road received a bituminous surface coating between 1939 and 1959 and was not paved until after 1976.

9. Major Bibliographical References

Inventory No. SM-909

See continuation sheet.

10. Geographical Data

Acreage of surveyed property	<u>approx. 4.2 acres</u>	
Acreage of historical setting	<u>approx. 290 acres</u>	
Quadrangle name	<u>Rock Point</u>	Quadrangle scale: <u>1:24,0000 (7.5 minute)</u>

Verbal boundary description and justification

The surveyed area encompasses the roadway and right-of-way, which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. The acreage of the survey area is based on the road's length and approximate width. The acreage of the historic setting encompasses the viewshed from the road and is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, the state of Maryland's online GIS-based mapping system, which includes an area measurement tool. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the acreage of the historic setting.

11. Form Prepared by

name/title	Melanie Macchio, Architectural Historian, and Evelyn D. Causey, Historian		
organization	History Matters, LLC	date	June 30, 2006
street & number	1502 21 st Street, NW, 2 nd Floor	telephone	202-223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties 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
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

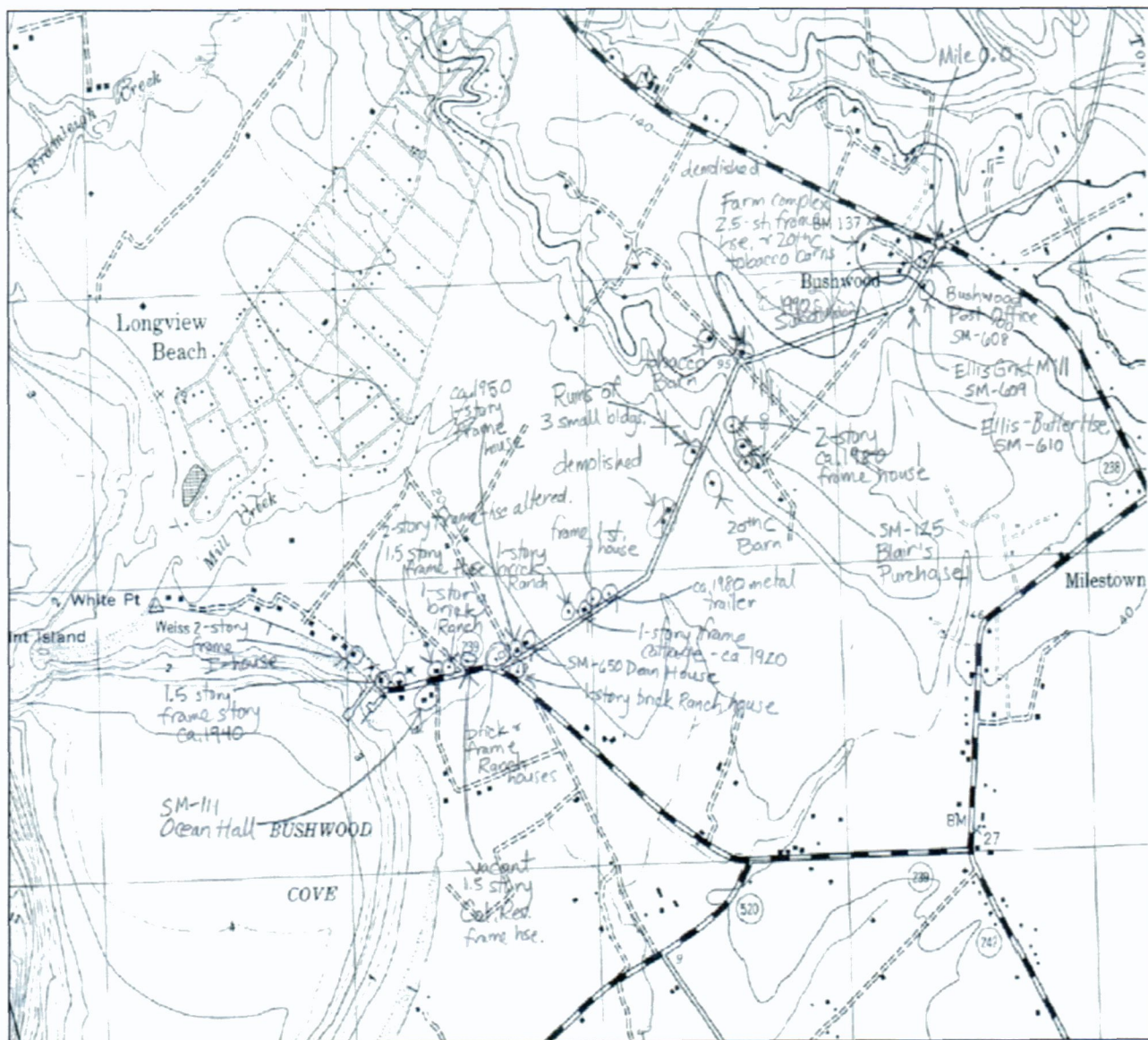
Inventory No. SM-909

Name: Bushwood Road
Continuation Sheet

Number 9 Page 1

Major Bibliographical References

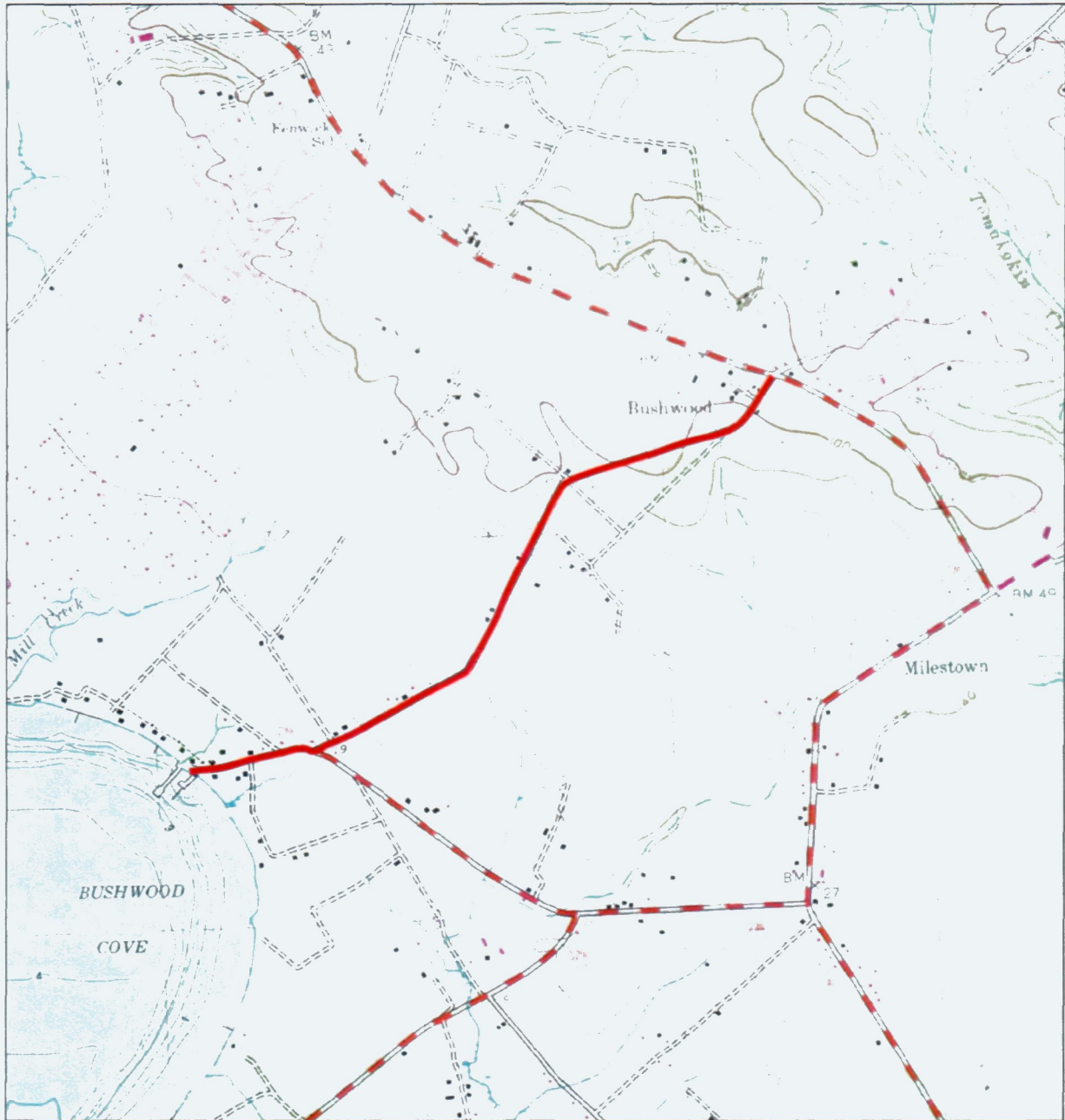
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SM-909 Bushwood Road
Bushwood vic.
St. Mary's County, MD
Resource Sketch Map
Not to scale



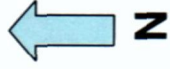
Source: USGS "Rock Point" Quadrangle Map
1943 (photorevised 1974, bathymetry added
1982)



SM-909 Bushwood Road
Bushwood vic.
St. Mary's County, MD
Location Map
Scale 1:24,000



Source: USGS "Rock Point"
Quadrangle Map
1943 (photorevised 1974)



SM-909

Bushwood Road

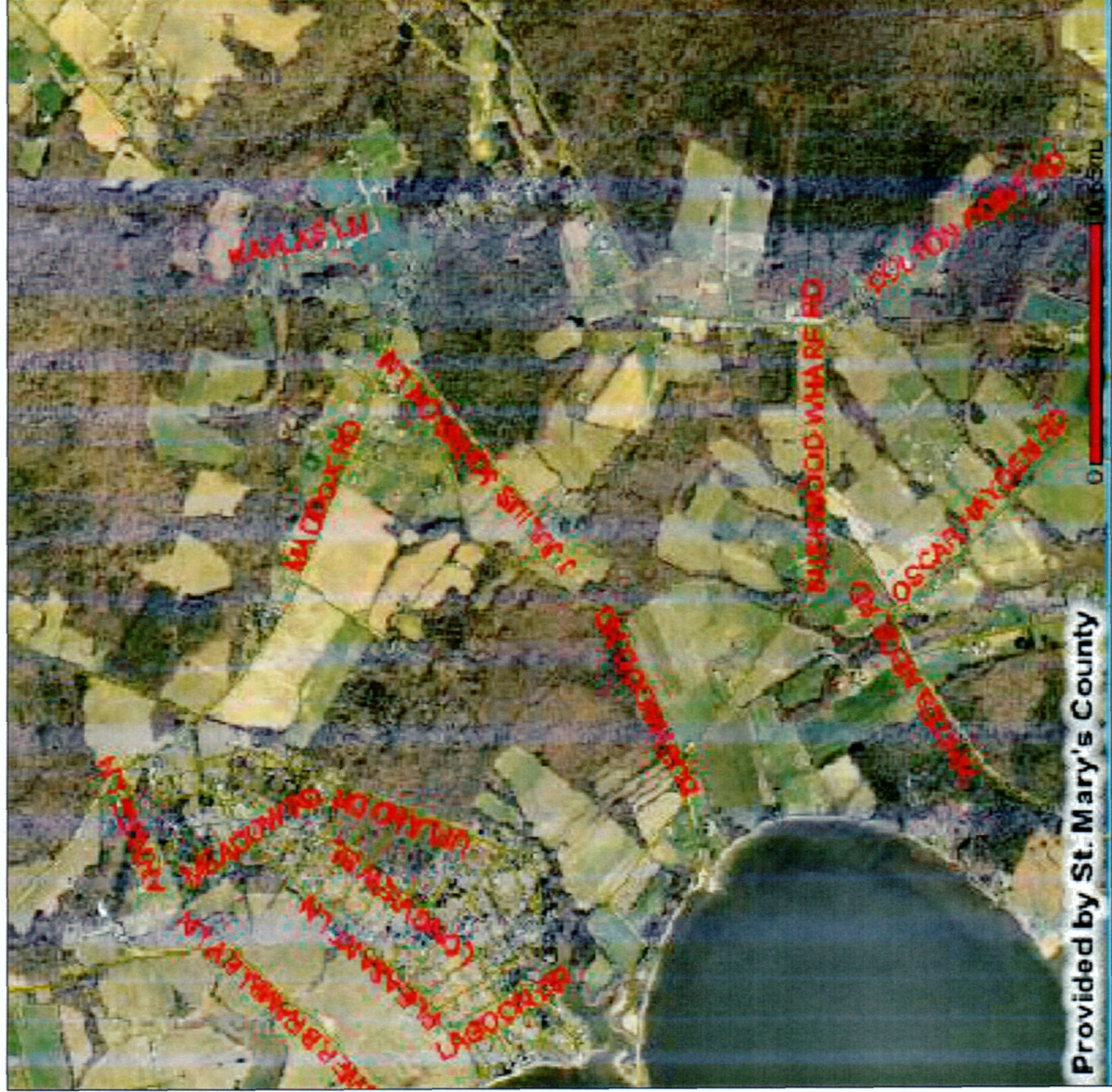
Bushwood vic.

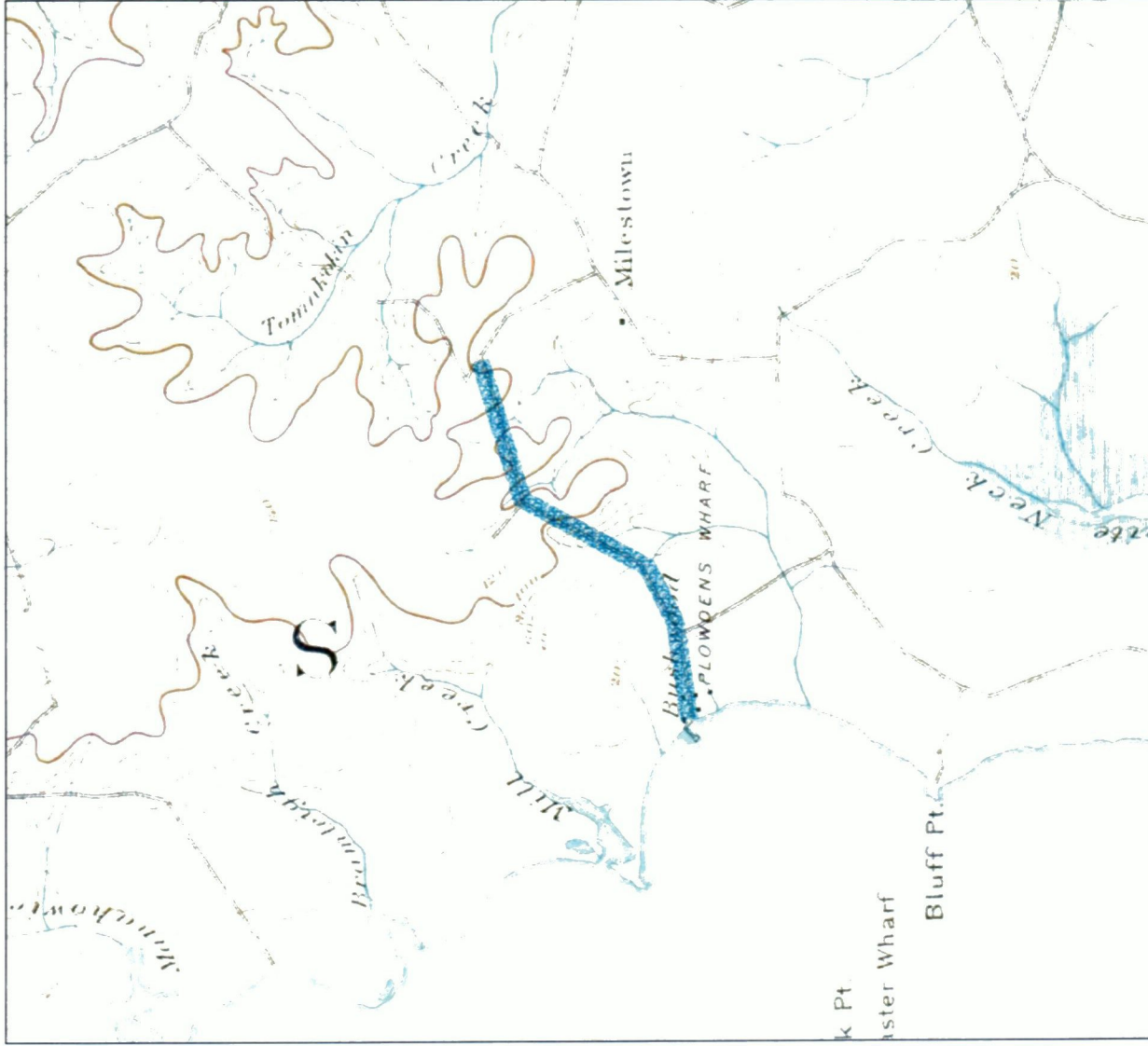
St. Mary's County,
MD

2003 Aerial
Orthophotos

Not to Scale

Source: St. Mary's County
GIS Department, Zoning Map
Viewer, 2006.





SM-909

Bushwood Road

Bushwood vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of United States
Geological Survey, *Wicomico*,
MD Quadrangle (15 Minute
Series), 1892. Maptech
Historical Topographical Maps.
The location of Bushwood Road
is highlighted.



SM-909

Bushwood Road

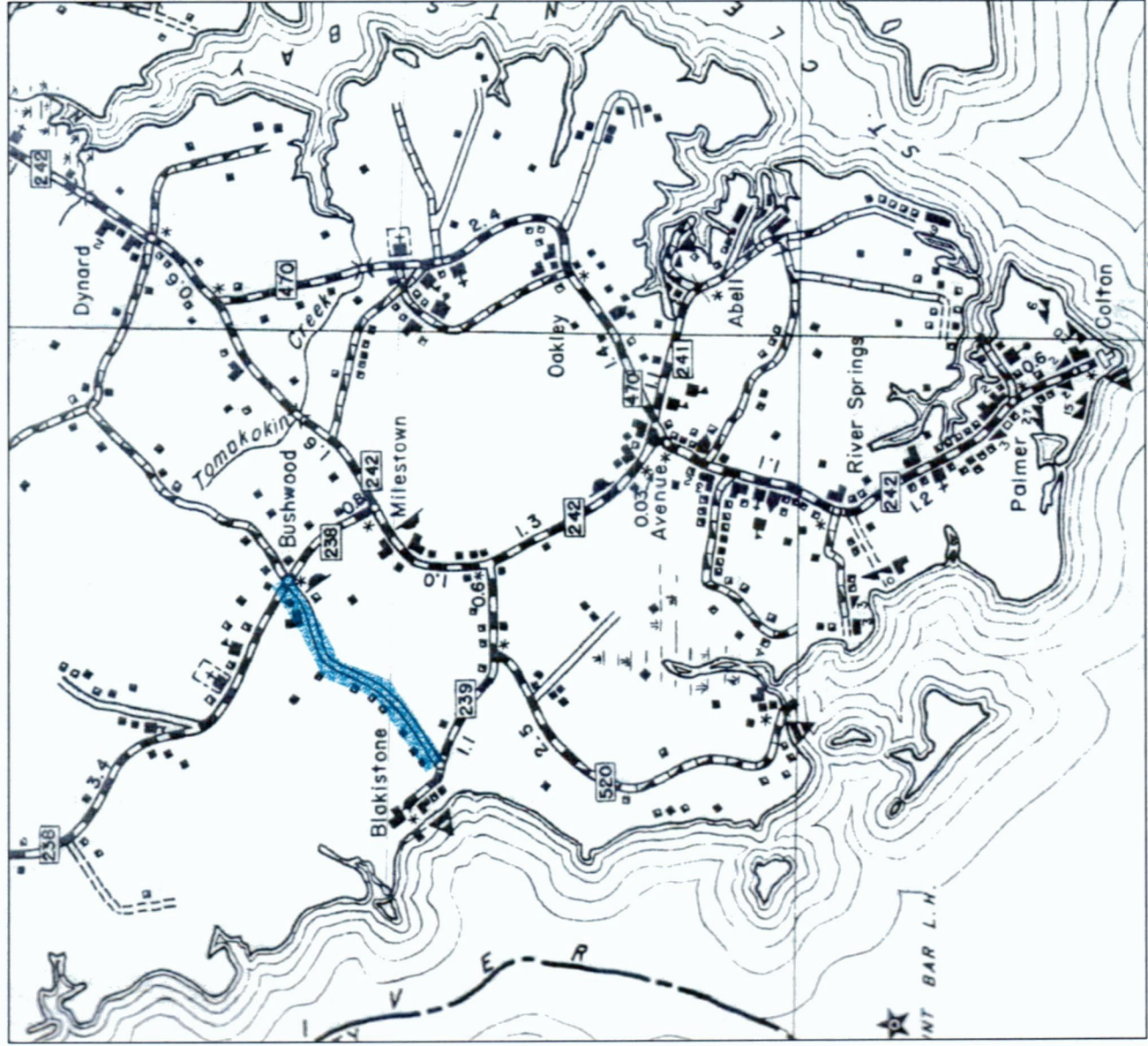
Bushwood vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of United States
Geological Survey, *Wicomico*,
MD Quadrangle (15 Minute
Series), 1902. Maptech
Historical Topographical Maps.
The location of Bushwood Road
is highlighted.



N

SM-909

Bushwood Road

Bushwood vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of Maryland State
Roads Commission, *General
Highway Map, St. Mary's
County Maryland*, 1937; revised
1939. The location of Bushwood
Road is highlighted.



SM-909

Bushwood Road

Bushwood vic.

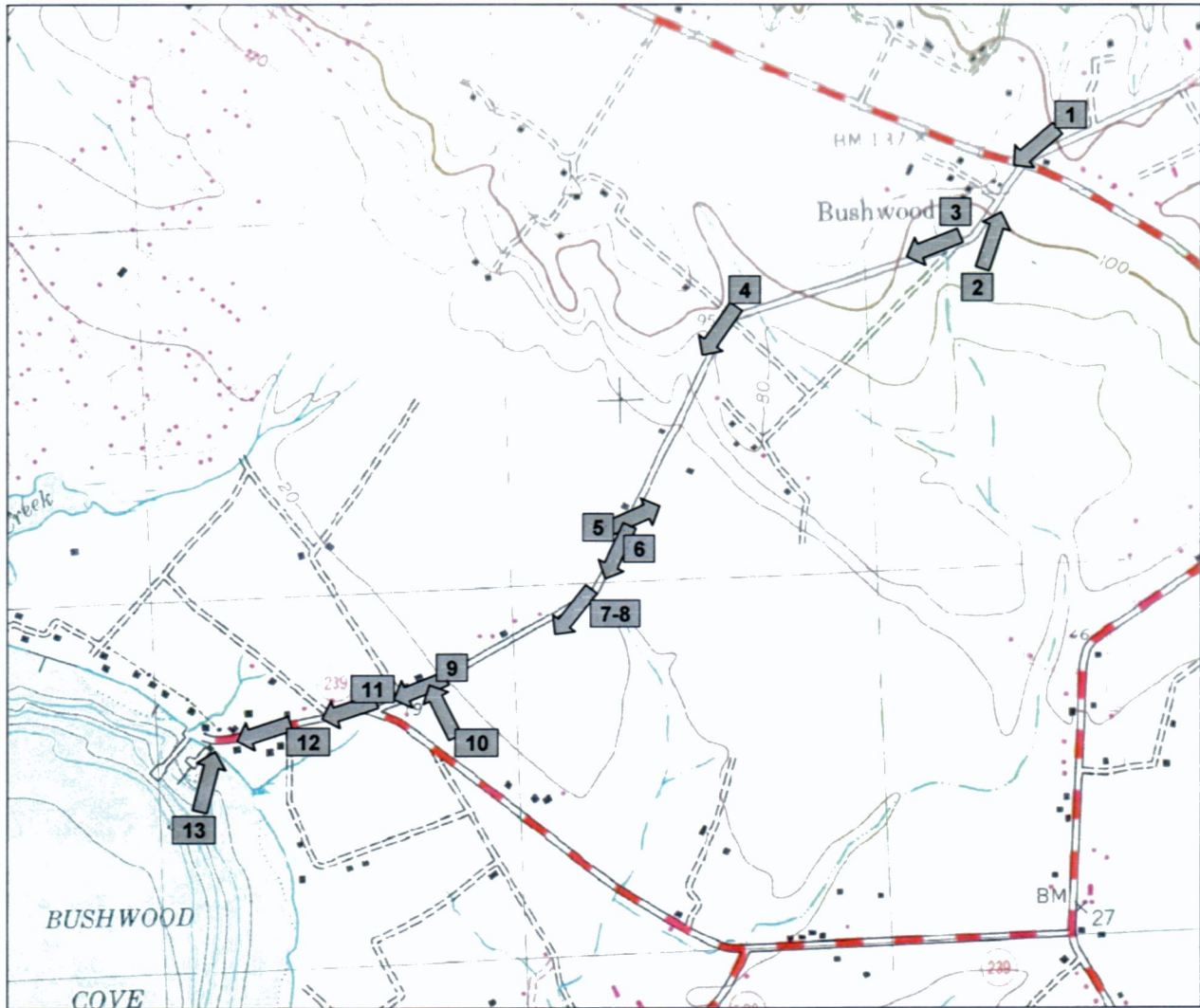
St. Mary's County,
MD

Historic Map

Not to Scale

Section of State of Maryland.
Department of Geology, Mines,
and Water Resources. *Map of
St. Mary's County Showing the
Topographical and Election
Districts, 1959.* The location of
Bushwood Road is highlighted.





**Bushwood Road (SM-909)
Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2006**

Photo File Name	MIHP#	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-908_20060404_01	SM-909	Bushwood Road	St. Mary's	History Matters, LLC	04/04/2006	Mile 0, looking southwest; Bushwood P.O. on right; Ellis Grist Mill on left in distance (SM-608 and SM-609)	1 of 13
SM-908_20060404_02	"	"	"	"	"	Mile 0.1, looking northeast; Ellis Tenant House and Ellis Grist mill on right; Bushwood P.O. on left (SM-610, 609, 608)	2 of 13
SM-908_20060404_03	"	"	"	"	"	Mile 0.2, looking southwest	3 of 13
SM-908_20060404_04	"	"	"	"	"	Mile 0.5, looking southwest down slope from upland to coastal lowlands	4 of 13
SM-908_20060404_05	"	"	"	"	"	Mile 0.9, looking east from roadway toward Blair's Purchase (SM-125)	5 of 13
SM-908_20060404_06	"	"	"	"	"	Mile 1.0, looking south	6 of 13
SM-908_20060404_07	"	"	"	"	"	Mile 1.1, looking south towards Bushwood Cove (Wicomico River)	7 of 13
SM-908_20060404_08	"	"	"	"	"	Mile 1.1, Detail of view south toward Bushwood Cove	8 of 13
SM-908_20060404_09	"	"	"	"	"	Mile 1.4, looking southwest to intersection with Bushwood Wharf Road (Route 239)	9 of 13
SM-908_20060404_10	"	"	"	"	"	Mile 1.4, SM-650, Dean House on north side of road	10 of 13
SM-908_20060404_11	"	"	"	"	"	Mile 1.5, looking southwest toward terminus at former Bushwood Wharf; Ocean Hall at left in distance (SM-111)	11 of 13
SM-908_20060404_12	"	"	"	"	"	Mile 1.75, looking west to Bushwood Cove and road's terminus	12 of 13
SM-908_20060404_13	"	"	"	"	"	View from boat ramp at terminus northeast to store and residence; once part of Bushwood Wharf	13 of 13



Mile 0, looking southwest; Bushwood P.O. on right; Ellis Grist Mill on left in distance (SM-608 and SM-609) 1 of 13



Mile 0.1, looking northeast; Ellis Tenant House and Ellis Grist mill on right; Bushwood P.O. on left (SM-610, 609, 608) 2 of 13



Mile 0.2, looking southwest
3 of 13



Mile 0.5, looking southwest down slope from upland to coastal lowlands
4 of 13



Mile 0.9, looking east from roadway toward Blair's Purchase (SM-125)
5 of 13



Mile 1.0, looking south
6 of 13



Mile 1.1, looking south towards Bushwood Cove (Wicomico River)
7 of 13



Mile 1.1, Detail of view south toward Bushwood Cove
8 of 13



Mile 1.4, looking southwest to intersection with Bushwood Wharf Road (Route 239)
9 of 13



Mile 1.4, SM-650, Dean House on north side of road
10 of 13



Mile 1.5, looking southwest toward terminus at former Bushwood Wharf; Ocean Hall at left in distance (SM-111) 11 of 13



Mile 1.75, looking west to Bushwood Cove and road's terminus 12 of 13



View from boat ramp at terminus northeast to store and residence; once part of Bushwood Wharf 13 of 13

Beachville Road
SM-910
St. Mary's County
St. Inigoes vicinity
17th century
Public

Located at the southeastern end of St. Mary's County, Beachville Road is a rural road that extends from Route 5 (Point Lookout Road) west and south along the spine of St. Inigoes Neck, a peninsula formed by the St. Mary's River and Smith Creek. The documented segment of the road extends 3.2 miles from Jutland Road to Kitt's Point at the base of St. Inigoes Neck. The roadway is asphalt paved and varies from 16 feet to 27 feet in width. The northern half of the documented road passes through the late 19th-century, African-American village of Beachville (or Gum Landing) and borders a 1940s Naval Air Station facility. The southern half of Beachville Road traverses a historic agricultural landscape that incorporates cultivated fields and a number of 18th- and 19th-century tobacco barns.

Beachville Road likely originated as a 17th-century path leading to tenant farms on Jesuit lands on St. Inigoes Neck. In 1637, the Jesuits purchased more than 2000 acres of land between Smith Creek and the St. Mary's River; the surveyed portion of Beachville Road lies almost entirely within this tract. The southern portion of Beachville Road runs through land that is still owned by the Roman Catholic Church and leased to farmers. This portion of the road retains significant elements of the historical agricultural landscape, including the placement of farms near the waterways and a collection of tobacco barns and other farm buildings that date from the 18th through the 20th centuries. The northern portion of the road retains elements of its agricultural history, but it also has significance for its association with the African-American community of Beachville (or Gum Landing), which was founded in the 1890s. Located near the intersection of Beachville Road and Grayson Road, the community remains visible today in the dwellings that stand near the roadway and in the mid-19th century tobacco barn that was used as a community meeting place and dance hall. Since 1960, the population of Beachville has declined, and most of the road has been paved.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-910

1. Name of Property (indicate preferred name)

historic Beachville Road (preferred)

other County Road 30533

2. Location

street and number Election District No. 1, Road runs southwest from Jutland Road to the Potomac River ☐ not for publication

city, town St. Inigoes ☒ vicinity

county St. Mary's

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

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200 x1300

city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A

liber

folio

city, town

tax map

tax parcel

tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function		Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	0 buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	0 sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	1 structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	0 objects
		<input type="checkbox"/> government	<input type="checkbox"/> unknown	1 Total
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> industry	<input type="checkbox"/> other:	
				Number of Contributing Resources previously listed in the Inventory
				0

7. Description

Inventory No. SM-910

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

Summary Description

Located at the southeastern end of St. Mary's County, Beachville Road is a rural road that extends from Route 5 (Point Lookout Road) west and south along the spine of St. Inigoes Neck, a peninsula formed by the St. Mary's River and Smith Creek. The documented segment of the road extends 3.2 miles from Jutland Road to Kitt's Point at the base of St. Inigoes Neck. The roadway is asphalt paved and varies from 16 feet to 27 feet in width. The northern half of the documented road passes through the late 19th-century, African-American village of Beachville (or Gum Landing) and borders a 1940s Naval Air Station facility. The southern half of Beachville Road traverses a historic agricultural landscape that incorporates cultivated fields and a number of 18th- and 19th-century tobacco barns.

Location

Beachville Road is located in the southeastern section of St. Mary's County in the county's first Election District. The road extends southwest from its start point at State Route 6 (Point Lookout Road) to its end point at Smith Creek. The road forks approximately one half of a mile before the end of the peninsula, with one section continuing straight as a private, dirt and gravel road, and the other section traveling to the east where it ends at St. Inigoes Landing, a public boat landing on Smith Creek. From its start point at the east, the road runs west along the northern headwaters of Jutland and Smith Creeks and then turns south and continues the length of St. Inigoes Neck, a peninsula defined by the St. Mary's River on the west and Smith Creek on the east. The road continues the length of the peninsula, ending at Kitt's Point. Only the section of road between Jutland Road and Smith Creek was surveyed. This portion is approximately 3.2 miles in length and includes the turnoff to St. Inigoes Landing. This section was chosen because it retains the most historic integrity and is accessible to the public.

Detailed Description

The Roadway

Beachville Road is an asphalt-paved, minor collector route that for a short distance west of Jutland Road is 27 feet wide and incorporates three-foot paved shoulders; the remainder of the roadway is 18 feet wide and incorporates intermittent gravel shoulders. The road narrows visibly and the lane markings disappear just south of the Patuxent River Naval Air Station, Webster Field Annex property. The travelway contains two lanes, one in each direction, that are marked by a double yellow line painted down the center of the road and white painted lines on either side of the road. The markings exist between Jutland Road and the southern entrance to Naval Air Station property. There are no painted traffic lanes after the base entrance at approximately mile 1.5. The road is paved with asphalt and in good condition throughout its length. Its horizontal alignment is mostly a straight thoroughfare with one long, gentle curve as it turns southward past Smith Creek. The roadway is noticeably level and sits predominantly at grade with the surrounding landscape. The road has a low-pitched crown throughout its length. Low asphalt curbs border the roadway near the intersection with Jutland Road. The curbs are in good condition, but are overgrown with grass and weeds.

The roadway traverses several culverts designed to address intermittent water flow. These culverts mostly consist of metal pipes, the notable exception being the concrete culvert located just west of the intersection with Jutland Road. This culvert exists so that Beachville Road may traverse a tributary that runs north-south to the northernmost branch of Smith Creek.

The Right-of-Way

The right-of-way includes informal, grassy shoulders, except near the intersection with Jutland Road, where there are narrow gravel shoulders. Between Jutland and the turnoff for the public landing, there are informal swales along both sides of the road. The swales are deep and steeply pitched near the road's intersection with Jutland Road and then become shallower as the road travels down the peninsula. A wood-post and metal-cable guardrail exists within the public landing on the south side of the curve, approximately 0.15 miles before the road ends at Smith Creek. Recent speed limit, traffic control (stop) signs, warning signs, and street name signs appear intermittently within the right-of-way. These consist of standard reflective metal signs mounted to square wood posts or round metal

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-910

Name: Beachville Road
Continuation Sheet

Number 7 Page 1

pipes. There is also a painted wood "St. Inigoes Landing" sign and a metal gate located on the south side of the road at the turnoff to the landing. Private property owners have posted a variety of property identification signs that include names and addresses of the properties.

For approximately two miles from the intersection with Jutland Road, electric and telephone utility lines, strung on pine poles, line both sides of the Beachville Road. The lines then continue on the west side of the road to the turnoff for the St. Inigoes Landing, approximately one half of a mile before the end of the peninsula. There is also a six-foot high chain link fence, topped with barbed wire, that runs along the north side of the road for approximately 0.6 miles, the length that the road borders the Patuxent River Naval Air Station, Webster Field Annex.

There appears to be an abandoned road section near the curve that is located 1.75 miles west of the intersection with Jutland Road. This segment may be the result of a straightening of the road in order to make it safer. The segment is clear of wooded growth, but is unpaved.

Beachville Road is accessed by several residential and agricultural driveways. These driveways are surfaced with gravel or dirt and usually traverse metal pipe culverts installed to allow water to move along the swales that flank Beachville Road.

The Setting

Located on the southern half of the peninsula occupied by St. Mary's County's western shore, Beachville road traverses a rural area generally characterized by agricultural fields, patches of heavily wooded forests, and single-family residential construction. The agricultural properties generally consist of isolated or grouped farm buildings (such as barns) that range in date from the 18th through the 20th centuries, and smaller outbuildings. The 20th-century residential construction is sparse and features low massing; therefore, it does not detract from the agricultural setting.

The agricultural setting changes significantly in Beachville Road's mid-section, where it becomes the southeastern boundary of the Patuxent River Naval Air Station, Webster Field Annex. The asphalt runways and associated industrial buildings are set back but are clearly visible. There is a chain link fence between Beachville Road and the annex and a dirt-surfaced security road that runs parallel to the chain link fence just inside the perimeter for the length of the annex. The presence of the annex creates intermittent, intensified traffic. The setting also differs near the road's terminus, where it is flanked on both sides by marshland.

There are several properties along Beachville Road that have been previously surveyed and included on the Maryland Inventory of Historic Properties (MIHP). The Rook (MIHP# SM-180), is accessed from Jutland Road, but is visible from and contributes to the setting of Beachville Road. The Rook is located west of Jutland Road, approximately 0.25 miles from Beachville Road on a small area of high ground between Jutland Road and a stream that runs south to Smith Creek. The 2-story, brick house was constructed during the mid-19th century to replace a previous structure destroyed by fire; it has been renovated several times.

The barn (MIHP# SM-599) associated with Cross Manor stands on the north side of Beachville Road, approximately one tenth of a mile from the intersection with Jutland Road. Oral history and architectural evidence suggest that the barn was used as a meeting hall by African American residents of Beachville during the late 19th century. Built in the mid-19th century, the barn is located on land historically owned by the Jesuits. The gable-roofed barn with flanking shed-roofed, side wings sits on the south side of a heavily wooded area and is visible from Beachville Road.

The hamlet of Beachville contains a cluster of late 19th- to early 20th-century frame residences that are located near the intersection of Grayson and Beachville Roads. The community, also known as Gum Landing, was settled by African American farmers and

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-910

Name: Beachville Road
Continuation Sheet

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watermen after the Civil War.¹ The existing structures, some of which have been surveyed, are in varying condition. They include: the St. Ignatius Smallwood House (MIHP# SM-290), which is not visible from the road; the Richard Medley House (MIHP# SM-289); the John Medley House (MIHP# SM-288), which was not observed during the present fieldwork; the Charles Medley House (MIHP# SM-287), which was not observed during fieldwork; the Mortimer Cole House (MIHP# SM-286); the Willie Carroll House (MIHP# SM-285), which was not observed during fieldwork; the Samuel E. Carroll House (MIHP# SM-284); and the Christopher Butler House (MIHP# SM-283). Several of these structures, as well as those not yet surveyed, are visible from the road. Many are vacant and in advanced states of disrepair, but their massing, design, and close proximity continue to convey the original settlement.

Another previously surveyed structure includes the Barn at St. Inigoes (SM-661), an early 19th-century tobacco barn constructed for the Jesuit order, which has continuously owned the land since the 17th century.² This steeply-pitched, gable-roofed barn is located east of Beachville Road, approximately 1.75 miles south and west of the road's intersection with Jutland Road.

The southernmost documented property in the vicinity of Beachville Road is the House on Kitt's Point (MIHP# SM-223). This 1.5-story, pre-20th-century house sits near the end of St. Inigoes Neck on a private, inaccessible road. The house is not visible from Beachville Road.

¹ MIHP SM-283, Christopher Butler House. Surveyed by Kirk E. Ranzetta, August 2000.

² MIHP SM-661, Barn at St. Inigoes. Surveyed by Kirk E. Ranzetta, August 17, 1998.

8. Significance

Inventory No. SM-910

Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates	17 th through 20 th century	Architect/Builder	Unknown
Construction dates	17 th century with 19 th & 20 th century improvements		

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

Beachville Road likely originated as a 17th-century path leading to tenant farms on Jesuit lands on St. Inigoes Neck. In 1637, the Jesuits purchased more than 2000 acres of land between Smith Creek and the St. Mary's River; the surveyed portion of Beachville Road lies almost entirely within this tract. The southern portion of Beachville Road runs through land that is still owned by the Roman Catholic Church and leased to farmers. This portion of the road retains significant elements of the historical agricultural landscape, including the placement of farms near the waterways and a collection of tobacco barns and other farm buildings that date from the 18th through the 20th centuries. The northern portion of the road retains elements of its agricultural history, but it also has significance for its association with the African-American community of Beachville (or Gum Landing), which was founded in the 1890s. Located near the intersection of Beachville Road and Grayson Road, the community remains visible today in the dwellings that stand near the roadway and in the mid-19th century tobacco barn that was used as a community meeting place and dance hall. Since 1960, the population of Beachville has declined, and most of the road has been paved.

Historical Narrative

Much of Beachville Road lies within St. Inigoes Manor, on a 2000-acre tract of land on St. Inigoes Neck that the Jesuits purchased from Thomas Gerard in 1637. Today, more than 900 acres of this land is still owned by the Roman Catholic Church. The Jesuits came to St. Mary's County with the first colonists in 1634 to proselytize among the English settlers and the Native Americans. After purchasing St. Inigoes Manor in 1637, the Jesuits soon established a plantation northwest of Beachville Road at Priest Point. From St. Inigoes Manor, the Jesuit priests traveled throughout the county to minister to Catholic families and to attempt to gain converts. By the early 1640s, the plantation (MIHP #SM-14) included agricultural buildings, servants' housing, and a blacksmith shop. After 1704, the property included a chapel as well. The main road leading to the plantation and church was present-day Villa Road. Beachville Road may have originated as a 17th-century path leading from the Jesuit manor house and Point Lookout Road to St. Inigoes Fort (a 17th-century fortification at Fort Point) and to tenant farms on Jesuit lands in the southern portion of St. Inigoes Neck.

Documentary references to planters and farmers living at St. Inigoes suggest that the Jesuits began leasing the southern portion of St. Inigoes Manor soon after they acquired it. In the 17th and 18th centuries, these early tenant farmers – like most colonists in St. Mary's County – relied primarily on the waterways for travel and transport. Thus, Beachville Road would have been a secondary travel route. The significance of water-based transportation is evident in the placement of early houses near waterways rather than roads. Although no colonial tenant farms remain along the southern section of Beachville Road, this pattern of houses being situated closer to the water than to the road remains. It is possible that the existing farms, several of which contain buildings that date to the late 19th and 20th centuries, stand on sites occupied in the colonial era, when the waterways were the primary transportation routes.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name
Continuation Sheet

Number 8 Page 1

A map compiled in 1857 depicts the road leading down the peninsula to Kitts Point and identifies two tenant farms and their occupants. A farm occupied by Coles (or Cole) was located on the west side of Beachville Road on Chicken Cock Creek; the Gibson farm was situated on Smith Creek. (Although neither property retains a 19th-century house, both properties are still occupied.) The map does not show the house on Kitt's Point (MIHP #SM-223), but that house was likely erected prior to 1870. An 1865 map of the county shows the southern section of Beachville Road as a "Private Road." It appears to be the only private road depicted and labeled on the map, suggesting that it may have been as well-traveled as a public road but that it remained private because it lay entirely within Jesuit lands.

The northern portion of the road developed more rapidly in the 18th and 19th centuries. This section served residents of The Rook (MIHP #SM-180), a late 18th-century plantation located at the southwest corner of Beachville Road and Jutland Road. In addition, travelers from the south may have followed Beachville Road to Grayson Road, which led to the Jesuit plantation, St. Ignatius Roman Catholic Church (MIHP #SM-15), Cross Manor (MIHP #SM-3), and Grayson's wharf on St. Inigoes Creek. By 1802, the section of Beachville Road that passed The Rook was designated a public road.

During the 19th and early 20th centuries, the southern portion of Beachville Road remained a rural farm road that served tenant farmers on Jesuit lands on St. Inigoes Neck. Maps from the late 19th and early 20th centuries show at least five tenant farms on the peninsula. The presence of tilled fields and early 20th-century tobacco barns along Beachville Road reflects the area's continued rural character. The farms stand near the waterways, with unimproved roads or driveways connecting them to the road. Their location near the waterways rather than the roads may reflect a continued reliance on waterways as a means of transporting goods as well as the importance of fishing and oystering to the diets and income of farm families in St. Mary's County in the early 20th century.

In the 1890s, an African-American community known as Beachville or Gum Landing developed along Beachville Road near the intersection with Grayson Road. A significant portion of the buildings in the community stood close to Beachville Road; additional buildings were set back from the south side of the road, between it and Gum Landing at the head of Smith Creek. According to local residents, the Barn at Part of Cross Manor (MIHP #SM-599) was used as a community meeting place and dance hall. Watermen who resided in the town likely did not use the road extensively, since they could launch boats from Gum Landing and travel by boat to sell their catches at Wynne, located at the mouth of Jutland Creek, or at points further up the Potomac River. However, many of the residents of Beachville were farmers, and their proximity to Beachville Road and Grayson Road facilitated transporting goods to the steamboat wharf to the north on St. Inigoes Creek. In addition, the road served as an important travel route for African-American residents to reach the school at St. Inigoes (MIHP #SM-570) and churches located along Point Lookout Road.

The development of the town of Beachville, combined with the expansion of the town of St. Inigoes to the west, transformed the northern section of Beachville Road from a rural byway into a village road. The contrast between the northern and southern sections of Beachville Road is readily apparent on the 1939 General Highway map of the county. The section between Point Lookout Road and the western edge of Beachville featured clusters of dwellings (as well as an abandoned schoolhouse) set close to the road. The road was graded, drained, and surfaced with loose gravel or shell. South of Beachville, the houses were set well back from the road, which was graded and drained but unsurfaced.

In the 1930s and 1940s, the presence of federal programs and facilities contributed to further changes to Beachville Road. According to oral histories, during the Great Depression, the Works Progress Administration offered work in Beachville. The informant did not describe the work that was available there, but it may have been road work. The establishment of the U.S. Navy facility at Webster Field in the early 1940s altered the setting of the northern portion of the road just south of Beachville. The primary point of access to the base is located on Villa Road, but the presence of Webster Field did lead to road improvements on Beachville Road. By 1959, the road was almost entirely surfaced, with the only unimproved portions located at the southern end where it became a private drive for the house at Kitts Point. By 1976, almost the entire length of the road was paved. The presence of the base had little impact on the

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-910

Name
Continuation Sheet

Number 8 Page 2

rural character of the southern portion of Beachville Road, since the land is still owned by the Jesuits and leased to farmers. As was the case in many African-American communities founded in the late 19th and early 20th centuries, the population of Beachville declined after the 1960s as more economic opportunities and housing options became available in the aftermath of the Civil Rights Movement.

9. Major Bibliographical References

Inventory No. SM-910

See continuation sheet.

10. Geographical Data

Acreage of surveyed property approx. 8.3 acres
Acreage of historical setting approx. 600 acres
Quadrangle name St. Mary's City/St. George's Island Quadrangle scale: 1:24,000 (7.5 minute)

Verbal boundary description and justification

The surveyed area encompasses the roadway and right-of-way, which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. The acreage of the survey area is based on the road's length and approximate width. The acreage of the historic setting encompasses the viewshed from the road and is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, the state of Maryland's online GIS-based mapping system, which includes an area measurement tool. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the acreage of the historic setting.

11. Form Prepared by

name/title	Melanie Macchio, Architectural Historian and Evelyn D. Causey, Historian		
organization	History Matters, LLC	date	June 30, 2006
street & number	1502 21 st Street, NW, 2 nd Floor	telephone	202-223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties 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
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

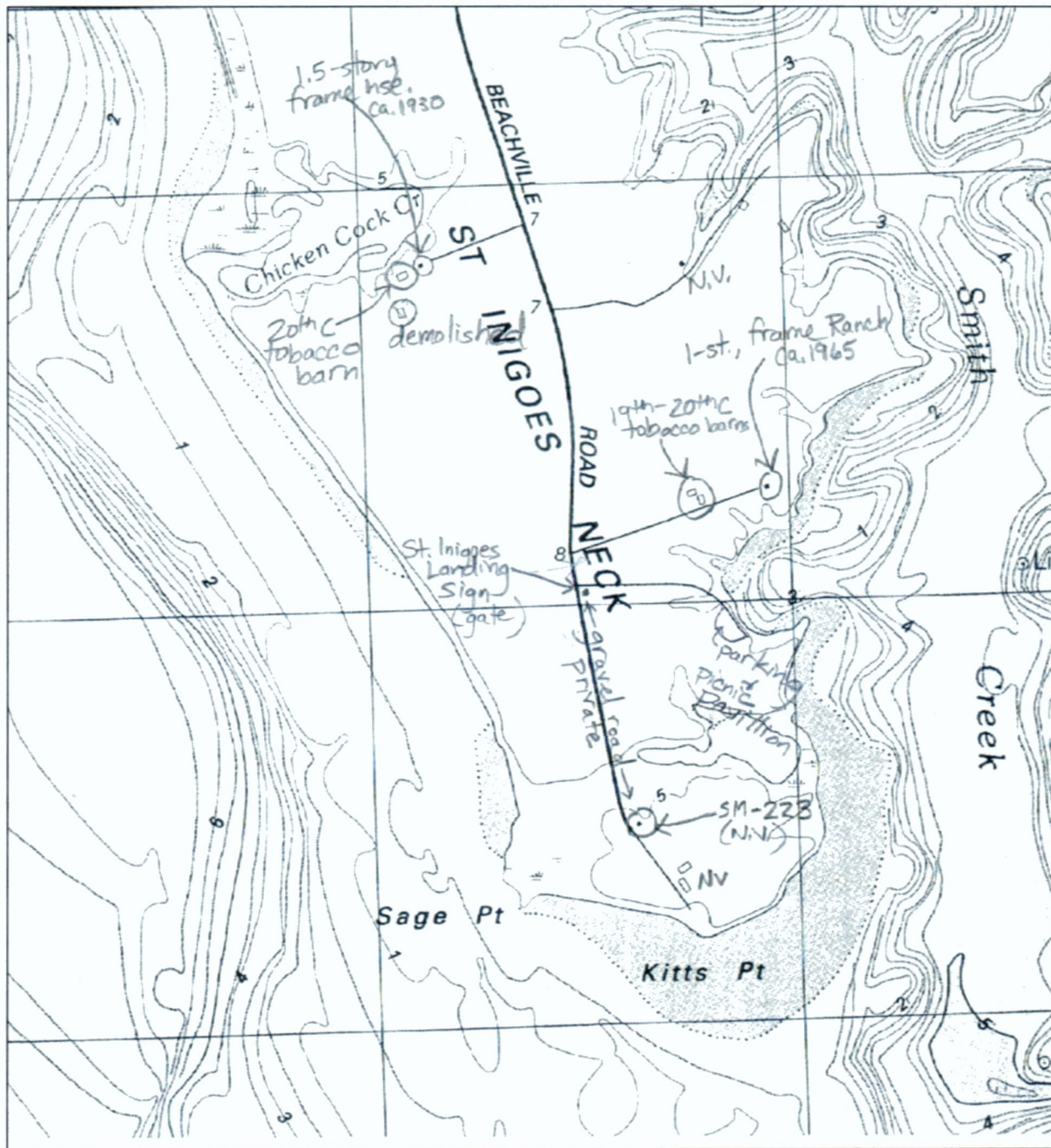
Inventory No. SM-910

Name
Continuation Sheet

Number 8 Page 1

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SM-910 Beachville Road
 St. Inigoes vic.
 St. Mary's County, MD
 Resource Sketch Map (Page 2 of 2)
 Not to scale



Source: USGS "St. George Island"
 Quadrangle Map
 1987



SM-910 Beachville Road
 St. Inigoes vic.
 St. Mary's County, MD
 Location Map (Page 1 of 2)
 Scale 1:24,000



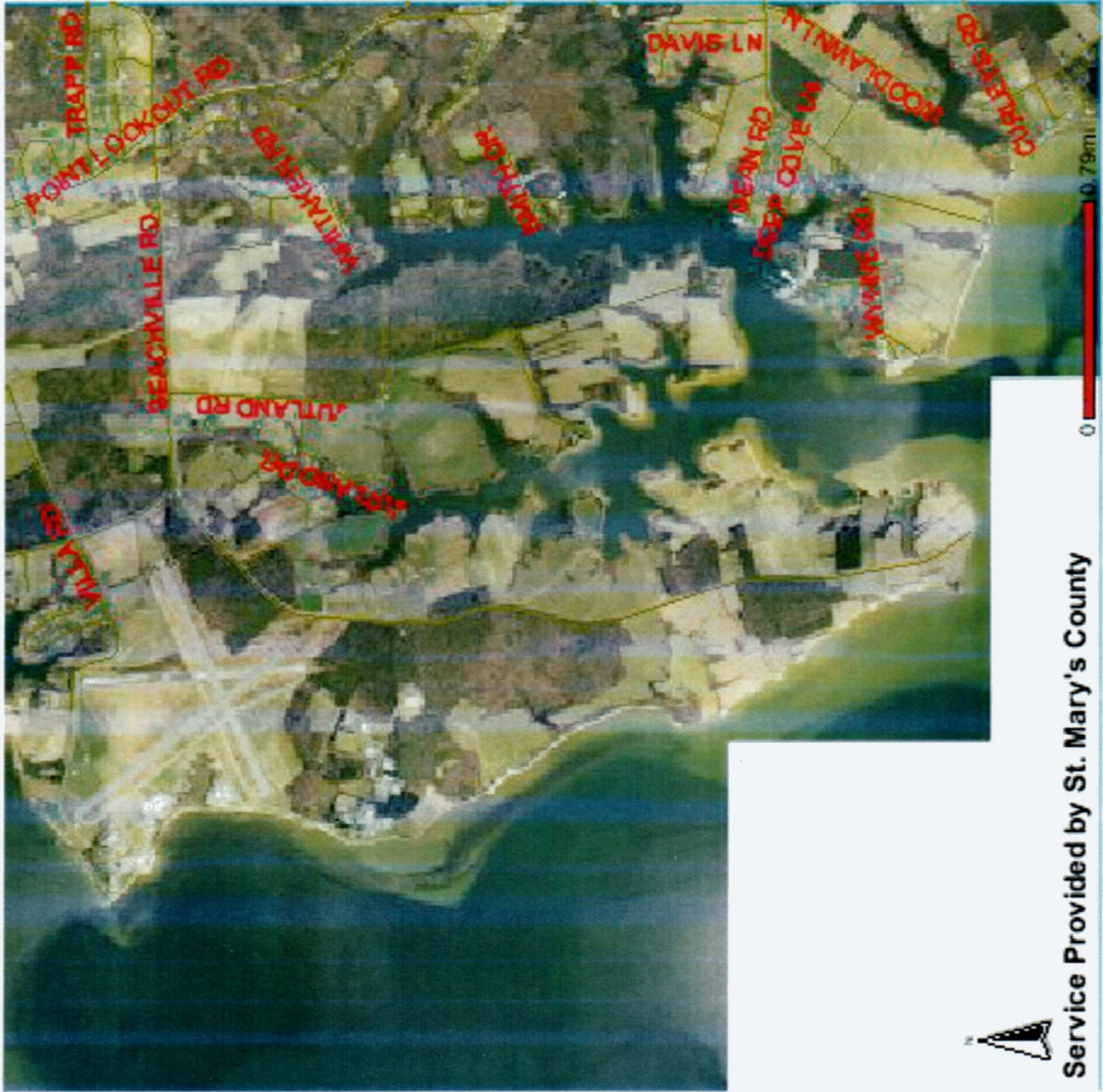
Source: USGS "St. Mary's City"
 Quadrangle Map
 1987



SM-910 Beachville Road
 St. Inigoes vic.
 St. Mary's County, MD
 Location Map (Page 2 of 2)
 Scale 1:24,000



Source: USGS "St. George's Island"
 Quadrangle Map
 1987



SM-910

Beachville Road

St. Inigoes vic.

St. Mary's County,
MD

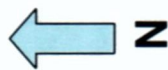
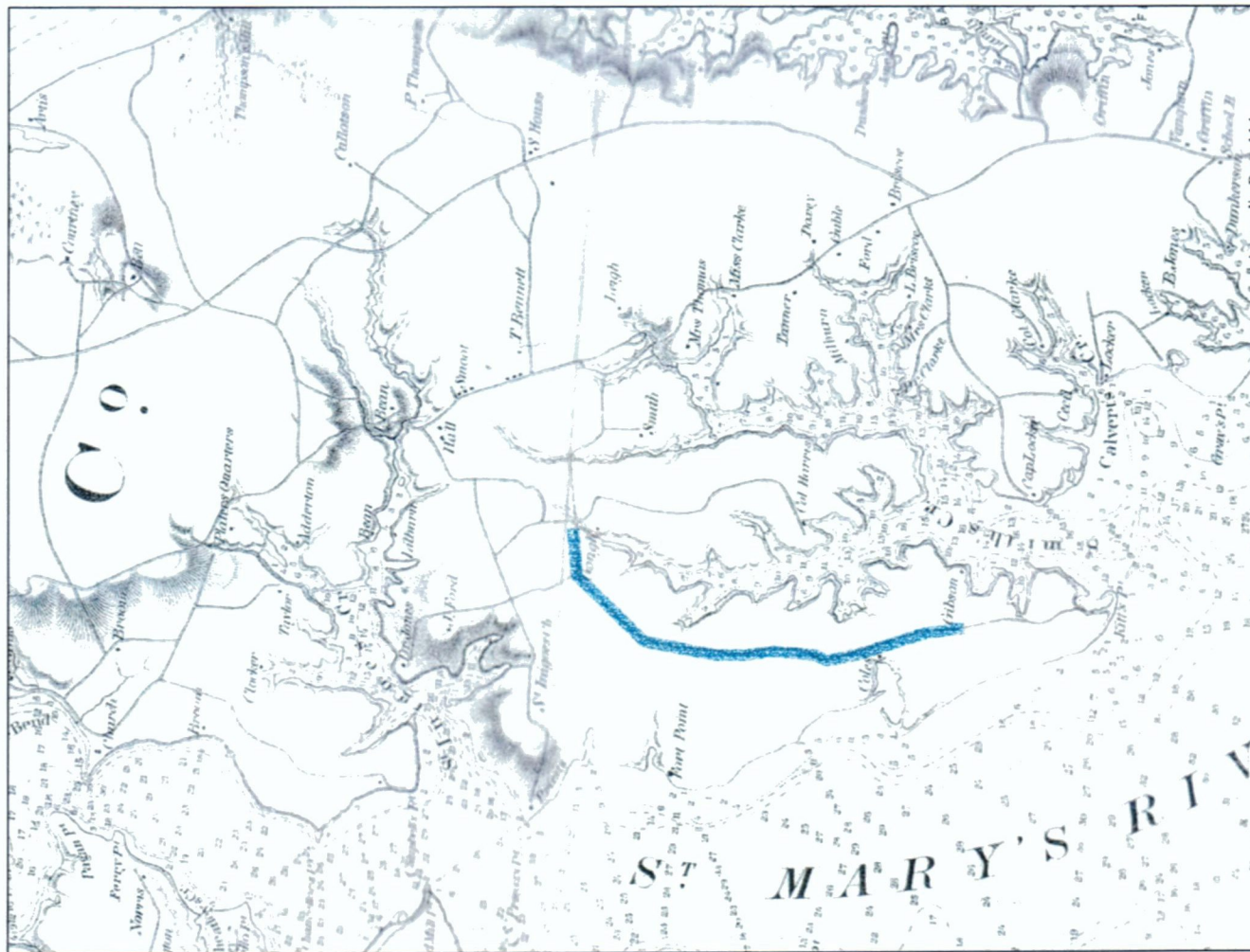
2003 Aerial
Orthophotos

Not to Scale

Source: St. Mary's County
GIS Department, Zoning Map
Viewer, 2006.



Service Provided by St. Mary's County



SM-910

Beachville Road

St. Ingoes vic.

**St. Mary's County,
MD**

Historic Map

Not to Scale

Portion of J.J. Abert and J.
Kearney's *Map of the Patuxent
and St. Mary's Rivers,
Maryland*. Surveyed 1824;
compiled 1857. The location of
Beachville Road is highlighted.



SM-910

Beachville Road

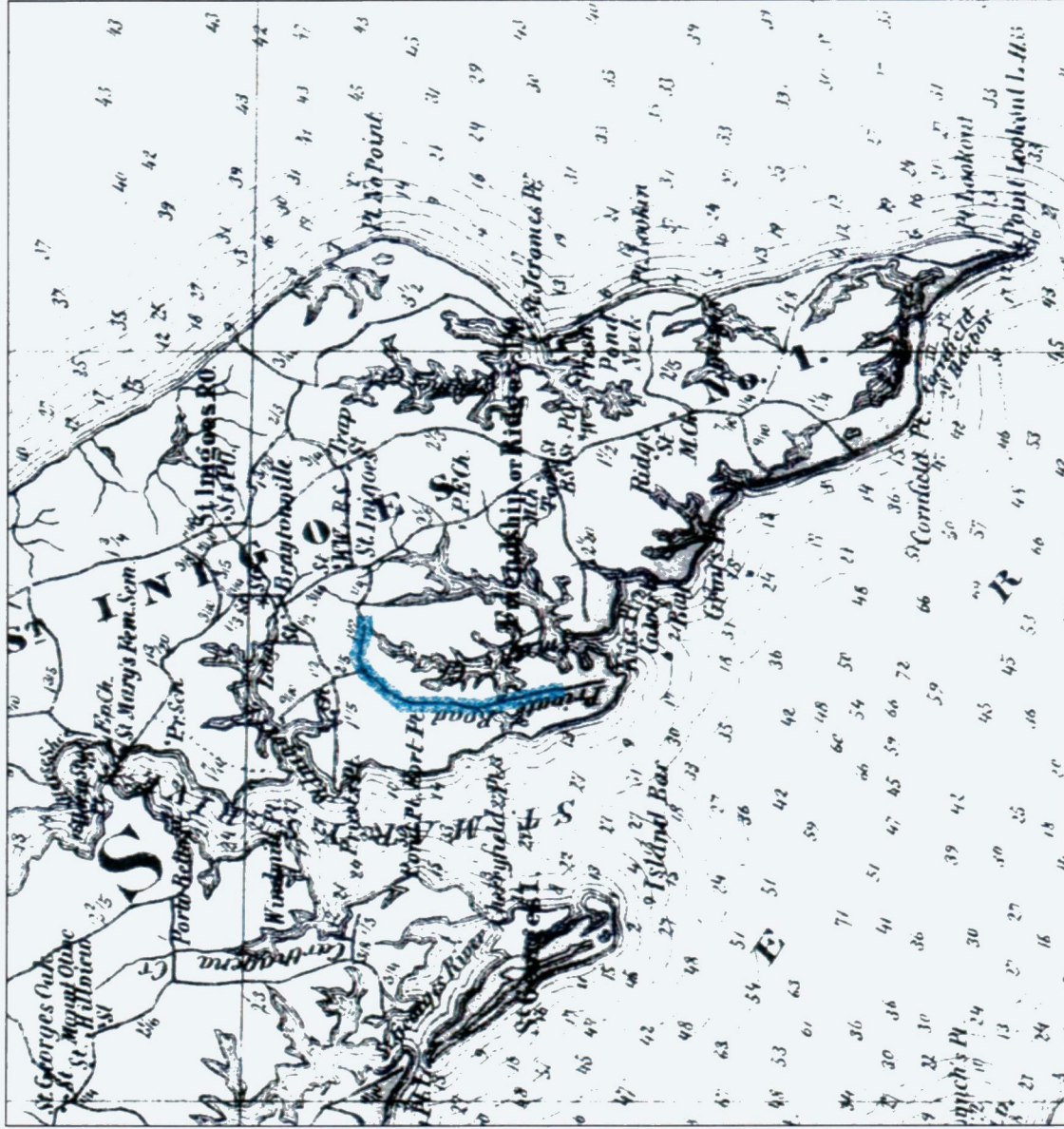
St. Inigoes vic.

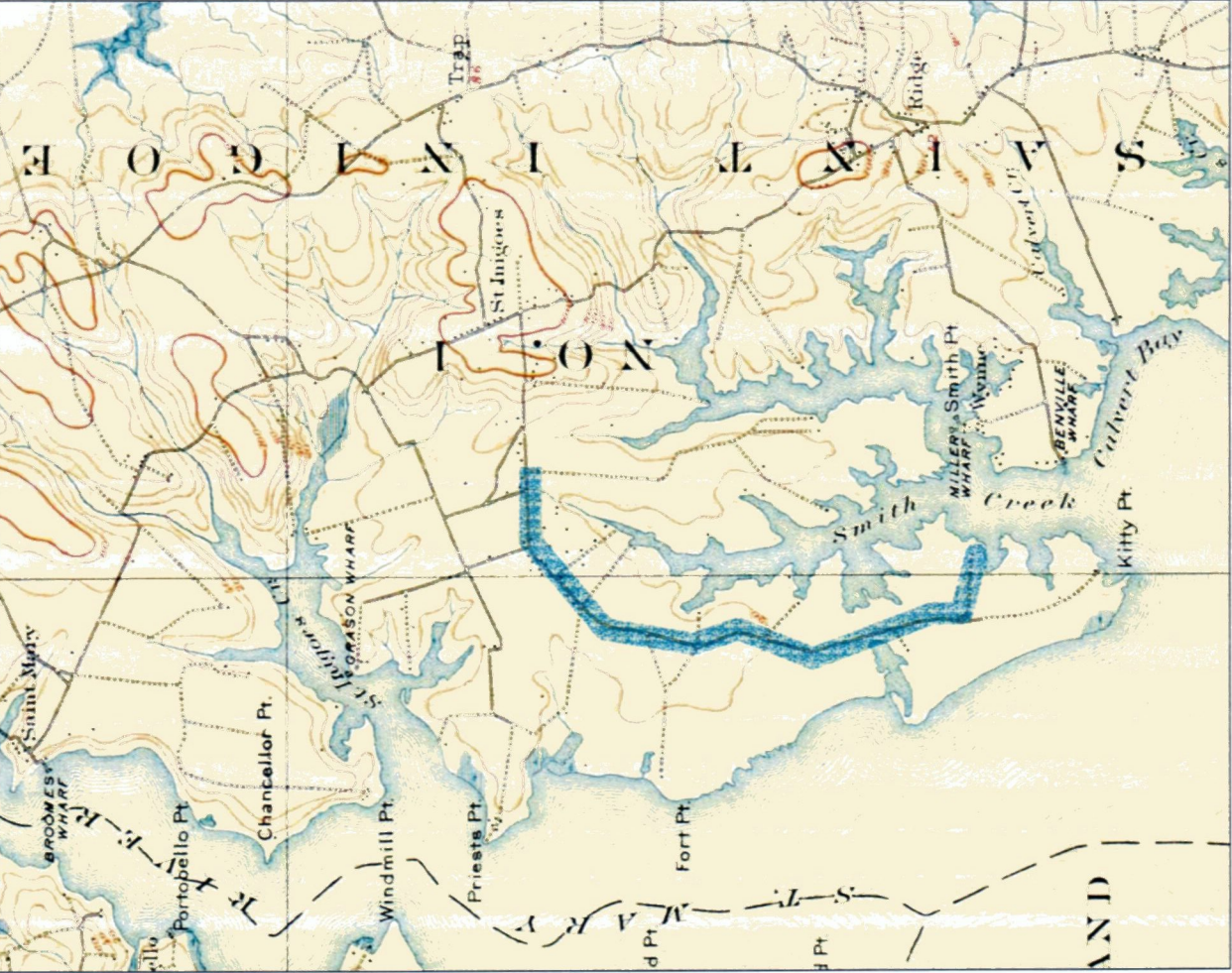
**St. Mary's County,
MD**

Historic Map

Not to Scale

Section of Simon J. Martenet's
1865 Map of Maryland:
Including the District of
Columbia, a Sketch of
Delaware, and a Portion of
Northern and Eastern Virginia
Showing Some of the Most
Interesting Localities of the Late
War. The location of Beachville
Road is highlighted.





SM-910
Beachville Road
 St. Inigoes vic.
 St. Mary's County,
 MD
 Historic Map
 Not to Scale

Section of United States
 Geological Survey, *Point
 Lookout, MD Quadrangle* (15
 Minute Series), 1912. Maptech
 Historical Topographical Maps.
 The location of Beachville Road
 is highlighted.



SM-910

Beachville Road

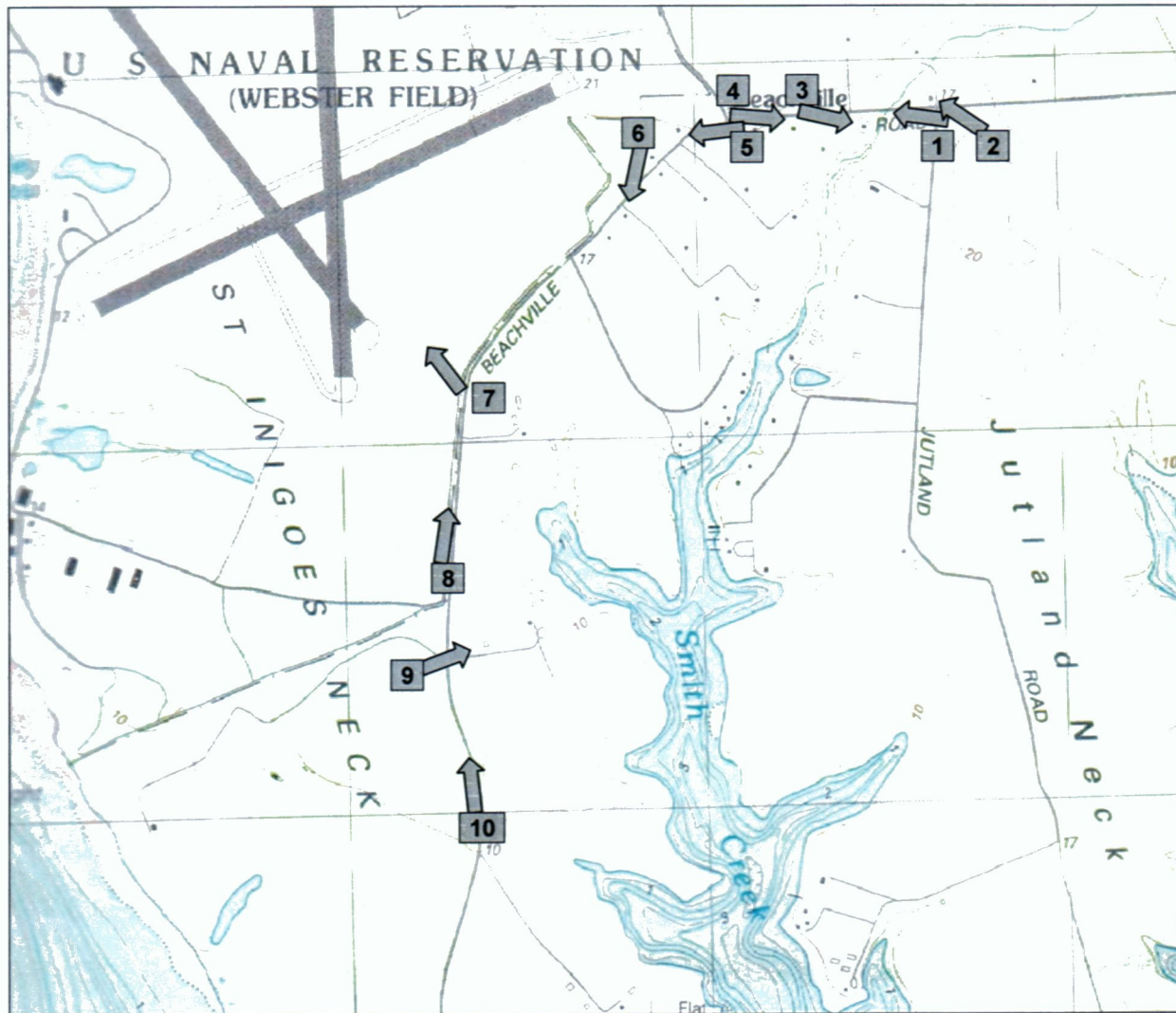
St. Inigoes vic.

St. Mary's County,
MD

Historic Map

Not to Scale

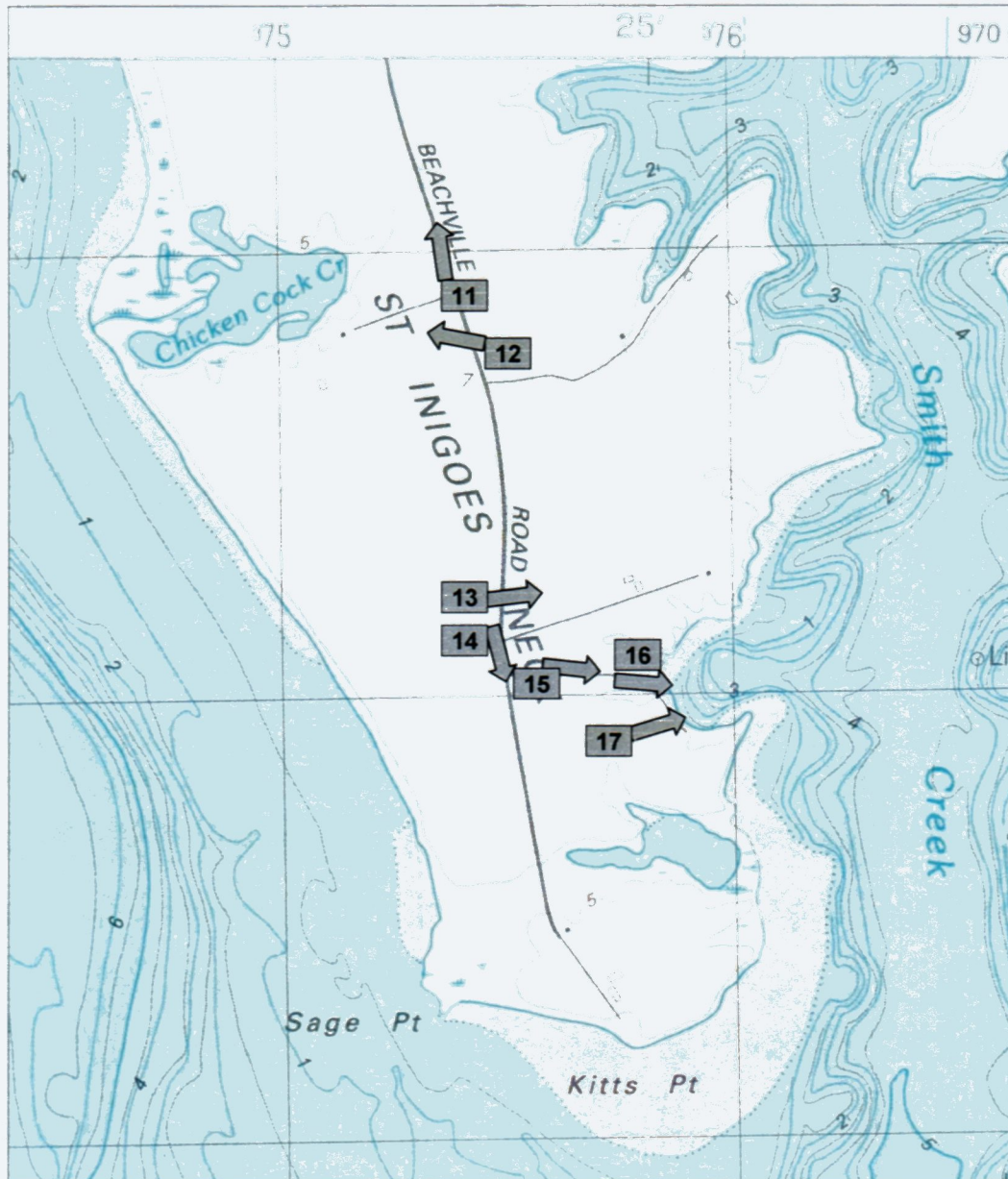
Section of Maryland State
Roads Commission, *General
Highway Map, St. Mary's
County Maryland*. 1937;
revised 1939. The location of
Beachville Road is highlighted.



SM-910 Beachville Road
 St. Inigoes vic.
 St. Mary's County, MD
 Photo Location Key (1 of 2 sheets)
 Not to scale



Source: USGS "St. Mary's City"
 Quadrangle Map
 1987



SM-910 Beachville Road
 St. Inigoes vic.
 St. Mary's County, MD
 Photo Location Key (2 of 2 sheets)
 Not to scale



Source: USGS "St. George Island"
 Quadrangle Map
 1987

**Beachville Road (SM-910)
Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2006**

Photo File Name	MIHP#	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-908_20060404_01	SM-910	Beachville Road	St. Mary's	History Matters, LLC	04/18/2006	Mile 0.0, looking west from Jutland Road	1 of 17
SM-908_20060404_02	"	"	"	"	"	Mile 0.0, looking NW at former school at NW corner of Beachville & Jutland Roads	2 of 17
SM-908_20060404_03	"	"	"	"	"	Mile 0.15, looking east toward Jutland Road	3 of 17
SM-908_20060404_04	"	"	"	"	"	Mile 0.4, looking east from intersection with Grayson Road	4 of 17
SM-908_20060404_05	"	"	"	"	"	Mile 0.4, looking west at community of Beachville	5 of 17
SM-908_20060404_06	"	"	"	"	"	Mile 0.6, house at 47923 Beachville Road, looking south from Beachville Road	6 of 17
SM-908_20060404_07	"	"	"	"	"	Mile 1.0, Looking NW at U.S. Naval Reservation, Webster Field	7 of 17
SM-908_20060404_08	"	"	"	"	"	Mile 1.25, looking north with Webster Field on left	8 of 17
SM-908_20060404_09	"	"	"	"	"	Mile 1.5, looking east with Barn at St. Inigoes (SM-661) in background	9 of 17
SM-908_20060404_10	"	"	"	"	"	Mile 1.7, looking north in wooded area	10 of 17
SM-908_20060404_11	"	"	"	"	"	Mile 2.4, looking north	11 of 17
SM-908_20060404_12	"	"	"	"	"	Mile 2.6, view of 20 th -century farmstead at 47605 Beachville Drive	12 of 17
SM-908_20060404_13	"	"	"	"	"	Mile 2.9, looking east at grouping of barns on east side of road	13 of 17
SM-908_20060404_14	"	"	"	"	"	Mile 2.9, looking south down private road leading to farm on Kitt's Point	14 of 17
SM-908_20060404_15	"	"	"	"	"	Mile 3.0, Looking east along road to St. Inigoes public boat landing	15 of 17
SM-908_20060404_16	"	"	"	"	"	Mile 3.1, View of Smith Creek from parkland at St. Inigoes Public Landing	16 of 17
SM-908_20060404_17	"	"	"	"	"	Mile 3.2 (road terminus): Parking area, bulkhead, and pier at St. Inigoes Public Landing	17 of 17



Mile 0.0, looking west from Jutland Road
1 of 17



Mile 0.0, looking NW at former school at NW corner of Beachville & Jutland Roads
2 of 17



Mile 0.15, looking east toward Jutland Road
3 of 17



Mile 0.4, looking east from intersection with Grayson Road
4 of 17



Mile 0.4, looking west at community of Beachville
5 of 17



Mile 0.6, house at 47923 Beachville Road, looking south from Beachville Road
6 of 17



Mile 1.0, Looking NW at U.S. Naval Reservation, Webster Field
7 of 17



Mile 1.25, looking north with Webster Field on left
8 of 17



Mile 1.5, looking east with Barn at St. Inigoes (SM-661) in background
9 of 17



Mile 1.7, looking north in wooded area
10 of 17



Mile 2.4, looking north
11 of 17



Mile 2.6, view of 20th-century farmstead at 47605 Beachville Drive
12 of 17



Mile 2.9, looking east at grouping of barns on east side of road
13 of 17



Mile 2.9, looking south down private road leading to farm on Kitt's Point
14 of 17



Mile 3.0, Looking east along road to St. Inigoes public boat landing
15 of 17



Mile 3.1, View of Smith Creek from parkland at St. Inigoes Public Landing
16 of 17



Mile 3.2 (road terminus): Parking area, bulkhead, and pier at St. Inigoes Public Landing
17 of 17

Jutland Road
SM-911
St. Mary's County
St. Inigoes vicinity
18th century
Public

Located at the southern end of St. Mary's County, Jutland Road extends south for 2.1 miles along the spine of the peninsula formed by Jutland Creek and Smith Creek. The asphalt-paved roadway varies from 12 to 17 feet wide and runs along a mainly straight and level alignment except for one sharp S-shaped curve near its mid-point. The Jutland peninsula is sparsely populated and the road passes cultivated fields and large areas of dense forest. The historic Jutland Farm (SM-627) stands west of the road on Smith Creek, but is only minimally visible from the road.

The northern portion of Jutland Road (between Beachville Road and Jutland Farm Road) illustrates the role of private farm roads in the overland transportation networks in St. Mary's County from the 18th through the 20th centuries. It is also significant for its association with agriculture on Jutland Neck. It originated in the late 18th or early 19th century as part of a private road that led to Jutland Farm on Smith Creek. Initially, the road served primarily as a travel route for the residents; in the late 19th century, it was likely used for transporting crops, raw materials, and other commodities to and from wharves, mills, and nearby towns. Throughout the 19th century, the road remained private and unimproved. In 1893, Bevins Morris purchased Jutland Farm and soon embarked on a series of improvements to the property that included reconfiguring portions of the existing road; however, the earlier road remained intact. Since it remained a private road through the early 20th century, Jutland Road did not benefit from the state-funded road improvements of the 1920s and 1930s. As a result of the subdivision of Jutland Farm and economic and population growth in the decades after World War II, Jutland Road entered the public road system and was extended south to the end of Jutland Neck. Of the seven St. Mary's County roads surveyed in 2006, Jutland Road has the most integrity.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-911

1. Name of Property (indicate preferred name)

historic Jutland Road (preferred)

other County Route 30379

2. Location

street and number Election District No. 1, Road runs south from Beachville Road to Jutland Creek ☐ not for publication

city, town St. Inigoes ☒ vicinity

county St. Mary's County

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

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200 x1300

city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress
		<input type="checkbox"/> government	<input type="checkbox"/> unknown
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use
		<input type="checkbox"/> industry	<input type="checkbox"/> other: _____
			Contributing 0 Noncontributing 0
			buildings 0
			sites 0
			structures 0
			objects 0
			Total 0
			Number of Contributing Resources previously listed in the Inventory 0

7. Description

Inventory No. SM-911

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

Summary Description

Located at the southern end of St. Mary's County, Jutland Road extends south for 2.1 miles along the spine of the peninsula formed by Jutland Creek and Smith Creek. The asphalt-paved roadway varies from 12 to 17 feet wide and runs along a mainly straight and level alignment except for one sharp S-shaped curve near its mid-point. The Jutland peninsula is sparsely populated and the road passes cultivated fields and large areas of dense forest. The historic Jutland Farm (SM-627) stands west of the road on Smith Creek, but is only minimally visible from the road.

Location

Jutland Road is located in the southeastern section of St. Mary's County in the First Election District. The road extends approximately 2.1 miles south from its start at Beachville Road to its end point at Jutland Creek. The last three quarters of a mile between the turnoff for Jutland Farm Road and the end of Jutland Neck is a gravel and sand road that appears to be privately owned and maintained. From its start point, the road runs the length of the Jutland peninsula, which is bounded by Smith Creek on the west and Jutland Creek on the east.

Detailed Description

The Roadway

Jutland Road is an asphalt-paved local route that varies from 12 to 17 feet wide. The travel way contains two undivided lanes, one in each direction. It has no painted traffic lanes and is in good condition. The road's horizontal alignment is predominately straight. Three quarters of a mile south of its start point at Beachville Road, it incorporates one significant curve. The road rises slightly at the extended curve, but in all other places Jutland Road remains level as it traverses the low lying peninsula. The road starts at an elevation of 18 feet above sea level and descends gradually to sea level. It is at or above grade level for most of the length. Swales and raised embankments flank it. The sand and gravel portion at the end of the road differs in that the swales become less formal and shallower and the flanking embankments are no longer present. The roadway includes an extremely low-pitched crown and no shoulders. At mile 0.5, there is a turnout on the east side of the road, just north of the intersection with Jutland Drive,

Near mile 0.8, a minor waterway runs beneath the road through a concrete culvert and continues southward to Smith Creek.

The Right-of-Way

Deep swales and low embankments exist along both sides of the upper half of Jutland Road's right-of-way. The lower half, encompassing the gravel portion of the road, is level with only shallow swales for basic drainage. Several traffic signs including speed limit and warning signs appear within the right-of-way. These standard reflective metal signs are mounted to square wood posts; at the intersection with Beachville Road, the signs are mounted to metal posts. Private property owners have posted a variety of property identification signs that include names and addresses of the properties as well as no trespassing signs. These are typically painted wooden or printed paper signs in a variety of shapes and sizes.

Electric and telephone utility lines strung on poles stand within the right-of-way. They are carried on standard pine poles that run first along both sides to Jutland Drive, and then reappear on the west side of the road near the curve. There are no utility poles along the roadway south of the curve at approximately mile 0.7 until the last half of the gravel road, approximately 0.25 miles from the road's terminus at Jutland Creek.

The Setting

Jutland Road traverses a rural peninsula located in the southwestern portion of St. Mary's County. The road extends through a landscape dominated by agricultural land use with only limited and associated residential use. The first half mile of the road is

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-911

Name: Jutland Road
Continuation Sheet

Number 7 Page 1

flanked by cultivated fields. South of Jutland Drive, the cultivated fields continue on the west side of the road and the east side of the road is dominated by heavily wooded forests. Where the road becomes gravel it is flanked by low lying, cultivated fields.

The road is not heavily settled and contains only a few clusters of residential and agricultural buildings set back significantly from the west side of the road. The farm buildings tend to appear near the water's edge and are somewhat obscured by vegetation. Exceptions are two clusters of late 20th-century construction found at the curve of the road and at its terminus. These structures are adjacent to and clearly visible from the road. Sections of the adjacent fields are separated by rows of deciduous and cedar trees as well as dirt drainage ditches. Though the peninsula is surrounded by water, views of the creeks are filtered by the heavily wooded shores and limited by the low elevation of the road.

The road is the main transportation artery of Jutland Neck. Only two other roads, Jutland Drive and Jutland Farm Road, extend westward from Jutland Road to Smith Creek; the latter is gravel-surfaced. In addition, two gravel driveways lead to smaller homesteads off the main road.

Three properties along Jutland Road have been previously surveyed and included on the Maryland Inventory of Historic Properties (MIHP). The Rook (MIHP# SM-180) at 17399 Jutland Road is located west of Jutland Road, approximately 0.25 miles from Beachville Road on a small area of high ground between Jutland Road and a stream that runs south to Smith Creek. The 2-story, brick house was constructed during the mid-19th century to replace a previous structure destroyed by fire; it has been renovated several times.

The house at Jutland Farm (MIHP# SM-627), located at 48181 Jutland Farm Lane, stands at the end of Jutland Farm Lane on Smith Creek; and was constructed in 1904 by the Morris family. The site also includes a late 19th-century carriage house and several 20th-century agricultural buildings. Early maps of the area suggest that what is now known as Jutland Farm Road may have been the original route and terminus of Jutland Road, which did not originally continue to the end of the peninsula.

St. Elizabeth's Manor (MIHP# SM-189) is listed as an archeological site and is in the same location as Jutland Farm. The site encompasses the family cemetery of John Abell Dunbar, which includes gravestones that date from 1814 to 1843.

8. Significance

Inventory No. SM-911

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates 18th through 20th century **Architect/Builder** Unknown

Construction dates 18th century with 20th century improvements

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

The northern portion of Jutland Road (between Beachville Road and Jutland Farm Road) illustrates the role of private farm roads in the overland transportation networks in St. Mary's County from the 18th through the 20th centuries. It is also significant for its association with agriculture on Jutland Neck. It originated in the late 18th or early 19th century as part of a private road that led to Jutland Farm on Smith Creek. Initially, the road served primarily as a travel route for the residents; in the late 19th century, it was likely used for transporting crops, raw materials, and other commodities to and from wharves, mills, and nearby towns. Throughout the 19th century, the road remained private and unimproved. In 1893, Bevins Morris purchased Jutland Farm and soon embarked on a series of improvements to the property that included reconfiguring portions of the existing road; however, the earlier road remained intact. Since it remained a private road through the early 20th century, Jutland Road did not benefit from the state-funded road improvements of the 1920s and 1930s. As a result of the subdivision of Jutland Farm and economic and population growth in the decades after World War II, Jutland Road entered the public road system and was extended south to the end of Jutland Neck. Of the seven St. Mary's County roads surveyed in 2006, Jutland Road has the most integrity.

Historical Narrative

Jutland Road likely originated in the late 18th or early 19th century as a route used to access what is now known as Jutland Farm (MIHP #SM-627), which is situated on Smith Creek. An 1816 deed refers to this property as a 521-acre tract owned by John T. Mason and known as St. Inigoes Plantation. Further research is needed to determine when this property was first farmed and occupied. The 19th-century portion of the road (as depicted on an 1857 map) encompassed Jutland Road from Beachville Road to Jutland Farm Road as well as Jutland Farm Road itself. In addition, the owners of The Rook (MIHP #SM-180), a late 18th-century house, probably used the northernmost portion of Jutland Road to reach their house.

Like many roads in St. Mary's County, the development and route of Jutland Road was influenced by the topography of Jutland Neck. In order to avoid frequent creek crossings and flooding, the road lies on high ground near the eastern edge of Jutland Neck, which is bounded by Smith Creek on the west and Jutland Creek on the east. Since Jutland Creek has no substantial tributaries on its western shore, the road runs closer to it than to Smith Creek, which has several tributaries that extend inland. An 1857 map depicts Jutland Farm Road in much the same location as it currently is. Historic topographical maps suggest that the road likely angled sharply in order to remain on high ground as long as possible before descending to the house itself, which lies roughly at sea level.

In the early 19th century, agricultural products from Jutland Farm likely would have been transported by water to a nearby wharf for shipment to Baltimore. By the mid-19th century, Jutland Road may have been used to carry some crops to local markets or wharves and to transport grain and timber to and from mills. However, during the first half of the 19th century, it probably served primarily as a

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Inventory No. SM-911

Name: Jutland Road
Continuation Sheet

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travel route for residents to reach churches such as St. Ignatius Roman Catholic Church on Villa Road, to visit friends, and to procure the services of skilled craftsmen such as blacksmiths and wheelwrights. Mid-19th-century road networks to the north of Jutland Road suggest some of the locations that local residents sought when they left Jutland Neck. On the 1857 map, for example, a road opposite Jutland Road's intersection with Beachville Road leads directly to Villa Road, which led to St. Ignatius (or Inigoes) Church and to the wharf on St. Inigoes Creek.

Nineteenth-century maps suggest that Jutland Farm was the only dwelling south of the Rook on Jutland Neck. However, there may have been smaller residences that mapmakers did not depict. Jutland Farm itself was likely operated by tenant farmers or resident overseers during the early 19th century, since owner Joseph Harris, who owned the property from 1816 until his death in 1847, had his primary residence at Ellenborough (MIHP #SM-68) near Leonardtown. In the 1820s, the tenant or overseer may have worked as a river pilot as well; historian Bayly Ellen Marks identified a river pilot living in the vicinity of Jutland Farm in the 1820s. During the mid-19th century, Henry and Maria Key (Joseph Harris's daughter and son-in-law) may have lived at Jutland but they also kept a residence in Leonardtown. William W.W. Wood, who owned the property in the late 1870s and 1880s, was a high-ranking officer in the United States Navy and delegated the farm's operation to overseer A.L. Taveau. Since the farm was not the primary dwelling of a wealthy and powerful owner, Jutland Road was likely a narrow, unimproved private road until the late 19th century. Consequently, Jutland Road is not depicted on Martenet's 1865 or 1885 maps of the county, nor on the 1892 United States Geological Survey (USGS) quad map; Jutland Farm is depicted on the 1885 map but the road is not.

In 1893, Bevins Morris purchased the 736-acre Jutland Farm. By 1904, he had demolished the existing dwelling and built a large new house as well as Gothic-style carriage house. The Morris family made Jutland their primary residence; descendants of Bevins Morris still own the property. With the improvements and expansions to Jutland Farm came alterations to Jutland Road. By 1903, what is now Jutland Farm Road had been abandoned in favor of a new access road that began further north and angled southwest towards the farm. (The 1959 map shows both of the two historic roads leading to Jutland Farm.) Although most of the land on Jutland Neck was owned by the Morris family through the 1950s, they likely leased portions of the property to tenants. Maps from 1903 and 1912 depict several structures on the neck, including one along the driveway leading to Jutland Farm and three along Smith Creek and its tributaries. Just south of the intersection with the new driveway to Jutland Farm, the road split into two driveways, each leading to a structure. The westernmost of these two driveways appears to be in roughly the same location as present-day Jutland Road.

Between 1900 and 1940, largely as a result of the rise of the automobile and state investment in roads, many of the roads in St. Mary's County were graded, drained, and surfaced; a few roads in the county were even paved. Jutland Road did not benefit from these improvements since it appears to have remained a private road through at least the 1930s. Maps from the 1910s and 1930s depict it and the driveway to Jutland Farm as secondary or private roads. State highway maps from the late 1930s show it as a "primitive road," indicating that it was likely dirt-surfaced and lacking any drainage system. In addition, these maps show a single road leading directly to Jutland Farm via present-day Jutland Road and the new driveway that Bevins Morris likely laid out circa 1900.

By 1959, the section of Jutland Road north from Jutland Farm Road was a "good motor road," indicating that it had become a public road by that time. This map shows both the circa 1900 access road to the farm as well as present-day Jutland Farm Road, which is in roughly the same location as the 19th-century road leading to the property. On the 1959 map, Jutland Road continued as a private road south beyond Jutland Farm Road to the mouth of Jutland Creek and followed the same hook-shaped path as the driveway leading to the house at 16671 Jutland Road, which was constructed circa 1960. (This house is not shown on the 1959 map but was likely erected soon after the map was produced.)

The extension of the road south into the low-lying areas of Jutland Neck was spurred by post-World War II economic development and population growth in St. Mary's County and the subdivision of Jutland Farm. The construction of U.S. Navy facilities at Patuxent River and Webster Field in the 1940s brought new residents and economic opportunities to St. Mary's County in the decades after

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. SM-911

Name: Jutland Road
Continuation Sheet

Number 8 Page 2

World War II. Beginning in the late 1950s, Jutland Farm was subdivided and developed, and Jutland Road was extended to the end of Jutland Neck and graveled. Since the mid-1970s, further residential development has occurred along the road at its southern terminus and on the west side of the road between Jutland Farm and the Rook.

9. Major Bibliographical References

Inventory No. SM-911

See continuation sheet.

10. Geographical Data

Acreage of surveyed property approx. 3.7 acres
Acreage of historical setting approx. 250 acres
Quadrangle name St. Mary's City/St. George's Island Quadrangle scale: 1:24,000 (7.5 minute)

Verbal boundary description and justification

The surveyed area encompasses the roadway and right-of-way, which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. The acreage of the survey area is based on the road's length and approximate width. The acreage of the historic setting encompasses the viewshed from the road and is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, the state of Maryland's online GIS-based mapping system, which includes an area measurement tool. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the acreage of the historic setting.

11. Form Prepared by

name/title	Melanie Macchio, Architectural Historian and Evelyn D. Causey, Historian		
organization	History Matters, LLC	date	June 30, 2006
street & number	1502 21 st Street, NW, 2 nd Floor	telephone	202-223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties 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
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

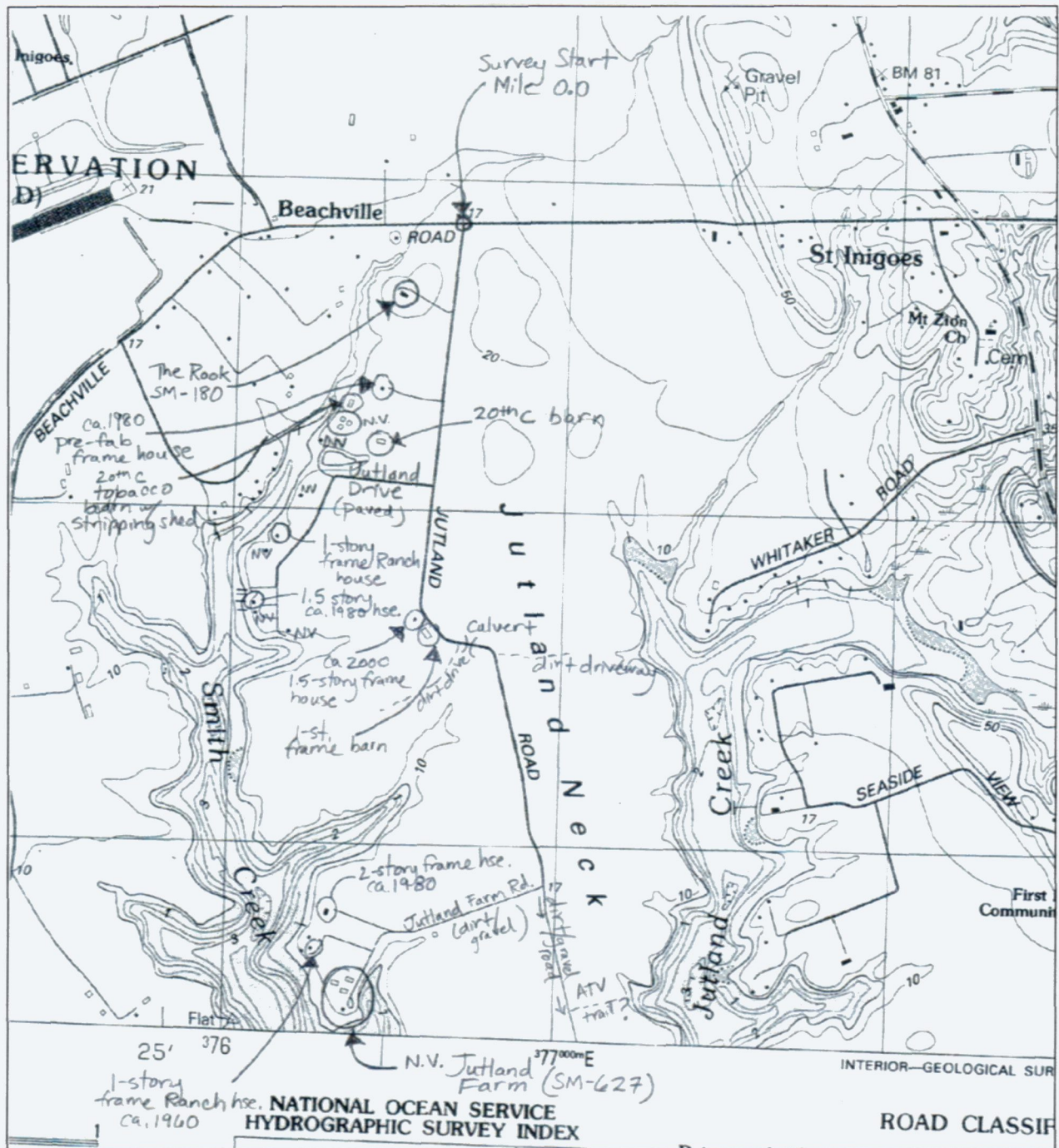
Inventory No. SM-911

Name: Jutland Road
Continuation Sheet

Number 8 Page 1

Major Bibliographical References

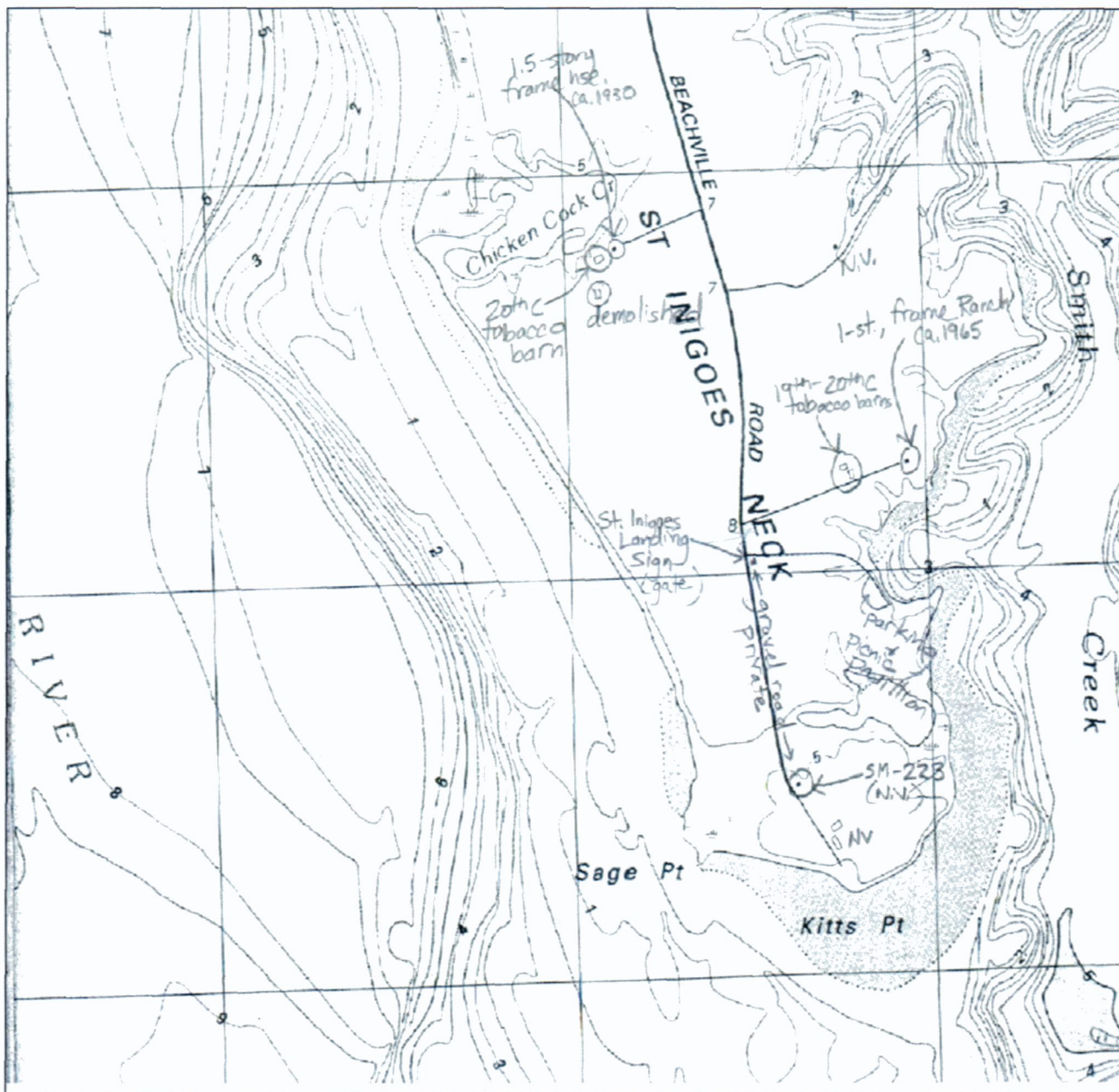
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- Hammett, Regina Combs. *History of St. Mary's County, Maryland, 1634-1990*. Ridge, MD: n.p., 1991.
- Hicks, Louis, and Curt Raney. "The Social Impact of Military Growth in St. Mary's County, Maryland, 1940-1995." *Armed Forces and Society* 29:3 (2003): 353-371.
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SM-911 Jutland Road
 St. Inigoes vic.
 St. Mary's County, MD
 Resource Sketch Map (Page 1 of 2)
 Not to scale



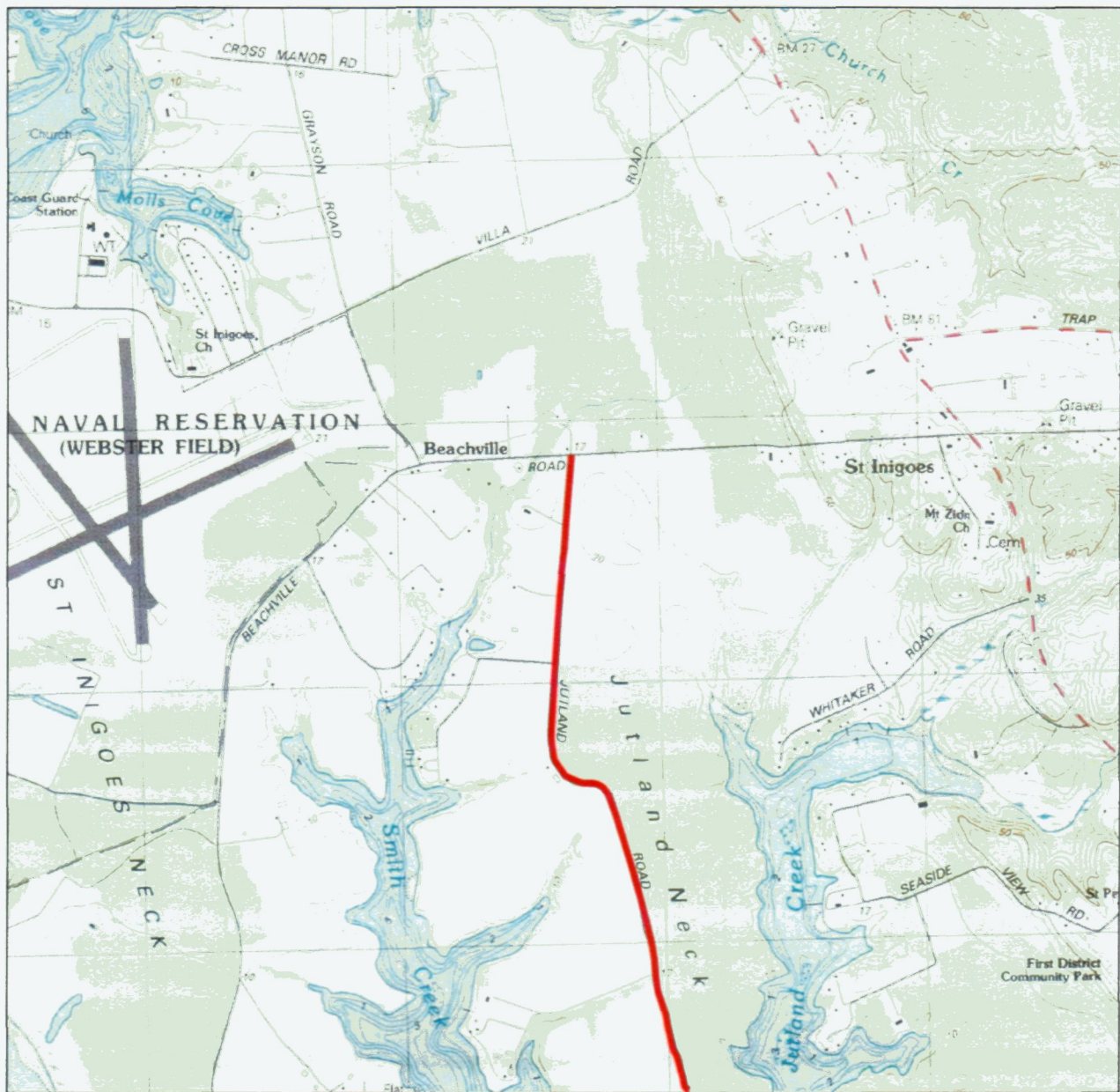
Source: USGS "St. Mary's City"
 Quadrangle Map
 1987



SM-911 Jutland Road
 St. Inigoes vic.
 St. Mary's County, MD
 Resource Sketch Map (Page 2 of 2)
 Not to scale



Source: USGS "St. Mary's City"
 Quadrangle Map
 1987



SM-911 Jutland Road
 St. Inigoes vic.
 St. Mary's County, MD
 Location Map (Page 1 of 2)
 Scale 1:24,000



Source: USGS "St. Mary's City"
 Quadrangle Map
 1987



SM-911 Jutland Road
 St. Inigoes vic.
 St. Mary's County, MD
 Location Map (Page 2 of 2)
 Scale 1:24,000



Source: USGS "St. George Island"
 Quadrangle Map
 1987



Service Provided by St. Mary's County



SM-911

Jutland Road

St. Inigoes vic.

St. Mary's County,

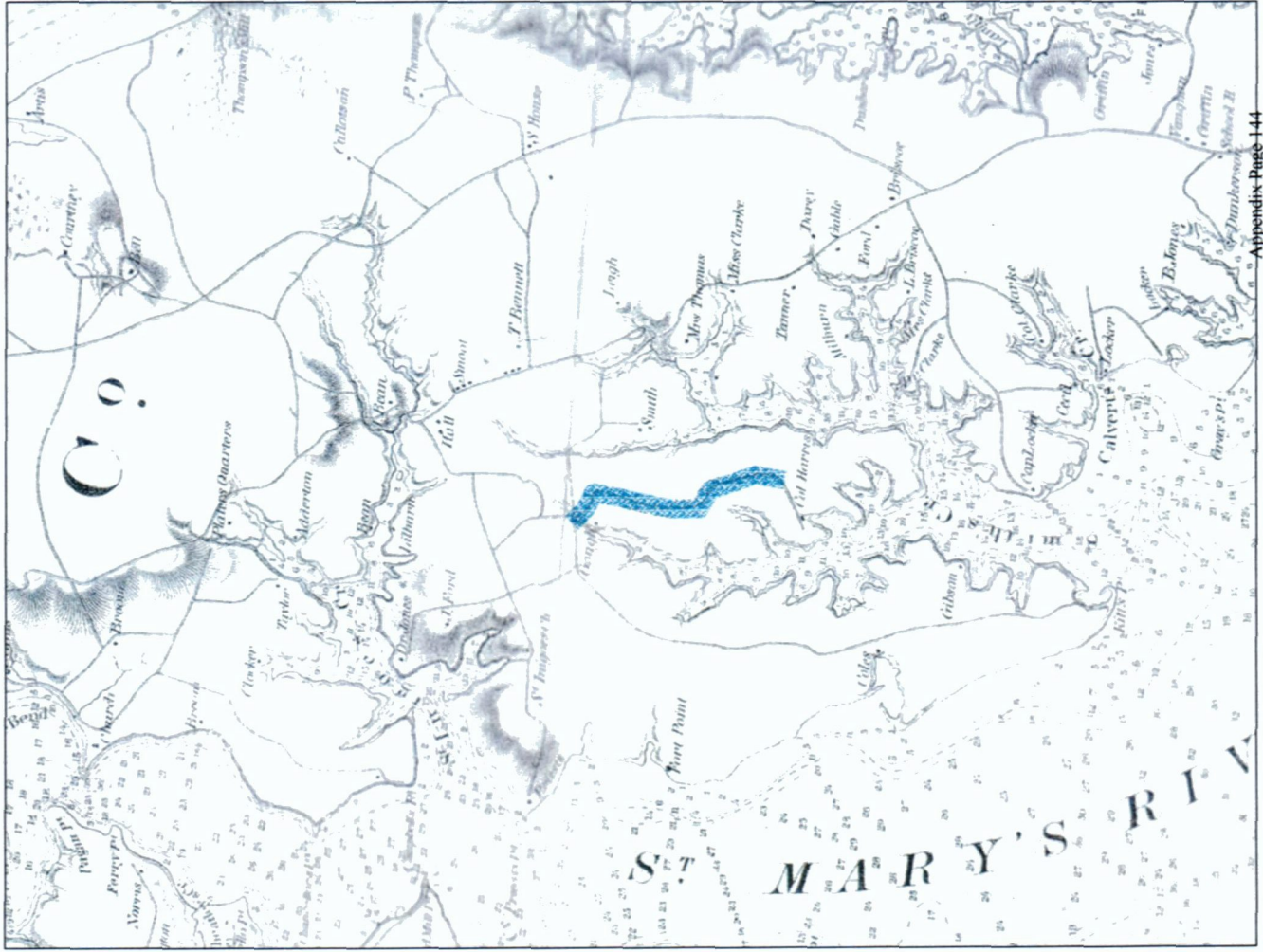
MD

2003 Aerial

Orthophotos

Not to Scale

Source: St. Mary's County
GIS Department, Zoning Map
Viewer, 2006.



N

SM-911

Jutland Road

St. Ingoes vic.

St. Mary's County, MD

Historic Map

Not to Scale

Section of J.J. Abert and J. Kearney's *Map of the Patuxent and St. Mary's Rivers, Maryland*. Surveyed 1824; compiled 1857. The location of Jutland Road is highlighted.



SM-911

Jutland Road

St. Inigoes vic.

St. Mary's County, MD

Historic Map

Not to Scale

Section of United States Geological Survey, *Point Lookout, MD Quadrangle* (15 Minute Series), 1912. Maptech Historical Topographical Maps. The location of Jutland Road is highlighted.



SM-911

Jutland Road

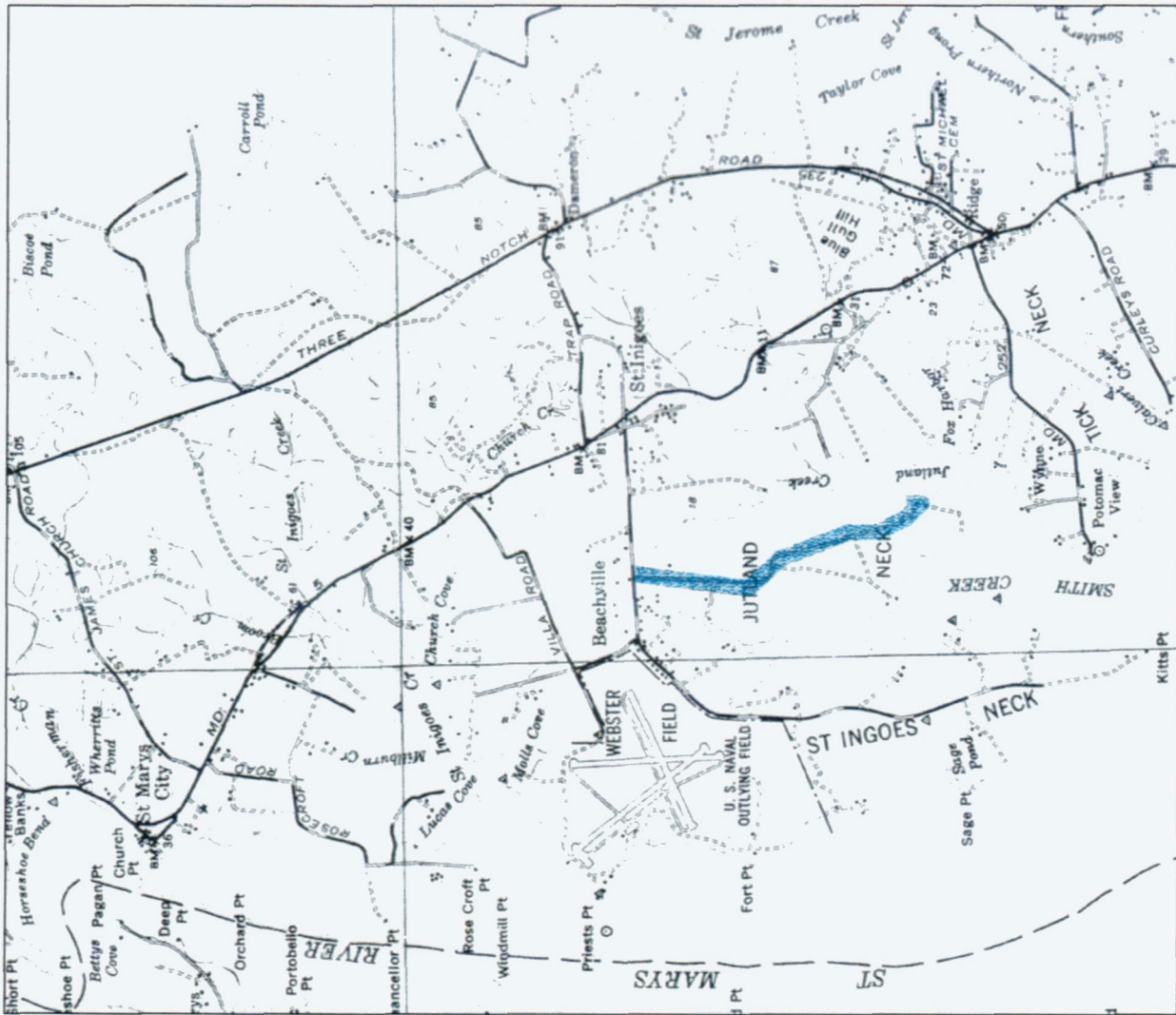
St. Inigoes vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of Maryland State
Roads Commission, *General
Highway Map, St. Mary's
County Maryland*. 1937;
revised 1939. The location of
Jutland Road is highlighted.



N

SM-911

Jutland Road

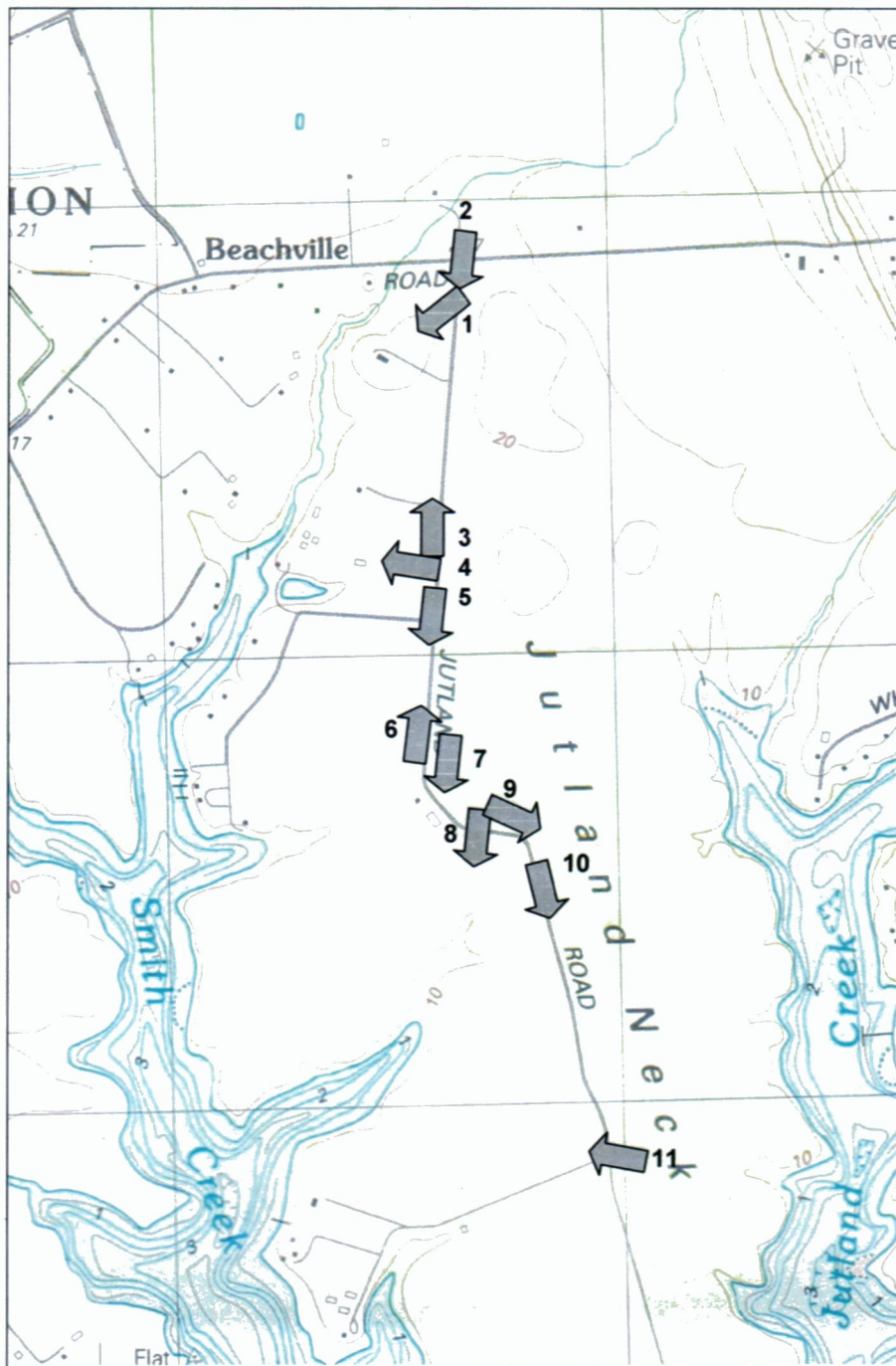
St. Inigoes vic.

St. Mary's County, MD

Historic Map

Not to Scale

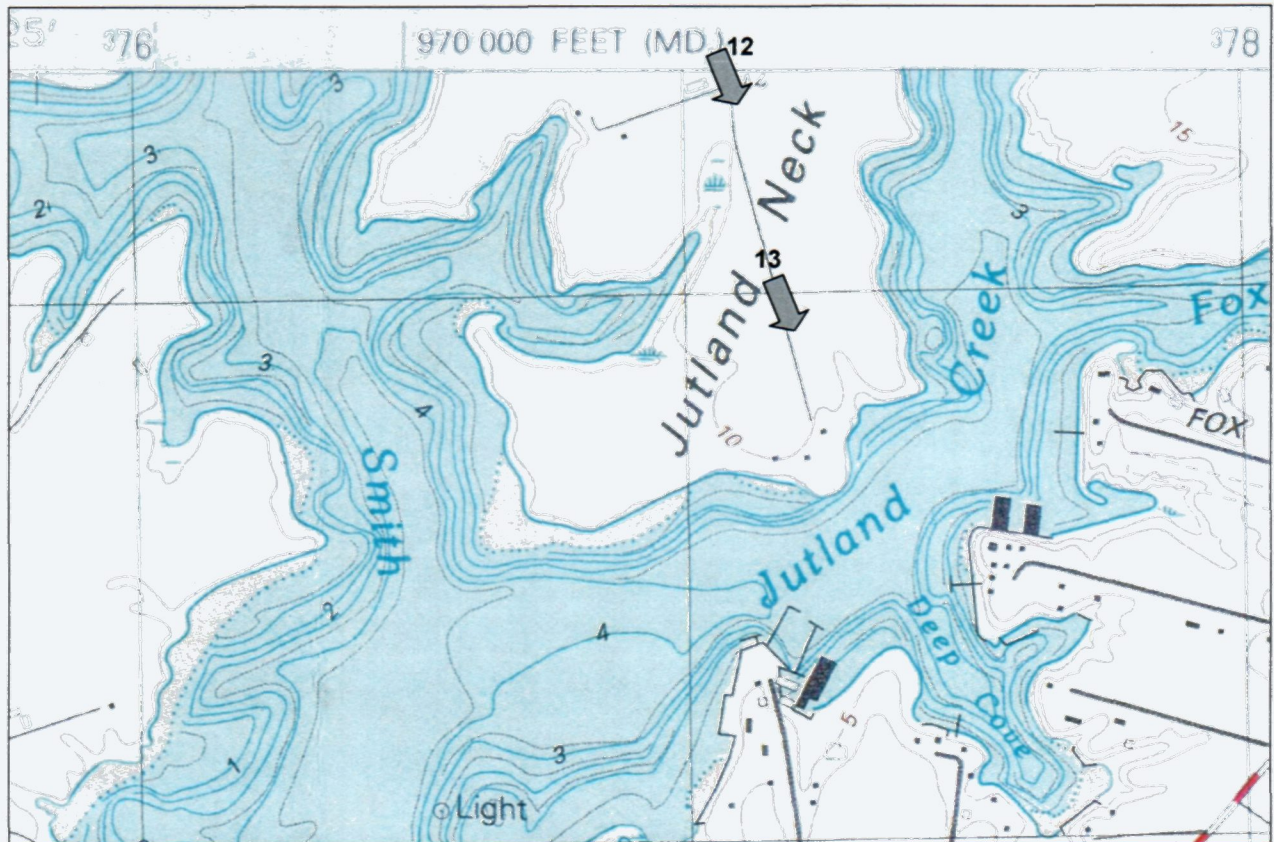
Section of State of Maryland,
Department of Geology, Mines,
and Water Resources. Map of St.
Mary's County Showing the
Topographical and Election
Districts. 1959. The location of
Jutland Road is highlighted.



SM-911 Jutland Road
 St. Ingoes vic.
 St. Mary's County, MD
 Photo Location Key (1 of 2 sheets)
 Not to scale



Source: USGS "St. Mary's City"
 Quadrangle Map
 1987



SM-911 Jutland Road
 St. Inigoes vic.
 St. Mary's County, MD
 Photo Location Key (2 of 2 sheets)
 Not to scale



Source: USGS "St. George Island"
 Quadrangle Map
 1987

**Jutland Road (SM-911)
Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2006**

Photo File Name	MIHP#	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-908_20060404_01	SM-911	Jutland Road	St. Mary's	History Matters, LLC	04/13/2006	Mile 0.1, Looking west from roadway to The Rook (SM-180)	1 of 13
SM-908_20060404_02	"	"	"	"	"	Mile 0.15, looking north to intersection with Jutland Road	2 of 13
SM-908_20060404_03	"	"	"	"	"	Mile 0.5, looking NW	3 of 13
SM-908_20060404_04	"	"	"	"	"	Mile 0.5, looking west at barns at 17233 Jutland Drive	4 of 13
SM-908_20060404_05	"	"	"	"	"	Mile 0.5, looking south at intersection with Jutland drive (on right)	5 of 13
SM-908_20060404_06	"	"	"	"	"	Mile 0.7, looking north back toward Jutland Drive	6 of 13
SM-908_20060404_07	"	"	"	"	"	Mile 0.72, looking south at house at curve (48181 Jutland Road)	7 of 13
SM-908_20060404_08	"	"	"	"	"	Mile 0.8, looking SW to fields and Smith Creek	8 of 13
SM-908_20060404_09	"	"	"	"	"	Mile 0.8, looking east to end of curve in road	9 of 13
SM-908_20060404_10	"	"	"	"	"	Mile 1.0, looking south	10 of 13
SM-908_20060404_11	"	"	"	"	"	Mile 1.3, looking west down Jutland Farm Road from Jutland Road	11 of 13
SM-908_20060404_12	"	"	"	"	"	Mile 1.3, looking south down unpaved portion of Jutland Road from Jutland Farm Road intersection	12 of 13
SM-908_20060404_13	"	"	"	"	"	Mile 1.8, looking south toward road terminus at Jutland Creek (past trees in distance)	13 of 13



Mile 0.1, Looking west from roadway to The Rook (SM-180)
1 of 13



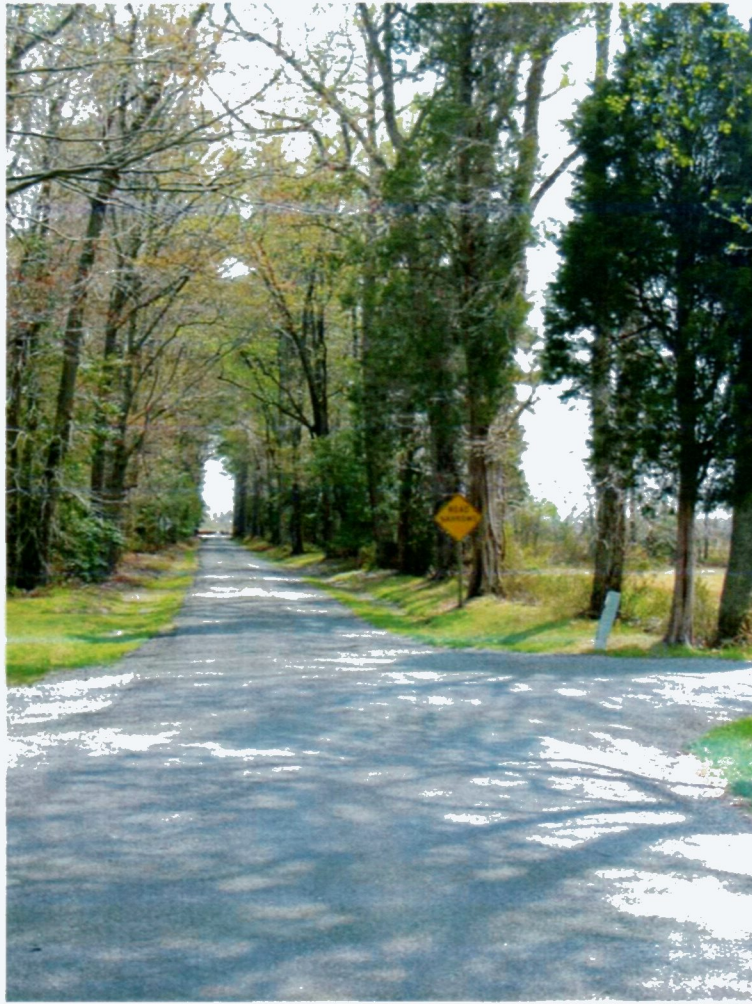
Mile 0.15, looking north to intersection with Jutland Road
2 of 13



Mile 0.5, looking NW
3 of 13



Mile 0.5, looking west at barns at 17233 Jutland Drive
4 of 13



Mile 0.5, looking south at intersection with Jutland drive (on right)
5 of 13



Mile 0.7, looking north back toward Jutland Drive
6 of 13



Mile 0.72, looking south at house at curve (48181 Jutland Road)
7 of 13



Mile 0.8, looking SW to fields and Smith Creek
8 of 13



Mile 0.8, looking east to end of curve in road
9 of 13



Mile 1.0, looking south
10 of 13



Mile 1.3, looking west down Jutland Farm Road from Jutland Road
11 of 13



Mile 1.3, looking south down unpaved portion of Jutland Road from Jutland Farm Road
intersection
12 of 13



Mile 1.8, looking south toward road terminus at Jutland Creek (past trees in distance)
13 of 13

Mattapany Road
SM-912
St. Mary's County
St. Mary's City vicinity
17th century
Public

Mattapany Road is a 2.5-mile long road that connects Route 5 (Point Lookout Road) at St. Mary's City to Route 235 (Three Notch Road). Passing St. Mary's College and traversing portions of Historic St. Mary's City, the western segment of the road represents the most intact portion of the resource. The eastern two-thirds of the route runs through a mixed landscape of rural residential subdivisions with a few scattered large-parcel farmsteads. The roadway consists of a two-lane, asphalt-paved structure that ranges from 20 feet wide on its western end to 28 feet wide near its eastern terminus. The road ascends as it extends eastward and follows a gently curving alignment.

In the 17th century, Mattapany Road was one of several roads leading into St. Mary's City (MIHP #SM-29), the colonial capital from 1634 to 1695 and the site of ongoing archeological research. The southwestern portion of the road was part of the formal plan for the capital, which was never fully realized. In addition to being an important political route, Mattapany Road was significant as an economic and cultural route in the 17th century since it connected the grist mill and the Catholic church at St. Mary's City. In the 18th and 19th centuries, after the colonial capital was moved to Annapolis, Mattapany Road became a local, inland transportation route that primarily served the farmers who lived along it. In the early 20th century, it remained a secondary road but grew in importance when a commercial and transportation center was established at Broome's Wharf, a steamboat landing in St. Mary's City. The road is also significant in the early 20th century for its association with a Czech immigrant community and the Catholic church they built, as well as for its association with the resurgence of the community at St. Mary's City. In the 1930s, the proliferation of the automobile and state-funded road projects fueled improvements to Mattapany Road, which became a connecting route between two major state roads: Point Lookout Road (Route 5) on the west and Three Notch Road (Route 235) on the east.

Maryland Historical Trust

Maryland Inventory of

Historic Properties Form

Inventory No. SM-912

1. Name of Property (indicate preferred name)

historic Mattapany Road (preferred)
other St. James Church Road; County Route 30367

2. Location

street and number Elect. Dist. No. 1, runs E from Rt 5 (Point Lookout Rd) to Rt 235 (Three Notch Rd) not for publication
city, town St. Mary's City X vicinity
county

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

name St. Mary's County Board of County Commissioners
street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200 x1300
city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio
city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other:

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	0 buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	0 sites
<input type="checkbox"/> object		<input type="checkbox"/> education	1 structures
		<input checked="" type="checkbox"/> transportation	0 objects
		<input type="checkbox"/> funerary	1 Total
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			0

7. Description

Inventory No. SM-912

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

Summary Description

Mattapany Road is a 2.5-mile long road that connects Route 5 (Point Lookout Road) at St. Mary's City to Route 235 (Three Notch Road). Passing St. Mary's College and traversing portions of Historic St. Mary's City, the western segment of the road represents the most intact portion of the resource. The eastern two-thirds of the route runs through a mixed landscape of rural residential subdivisions with a few scattered large-parcel farmsteads. The roadway consists of a two-lane, asphalt-paved structure that ranges from 20 feet wide on its western end to 28 feet wide near its eastern terminus. The road ascends as it extends eastward and follows a gently curving alignment.

Location

Located on the southeastern end of the peninsula that comprises St. Mary's County, Mattapany Road runs west to east between St. Mary's City (MIHP #SM-29) and present-day St. James Church Road. The road extends for approximately 2.5 miles between its start point at State Route 5 (Point Lookout Road) on the west and its end at State Route 235 (Three Notch Road) on the east.

Detailed Description

The Roadway

Mattapany Road is an asphalt-paved, minor collector route that measures 20 feet wide in the vicinity of St. Mary's College (MIHP #SM-37), and 28 feet wide on the remaining segment. The travelway contains two lanes, one in each direction, that are defined by a double yellow line painted down the center and white painted lines on either edge. The pavement is in good to fair condition throughout.

The road's horizontal alignment is characterized by straightaways with occasional directional changes. Its vertical alignment is varied as the road ascends steadily from west to east. The road begins at an elevation of 30 feet above sea level, and after an initial dip where it crosses a stream, rises significantly to 80-plus feet above sea level. At its terminus at Route 235, the road sits approximately 95 feet above sea level. The road starts with an immediate descent just east of its intersection with Point Lookout Road. It descends to a creek, then ascends to East Fisher Road. After East Fisher Road, it levels out. It rises significantly approximately one mile east of Point Lookout Road. The road then continues through hilly terrain until it levels approximately one half mile before it intersects Three Notch Road. The roadway is flanked by low embankments as it travels through the hilly areas and is at grade as it passes through the low lying lands. Especially in the low lying, swampy areas, portions are elevated on a raised embankment.

The road has a low-pitched crown throughout its length. The intersection of Mattapany Road and Provincial Drive includes a right turn lane on the south side of the road, widened shoulders, and 4" concrete curbs.

The roadway crosses several waterways. The culverts consist of both metal and concrete piping. The first of these is made of concrete and is located approximately one quarter mile from the intersection of Mattapany Road and Point Lookout Road. The culvert allows the road to traverse a tributary that runs northwest to an unnamed pond that lies adjacent to the south side of Horseshoe Bend on the St. Mary's River. Three more significant culverts appear on the eastern end of the road. They are located approximately 1.75 miles, 0.75 miles, and 0.5 miles from Mattapany Road's intersection with Three Notch Road; their presence allows the road to cross north-south tributaries that run to an unnamed creek that flows to Wherritts Pond on Horseshoe Bend of the St. Mary's River.

Mattapany Road exhibits significant late-20th-century engineering and design updates, including paved shoulders, banked gradients, and a raised segment where the road sits atop a manmade embankment.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-912

Name
Continuation Sheet

Number 7 Page 1

The Right-of-Way

The Mattapany right-of-way includes asphalt-paved gutters that start approximately one quarter mile from Point Lookout Road and flank Mattapany Road for one-eighth mile. The remaining segment of road has intermittent, shallow swales. In addition, there are flanking narrow, asphalt-paved shoulders which start approximately one mile from the road's western terminus. One exception is where Provincial Drive extends south from Mattapany Road, approximately one-half mile from its intersection with Three Notch Road. The intersection of Mattapany Road and Provincial Drive includes widened shoulders and 4" concrete curbs. There is also a newly installed, decorative light post at the southeast corner of the intersection.

Recent speed limit, traffic control (stop) signs, warning signs, and street name signs appear intermittently within the right-of-way. These consist of standard reflective metal signs mounted to square wood posts or round metal pipes. There are also large, painted wood painted signs located near St. Mary's College that mark the entrance to its parking areas and explain future campus projects. Electric and telephone utility lines strung on pine poles line the right-of-way. For the majority of the road's length, the utility lines extend along the south, except for the last mile where they appear on the north side. High-voltage power lines cross the road near its intersection with Three Notch Road. There is also a system of fire hydrants installed along the road near the college.

The Setting

The setting of Mattapany Road is as diverse as the topography through which it travels. It is flanked by alternating open fields and wooded forests and is characterized by open and enclosed views as the road negotiates the hilly topography. Its setting encompasses many uses. These include agriculture (grazing and farming) and institutions such as those found near St. Mary's College (MIHP #SM-37), plus commercial establishments and residences. The agricultural properties include tilled fields and grazing pastures that are outlined by wood-post and barbed-wire fences and dotted with barns, silos, and other outbuildings. Most of the farm buildings appear to date to the 20th century. The campus of St. Mary's College is a significant feature of the road's setting on its west end. Mattapany Road runs along the south boundary of the campus for approximately 0.6 miles east of East Fisher Road. The buildings visible from the road are recently constructed and include an athletic stadium and 1-story, brick maintenance warehouses, as well as several gravel and asphalt-paved parking lots. Across Mattapany Road and south of the campus is an athletic field bounded on the north side by a worm-style wood fence. The commercial property along the road is located at the southwestern corner of Mattapany Road's intersection with Three Notch Road. The property consists of a 1-story, frame store and gas station which sits on a level, asphalt-paved lot and was constructed during the latter half of the 20th century.

Recent residential construction has occurred and is predominately located on the eastern third of the road. One large residential subdivision, set back from the road and screened by a wooded strip, exists on the south side of Mattapany Road at the intersection with Provincial Drive. Also, several one- and two-story, frame houses occur intermittently along the road. While the subdivision is screened from the road, the intersection at Provincial Drive that accesses it is significantly out of character with the predominately gravel driveways that one finds along the remainder of the road.

A communications tower is located on the north side of the road in a wooded area approximately 1 mile from its intersection with Point Lookout Road (Route 5). The tower and associated 1-story, frame maintenance buildings are visible from the road. The 1987 USGS quad map also indicates the presence of a gravel pit approximately one mile east of Point Lookout Road. Though a dirt driveway remains, it was not determined if the pit is still operational.

The westernmost portion of Mattapany Road is included in the St. Mary's City National Register Historic District (MIHP #SM-29). This portion of the road is characterized by the aforementioned institutional buildings found on the campus of St. Mary's College. Visible on the north side of the road within the district is what appears to be the remnant of a cemetery. The headstones run in a linear configuration, parallel to the college's brick maintenance building, which is located approximately one-eighth mile east of the intersection with Point Lookout Road.

8. Significance

Inventory No. SM-912

Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input checked="" type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input checked="" type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history	
	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates	17 th through 20 th centuries	Architect/Builder	Unknown
Construction dates	17 th century with 20 th century improvements		

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

In the 17th century, Mattapany Road was one of several roads leading into St. Mary's City (MIHP #SM-29), the colonial capital from 1634 to 1695, and the site of ongoing archeological research. The southwestern portion of the road was part of the formal plan for the capital, which was never fully realized. In addition to being an important political route, Mattapany Road was significant as an economic and cultural route in the 17th century since it connected the grist mill and the Catholic church at St. Mary's City. In the 18th and 19th centuries, after the colonial capital was moved to Annapolis, Mattapany Road became a local, inland transportation route that primarily served the farmers who lived along it. In the early 20th century, it remained a secondary road but grew in importance when a commercial and transportation center was established at Broome's Wharf, a steamboat landing in St. Mary's City. The road is also significant in the early 20th century for its association with a Czech immigrant community and the Catholic church they built, as well as for its association with the resurgence of the community at St. Mary's City. In the 1930s, the proliferation of the automobile and state-funded road projects fueled improvements to Mattapany Road, which became a connecting route between two major state roads: Point Lookout Road (Route 5) on the west and Three Notch Road (Route 235) on the east.

Historical Narrative

Mattapany Road developed in the early 17th century as one of several routes leading to the colonial capital at St. Mary's City (MIHP #SM-29). The southwestern portion of Mattapany Road was part of the 17th-century formal plan for St. Mary's City. This design, which was never fully executed, featured two symmetrical triangles that met at a town center located south of Church Point. Mattapany Road was part of the eastern triangle, in which two roads led east from the town center to the grist mill (circa 1638) on the north and the Roman Catholic church (circa 1667) on the south; Mattapany Road connected these two significant buildings within the settlement of St. Mary's City. Chancellor Philip Calvert's brick house, erected circa 1678, stood on the north side of Mattapany Road near the church.

After crossing the creek just north of St. Mary's City, Mattapany Road continued west towards inland plantations such as St. Barbara's (circa 1639, MIHP #SM-233), the home of Mary Throughton. This section is described in survey records from 1682 as the "New Road"; the northeastern portion was still being described as "new" in 1723.¹ The road served as an important connection between the two major colonial thoroughfares: the Patuxent Path (now Three Notch Road or Route 235) at the northeast, and present-day Route 5, which is part of an early road that led from Point Lookout to Budd's Creek.

Mattapany Road also illustrates the influence of geography on road development in St. Mary's County. The road crosses the creek at the mill site, near the head of the waterway where it would be narrower and easier to cross. Northwest of this creek, Mattapany Road lies between two tributaries of the St. Mary's River, occupying mostly high ground. According to local road historian Pete

¹ Pete Himmelheber, "From Oaks to the Tall Pine Via Mr. Phenix's Path and the New Road Give or Take Three Notches," *Chronicles of St. Mary's* 53:1 (2005): 219; Garry W. Stone, "History of Mattapany Road (Path)," *Chronicles of St. Mary's* 37:3 (1989): 248.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-912

Name
Continuation Sheet

Number 8 Page 1

Himmelheber, it served as an alternate route for reaching Point Lookout to the south and locations to the north when the more low-lying Route 5 was impassable due to high water. Travelers could use Mattapany Road to reach the Patuxent Path, which lay along a ridge and, like Mattapany Road, was less prone to flooding than roads that passed close to the major Potomac River tributaries.

In 1695, Annapolis was named the colonial capital, and St. Mary's City was soon virtually deserted. The church was abandoned or destroyed, and by 1794, the mill was no longer in operation. As the city, church, and mill fell into disuse, Mattapany Road went from being a significant thoroughfare to a road primarily traversed by those who lived along it. The decline of St. Mary's City had a particularly strong impact on the section of Mattapany Road that lay between Route 5 and the creek north of the former colonial capital; a map compiled in 1857 depicted Mattapany Road as terminating north of the creek at the intersection with present-day Fisher Road.

Mattapany Road was likely a public road from the 17th century through much of the 19th century. In 1802, it was described in the county road book: "...from Saint Mary's road [Route 5]... by Henry Railoy's (now Richd Fenwick's) plantation, as far as the three notched road."² At that time, it was probably a dirt road with minimal drainage. In the 1850s, it lay within the most poorly funded road district in the county.

Throughout the 18th and 19th centuries, Mattapany Road was one of a growing number of inland roads that were used for local travel and transportation, linking residents to churches, mills, government centers, and the wharves, where they sold their agricultural produce (tobacco and later some wheat) and purchased goods and labor. In the 1840s, Mattapany Road may have seen some increased usage with the establishment of St. Mary's Female Seminary (now St. Mary's College, MIHP #SM-37) in St. Mary's City, but it was not the primary route leading to the school. The road appears on neither Simon J. Martenet's 1865 nor 1885 map of the county.

The road's importance grew in the early 20th century as a result of three events: the establishment of a steamboat wharf at St. Mary's City, the development of small communities at either end of Mattapany Road, and road improvements implemented by the state of Maryland. By 1903, a steamboat landing was located at Broome's Wharf at St. Mary's City. Since steamboats served as the primary means of travel and shipping out of the county, landings such as Broome's Wharf became important social and economic centers in St. Mary's County. As a result of the steamboat wharf and the expansion of St. Mary's Female Seminary in the late 19th and early 20th centuries, the southwestern terminus of Mattapany Road was the site of a small but growing community. However, it remained a secondary route leading to that community.

In 1911, the National Slavonic Society purchased almost 3,000 acres of land in and around St. Mary's City, including the land on either side of Mattapany Road. A 1910 plat showing the subdivision of the property into 10- to 78-acre lots described Mattapany Road as the "Old Public Road," a designation that illustrates its relative unimportance at that time. Between 1911 and 1914, a small colony of immigrants, mostly from Czechoslovakia, settled on the lots. The settlement contributed to the establishment of St. James Roman Catholic Church at the intersection of Mattapany Road and Three Notch Road. Built circa 1913, the church served the immigrant community as well as other local Catholics. In the late 1920s, a small settlement called St. James developed at the crossroads. By 1939, the cluster of buildings there included the church, a school, a cemetery, and a meeting hall.

St. James was one of several inland communities that developed in the county in the early 20th century in tandem with road improvements funded by the state of Maryland. Public pressure for road improvements began in the second half of the 19th century, as farmers demanded good roads for transporting goods to markets and wharves. Beginning in 1904, the state of Maryland funded

² 1802 County Road Book, Lower St. Mary's Hundred, First Division.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-912

Name
Continuation Sheet

Number 8 Page 2

several road projects. State Route 5 at the southwestern terminus of Mattapany Road was the first state road in St. Mary's County; Three Notch Road (State Route 235) was paved primarily during the early 1930s. Although it remained outside the state road system, Mattapany Road benefited from its location between these two major, improved roads. By 1939, it was surfaced with gravel or shell, while many of the county's other roads remained unsurfaced.

In 1935, as automobiles gained popularity for both travel and transportation, steamboat traffic along the Potomac River came to an end and Broome's Wharf closed. Since Mattapany Road was not the primary road to the wharf and since St. Mary's Female Seminary continued to expand, the road did not decline as did other roads that served steamboat wharves. As automobiles proliferated, roads in general became increasingly important to the local economy and society, and this trend seems to have had more impact on Mattapany Road than did the demise of the steamboats. The tercentennial celebrations at St. Mary's City in 1934 brought tourists and their cars to the area, and St. Mary's City became a common stop on automobile touring guides to Southern Maryland. During and after World War II, improvements to Mattapany Road continued as the local population and economy expanded with the establishment of U.S. Navy facilities at Cedar Point and Priest's Point. Since the early 1970s, archeological excavations at St. Mary's City and the establishment of St. Mary's City Historic Park have increased knowledge about the history of Mattapany Road and brought more tourists to the area.

9. Major Bibliographical References

Inventory No. SM-912

See continuation sheet.

10. Geographical Data

Acreage of surveyed property approx. 7 acres
Acreage of historical setting approx. 220 acres
Quadrangle name St. Mary's City

Quadrangle scale: 1:24,000 (7.5 minute)

Verbal boundary description and justification

The surveyed area encompasses the roadway and right-of-way, which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. The acreage of the survey area is based on the road's length and approximate width. The acreage of the historic setting encompasses the viewshed from the road and is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, the state of Maryland's online GIS-based mapping system, which includes an area measurement tool. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the acreage of the historic setting.

11. Form Prepared by

name/title	Melanie Macchio, Architectural Historian and Evelyn D. Causey, Historian		
organization	History Matters, LLC	date	June 30, 2006
street & number	1502 21 st Street, NW, 2 nd Floor	telephone	202-223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties 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
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

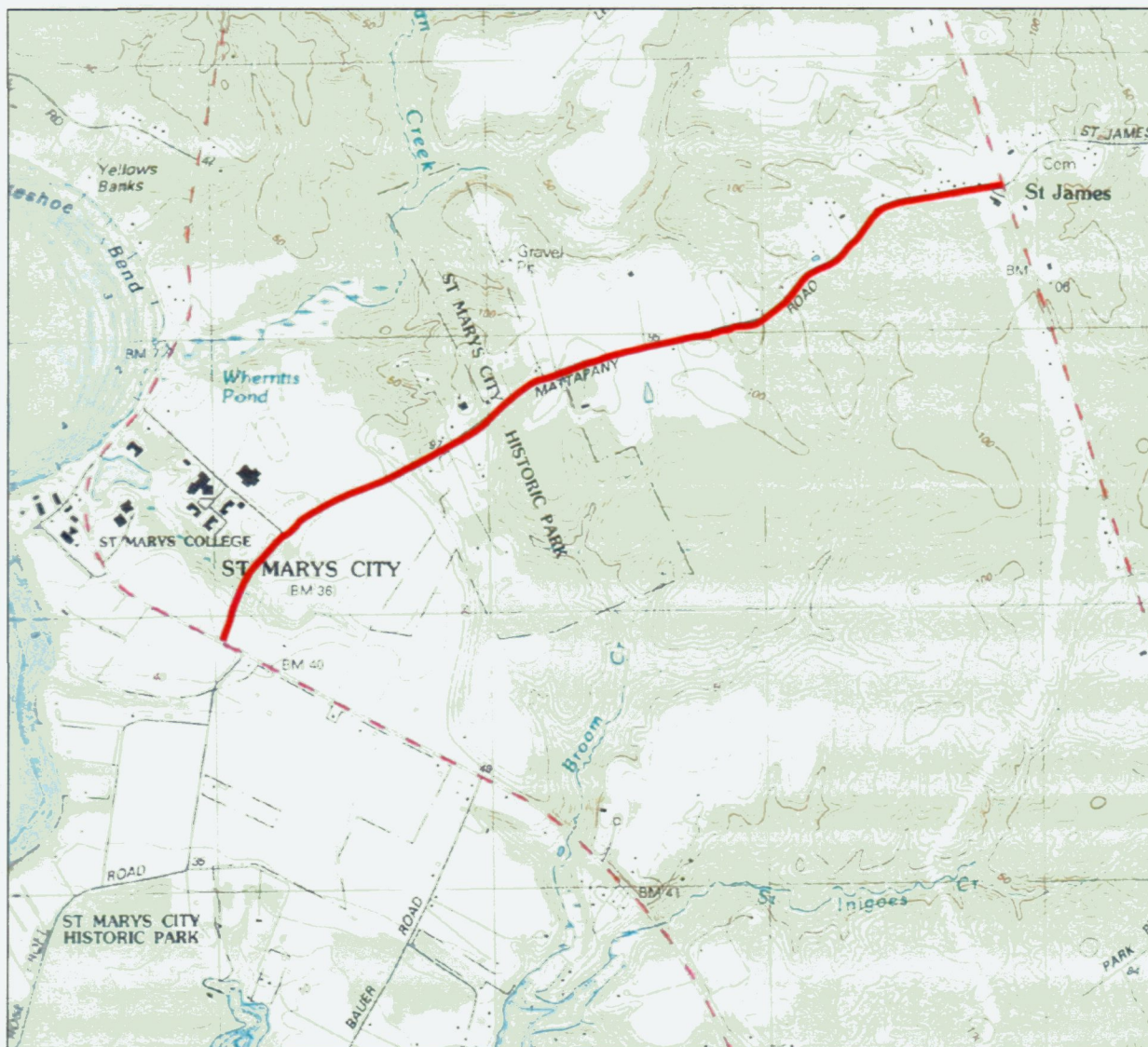
Inventory No. SM-912

Name
Continuation Sheet

Number 9 Page 1

Major Bibliographical References

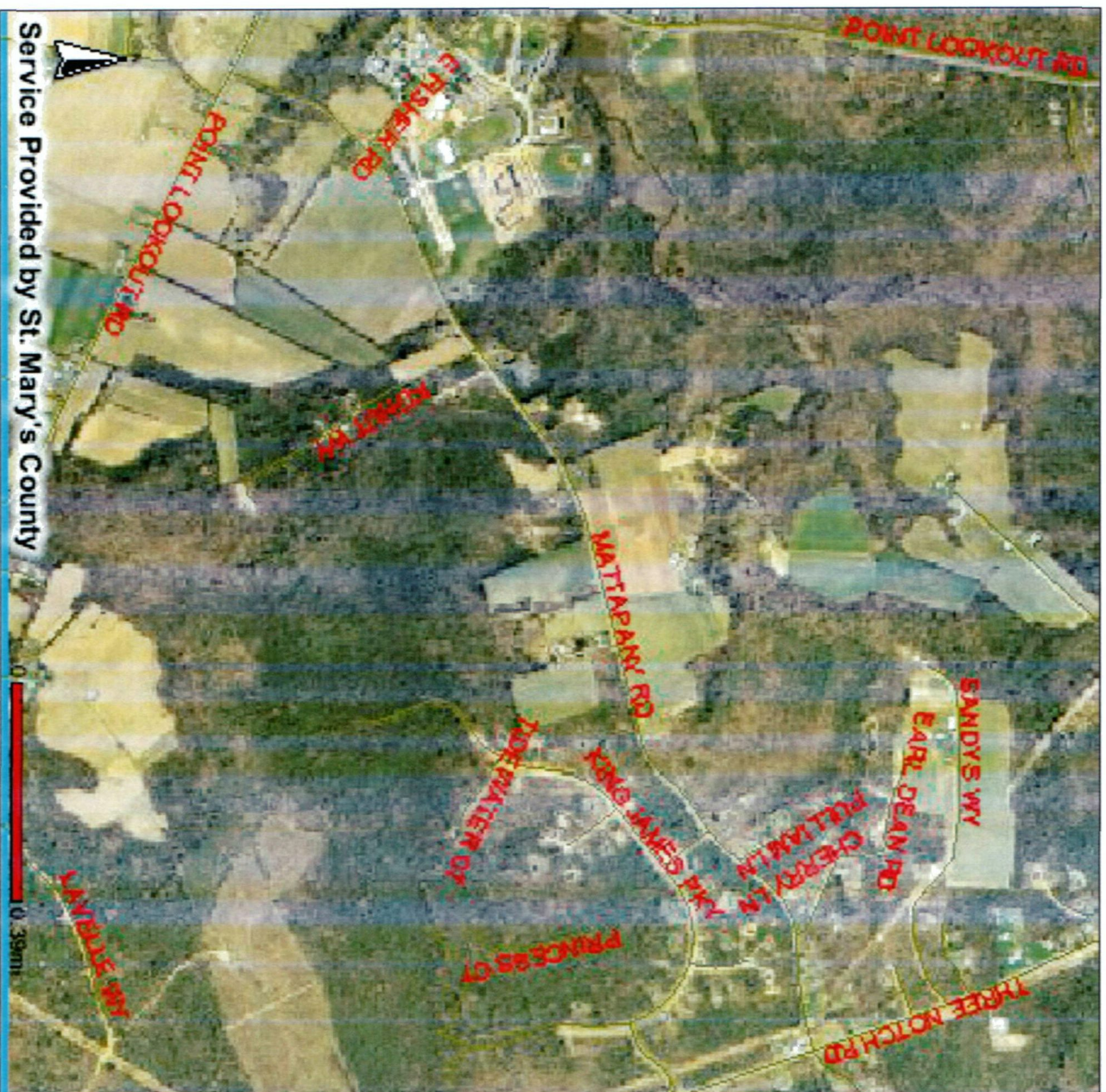
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SM-912 Mattapany Road
 St. Mary's City vic.
 St. Mary's County, MD
 Location Map
 Scale 1:24,000



Source: USGS "St. Mary's City"
 Quadrangle Map
 1987



Service Provided by St. Mary's County

Appendix Page 170

SM-912

Mattapany Road

St. Mary's City vic.

St. Mary's County,
MD

2003 Aerial
Orthophotos
Not to Scale

Source: St. Mary's County
GIS Department, Zoning Map
Viewer, 2006.



SM-912

Mattapany Road

St. Mary's City vic.

**St. Mary's County,
MD**

Historic Map

Not to Scale

Section of Walter Crowe's *St. Mary's City* ca. 1685, *St. Mary's City* Commission, 1996.
The approximate location of Mattapany Road is highlighted.



Mattapan Road

St. Mary's City vic.

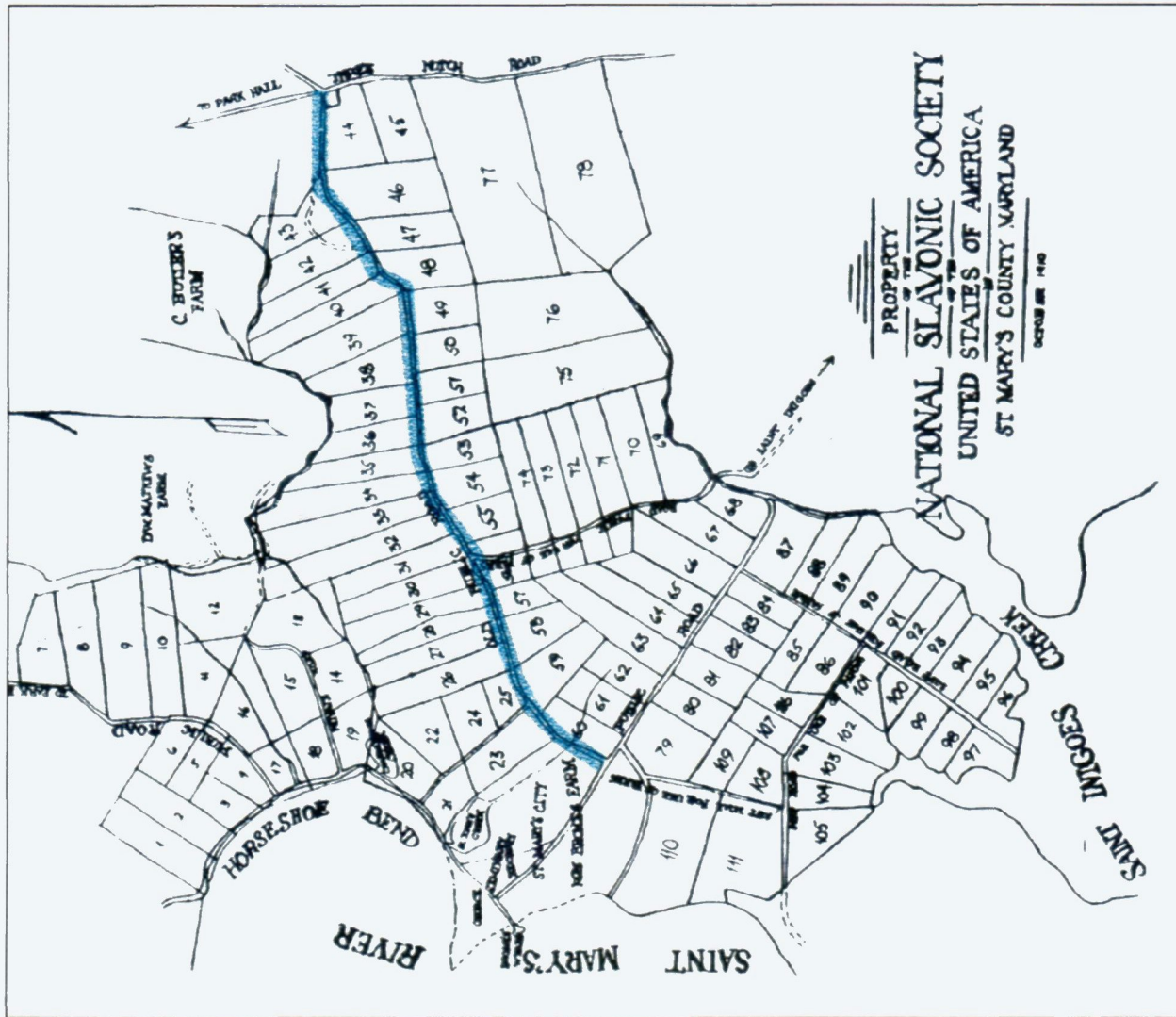
St. Mary's County,
MD

Historic Map

Not to Scale

Portion of J.J. Abert and J. Kearney's *Map of the Patuxent and St. Mary's Rivers, Maryland*. Surveyed 1824; compiled 1857. The location of Mattapani Road is highlighted.





SM-912

Mattapan Road

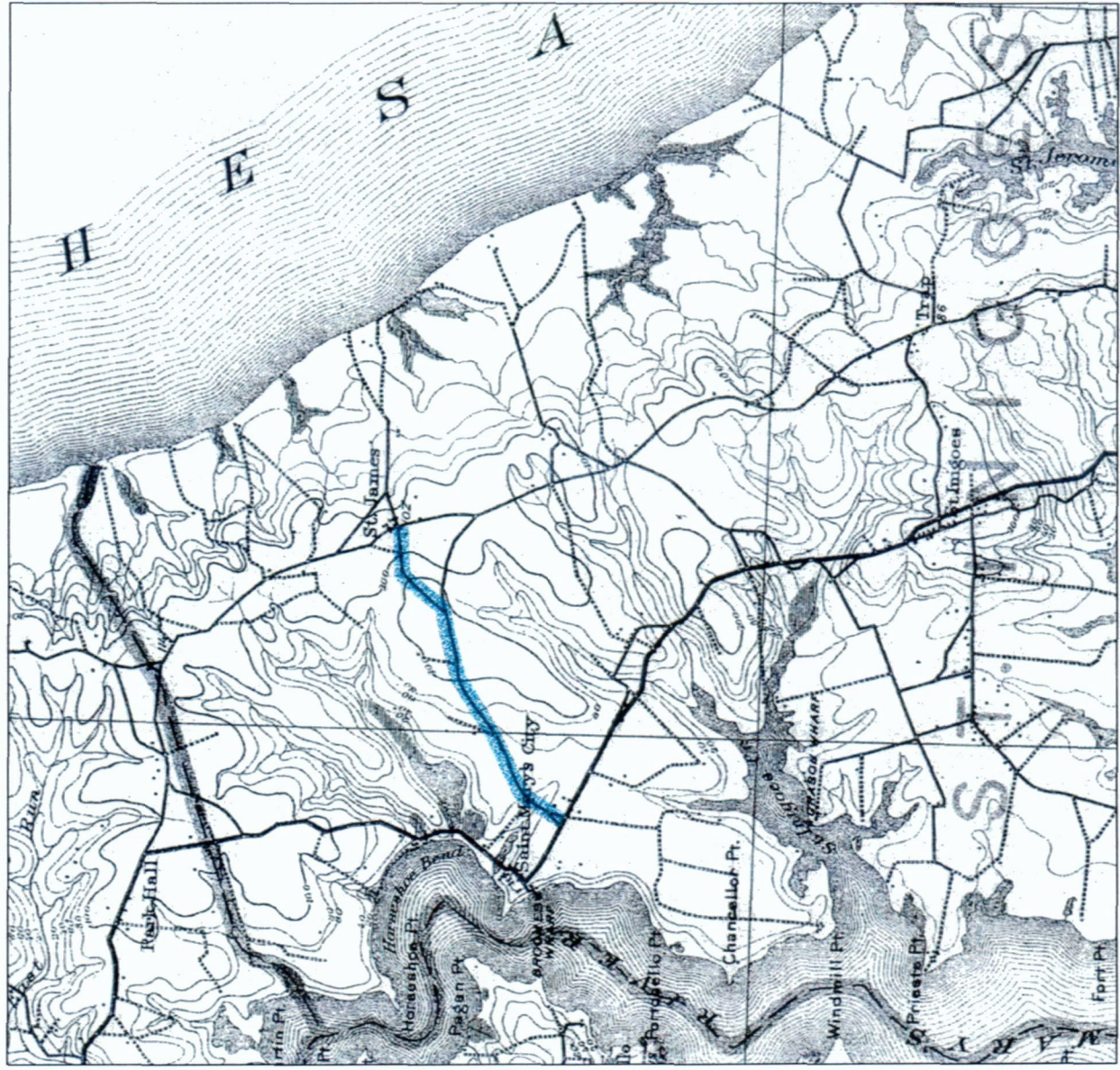
St. Mary's City vic.

**St. Mary's County,
MD**

Historic Map

Not to Scale

1910 plat map appears in
Regina Combs Hammett's
*History of St. Mary's County,
Maryland 1634-1990*. Ridge,
MD: n.p., 1994. The location of
Mattapan Road is highlighted.



SM-912
Mattapan Road
St. Mary's City vic.
St. Mary's County,
MD
Historic Map
Not to Scale
Section of Maryland Geological
Survey, *Map of St. Mary's
County Showing the
Topography and Election
Districts, 1929*. The location of
Mattapan Road is highlighted.



SM-912

Mattapan Road

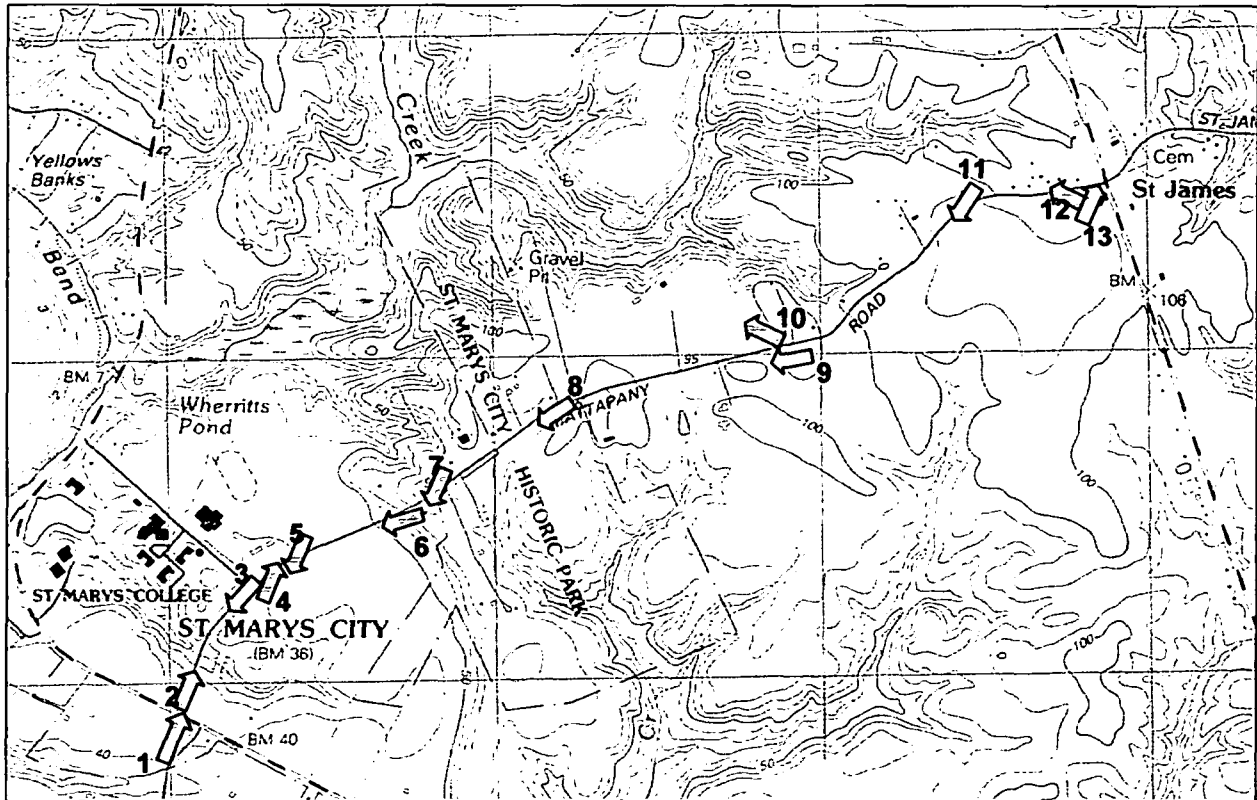
St. Mary's City vic.

**St. Mary's County,
MD**

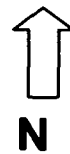
Historic Map

Not to Scale

Section of Maryland State
Roads Commission, *General
Highway Map, St. Mary's
County Maryland, 1937*;
revised 1939. The location of
Mattapan Road is highlighted.



SM-912 Mattapany Road
 St. Ingoes vic.
 St. Mary's County, MD
 Photo Location Key
 Not to scale



Source: USGS "St. Mary's City"
 Quadrangle Map
 1987

**Mattapany Road (SM-912)
Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2006**

Photo File Name	MIHP#	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-908_20060404_01	SM-912	Mattapany Road	St. Mary's	History Matters, LLC	04/13/2006	Mile 0.0, looking NE down Mattapany Road from across Route 5	1 of 13
SM-908_20060404_02	"	"	"	"	"	Mile 0.0, looking NE down to stream crossing	2 of 13
SM-908_20060404_03	"	"	"	"	"	Mile 0.3, View south from East Fisher Road	3 of 13
SM-908_20060404_04	"	"	"	"	"	Mile 0.3, looking NE across Mattapany Road (St. Mary's College parking lot at left)	4 of 13
SM-908_20060404_05	"	"	"	"	"	Mile 0.4, looking SW	5 of 13
SM-908_20060404_06	"	"	"	"	"	Mile 0.6, looking SW from upland area	6 of 13
SM-908_20060404_07	"	"	"	"	"	Mile 0.7, looking SW	7 of 13
SM-908_20060404_08	"	"	"	"	"	Mile 0.9, looking SW	8 of 13
SM-908_20060404_09	"	"	"	"	"	Mile 1.25, looking west	9 of 13
SM-908_20060404_10	"	"	"	"	"	Mile 1.25, looking NW at late-20 th century farmstead at 48202 Mattapany Road	10 of 13
SM-908_20060404_11	"	"	"	"	"	Mile 1.7, looking SW at intersection with Provincial Drive	11 of 13
SM-908_20060404_12	"	"	"	"	"	Mile 2.3, looking west at late 20 th -century residential development	12 of 13
SM-908_20060404_13	"	"	"	"	"	Mile 2.5, looking east at intersection with Route 235	13 of 13



Mile 0.0, looking NE down Mattapany Road from across Route 5
1 of 13

Photographer: History Matters, LLC
April 13, 2006
MD SHPO

SM-912
Mattapany Road
St. Mary's County, Maryland



Mile 0.0, looking NE down to stream crossing
2 of 13

Photographer: History Matters, LLC
April 13, 2006
MD SHPO

SM-912
Mattapan Road
St. Mary's County, Maryland



Mile 0.3, View south from East Fisher Road
3 of 13



Mile 0.3, looking NE across Mattapany Road (St. Mary's College parking lot at left)
4 of 13

Photographer: History Matters, LLC
April 13, 2006
MD SHPO

SM-912
Mattapany Road
St. Mary's County, Maryland



Mile 0.4, looking SW
5 of 13

Photographer: History Matters, LLC
April 13, 2006
MD SHPO

SM-912
Mattapany Road
St. Mary's County, Maryland



Mile 0.6, looking SW from upland area
6 of 13

Photographer: History Matters, LLC
April 13, 2006
MD SHPO

SM-912
Mattapany Road
St. Mary's County, Maryland



Mile 0.7, looking SW
7 of 13



Mile 0.9, looking SW
8 of 13

Photographer: History Matters, LLC
April 13, 2006
MD SHPO

SM-912
Mattapany Road
St. Mary's County, Maryland



Mile 1.25, looking west
9 of 13



Mile 1.25, looking NW at late-20th century farmstead at 48202 Mattapany Road
10 of 13

Photographer: History Matters, LLC
April 13, 2006
MD SHPO

SM-912
Mattapany Road
St. Mary's County, Maryland



Mile 1.7, looking SW at intersection with Provincial Drive
11 of 13



Mile 2.3, looking west at late 20th-century residential development
12 of 13

Photographer: History Matters, LLC
April 13, 2006
MD SHPO

SM-912
Mattapany Road
St. Mary's County, Maryland



Mile 2.5, looking east at intersection with Route 235
13 of 13

Photographer: History Matters, LLC
April 13, 2006
MD SHPO

SM-912
Mattapany Road
St. Mary's County, Maryland

**Cedar Lane Road
SM-913
St. Mary's County
Leonardtown vicinity
18th century
Public**

Cedar Lane Road is an inland road that extends 2.4 miles northeast from Leonardtown along a relatively level plateau between two streams. The 21-foot-wide roadway features two asphalt-paved lanes and a relatively straight alignment with only occasional directional changes. The road passes through an intact agricultural setting where open cultivated fields are interrupted by occasional stands of trees. Only one previously documented historic property is visible from the roadway, although a number of late 19th- and early 20th-century farmsteads exist along its length.

Cedar Lane Road is significant as an 18th- and early 19th-century route to the county government at Leonardtown. Historic maps suggest that in the 18th and early 19th centuries, it was the primary road connecting Sotterley plantation and wharf (MIHP #SM-7) and other points along the Patuxent River and Three Notch Road with the county seat at Leonardtown. In the mid-19th century, as a result of changes to the road network at the north end of Cedar Lane Road, Hollywood Road became the primary route north from Leonardtown. During the first half of the 20th century, the state of Maryland funded and directed numerous road construction and improvement projects, but these generally bypassed or overlooked Cedar Lane Road in favor of other routes. As a result, from the mid-19th century through the 20th century, Cedar Lane Road was a rural secondary road primarily used by local farmers to reach wharves, retail and trade establishments, political centers, and social and cultural institutions.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-913

1. Name of Property (indicate preferred name)

historic Cedar Lane Road (preferred)

other County Route 30223

2. Location

street and number Election District No. 3, Runs SE from St. John's Rd. to Route 5 (Point Lookout Rd) ☐ not for publication

city, town Leonardtown ☒ vicinity

county St. Mary's County

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

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200 x1300

city, town Leonardtown state MD zip code 20560

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A

liber

folio

city, town

tax map

tax parcel

tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	<input type="checkbox"/> structures
		<input type="checkbox"/> education	<input type="checkbox"/> objects
		<input checked="" type="checkbox"/> transportation	<input type="checkbox"/> Total
		<input type="checkbox"/> funerary	
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			0

7. Description

Inventory No. SM-913

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

Summary Description

Cedar Lane Road is an inland road that extends 2.4 miles northeast from Leonardtown along a relatively level plateau between two streams. The 21-foot-wide roadway features two asphalt-paved lanes and a relatively straight alignment with only occasional directional changes. The road passes through an intact agricultural setting where open cultivated fields are interrupted by occasional stands of trees. Only one previously documented historic property is visible from the roadway, although a number of late 19th- and early 20th-century farmsteads exist along its length.

Location

Cedar Lane Road in St. Mary's County extends north from the east side of the county seat at Leonardtown. The inland road runs from State Route 5 (Point Lookout Road) on the south to St. John's Road, near State Route 245 (Hollywood Road), on the north. Because it retains the most historic integrity, the section of road between Cedar Lane Road's intersection with Blacksmith Shop Road and St. Johns Road was surveyed; the short segment between Point Lookout Road and Blacksmith Shop Road was omitted. This portion is approximately 2.4 miles in length and it was selected.

Detailed Description

The Roadway

Cedar Lane Road is an asphalt-paved, local route that measures 21 feet in width. The travelway contains two lanes, one in each direction, that are marked by a double yellow line painted down the center and white painted lines on either side of the road. The asphalt is in good condition throughout.

The road's horizontal alignment is characterized by straightaways with occasional directional changes. The one exception is a significant curve near the road's terminus at St. John's Road. Its vertical alignment responds to the moderately hilly topography with gentle ascents and descents. The road starts at an elevation of 98 feet above sea level and ends at 130 feet with several minor dips and rises between. It predominantly sits at grade with intermittent, low embankments on either side.

The road has a low-pitched crown throughout its length. Short, asphalt curbs exist on the western side of the road near the intersection with Blacksmith Shop Road, but there is no curbing or formal guttering on the remaining roadway. There is a low, triangular, asphalt median with multiple traffic warning signs located at the intersection of Blacksmith Shop Road. Several culverts, constructed of either metal or concrete piping, cross beneath the roadway. These culverts are in place for what appears to be seasonal drainage, rather than to service established waterways.

The Right-of-Way

Shallow, informal swales exist on either one or both sides of the length of the Cedar Lane Road. The driveways that extend from Cedar Lane Road are dirt or gravel, the exception being the driveway located approximately one mile north of the intersection of Cedar Lane Road and Blacksmith Shop Road. The driveway extends northeast from Cedar Lane Road and is asphalt-paved. Several abandoned driveways also extend from Cedar Lane Road. These segments may be abandoned farm roads or driveways to now vacant houses. There is a gravel and sand turnoff on the west side of the road, approximately one half mile from its intersection with Blacksmith Shop Road.

Electric and telephone utility lines, strung on pine poles, appear intermittently along either side of the road until approximately 0.75 miles before the intersection with St. John's Road, at which time they appear on both sides of the road. Recent speed limit, traffic

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-913

Name Cedar Lane Road
Continuation Sheet

Number 7 Page 1

control (stop) signs, warning signs, and street name signs appear intermittently within the right-of-way. These consist of standard reflective metal signs mounted to square wood posts.

The Setting

Cedar Lane Road traverses a rural area characterized by agricultural fields and bounded by wooded tree lines. Land use patterns along Cedar Lane Road include both residential and agricultural uses, including farming and grazing. The majority of the residential construction occupies the north end of the road, while the southern two-thirds of the road are dominated by agricultural use. The farmland is dotted with small clusters of associated agricultural buildings from the late 19th and 20th centuries, including barns, silos, and farmhouses. The farm-related structures are usually set back significantly from the road, except for the farm buildings that stand approximately one half mile north of the road's intersection with Blacksmith Shop Road. This cluster of buildings sits adjacent to the road. The more heavily settled, northern portion of the road consists of late 20th-century residential construction interspersed with a few early to mid-20th-century houses. These houses range from one to two stories in height and are mostly of frame construction with some exhibiting what is likely brick veneer.

The majority of vegetation along the road consists of tilled agricultural fields bordered by natural wooded forests. Seven tenths of a mile from the road's northern terminus, there is a formally planted row of staggered cedar trees along the east side of a long, dirt driveway. The trees likely date to the early 20th century. Other intermittent landscaping occurs near structures, property boundaries, and along the road. These plantings mainly consist of evergreen trees, as opposed to the deciduous trees that make up the wooded areas that are visible in the distance.

There is one property visible from the roadway that has been previously surveyed and included on the Maryland Inventory of Historic Properties (MIHP). Ellenborough (MIHP# SM-68) is a circa 1806, two-story, frame and masonry building. The house is located on the north side of Cedar Lane, approximately one half mile from the intersection with Point Lookout Road. Accessed by Ellenborough Lane, the house is set back from the road and faces an expansive tilled field. The home was constructed by Joseph and Susanna Reeder Harris and occupied by their son, Congressman Benjamin Gwinn Harris, until his death in 1895. The house was then acquired by the Mattingly Family and, later, by the Abell Family.

High power tension lines strung on metal support structures cross Cedar Lane approximately 0.70 miles from the road's northern terminus. A communications tower is located northwest of the road, just north of the terminus of Ellenborough Lane. The metal frame structure is surrounded by wooded forest, but is visible above the trees. To the west, there is a water tower, set back significantly from Cedar Lane Road, but within the viewshed.

8. Significance

Inventory No. SM-913

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input checked="" type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates	18 th through 20 th century	Architect/Builder	Unknown
Construction dates	18 th century with 20 th century improvements		

Evaluation for:

☐ National Register☐ Maryland Register☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

Cedar Lane Road is significant as an 18th- and early 19th-century route to the county government at Leonardtown. Historic maps suggest that in the 18th and early 19th centuries, it was the primary road connecting Sotterley plantation and wharf (MIHP #SM-7) and other points along the Patuxent River and Three Notch Road with the county seat at Leonardtown. In the mid-19th century, as a result of changes to the road network at the north end of Cedar Lane Road, Hollywood Road became the primary route north from Leonardtown. During the first half of the 20th century, the state of Maryland funded and directed numerous road construction and improvement projects, but these generally bypassed or overlooked Cedar Lane Road in favor of other routes. As a result, from the mid-19th century through the 20th century, Cedar Lane Road was a rural secondary road primarily used by local farmers to reach wharves, retail and trade establishments, political centers, and social and cultural institutions.

Historical Narrative

Cedar Lane Road likely developed during the 18th century in tandem with the settlement at Leonardtown, which is located at the head of Breton Bay. Leonardtown has been the site of the county government since 1708, and the town itself was laid out in 1728. Leonardtown's role as a political center within the county contributed to the development of roads north from Leonardtown through the interior of the county to the Patuxent River. After 1747, Leonardtown was also the site of one of several official tobacco inspection warehouses, giving residents another reason to travel to the town. Cedar Lane Road is one of the two major roads that historically connected the interior and northern parts of the county to the courthouse and tobacco warehouse at Leonardtown. Although it is not listed as a public road in the 1802 county road book, its presence is suggested in a description of public roads in the second road division in Lower Newtown Hundred. This description mentions "where the road forks at Mr. Reeder's," a reference to the intersection between Cedar Lane Road and Route 5. Ellenborough (MIHP #SM-68), which was owned by Thomas and Elizabeth Reeder in 1802, stands at the northwest corner of that intersection.

The location of Cedar Lane Road reflects the influence of geography on road development in St. Mary's County. At its southern end, Cedar Lane Road historically intersected with the main road that led west across Town Run into Leonardtown. By intersecting with this road, it and several other roads from the southeastern part of the county crossed Town Run at a single point, averting the need for multiple bridges over the waterway. The location of waterways also influenced the route that Cedar Lane Road took north of Leonardtown. It lies on a ridge located east of Town Run, near the headwaters of its tributaries. This location avoided the necessity of crossing the numerous creeks that fan out from Town Run, and the location on high ground made the road less prone to flooding. Geography also explains the existence of two parallel roads leading into Leonardtown from the north. Cedar Lane Road lies to the east of Town Run, while the other (Hollywood Road) traverses a ridge to the west of Town Run.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-913

Name Cedar Lane Road
Continuation Sheet

Number 8 Page 1

An 1835 map showing the topography and major roadways in St. Mary's County indicates that Cedar Lane Road was then part of the main route from Sotterley (MIHP #SM-7) to Leonardtown. Sotterley was the 18th-century home of the Bowles and Plater families, both of which included men who were prominent in state and local government. It was also the site of a wharf in the 18th and 19th centuries. By 1865, Hollywood Road overtook Cedar Lane Road as the main route from Sotterley and other points along the Patuxent River to Leonardtown. The development of an east-west road linking Cedar Lane Road to Hollywood Road north of the head of Town Creek played a key role in shifting traffic to Hollywood Road. (A road notice in the 4 May 1854 issue of the *St. Mary's Beacon* may refer to the laying out of this road; further research is needed to ascertain the location of the road described in the notice.) The establishment of this road linked Hollywood Road to the road leading north towards Sotterley. Since Hollywood Road passes through the heart of Leonardtown, it became the primary route leading north towards Three Notch Road and the Patuxent River.

Between 1865 and 1900, Cedar Lane Road was a rural secondary route that farmers relied upon to reach churches, a blacksmith shop at the southern end of the road, steamboat wharves, and other markets for their produce. Intersecting roads at the northern and southern ends of Cedar Lane Road led to churches such as St. John's Roman Catholic Church and Our Lady's Chapel on Medley Neck Road; to steamboat landings on Breton's Bay and on the Patuxent River; and to Hollywood, a growing inland community on Three Notch Road. In the late 19th century, a small collection of buildings emerged at the convergence of roads at the southern end of Cedar Lane Road. By 1865, a blacksmith shop stood near its intersection with present-day Blacksmith Shop Road. An 1877 newspaper article described the area as "a most important one, as every road leading from the lower section of our county converges into this before reaching into the town."¹

Because inland farmers relied upon roads to transport crops to local markets, during the late 19th century, agricultural organizations in St. Mary's County pressured the local government to improve road conditions. The condition of the roads near the southern end of Cedar Lane Road attracted attention in the 1870s and 1880s. In 1877, the owner of Ellenborough drew praise for draining, ditching, and surfacing the road near his house. In 1885, A.F. Fenwick, Sr., sued the St. Mary's County Commissioners for damages after his ox died in an accident caused by poorly maintained roads east of Leonardtown.

The development of the state road system in the early 20th century reinforced Cedar Lane Road's 19th-century status as a secondary rural route. In the 1910s, the construction of State Route 5 separated the southern end of Cedar Lane Road from the convergence of roads leading from the southeastern sections of the county into Leonardtown. Rather than follow the path of the existing road that led east from Leonardtown, the new state route swung south, bypassing the intersection with Cedar Lane Road. The intersection between Cedar Lane Road and Blacksmith Shop Road is in roughly the same location as the original intersection between Cedar Lane Road and the main road east of Leonardtown. In the early 1930s, Saint Andrews Church Road (State Route 4) was re-configured to intersect Route 5 southeast of Cedar Lane Road; as a result, most of the traffic along that road no longer passed the intersection with Cedar Lane Road. By 1925, Hollywood Road (Route 245) was part of the state road system, solidifying its position as the primary route from Leonardtown to Hollywood and Three Notch Road (Route 235).

Because it was a secondary rural route, Cedar Lane Road was slow to benefit from the state- and federally-funded road improvements of the early 20th century. By 1939, the entire road was graded and drained, and the northern and southern portions were covered in loose road metal of either gravel or shell. Although it likely saw some improvements in the ensuing twenty years, by 1959, it still did not meet the standards for a "surfaced secondary highway."

¹ "The Improvements of Ellenborough Hill," *St. Mary's Beacon*, 14 June 1877.

9. Major Bibliographical References

Inventory No. SM-913

See continuation sheet.

10. Geographical Data

Acreage of surveyed property approximately 5.7 acres
Acreage of historical setting approximately 400 acres
Quadrangle name Hollywood

Quadrangle scale: 1:24,000 (7.5 minute)

Verbal boundary description and justification

The surveyed area encompasses the roadway and right-of-way, which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. The acreage of the survey area is based on the road's length and approximate width. The acreage of the historic setting encompasses the viewshed from the road and is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, Maryland's online GIS-based mapping system, which includes an area measurement tool. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the acreage of the historic setting.

11. Form Prepared by

name/title	Melanie Macchio, Architectural Historian, and Evelyn D. Causey, Historian		
organization	History Matters, LLC	date	June 30, 2006
street & number	1502 21 st Street, NW, 2 nd Floor	telephone	202-223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties 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
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

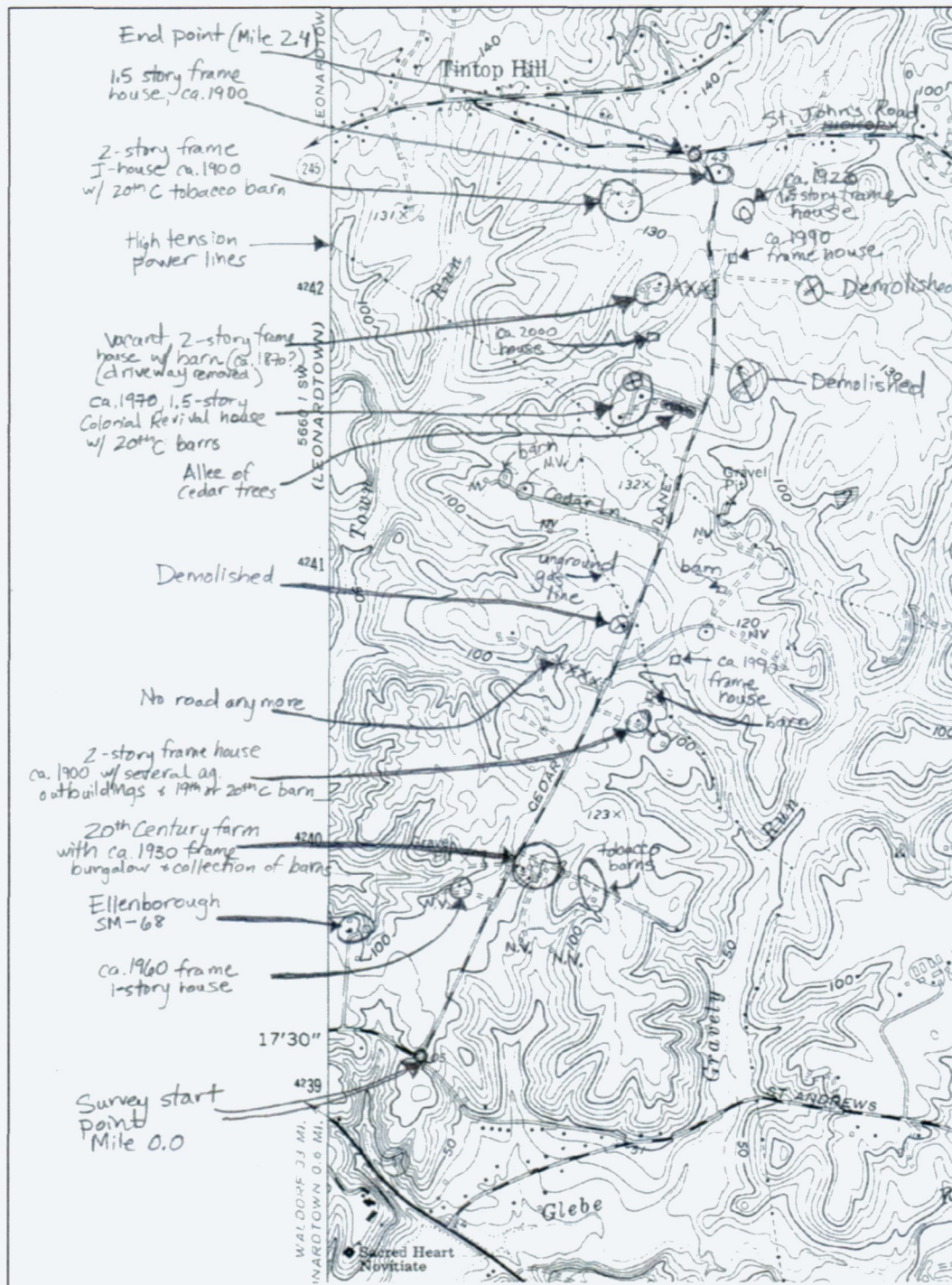
Inventory No. SM-913

Name Cedar Lane Road
Continuation Sheet

Number 8 Page 1

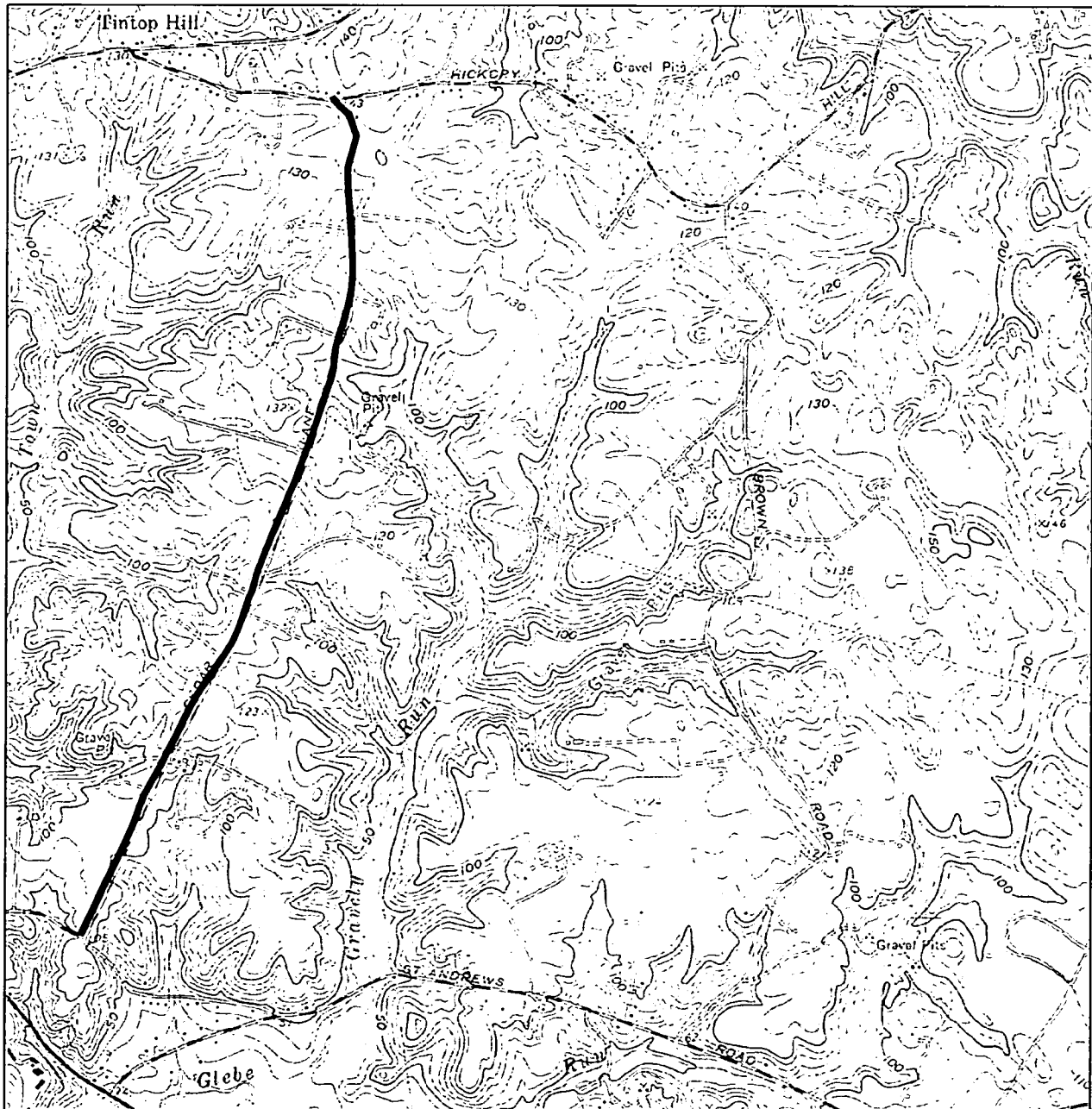
9. Major Bibliographical References

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- Le Viness, Charles T. *A History of Road Building in Maryland*. Baltimore: Maryland State Roads Commission, 1958.
- Marks, Bayly Ellen. "Rural Response to Urban Penetration: Baltimore and St. Mary's County, Maryland, 1790-1840." *Journal of Historical Geography* 8:2 (1982): 113-127.
- Maryland Inventory of Historic Places Forms, SM-7 and SM-68. Available at the Maryland Historical Trust.
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- St. Mary's Beacon*, 4 May 1854, 14 June 1877, 18 June 1885, 25 June 1885, 1 October 1885.
- "Sotterley History." Electronic Resource: <http://www.sotterley.com/history.htm>.

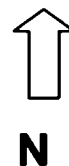


SM-913 Cedar Lane Road
Leonardtown vic.
St. Mary's County, MD
Resource Sketch Map
Not to scale

Source: USGS "Hollywood"
Quadrangle Map
1984



SM-913 Cedar Lane Road
Leonardtwn vic.
St. Mary's County, MD
Location Map
Scale 1:24,000



Source: USGS "Hollywood"
Quadrangle Map
1984



SM-913

Cedar Lane Road

Leonardtown vic.

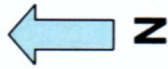
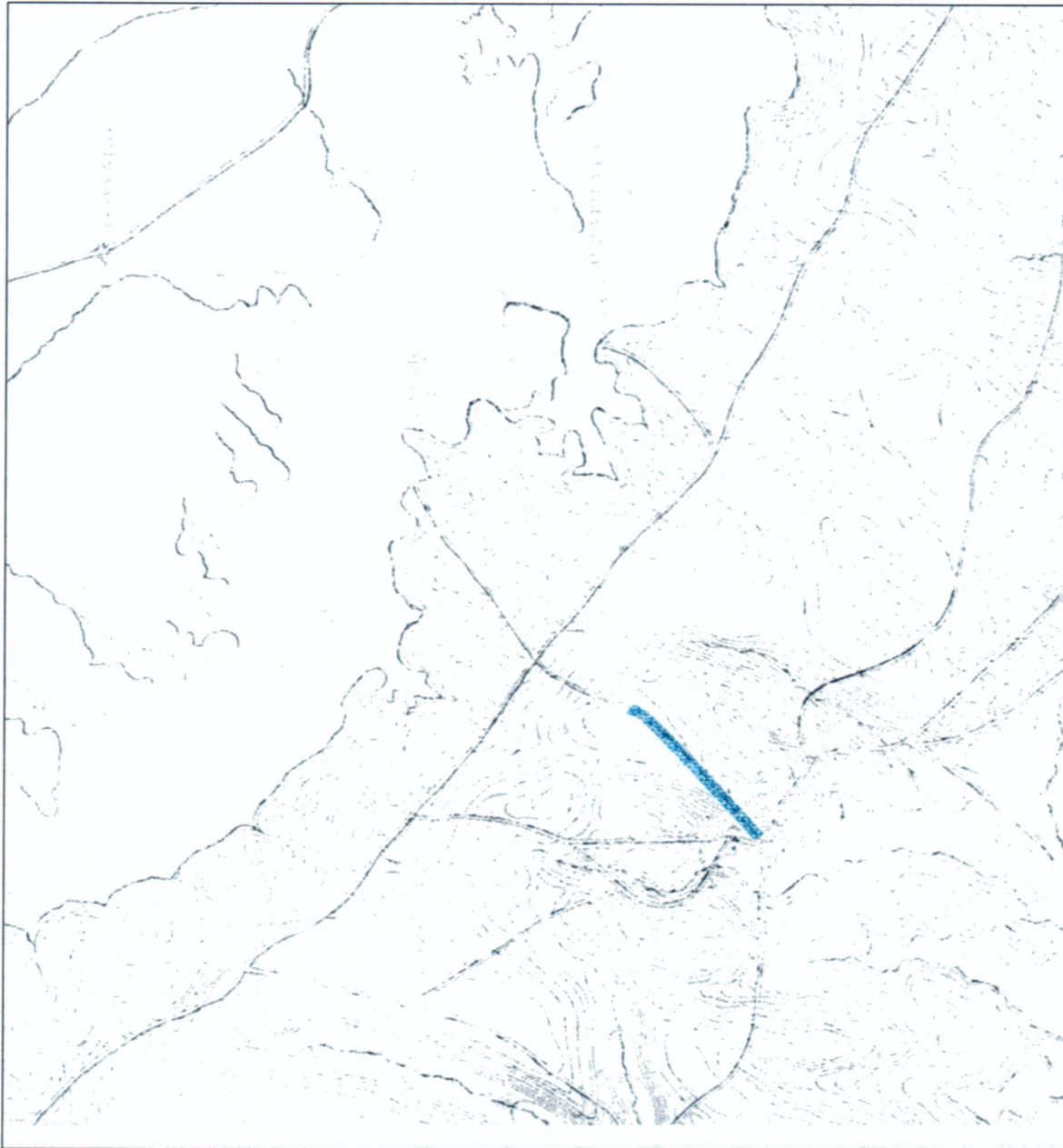
St. Mary's County,
MD

2003 Aerial
Orthophotos

Not to Scale

Source: St. Mary's County
GIS Department, Zoning Map
Viewer, 2006.

Service Provided by St. Mary's County



SM-913

Cedar Lane Road

Leonardtown vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of John H.
Alexander's 1835 Map
Showing St. Mary's, Charles,
and a Part of Prince George's
Counties, on the Western
Shore of Maryland. The
approximate location of Cedar
Lane Road is highlighted.



SM-913

Cedar Lane Road

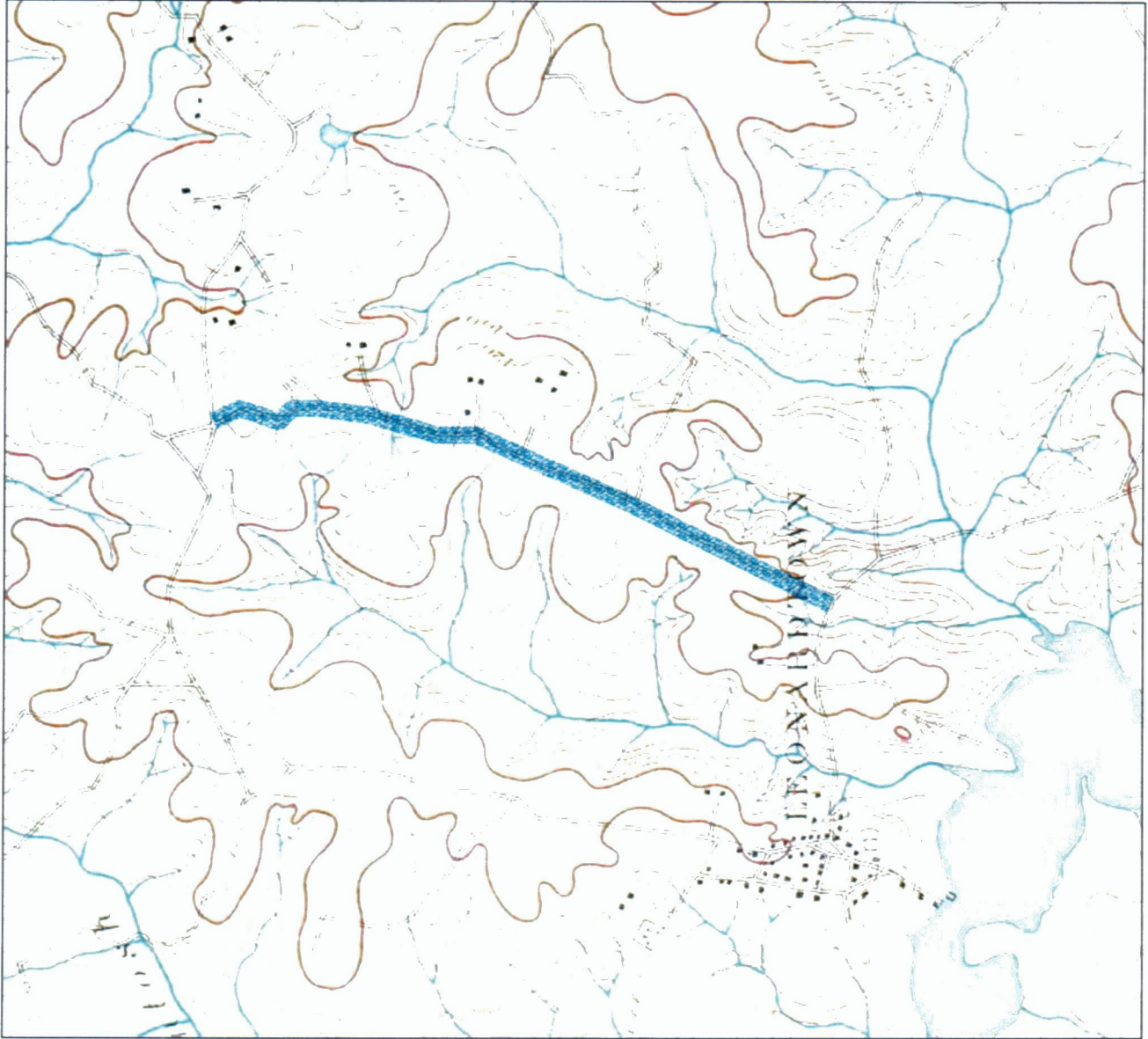
Leonardtown vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of Simon J. Martenet's
1885 Map of Maryland and
District of Columbia Including a
Sketch of Delaware and Parts of
Pennsylvania, Virginia and West
Virginia. The location of Cedar
Lane Road is highlighted.



SM-913

Cedar Lane Road

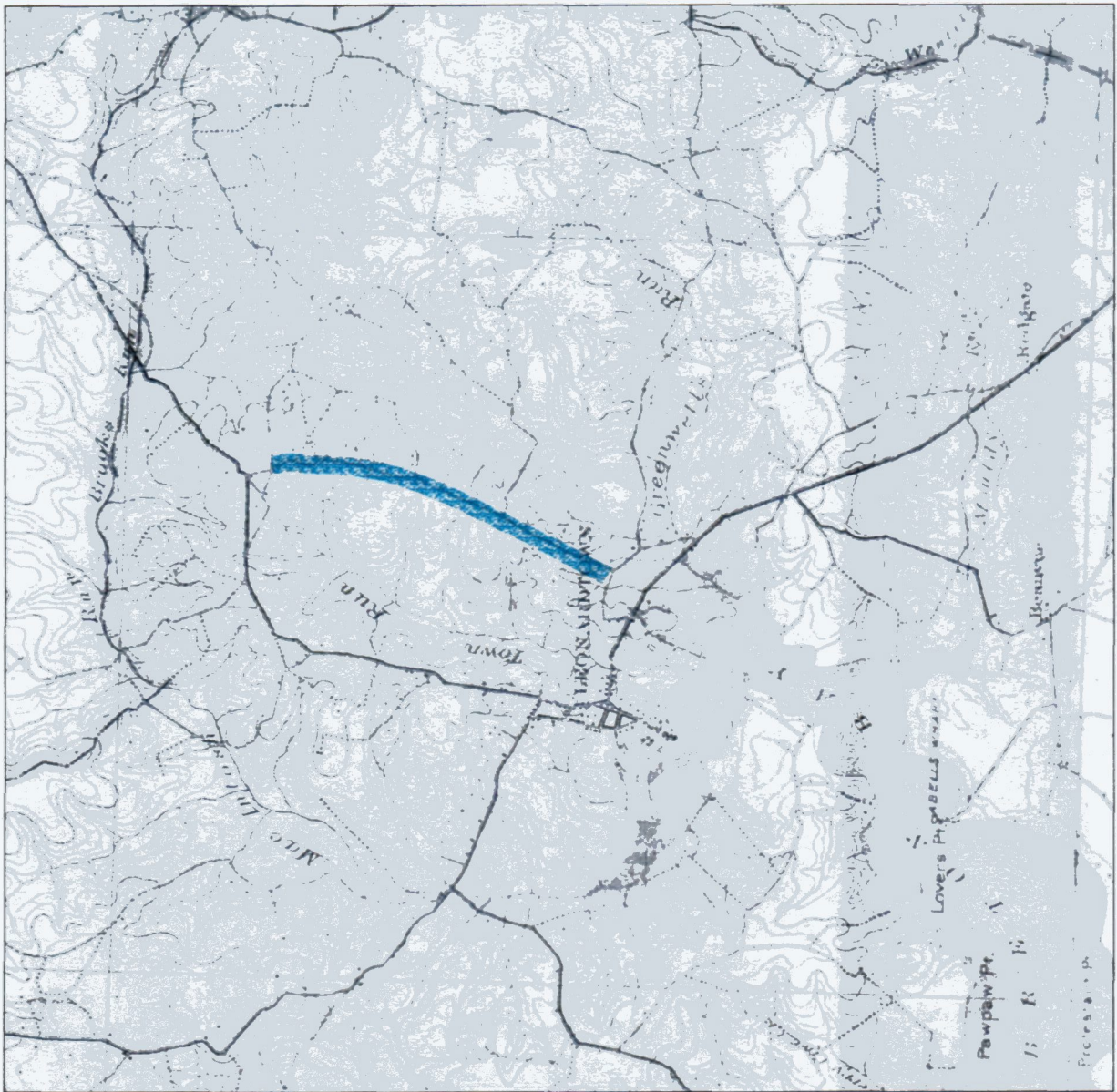
Leonardtown vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of United States
Geological Survey, *Leonardtown*,
MD Quadrangle (15 Minute
Series), 1892. Maptech
Historical Topographical Maps.
The location of Cedar Lane Road
is highlighted.



SM-913

Cedar Lane Road

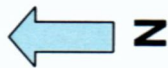
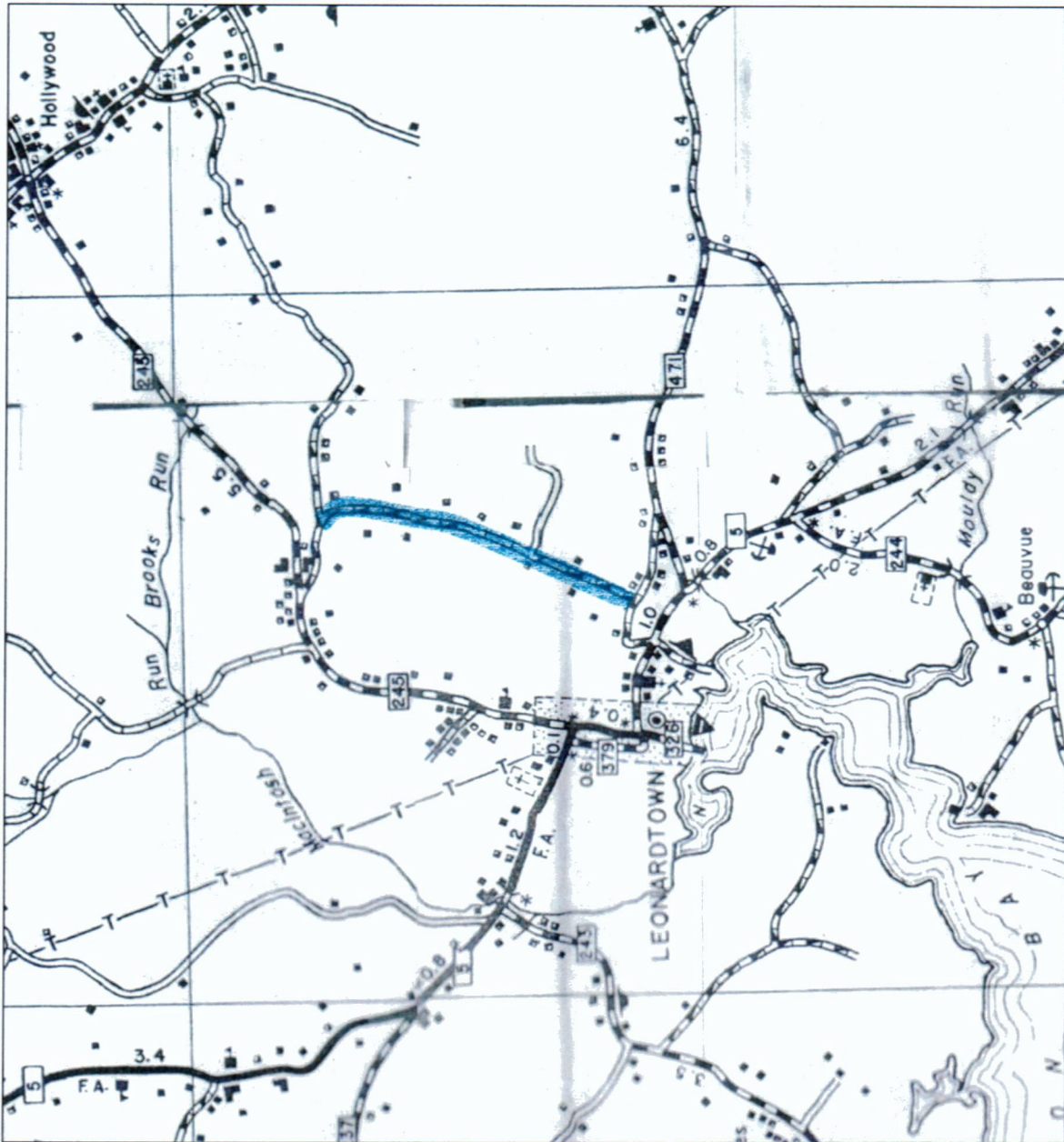
Leonardtown vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of Maryland Geological Survey, *Map of St. Mary's County Showing the Topography and Election Districts, 1929*. The location of Cedar Lane Road is highlighted.



SM-913

**Cedar Lane
Road**

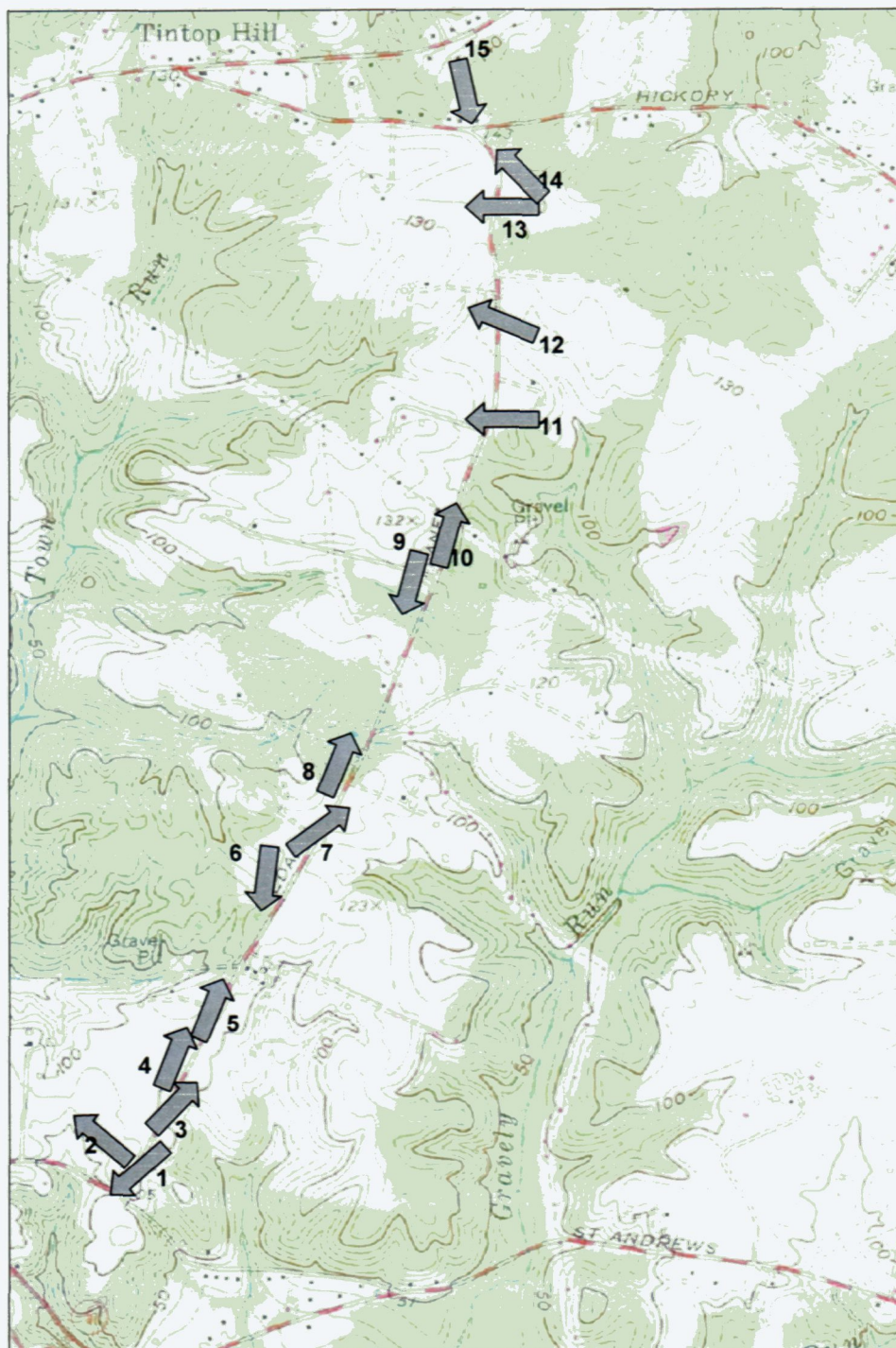
Leonardtown vic.

St. Mary's County,
MD

Historic Map

Not to Scale

Section of Maryland State
Roads Commission,
*General Highway Map, St.
Mary's County Maryland.*
1937, revised 1939. The
location of Cedar Lane
Road is highlighted.



SM-913 Cedar Lane Road
Leonardtwn vic.
St. Mary's County, MD
Photo Location Key
Not to scale



Source: USGS "Hollywood"
Quadrangle Map
1984

Cedar Lane Road (SM-913)
Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2006

Photo File Name	MIHP#	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-908_20060404_01	SM-913	Cedar Lane Road	St. Mary's	History Matters, LLC	04/05/2006	Mile 0.0, looking south at intersection of Cedar Lane Road and Blacksmith Shop Road	1 of 15
SM-908_20060404_02	"	"	"	"	"	Mile 0.15, View toward Ellenborough (SM-68) on west side of Cedar Lane Road	2 of 15
SM-908_20060404_03	"	"	"	"	"	Mile 0.15, looking NE	3 of 15
SM-908_20060404_04	"	"	"	"	"	Mile 0.25, looking NE up Cedar Lane Road	4 of 15
SM-908_20060404_05	"	"	"	"	"	Mile 0.4, looking NE to 20 th century farmstead on east side of road (22950 Cedar Lane Road)	5 of 15
SM-908_20060404_06	"	"	"	"	"	Mile 0.6, Looking SW to 20 th century farmstead on east side of road (22950 Cedar Lane Road)	6 of 15
SM-908_20060404_07	"	"	"	"	"	Mile 0.8, looking NE at late-19 th or early 20 th century farmstead on east side of road (23120 Cedar Lane Road)	7 of 15
SM-908_20060404_08	"	"	"	"	"	Mile 0.9, looking NE to low area where road crosses a branch of Town Run	8 of 15
SM-908_20060404_09	"	"	"	"	"	Mile 1.3, looking SW back to low area where road crosses another branch of Town Run	9 of 15
SM-908_20060404_10	"	"	"	"	"	Mile 1.3, looking north with high-tension power lines and alley in distance	10 of 15
SM-908_20060404_11	"	"	"	"	"	Mile 1.6, Allee of cedar trees on south side of driveway leading to farmstead at 23445 Cedar Lane Road	11 of 15
SM-908_20060404_12	"	"	"	"	"	Mile 1.7, looking NW at abandoned farmstead on west side of road (account i.d. 1903016684)	12 of 15
SM-908_20060404_13	"	"	"	"	"	Mile 2.2, looking west at 20 th century farmstead at 42323 St. John's Road	13 of 15
SM-908_20060404_14	"	"	"	"	"	Mile 2.2, looking north at final curve before intersection with St. John's Road	14 of 15

SM-908_20060404_15	"	"	"	"	"	"	Mile 2.4, looking south back down Cedar Lane Road from intersection with St. John's Road	15 of 15
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Mile 0.0, looking south at intersection of Cedar Lane Road and Blacksmith Shop Road
1 of 15



Mile 0.15, View toward Ellenborough (SM-68) on west side of Cedar Lane Road
2 of 15



Mile 0.15, looking NE
3 of 15



Mile 0.25, looking NE up Cedar Lane Road
4 of 15



Mile 0.4, looking NE to 20th century farmstead on east side of road (22950 Cedar Lane Road) 5 of 15



Mile 0.6, Looking SW to 20th century farmstead on east side of road (22950 Cedar Lane Road) 6 of 15



Mile 0.8, looking NE at late-19th or early 20th century farmstead on east side of road
(23120 Cedar Lane Road) 7 of 15



Mile 0.9, looking NE to low area where road crosses a branch of Town Run
8 of 15



Mile 1.3, looking SW back to low area where road crosses another branch of Town Run
9 of 15



Mile 1.3, looking north with high-tension power lines and allee in distance
10 of 15



Mile 1.6, Allee of cedar trees on south side of driveway leading to farmstead at 23445
Cedar Lane Road 11 of 15



Mile 1.7, looking NW at abandoned farmstead on west side of road (account i.d. 1903016684)
12 of 15



Mile 2.2, looking west at 20th century farmstead at 42323 St. John's Road
13 of 15



Mile 2.2, looking north at final curve before intersection with St. John's Road
14 of 15



Mile 2.4, looking south back down cedar Lane Road from intersection with St. John's Road 15 of 15