

St. Mary's County Historic Roads Survey: Phase II

St. Mary's County, Maryland



Prepared for:

St. Mary's County Department of Land Use and Growth Management
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SUMMARY

A.D. Marble & Company staff completed the St. Mary's County Historic Roads Survey: Phase II between April and July 2008. The St. Mary's County Department of Land Use and Growth Management and the Maryland Historical Trust jointly sponsored the project. The purpose of the Phase II survey was to prepare intensive-level documentation for twelve (12) historic roads or road segments utilizing the historic context prepared as part of the Phase I effort.

The 12 roads selected for survey were chosen from a county-wide list of potentially historic road segments compiled as part of the Phase I effort. The 12 roads are located throughout eight of the county's nine election districts and were selected as representative examples of geographical and contextual types.

The 12 individual roads were surveyed and recorded on individual Maryland Inventory of Historic Property (MIHP) forms. Each road or road segment was photographed. Visible historic resources located adjacent to the roadway that appeared to be 50 years of age or older at the time of the survey were photographed when accessible and noted on field mapping.

The following report includes a copy of the MIHP form and supporting documentation for each of the 12 roads. Original forms, 35mm photograph prints, and negatives are on file at the Maryland Historical Trust.

The following roads were surveyed as part of the Phase II effort:

Bushwood Wharf Road (MD 239): SM-915

Whites Neck Road (MD 520): SM-916

Millstone Landing Road: SM-917

All Faith Church Road: SM-918

Villa Road: SM-919

Flat Iron Road: SM-920

Maypole Road: SM-921

Manor Road: SM-922

Lockes Hill Road: SM-923

Friendship School Road: SM-924

Pin Cushion Road: SM-925

St. Jerome's Neck Road: SM-926

Bushwood Wharf Road (MD 239)
SM-915
St. Mary's County
Bushwood Vicinity
Twentieth Century
Public

Bushwood Wharf Road (MD 239) extends between Colton Point Road (MD 242) and the Bushwood Wharf located in the Wicomico River near the western border of St. Mary's County, Maryland. Bushwood Wharf Road (MD 239) traverses a wide peninsula and remains relatively at-grade with several gentle curves throughout its 1.6-mile length. For the first approximate half-mile of the road, Bushwood Wharf Road (MD 239) follows the path of Bushwood Road (SM-909). The road consists of a 16- to 22-foot-wide, asphalt-paved route with one lane in each direction separated by a yellow-painted double line. Mature evergreen and deciduous trees give way to open vistas that include early to mid-twentieth-century dwellings, late-nineteenth and early twentieth-century farms and associated outbuildings, and an intact late-seventeenth-century dwelling at the road's origin.

Bushwood Wharf Road (MD 239) illustrates the significant changes in the condition, character, and use of St. Mary's County roads that occurred in the early twentieth century to accommodate the growing use of automobiles. The road facilitated traffic inland from the steamboat landing at Bushwood Wharf thereby avoiding the narrow unimproved seventeenth-century route of Bushwood Road (SM-909). The collection of early to mid-twentieth-century dwellings and agricultural outbuildings attest to the growing inland communities associated with Bushwood and Milestown in northwestern St. Mary's County.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. SM-915

1. Name of Property (indicate preferred name)

historic Bushwood Wharf Road

other MD 239

2. Location

street and number Election District No. 7, Runs SE from Wicomico River to Colton Point Road (MD 242) __ not for publication

city, town Bushwood X vicinity

county St. Mary's County

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

name Maryland State Highway Administration

street and number 707 N. Calvert Street telephone 410-841-5450

city, town Baltimore state MD zip code 21202

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	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<input type="checkbox"/> Total
		<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 checked="" type="checkbox"/> transportation	
		<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-915

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

Bushwood Wharf Road (MD 239) extends between Colton Point Road (MD 242) and the Bushwood Wharf located in the Wicomico River near the western border of St. Mary's County, Maryland. For the first approximate half-mile of the road, Bushwood Wharf Road (MD 239) follows the path of Bushwood Road (SM-909) until it splits and heads slightly southeast at mile point 0.4.¹ Bushwood Wharf Road (MD 239) traverses a wide peninsula and remains relatively at-grade with several gentle curves throughout its 1.6-mile length. The road consists of a 16- to 22-foot-wide, asphalt-paved route with one lane in each direction separated by a yellow-painted double line. Mature evergreen and deciduous trees give way to open vistas that include early to mid-twentieth-century dwellings, late-nineteenth and early twentieth-century farms and associated outbuildings, and an intact late-seventeenth-century dwelling at the road's origin. Other historic resources include a small grouping of late-nineteenth and early to mid-twentieth-century, frame, wharf-related buildings at the road's origin.

Location

Bushwood Wharf Road (MD 239) is located in the northwestern portion of St. Mary's County in the county's Seventh Election District. The road is situated approximately 1.3 miles south of the late-nineteenth-century crossroads community known as Bushwood. Bushwood Wharf Road (MD 239) extends south from its starting point at a sand and gravel parking lot adjacent to Bushwood Wharf in the Wicomico River and continues southeast from its intersection at Bushwood Road (SM-909) at mile point 0.4 to its end point at Colton Point Road (MD 242). The road crosses a small stream at mile point 0.9. The entire length of the road is approximately 1.6 miles in length.

Detailed Description

The Roadway

Bushwood Wharf Road (MD 239) is an asphalt-paved state road that varies from 16 to 22 feet in width. The travelway contains two divided lanes—one in each direction divided by a yellow-painted, double line. White-painted lines frame the outer edges of the roadway. Despite the erosion of its edges in some areas particularly closer to its origin, the road is in generally good condition throughout its length. The road's horizontal alignment incorporates gentle curves, several straight-aways, and one notable curve at mile point 0.4 where Bushwood Road (SM-909) extends to the east and Bushwood Wharf Road (MD 239) continues to the southeast. The road's vertical alignment is level with the route at-grade. The roadway features a low-pitched crown.

Bushwood Wharf Road (MD 239) crosses one tributary that runs south to Whites Neck Creek. The tributary passes through a concrete culvert beneath the road at mile point 0.9.

The Right-of-Way

Informal narrow grass or sand shoulders appear on both sides of the Bushwood Wharf Road (MD 239) right-of-way. The shoulders give way to shallow swales that provide basic drainage for the road and adjacent land. Several metal traffic

¹ Bushwood Road (SM-909) was previously documented in June 2006. Since the eastern terminus of Bushwood Road (SM-909) that was documented as part of the 2006 study is officially considered MD 239 (Bushwood Wharf Road), that portion will be included in Section 7 (Description) of this form.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-915

Name Bushwood Wharf Road (MD 239)
Continuation Sheet

Number 7 Page 1

signs, the majority of which are mounted on single aluminum poles and include speed limit and warning signs, appear within the right-of-way. The metal stop sign at the terminus of the road is attached to a wood post. A single metal sign mounted on an aluminum pole is located at mile point 1.5 near the terminus of Bushwood Wharf Road (MD 239) at Colton Point Road (MD 242) and reads "Wicomico Scenic River." Private property owners have posted a variety of identification signs that include the names and addresses of their properties. These signs are generally made of painted wood and constructed in a variety of shapes and sizes. A carved wood sign at the origin of Bushwood Wharf Road (mile point 0.0) is inset with letters outlined in white paint that read:

ROBERT E POGUE
MEMORIAL PARK
ST MARYS CO REC & PARKS
BOATING ADMINISTRATION
MARYLAND DEPARTMENT OF NATURAL RESOURCES

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the north side of the road and then along both the north and south sides of the road and continue on both sides of the road until ending on the south side at the roadway's terminus at Colton Point Road (MD 242).

The Setting

Bushwood Wharf Road (MD 239) traverses a rural area of northwestern St. Mary's County. The roadway extends through a landscape dominated by agricultural and residential land uses. The road originates at Bushwood Wharf where a public park that includes a boat ramp, pier, gravel parking area, seasonal restaurant, and a small store are located adjacent to the Wicomico River. The majority of structures along the roadway consist of early to mid-twentieth-century dwellings, most of which are one-story, frame types that sit adjacent to the road. Several clusters of late-nineteenth and early-twentieth-century dwellings and their associated outbuildings are set back from the road and accessed via sandy farm lanes that extend north and south from Bushwood Wharf Road (MD 239).

The roadway originates at the wharf area with open views of Bushwood Cove and the Wicomico River. The roadway then passes through marshland characterized by high marsh grasses and opens to agricultural fields interspersed with shallow tree lines comprised of mature evergreen and deciduous trees.

Aside from Bushwood Road (SM-909), one additional previously recorded property is located along Bushwood Wharf Road (MD 239). Ocean Hall (SM-111) was listed in the National Register of Historic Places in 1973 under Criterion C in the area of architecture as a late-seventeenth-century brick dwelling. The property is located east of Bushwood Wharf. The one-and-one-half-story brick dwelling with overhanging eaves is situated perpendicular to Bushwood Wharf Road (MD 239) on a landscaped lot framed by a wood post-and-rail fence.

Previously unidentified historic resources along Bushwood Wharf Road (MD 239) include the grouping of late-nineteenth and early twentieth-century wharf-related buildings at Bushwood Wharf. Late-nineteenth-century and early twentieth-century residential and agricultural buildings are located along the eastern half of the road. Several late-twentieth and

**Maryland Historical Trust
Maryland Inventory of
Historic Properties Form**

Inventory No. SM-915

Name Bushwood Wharf Road (MD 239)
Continuation Sheet

Number 7 Page 2

early twenty-first century dwellings were erected near mile point 1.2 towards the terminus of Bushwood Wharf Road (MD 239) at Colton Point Road (MD 242).

8. Significance

Inventory No. SM-915

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 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 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 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	Twentieth century	Architect/Builder	Unknown
Construction dates	Circa 1920 with late-twentieth-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.)

Historical Summary

Bushwood Wharf Road (MD 239) illustrates the significant changes in the condition, character, and use of St. Mary's County roads that occurred in the early twentieth century to accommodate the growing use of automobiles.² The growth in automobile use prompted road improvements and transformed the roads of St. Mary's County into the primary travel routes not only for local travel but for also transporting goods and people into and out of the county. The road facilitated traffic inland from the steamboat landing at Bushwood Wharf thereby avoiding the narrow unimproved seventeenth-century route of Bushwood Road (SM-909).

Bushwood Wharf Road (MD 239) and its setting reflect trends in the architecture, agriculture, and settlement patterns of St. Mary's County in the early twentieth century. Several buildings are extant at the origin to illustrate the wharf-related community that existed in the late-nineteenth and early twentieth centuries in association with the steamboat landing. The collection of early to mid-twentieth-century dwellings and agricultural outbuildings attest to the growing inland communities associated with Bushwood and Milestown in northwestern St. Mary's County.

Historical Narrative³

Summary of Road Building in St. Mary's County

² The eastern portion of Bushwood Wharf Road (MD 239) also illustrates the importance of wharves and wharf roads to commerce and transportation in St. Mary's County from the seventeenth through the early twentieth century; however, this section of roadway from mile point 0.0 to mile point 0.4 was previously documented and evaluated as part of the 2006 evaluation of Bushwood Road (SM-909). Since the majority of the length of Bushwood Wharf Road (MD 239) was not developed until the early twentieth century, only that portion of Bushwood Wharf Road will be discussed in the historical narrative. For further information pertaining to Bushwood Road, please see Melanie Macchio and Evelyn Causey, "Bushwood Road, SM-909," Maryland Inventory of Historic Properties Form, 30 June 2006, prepared by History Matters, LLC for the St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

³ The historical context will only detail the late-nineteenth and early twentieth-century history of the roadway since Bushwood Wharf Road (MD 239) was not constructed until that time period. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-915

Name Bushwood Wharf Road (MD 239)
Continuation Sheet

Number 8 Page 1

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, and to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.⁴

Seventeenth-century roads in St. Mary's County were likely narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the roadway design standards remained comparable to the colonial era. Public roads were required to be 20-foot wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.⁵

The mid- to late-nineteenth century oversaw a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements and pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.⁶

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the twentieth century were the result of the state government's growing involvement in local road planning and maintenance. The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them.⁷

In 1908, Governor Austin Crothers, leader of the Good Roads Movement in Maryland, persuaded the state legislature to appropriate five million dollars for state-sponsored improvement and construction of roads. The result was the creation of the State Roads Commission, charged with the powers to construct, improve, and maintain a state system of improved state roads and highways. In the 1910s, St. Mary's County started receiving substantial state-financed road improvements beginning with the creation of MD 5, which traversed the entire length of St. Mary's County from Charles County to

⁴ History Matters, LLC 2006: 7

⁵ History Matters, LLC 2006: 11-15

⁶ History Matters, LLC 2006: 15-25

⁷ Maryland's Highway Centennial, Internet Resource, accessed from <http://www.mdhighwaycentennial.com/history.html>, 30 April 2008.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-915

Name Bushwood Wharf Road (MD 239)
Continuation Sheet

Number 8 Page 2

Point Lookout at the southern tip.⁸ Subsequent state road projects focused on the interior roads that connected inland towns.

By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.⁹ By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.¹⁰

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and automobile dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.¹¹ As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.¹²

Development of Bushwood Wharf Road (MD 239)

The development of Bushwood's Wharf, historically known as Plowden's Wharf, near Ocean Hall (SM-111) fueled the development of Bushwood Road (SM-909) during the first half of the nineteenth century. Purportedly, Edmund Plowden, who owned and operated the wharf, rented the wharf to the Union Army for use as a port and supply depot during the Civil War.¹³ As local farmers continued to rely on waterways for importing manufactured goods and exporting staple crops, roads to wharves served as a vital transportation link. Plowden's Wharf and Bushwood Road (SM-909) appear on Simon J. Martenet's 1865 Atlas of the State of Maryland. Bushwood Wharf Road (MD 239) does not appear on Martenet's Atlas nor is there any mention of the roadway in the 1802 St. Mary's County Road Book.

⁸ Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, Regina Combs Hammett, Ridge, Maryland, 1991, 287.

⁹ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

¹⁰ History Matters, LLC 2006: 33

¹¹ History Matters, LLC 2006: 40

¹² History Matters, LLC 2006: 41

¹³ Macchio and Causey 2006: 8-1

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-915

Name Bushwood Wharf Road (MD 239)
Continuation Sheet

Number 8 Page 3

Steamboats became the most popular method of transportation for St. Mary's County residents throughout the mid- to late-nineteenth century.¹⁴ 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. By the 1890s, steamboats were making regular stops at Plowden's Wharf.¹⁵

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 steamboat landings, such as Plowden's Wharf. The area around Plowden's Wharf grew so that by the late-nineteenth century, the community surrounding the wharf became known as Bushwood. By 1916, Plowden's Wharf, by then known as Bushwood Wharf, included the wharf, warehouse, tomato cannery, two oyster shucking plants, three stores, an ice cream parlor, and a flour mill, as well as several dwellings and ancillary buildings.¹⁶

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 (SM-909) 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. By 1910, a residence, post office, and grist mill were erected near the intersection of Bushwood Road and Maddox Road. These buildings 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.¹⁷

The development of the community around Bushwood Wharf and the inland community of Bushwood corresponds to the same period of the creation of the State Roads Commission and other government programs for road improvements. Thus, the construction of Bushwood Wharf Road (MD 239) was most likely the result of efforts promulgated by these early twentieth-century efforts to improve the county's road network. Assumingly, the state constructed Bushwood Wharf Road (MD 239) in the early 1920s to facilitate automobile traffic from inland to the wharf. The road overlapped the historic Bushwood Road west of the intersection of the two roads, making Bushwood Wharf Road (MD 239) the primary route to the wharf and steamboat landing. The road was the fastest and most efficient way possible to access the wharf, especially

¹⁴ Robert E.T. Pogue, *Yesterday in Old St. Mary's County*, Bushwood, Maryland, Robert E.T. Pogue, 1973, 254.

¹⁵ Macchio and Causey 2006: 8-1

¹⁶ Pogue 1973: 252; The commercial and industrial buildings located at Bushwood Wharf have since been demolished.

¹⁷ Macchio and Causey 2006: 8-1

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-915

Name Bushwood Wharf Road (MD 239)
Continuation Sheet

Number 8 Page 4

from points farther south until March 1932 when steamboat operations ceased. Bushwood Wharf Road (MD 239) was constructed to the south of Bushwood Road (SM-909), and, unlike its predecessor, Bushwood Wharf Road (MD 239) traversed open agricultural fields and did not pass through any villages or towns that could hinder swift travel. Like the early paths and roads of St. Mary's County, Bushwood Wharf Road derived its name by the location of the travelers and the destination to which they were going; hence, Bushwood Wharf Road led those landing at the wharf and landing inland *from* Bushwood Wharf and those living inland *to* Bushwood Wharf.¹⁸

Bushwood Road (SM-909), the historic transportation route inland from the wharf, remained an unimproved dirt road until 1939. Therefore, the state route of Bushwood Wharf Road (MD 239) had become the primary means of travel into and out of this area. By 1927, Bushwood Wharf Road (MD 239) is highlighted on the 1927 State Road System Map of Maryland as being surfaced with gravel and shell.¹⁹ By 1939, Bushwood Wharf Road (Route 239) was a bituminous-surfaced state road, and by 1959, it was paved.

¹⁸ Pete Himmelheber, "From the Oaks to the Tall Pine Via Mr. Phenix's Path and the New Road Give or Take Three Notches," in *Chronicles of St. Mary's*, Vol. 53, Spring 2005, 217.

¹⁹ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park

9. Major Bibliographical References

Inventory No. SM-915

See Continuation Sheet.

10. Geographical Data

Acreage of surveyed property 1.6 miles
Acreage of historical setting Approximately 1.6 miles
Quadrangle name Rock Point, MD

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

Verbal boundary description and justification

The surveyed area of Bushwood Wharf Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting and viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

11. Form Prepared by

name/title	Emma Young/Architectural Historian		
organization	A.D. Marble & Company	date	June 25, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	410-902-1421
city or town	Owings Mills	state	MD

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-915

Name Bushwood Wharf Road (MD 239)
Continuation Sheet

Number 9 Page 1

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Maryland's Highway Centennial

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-915

Name Bushwood Wharf Road (MD 239)
Continuation Sheet

Number 9 Page 2

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St. Mary's County

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State Roads Commission

1927 *Map of Maryland Showing State Road System and State Aid Roads*. Available at the Maryland Room, University of Maryland-College Park.

United States Geological Survey.

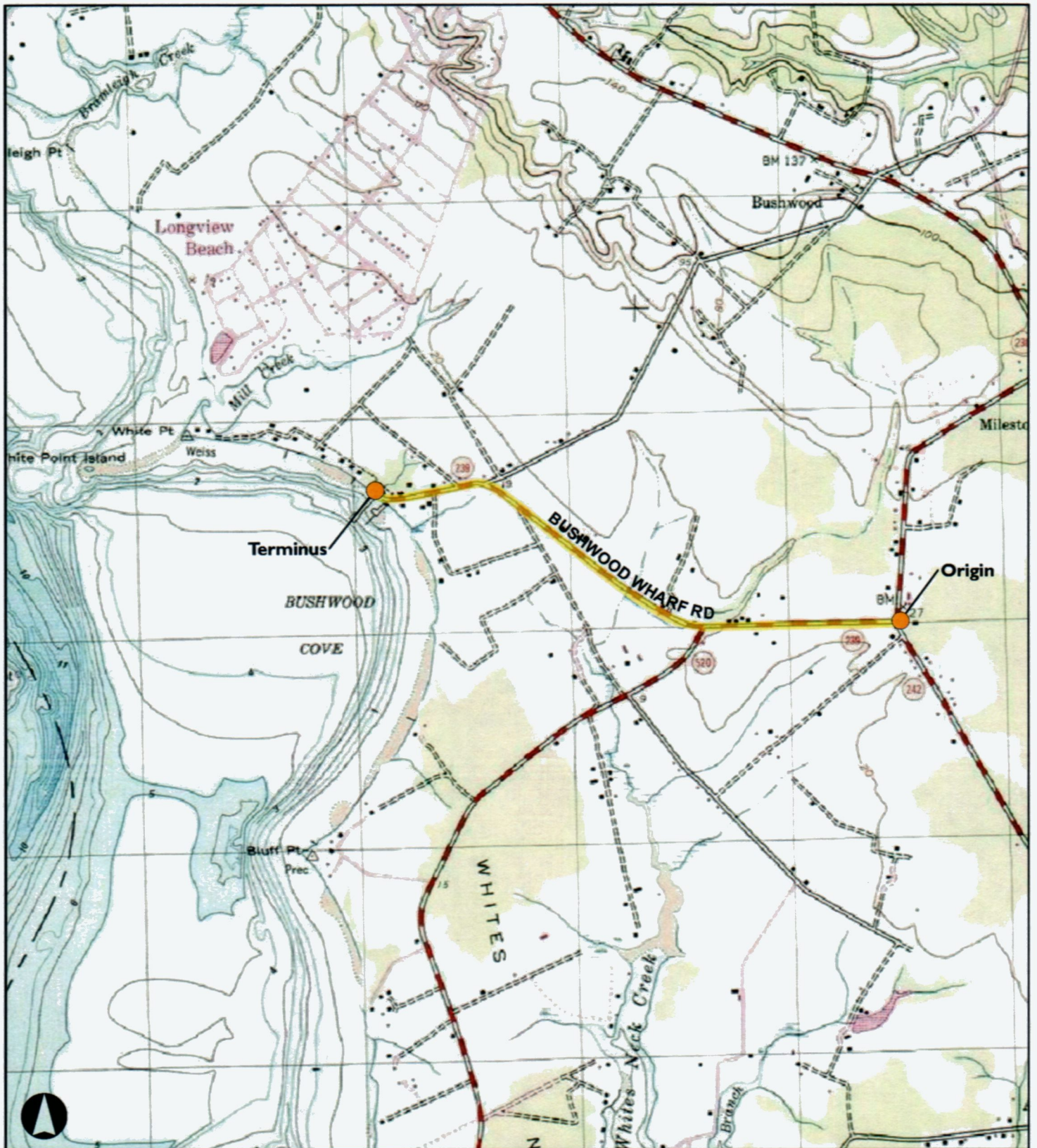
1943 *Rock Point, MD Quadrangle (7.5 Minute Series)*, 1943; photo revised 1974.

1892 *Wicomico, MD Quadrangle (15 Minute Series)*

1902 *Wicomico, MD Quadrangle (15 Minute Series)*

1914 *Wicomico, MD Quadrangle (15 Minute Series)*

1941 *Wicomico, MD Quadrangle (15 Minute Series)*



 Road Alignment 2005

2,000

 Feet

Bushwood Wharf Road

SM-915


Bushwood Vicinity

St. Marys County, MD

Source: USGS 7.5' Topo Quad, Rock Point, MD (2007)



 Road Alignment 2005

2,000
 Feet

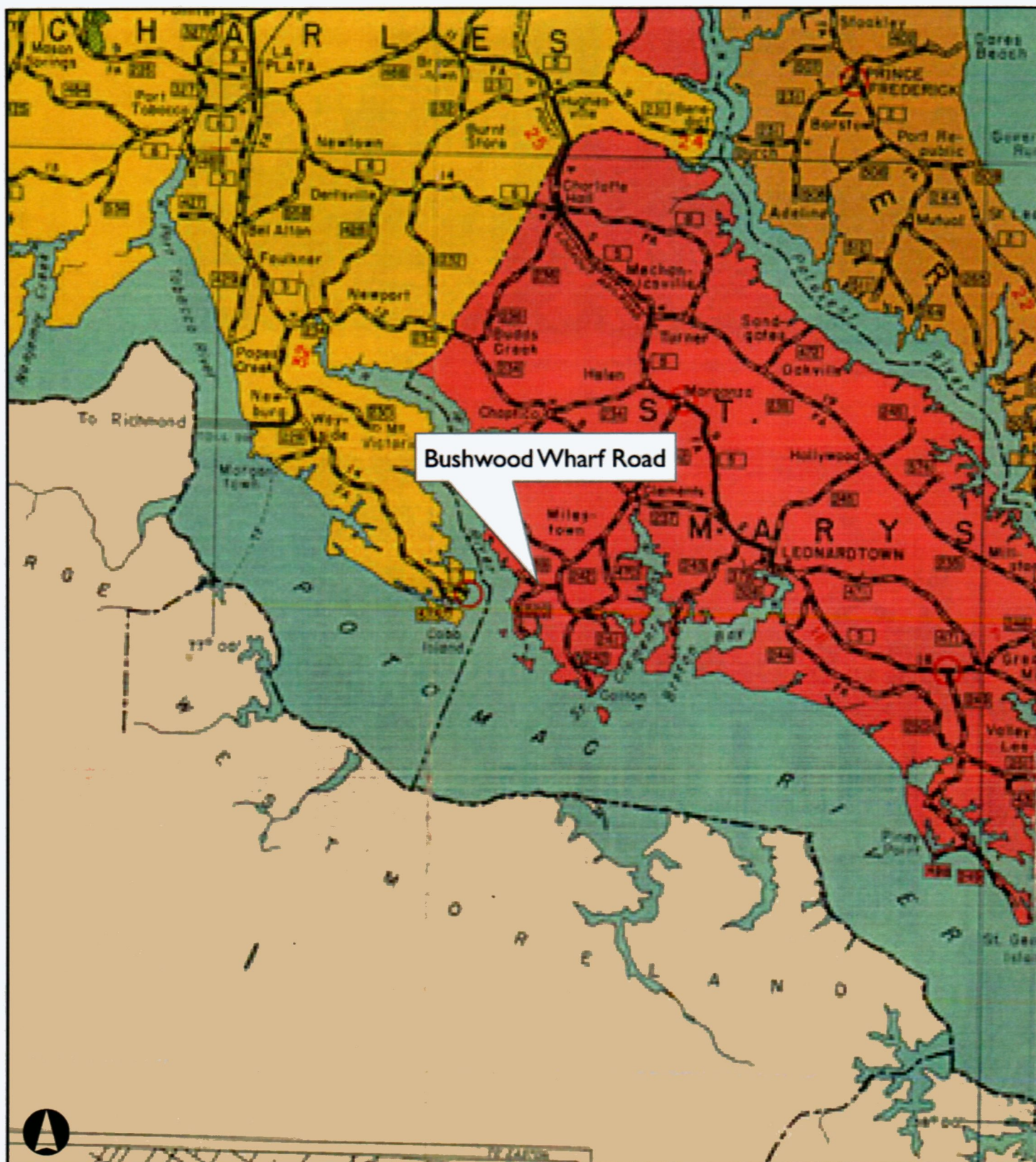
Bushwood Wharf Road (MD 239)

Bushwood Vicinity

SM-915

St. Marys County, MD

Source: 1892 Wicomico, MD USGS Quadrangle (15 Minute Series)



20,000
Feet

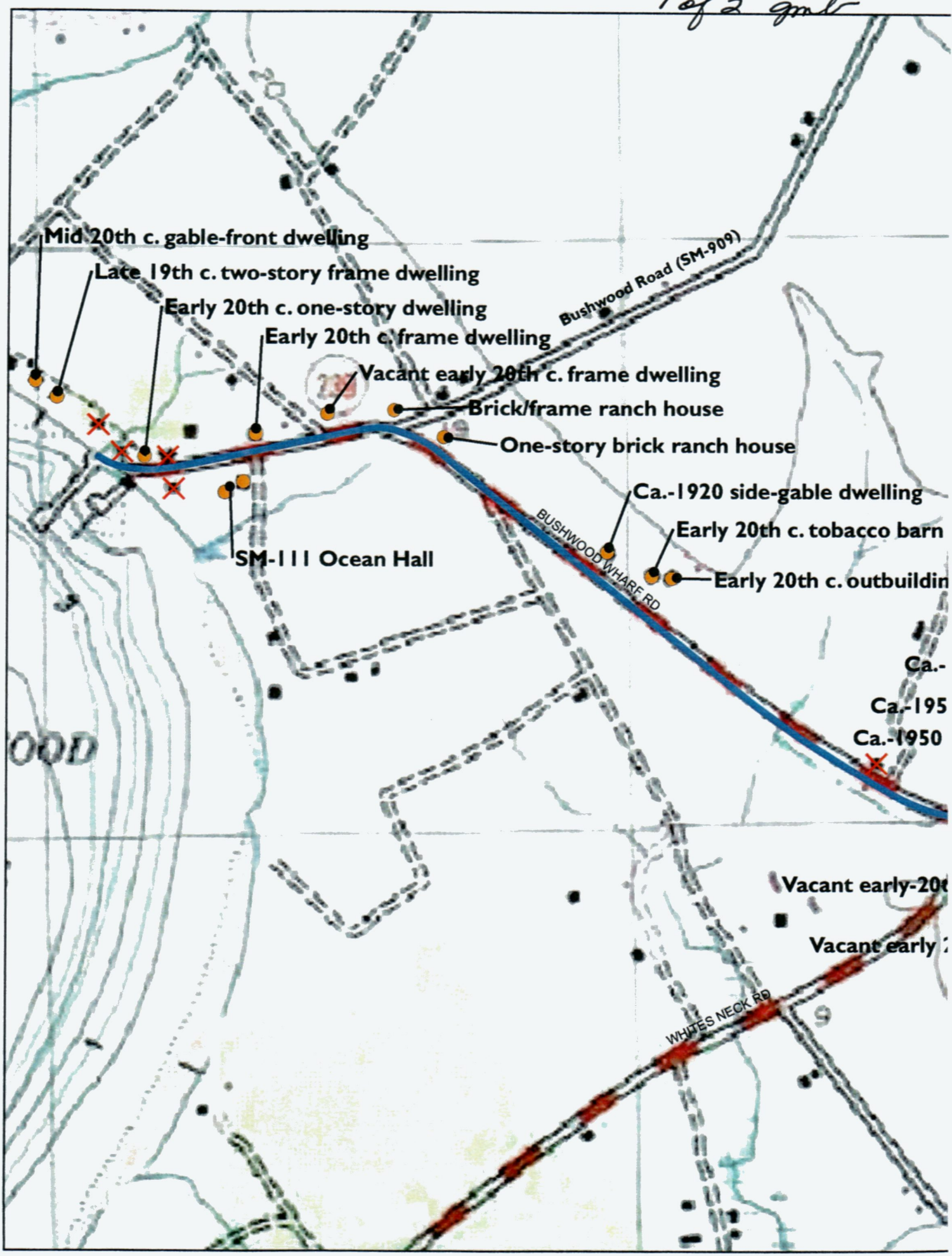
Bushwood Wharf Road (MD 239)

Bushwood Vicinity

SM-915

St. Marys County, MD

Source: 1940 Map of Maryland



**Bushwood Wharf Road (MD 239)
SM-915
Resource ID Map**



 Bushwood Wharf Road

 Resource Not Extant

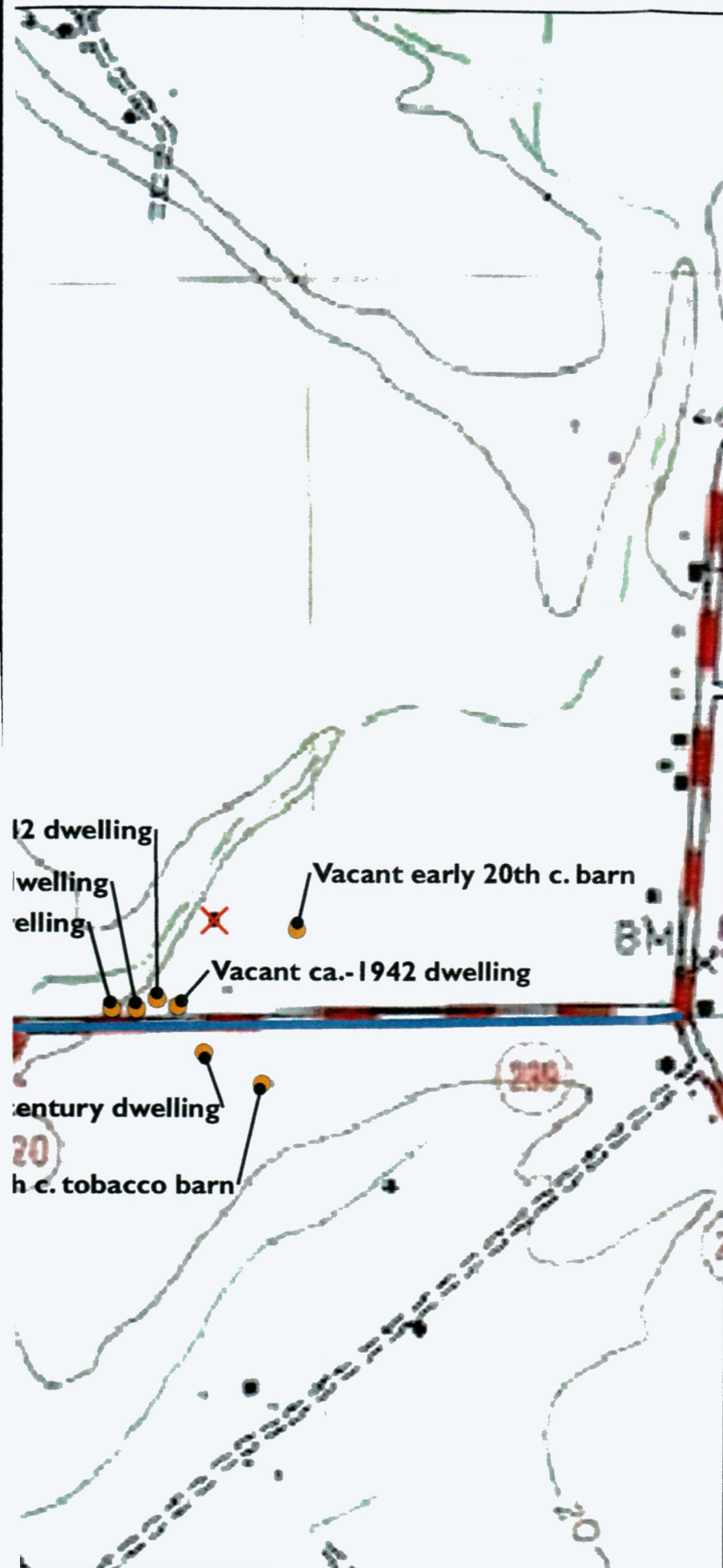
 Extant Resource

Source: USGS 7.5' Topo Quad, Rock Point, MD.

***Bushwood Vicinity
St. Mary's County, Maryland***

500 0 500
 Feet

May 2008





**Bushwood Wharf Road (MD 239)
SM-915
Photograph Location Map**



Photo Locations



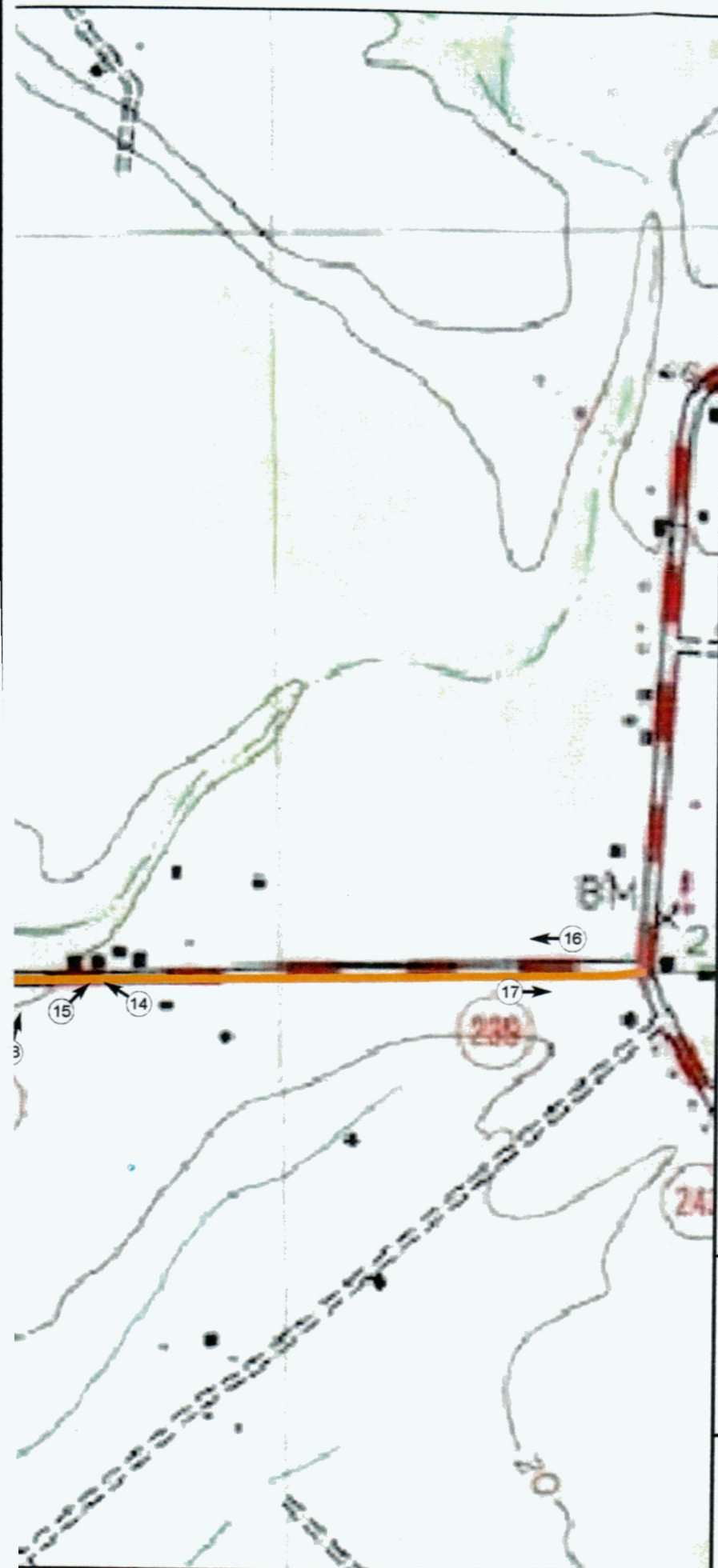
Bushwood Wharf Road

Source: USGS 7.5' Topo Quad, Rock Point, MD.

***Bushwood Vicinity
St. Mary's County, Maryland***

500 0 500
Feet

May 2008





Mile Point 0.0, looking northeast from Bushwood Wharf
1 of 17



Mile Point 0.0, looking southeast to Bushwood Wharf
2 of 17

SM-915
Bushwood Wharf Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.0, looking to northwest to late-nineteenth-century, two-story, frame dwelling
3 of 17



Mile Point 0.1, looking west to Bushwood Wharf
4 of 17

SM-915
Bushwood Wharf Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.1, looking southwest to Ocean Hall, SM-111
5 of 17



Mile Point 0.1, looking east towards Bushwood Wharf Road/Bushwood Road
intersection
6 of 17

SM-915
Bushwood Wharf Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.2, looking west to dwelling and outbuildings associated with Ocean Hall,
SM-111
7 of 17



Mile Point 0.3, looking to southeast
8 of 17

SM-915
Bushwood Wharf Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.3, looking to Bushwood Wharf Road/Bushwood Road intersection
9 of 17



Mile Point 0.3, looking southwest to late-nineteenth-century farm located off eastern shore of
Wicomico River
10 of 17

SM-915
Bushwood Wharf Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.4, looking northwest to Bushwood Wharf Road/Bushwood Road intersection
11 of 17



Mile Point 0.7, looking northeast to early twentieth-century outbuilding associated with 37218
Bushwood Wharf Road
12 of 17

SM-915
Bushwood Wharf Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.0, looking to concrete culvert
13 of 17



Mile Point 1.2, looking to west
14 of 17

SM-915
Bushwood Wharf Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.2, looking northeast
15 of 17



Mile Point 1.5, looking southwest to dwelling at 37555 Bushwood Wharf Road
16 of 17

**SM-915
Bushwood Wharf Road
St. Mary's County, MD**

**Photographer: E. Young
April 2008
MD SHPO**



Mile Point 1.5, looking east towards terminus of Bushwood Wharf Road at Colton Point Road
(MD 242)
17 of 17

**SM-915
Bushwood Wharf Road
St. Mary's County, MD**

**Photographer: E. Young
April 2008
MD SHPO**

Whites Neck Road (MD 520)

SM-916

St. Mary's County

Bushwood Vicinity

19th Century

Public

Whites Neck Road (MD 520) extends between Bushwood Wharf Road (MD 239) and Whites Neck Creek, a tributary of the Potomac River, near the western border of St. Mary's County. Whites Neck Road (MD 520) traverses a peninsula bordered by the Wicomico River to the west, Potomac River to the south, and Whites Neck Creek to the east. The road consists of a 16- to 22-foot-wide, asphalt-paved route separated by a yellow-painted double line throughout its 2.6-mile length. Mature evergreen and deciduous trees give way to open vistas that include late-nineteenth-century dwellings, early to mid-twentieth-century dwellings, and late-nineteenth- and early twentieth-century farms and associated outbuildings. Other historic resources include a circa-1930 concrete culvert and a small grouping of early to mid-twentieth-century dwellings adjacent to the north and south sides of the road near its origin.

Whites Neck Road (MD 520) illustrates the significant changes in the condition, character, and use of the roads in St. Mary's County that occurred in the early twentieth century to accommodate the growing use of automobiles. Whites Neck Road (MD 520) most likely began as a water-inland path that was later widened and improved as part of the government-sponsored programs of the early twentieth century. The road facilitated traffic inland from the landing at Whites Neck Creek providing a more direct route for travelers who crossed the creek from the River Springs landing. The collection of early to mid-twentieth-century dwellings and agricultural outbuildings attest to the growing inland communities in northwestern St. Mary's County that occurred as a result of the widespread use of automobiles.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-916

1. Name of Property (indicate preferred name)

historic Whites Neck Road

other MD 520

2. Location

street and number Election District No. 7, Runs NE from the Potomac River to Bushwood Wharf Road (MD 239)

city, town Bushwood X vicinity

county St. Mary's County

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

name Maryland State Highway Administration

street and number 707 N. Calvert Street telephone 410-841-5450

city, town Baltimore state MD zip code 21202

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 type="checkbox"/> funerary	0 objects
		<input type="checkbox"/> government	1 Total
		<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 checked="" type="checkbox"/> transportation	
		<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-916

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

Whites Neck Road (MD 520) extends between Bushwood Wharf Road (MD 239) and Whites Neck Creek, a tributary of the Potomac River, near the western border of St. Mary's County. Whites Neck Road (MD 520) traverses a peninsula bordered by the Wicomico River to the west, Potomac River to the south, and Whites Neck Creek to the east. The road remains relatively at-grade, with two notable sharp curves at mile point 0.4 and mile point 1.5 throughout the road's 2.6-mile length. The road consists of a 16- to 22-foot-wide, asphalt-paved route separated by a yellow-painted double line. Mature evergreen and deciduous trees give way to open vistas that include late-nineteenth-century dwellings, early to mid-twentieth-century dwellings, and late-nineteenth- and early twentieth-century farms and associated outbuildings. Other historic resources include a circa-1930 concrete culvert and a small grouping of early to mid-twentieth-century dwellings adjacent to the north and south sides of the road near its origin.

Location

Whites Neck Road (MD 520) is located in the northwestern portion of St. Mary's County in the county's Seventh Election District. The road extends west from its starting point at a sand and gravel area adjacent to Whites Neck Creek and continues northwest until it curves sharply to the north at mile point 0.4. The road continues in a northwesterly direction until it curves sharply to the northeast at mile point 1.5 and continues northeast to its end point at Bushwood Wharf Road (MD 239). The road crosses a small stream at mile point 2.2. The entire length of the road is approximately 2.6 miles in length.

Detailed Description

The Roadway

Whites Neck Road (MD 520) is an asphalt-paved state road that varies from 16 to 22 feet in width. The travelway contains two divided lanes—one in each direction, divided by a yellow-painted, double line, and white-painted lines frame the outer edges. Despite the erosion of its edges in some areas, particularly closer to its origin, the road is in generally good condition throughout its length. The road's horizontal alignment incorporates gentle curves, several straight-aways, and two notable curves at mile points 0.4 and 1.5. Its vertical alignment is level with the route at-grade. The roadway features a low-pitched crown and narrow grassy shoulders on both sides.

The roadway crosses one tributary that runs south to Whites Neck Creek. The tributary passes through a concrete culvert beneath the road at mile point 2.2.

The Right-of-Way

Informal narrow grass shoulders appear on both sides of the Whites Neck Road (MD 520) right-of-way. The shoulders give way to deep swales that provide basic drainage for the road and adjacent land. Concrete culverts are located at the ends of each driveway to facilitate traffic over the swales. Several metal traffic signs, the majority of which are mounted on single aluminum poles and include speed limit and warning signs, appear within the right-of-way. The stop sign located at the terminus of Whites Neck Road (MD 520) is mounted on a wood post. Private property owners have posted a variety of identification signs that include the names and addresses of their properties. These signs are generally made of painted wood and constructed in a variety of shapes and sizes.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-916

Name Whites Neck Road (MD 520)
Continuation Sheet

Number 7 Page 1

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the north side of the road and then along both the east and west sides of the road and continue on both sides of the road until ending on the east side at the roadway's terminus at Bushwood Wharf Road (MD 239).

The Setting

Whites Neck Road (MD 520) traverses a rural area of northwestern St. Mary's County. The roadway extends through a landscape dominated by agricultural and residential land uses. The road originates at a sand and gravel parking area adjacent to Whites Neck Creek where a pier extends southwest from the parking area into the creek. The majority of structures along the roadway consist of early to mid-twentieth-century dwellings, most of which are one- to one-and-one-half-story, frame types that sit adjacent to the road. Several clusters of late-nineteenth and early-twentieth-century dwellings and their associated outbuildings are set back from the road and accessed via sandy or gravel farm lanes that extend east and west from Whites Neck Road (MD 520). The roadway originates at the pier area with open views of Whites Neck Creek. The roadway then passes through marshland characterized by high marsh grasses and opens to agricultural fields interspersed with shallow tree lines comprised of mature evergreen and deciduous trees.

One previously recorded property is located along Whites Neck Road (MD 520). Small Structure 18049X0 (SM-509) was determined eligible for listing in the National Register under Criterion C by the Maryland Historical Trust in 1997. The circa-1930 concrete culvert with concrete abutments, wing walls, and parapet with balustrade was determined eligible for listing as a representative example of a concrete slab structure from the Inter-War period.

Previously unidentified historic resources along Whites Neck Road (MD 520) include a late-nineteenth-century, I-house adjacent to the road's origin; the grouping of early to mid-twentieth-century dwellings on the north and south sides of the road near its origin, and late-nineteenth-century and early twentieth-century residential and agricultural buildings. Several late-twentieth and early twenty-first century dwellings were erected near mile point 0.5 on the west side of the road.

8. Significance

Inventory No. SM-916

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 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 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 ca. 1920

Architect/Builder Unknown

Construction dates Early nineteenth century; ca. 1920; late twentieth century

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.)

Historical Summary

Whites Neck Road (MD 520) illustrates the significant changes in the condition, character, and use of the roads in St. Mary's County that occurred in the early twentieth century to accommodate the growing use of automobiles. Whites Neck Road (MD 520) most likely began as a water-inland path that was later widened and improved as part of the government-sponsored programs of the early twentieth century. The growth in automobile use prompted road improvements and transformed the roads of St. Mary's County into the primary travel routes not only for local travel but for also transporting goods and people into and out of the county. The road facilitated traffic inland from the landing at Whites Neck Creek providing a more direct route for travelers who crossed the creek from the River Springs landing.

Whites Neck Road (MD 520) and its setting reflect trends in the architecture, agriculture, and settlement patterns of St. Mary's County in the twentieth century. The collection of early to mid-twentieth-century dwellings and agricultural outbuildings attest to the growing inland communities in northwestern St. Mary's County that occurred as a result of the widespread use of automobiles.

Historical Narrative¹

Summary of Road Building in St. Mary's County

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, and to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.²

¹ The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Whites Neck Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

² History Matters, LLC 2006: 7

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-916

Name Whites Neck Road (MD 520)
Continuation Sheet

Number 8 Page 1

Seventeenth-century roads in St. Mary's County were likely narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-feet wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.³

Between 1790 and 1840, the internal economy of St. Mary's expanded, creating a greater demand for overland travel routes. Throughout the first half of the nineteenth century, the economy of St. Mary's County relied upon its agricultural exports. Since waterways provided the primary means of shipping these goods, county farmers continued to rely on the roads to wharves in order to collect imported manufactured goods and ship their staple crops.⁴

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.⁵

However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements and pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.⁶

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the twentieth century were the result of the state government's growing involvement in local road planning and maintenance. The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for

³ History Matters, LLC 2006: 11-15

⁴ History Matters, LLC 2006: 20

⁵ Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, Ridge, Maryland: n.p., 1991, 283-285.

⁶ History Matters, LLC 2006: 15-25

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-916

Name Whites Neck Road (MD 520)
Continuation Sheet

Number 8 Page 2

better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them.

In 1908, Governor Austin Crothers, leader of the Good Roads Movement in Maryland, persuaded the state legislature to appropriate five million dollars for state-sponsored improvement and construction of roads. The result was the creation of the State Roads Commission, charged with the powers to construct, improve, and maintain a state system of improved state roads and highways. In the 1910s, St. Mary's County started receiving substantial state-financed road improvements beginning with the creation of MD 5, which traversed the entire length of St. Mary's County from Charles County to Point Lookout at the southern tip.⁷ Subsequent state road projects focused on the interior roads that connected inland towns.

By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.⁸ By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.⁹

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.¹⁰ As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.¹¹

Development of Whites Neck Road (MD 520)

⁷ Hammett 1991: 287

⁸ *Map of Maryland Showing State Road System and State Aid Roads, 1927*, available at the Maryland Room, University of Maryland-College Park.

⁹ History Matters, LLC 2006: 33

¹⁰ History Matters, LLC 2006: 40

¹¹ History Matters, LLC 2006: 41

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-916

Name Whites Neck Road (MD 520)
Continuation Sheet

Number 8 Page 3

The area of St. Mary's County within which Whites Neck Road (MD 520) is situated is referred to as "B. Neck" on Dennis Griffith's 1794 *Map of the State of Maryland* and as "Bedlam Neck" on an 1841 Map of Maryland.¹² The Bedlam Neck area was also referred to as Yellow Bank. The area at the origin of Whites Neck Road (MD 520) is still known as Yellow Bank in 2008.

Whites Neck Road (MD 520) most likely originated as a dirt path connecting the inland portions of Bedlam Neck/Yellow Bank to the southern waterways of the area historically known as St. Clements Manor. As the inland road network expanded in the early nineteenth century, the informal path would have been formalized and extended. The 1802 St. Mary's County Road Book references a "new road running between the lands of Blakistone, Plowden, and Blair," in the Second Division of Lower St. Clements Hundred, which assumingly was the predecessor of the current Whites Neck Road (MD 520).¹³ Early nineteenth-century legislation designated a road from "St. Mary's Church to Yellow Bank" to be added to the public road system; most likely a portion of this road follows the alignment of the current Whites Neck Road (MD 520).¹⁴

Simon J. Martenet's 1865 *Atlas of Maryland* illustrates a road that follows the alignment of portions of the current Whites Neck Road (MD 520); the late-nineteenth-century alignment began at Bushwood Road and continued slightly southwest with only one gradual curve to end at the eastern shore of the Wicomico River.¹⁵ According to Pogue's 1968 history of St. Mary's County, Whites Neck is believed to have been named for Father Andrew White, who sailed from England on the Ark in the early seventeenth century. According to local accounts, Father White established a mission near the current origin of Whites Neck Creek.¹⁶ However, according to Martenet's 1865 Atlas, the creek associated with Whites Neck is

¹² Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland; Fielding Lucas, *A Map of the State of Maryland*, 1841, available at the Geography and Map Division, Library of Congress.

¹³ St. Mary's County, 1802 County Road Book, available courtesy of Mr. Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

¹⁴ Hammett 1991: 283

¹⁵ Simon J. Martenet, *Atlas of the State of Maryland: Including the District of Columbia, a Stretch of Delaware, and a Portion of Northern and Eastern Virginia Showing some of the Most Interesting Localities of the Late War*, 1865, available at Geography and Map Division, Library of Congress.

¹⁶ Robert E. T. Pogue, *Yesterday in Old St. Mary's County*, Carlton Press, Inc: New York, New York, 1968, 378.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-916

Name Whites Neck Road (MD 520)
Continuation Sheet

Number 8 Page 4

labeled as White Snake Creek, although the name had changed to Whites Neck Creek by its 1901 recordation by the United States Geological Survey.¹⁷

The current alignment of Whites Neck Road (MD 520) was laid in the 1920s as a result of the road improvement projects initiated by the State Roads Commission based on the early to mid-twentieth-century resources located adjacent to the current alignment. By 1927, Whites Neck Road (MD 520) is now shown on the 1927 State Road System Map of Maryland; therefore, assuming, the road remained dirt paved on its historic alignment until 1939 when it is illustrated as being a bituminous-surfaced, state road.¹⁸ The sharp curve at mile point 0.4 illustrates the early twentieth century realignment of the roadway. Based on the presence of a late-nineteenth-century I-house at the current roadway's origin, most likely the road was realigned on a former private lane that accessed the dwelling. Whites Neck Road (MD 520) was paved in asphalt around 1959 when road improvements occurred in this area and included adjacent Bushwood Wharf Road (MD 239).

¹⁷ United States Geological Survey, *Wicomico, MD Quadrangle* (15 Minute Series), 1902.

¹⁸ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park

9. Major Bibliographical References

Inventory No. SM-916

See Continuation Sheets.

10. Geographical Data

Acreage of surveyed property 2.6 miles
Acreage of historical setting Approximately 3 miles
Quadrangle name Rock Point, MD

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

Verbal boundary description and justification

The surveyed area of Whites Neck Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting or viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

11. Form Prepared by

name/title	Emma K. Young/Architectural Historian		
organization	A.D. Marble & Company	date	June 25, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	410-902-1421
city or town	Owings Mills	state	MD

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-916

Name Whites Neck Road (MD 520)
Continuation Sheet

Number 9 Page 1

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Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-916

Name Whites Neck Road (MD 520)
Continuation Sheet

Number 9 Page 2

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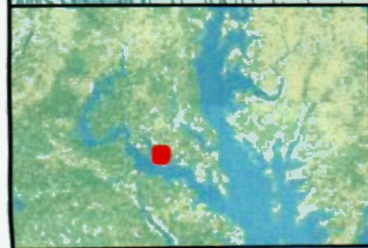
1943 *Rock Point, MD Quadrangle (7.5 Minute Series)*, 1943; photo revised 1974.

1892 *Wicomico, MD Quadrangle (15 Minute Series)*

1902 *Wicomico, MD Quadrangle (15 Minute Series)*

1914 *Wicomico, MD Quadrangle (15 Minute Series)*

1941 *Wicomico, MD Quadrangle (15 Minute Series)*



 Road Alignment 2005

2,000

 Feet

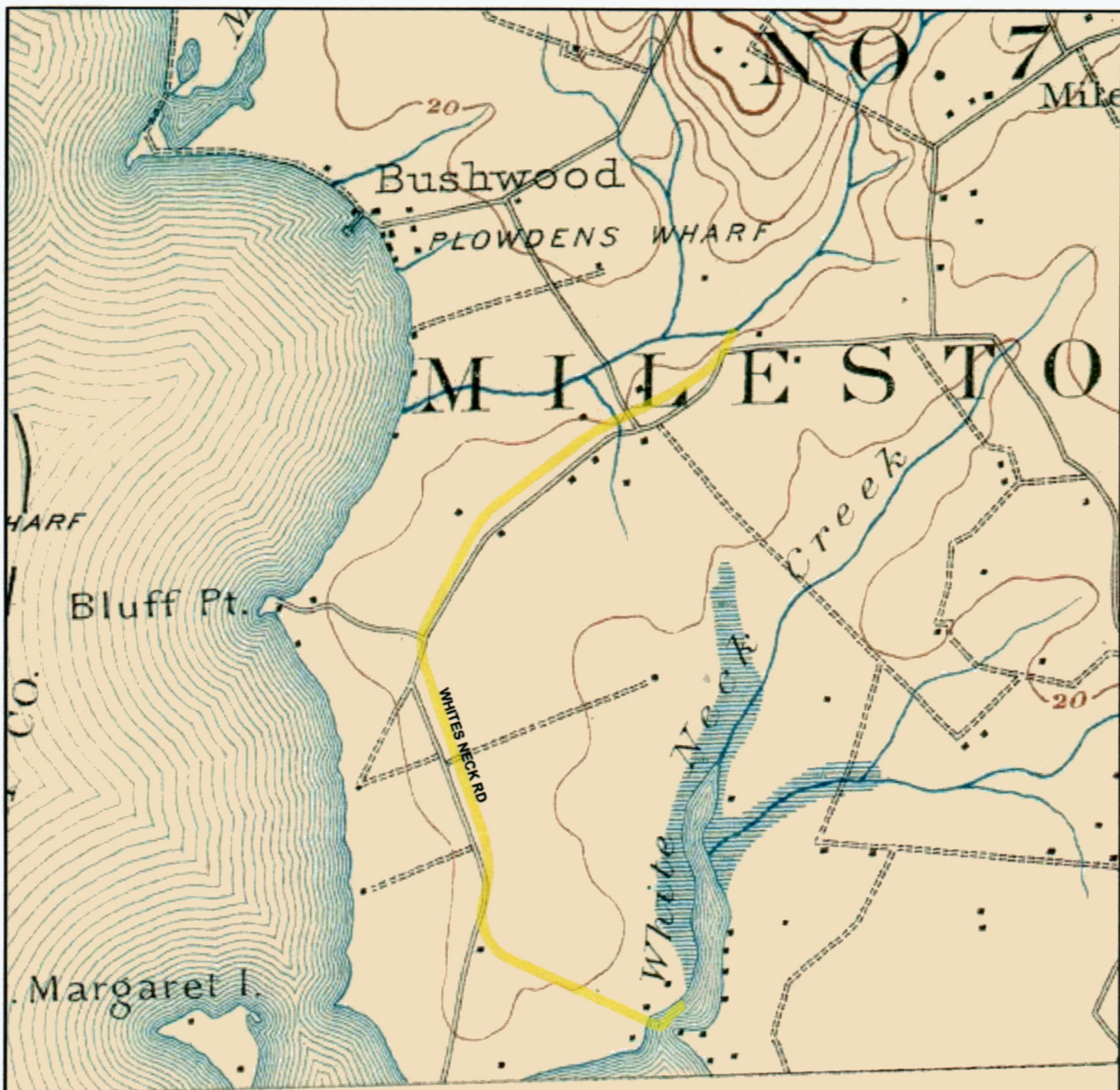
Whites Neck Road

SM-916

Bushwood Vicinity

St. Marys County, MD

Source: USGS 7.5' Topo Quad, Rock Point, MD (2007)



— Road Alignment 2005

2,000

Feet

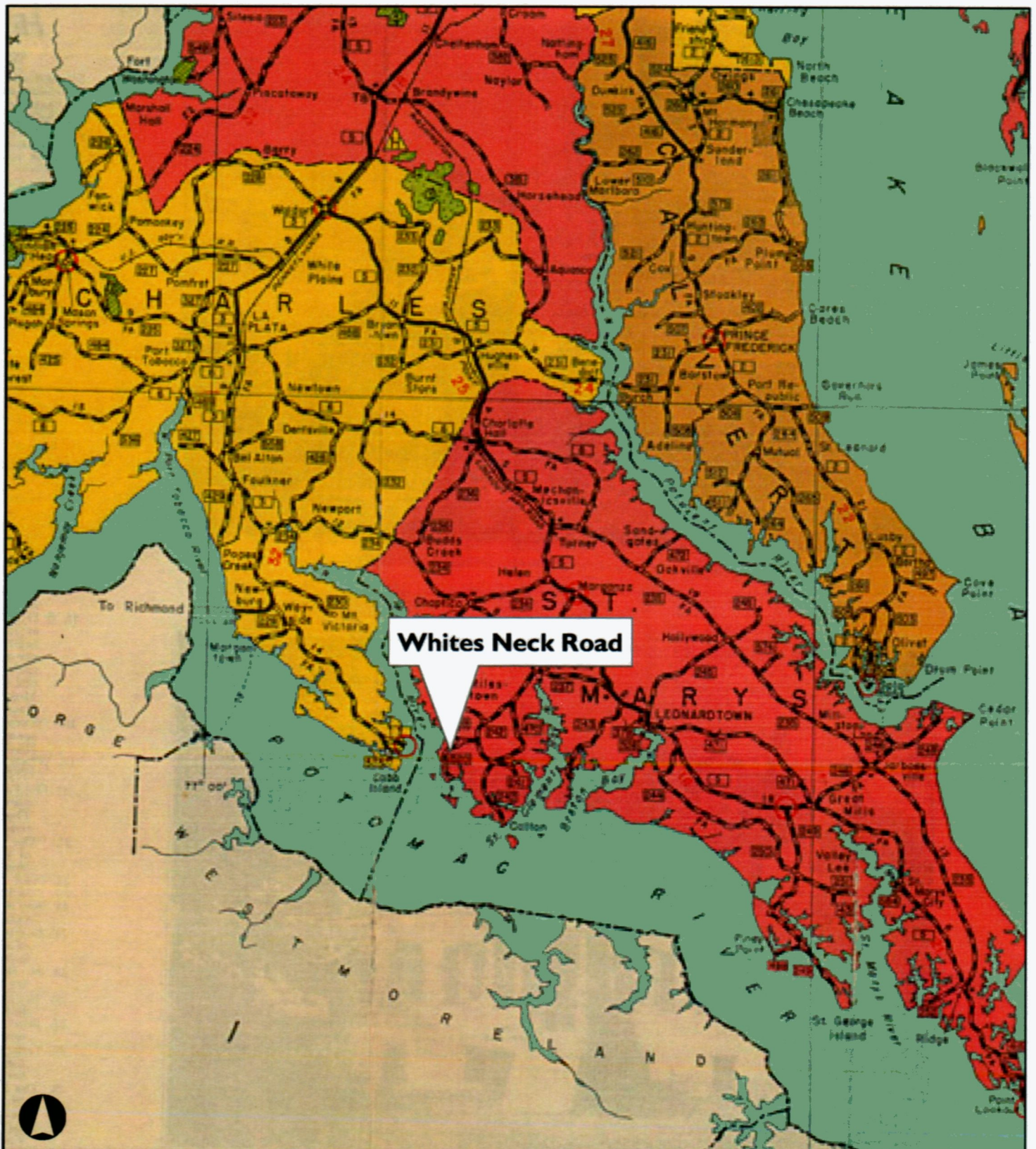
Whites Neck Road (MD 520)

Bushwood Vicinity

SM-916

St. Marys County, MD

Source: 1892 Wicomico, MD USGS Quadrangle (15 Minute Series)



20,000
 Feet

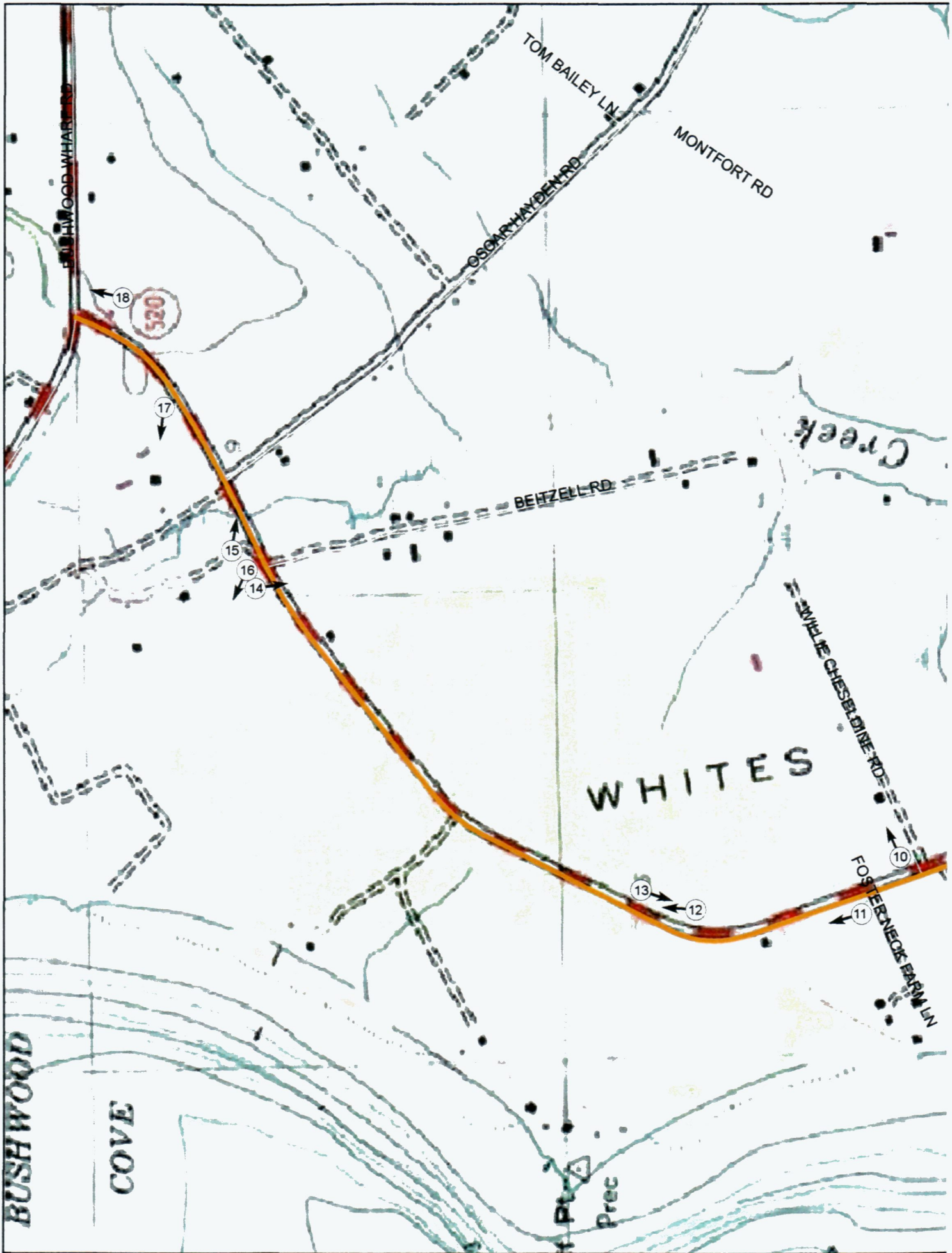
Whites Neck Road (MD 520)

Bushwood Vicinity

SM-916

St. Marys County, MD

Source: 1940 Map of Maryland



**Whites Neck Road (MD 520)
SM-916
Photograph Location Map**



Photo Locations



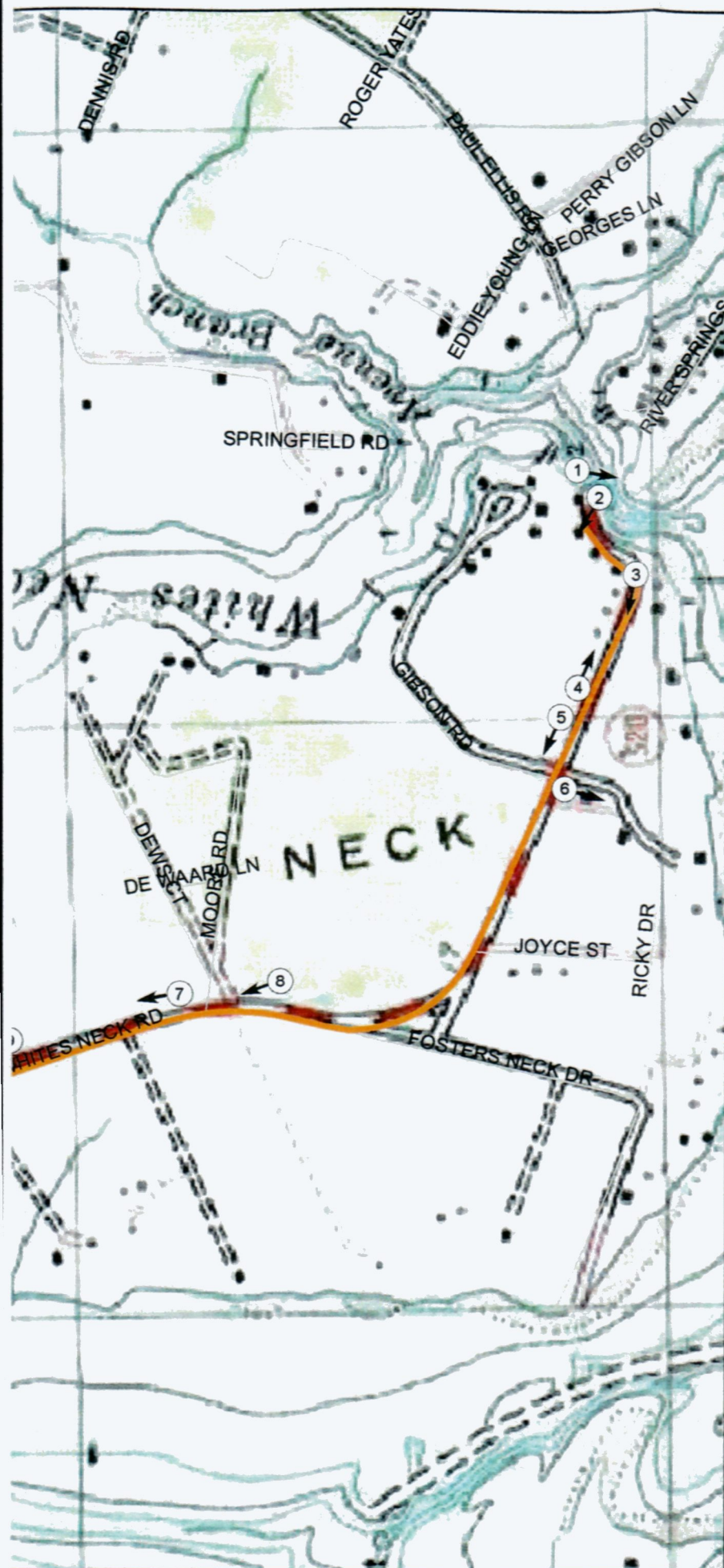
Whites Neck Road

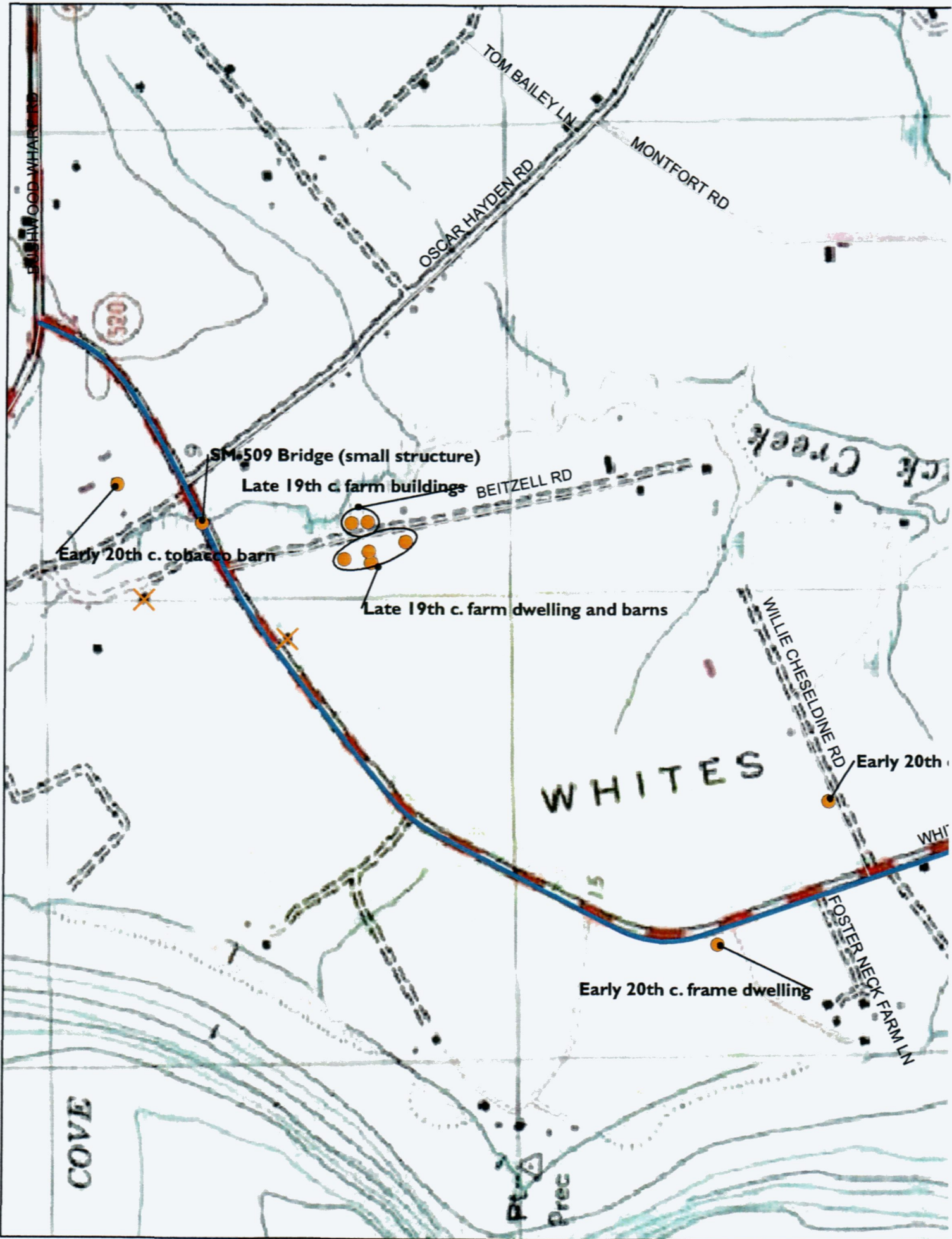
Source: USGS 7.5' Topo Quad, Rock Point, MD

***Bushwood Vicinity
St. Mary's County, Maryland***

500 0 500
Feet




May 2008





**Whites Neck Road (MD 520)
SM-916
Resource ID Map**



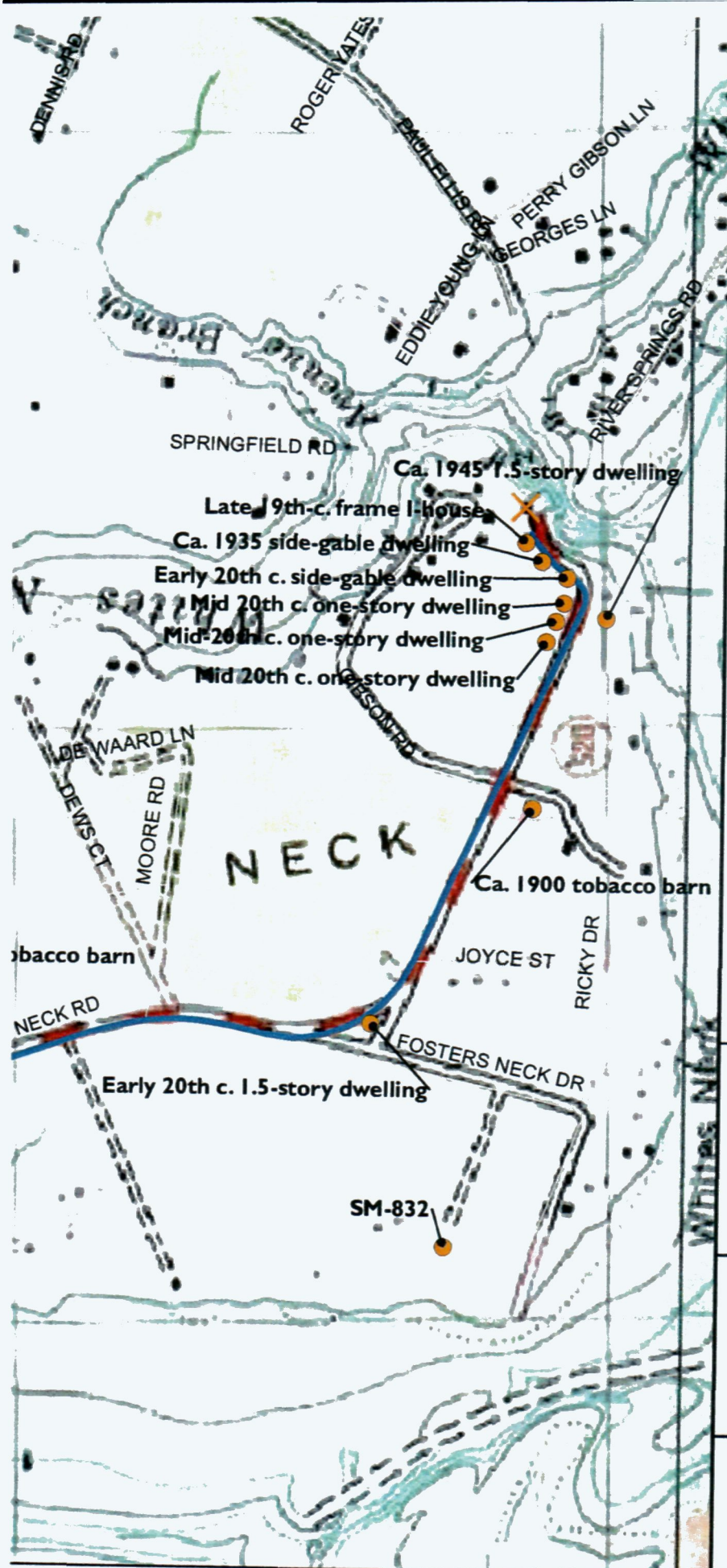
-  Resource Not Extant
-  Extant Resource
-  Whites Neck Road

Source: USGS 7.5' Topo Quad

***Bushwood Vicinity
St. Mary's County, Maryland***

500 0 500
Feet

May 2008





Mile Point 0.0, looking south to Whites Neck Creek/Potomac River
1 of 18



Mile Point 0.0, looking northwest to dwelling at 21198 Whites Neck Road
2 of 18

**SM-916
Whites Neck Road
St. Mary's County, MD**

**Photographer: E. Young
April 2008
MD SHPO**



Mile Point 0.1, looking west
3 of 18



Mile Point 0.3, looking southwest to Potomac River
4 of 18

SM-916
Whites Neck Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.3, looking northwest
5 of 18



Mile Point 0.3, looking south at early twentieth-century tobacco barn at 21269 Whites Neck Road
6 of 18

SM-916
Whites Neck Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.6, looking north
7 of 18



Mile Point 0.55, looking northeast to Potomac River shoreline
8 of 18

SM-916
Whites Neck Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.1, looking north
9 of 18



Mile Point 1.1, looking east to farm off Willie Chelesdine Road
10 of 18

SM-916
Whites Neck Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.1, looking north to early twentieth-century dwelling at 36805 Whites Neck Road
11 of 18



Mile Point 1.5, looking north
12 of 18

SM-916
Whites Neck Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.8, looking to southwest
13 of 18



Mile Point 2.2, looking to south towards late-nineteenth-century farm complex on Bietzell Road
14 of 18

SM-916
Whites Neck Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 2.2, looking southeast to small structure (SM-509) over minor tributary
15 of 18



Mile Point 2.2, looking to northwest
16 of 18

SM-916
Whites Neck Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 2.4, looking to northwest to early twentieth-century tobacco barn
17 of 18



Mile Point 2.5, looking north to terminus of Whites Neck Road (MD 520) at Bushwood Wharf
Road (MD 239)
18 of 18

SM-916
Whites Neck Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO

**Millstone Landing Road
SM-917
St. Mary's County
Hollywood Vicinity
17th Century
Public**

Millstone Landing Road is located in the southeastern portion of St. Mary's County in the county's Eighth Election District. The road extends west from the starting point of public access at a county pull-off near the Patuxent River and curves gradually to the south to its terminus at Three Notch Road (MD 235). The entire length of the publicly accessible road is 1.34 miles. The road is asphalt paved and varies in width from 16 to 40 feet. Mature evergreen and deciduous vegetation that gives way to mid- to late-twentieth-century residential development characterizes the majority of the length of the road's right-of-way.

As a late-seventeenth-century route leading inland from the manor of Richard Gardiner (St. Richard's Manor, SM-5), a member of the First General Assembly of the Maryland Colony, Millstone Landing Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. From the seventeenth century through the early twentieth century, Millstone Landing was used by local farmers to reach the wharf and later the steamboat landing at Millstone. With the advent of steamboat service to the county in the 1830s, roads leading inland to steamboat wharves, such as Millstone Landing Road, were improved to accommodate the increase in commercial traffic and travelers. After the cessation of steamboat transport in the early twentieth century, Millstone Landing Road facilitated travel to the pier at Millstone Landing, which housed the ferry that operated on the Patuxent River. Millstone Landing Road and its setting also reflects the mid-twentieth-century road improvements and residential development associated with the construction of the Patuxent River Naval Air Station in 1942.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. SM-917

1. Name of Property (indicate preferred name)

historic Millstone Landing Road

other County Road 30269

2. Location

street and number Election District No. 8, Runs NW from end of public access to MD 235 (Three Notch Road)

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

7. Description

Inventory No. SM-917

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

Millstone Landing Road is located in southeastern St. Mary's County. The public roadway originates just west of the Patuxent River. Access beyond this point is restricted due to the close proximity of the Patuxent River Naval Air Station. The road extends west and southwest from its origin for approximately 1.34 miles to its terminus at Three Notch Road (MD 235). The road is asphalt paved and varies in width from 16 to 40 feet. Mature evergreen and deciduous vegetation that gives way to mid- to late-twentieth-century residential development characterizes the majority of the length of the road's right-of-way.

Location

Millstone Landing Road is located in the southeastern portion of St. Mary's County in the county's Eighth Election District. The road extends west from the starting point of public access at a county pull-off near the Patuxent River and curves gradually to the south beginning at mile point 0.6 to its end point at Three Notch Road (MD 235). The entire length of the publicly accessible road is 1.34 miles.

Detailed Description

The Roadway

Millstone Landing Road is an asphalt-paved major collector route that varies from approximately 16 to 40 feet in width. The road originates as a narrow unmarked throughway. From mile point 0.4 to mile point 1.2, the travelway gradually becomes wider and contains two divided lanes—one in each direction divided by a yellow-painted, double line and white-painted lines frame the outer edges. From mile point 1.2 until its terminus, the road opens to four lanes. The roadway is asphalt-paved and is in good condition throughout its length. Markings associated with a pedestrian crossing are painted on the roadway at mile point 1.0 in front of Green Holly Elementary School.

The road's horizontal alignment incorporates several straight-aways and long, gentle curves. Its vertical alignment consists of a shallow ascent beginning at mile point 0.9 to where it levels off at a small tributary crossing at mile point 1.2. The majority of the route is at-grade or slightly depressed below the surrounding land. The roadway does not include a visible crown.

At mile point 1.2, the roadway crosses a small tributary that runs northwest and empties into Lewis Creek. The waterway runs in a deep channel perpendicular to the roadway until it crosses underneath the roadway through a metal pipe culvert. Wooden guiderails flank each side of the roadway at the culvert.

The Right-of-Way

Informal grassy and asphalt-paved shoulders appear on both sides within the Millstone Landing Road right-of-way. Several traffic signs, including speed limit and warning signs, appear within the right-of-way. These consist of standard reflective metal signs mounted on metal or wood posts. Private property owners, including several residential developments, have posted a variety of identification signs, typically painted wood of various shapes and sizes that include names and addresses of the properties. Several metal signs associated with the Green Holly Special Education School and the Green Holly Elementary School are located adjacent to the north side of the roadway near mile point 1.0. In addition, poured concrete sidewalks line the roadway in front of the schools.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-917

Name Millstone Landing Road
Continuation Sheet

Number 7 Page 1

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the north side of the road and then along both the north and south sides of the road until its terminus. A traffic signal, hung above the roadway, denotes the road's terminus at Three Notch Road (MD 235).

The Setting

Millstone Landing Road traverses a residential area of southeastern St. Mary's County. The road extends through a landscape dominated by residential and educational land uses. St. Richard's Manor (SM-5; listed in the National Register, 1985) is located to the south of Millstone Landing Road at mile point 0.2, although the property is not visible from the roadway.

The first 0.4 miles of the road from its origin near the Patuxent River passes through a wooded area interspersed with long sand and gravel driveways that stretch north and south from the road. A grouping of vacant late-nineteenth-century outbuildings, most likely associated with St. Richard's Manor, are visible at mile point 0.2. At mile point 0.4, the road becomes two lanes divided by a yellow-painted double line. A large residential development, "Esperanza Farms," dating to the late 1970s is located to the north of the road at mile point 0.5. Associated paved roads provide access from Millstone Landing Road into the development. Between mile point 0.6 and 1.2, several dwellings built in the mid- to late-twentieth century are located on individual lots to the south side of the road. These separate dwellings are accessed by paved-asphalt or gravel driveways. The buildings associated with the circa-1973 Green Holly Special Education School and the circa-1985 Green Holly Elementary School, which occupy over 10 acres, are located on the north side of the roadway at mile point 0.9.

The terminus of Millstone Landing Road is heavily developed with late-twentieth-century commercial buildings and shopping centers fronting the six-lane Three Notch Road (MD 235).

8. Significance

Inventory No. SM-917

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 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 checked="" type="checkbox"/> exploration/ settlement	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates ca. 1640; ca. 1835; ca. 1942

Architect/Builder Unknown

Construction dates Mid-seventeenth century through late-twentieth century

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.)

Historical Summary

As a late-seventeenth-century route leading inland from the manor of Richard Gardiner (St. Richard's Manor), a member of the First General Assembly of the Maryland Colony, Millstone Landing Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. From the seventeenth century through the early twentieth century, Millstone Landing was used by local farmers to reach the wharf and later the steamboat landing at Millstone. With the advent of steamboat service to the county in the 1830s, roads leading inland to steamboat wharves, such as Millstone Landing Road, were improved to accommodate the increase in commercial traffic and travelers. After the cessation of steamboat transport in the early twentieth century, Millstone Landing Road facilitated travel to the pier at Millstone Landing, which housed the ferry that operated on the Patuxent River. Millstone Landing Road and its setting also reflects the mid-twentieth-century road improvements and residential development associated with the construction of the Patuxent River Naval Air Station in 1942.

Historical Narrative¹

Summary of Road Building in St. Mary's County

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.²

¹ The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Millstone Landing Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

² History Matters, LLC 2006: 7

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-917

Name Millstone Landing Road
Continuation Sheet

Number 8 Page 1

European settlement in St. Mary's County began in 1634 when a group of English Colonists, lead by Leonard Calvert, son of Lord Baltimore, arrived on St. Clement's Island located in the Potomac River. The settlers soon thereafter traveled inland on the tributaries of the Potomac River and began establishing farms in the areas around the river and its tributaries. As a result of their gravitation to settle near navigable waterways on large farms that promised successful tobacco cultivation, colonists lived on widely scattered farmsteads.³ Over the course of the seventeenth century, colonists established plantations and farms along the Patuxent River, which bordered the east side of what would become St. Mary's County.

The oldest documented road in St. Mary's County was used to connect St. Mary's City, the colony's capital from 1634 to 1695, to the two major waterways that flanked the peninsula. The Patuxent Path (present-day MD 235 [Three Notch Road]), created on the bed of a Native American pathway, connected St. Mary's City to the Patuxent River.⁴ Various roads and trails crisscrossed the Patuxent Path and led to individual farms, plantations, villages, and other smaller waterways.⁵

Seventeenth-century roads in St. Mary's County were likely narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-foot wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.⁶

Between 1790 and 1840, the internal economy of St. Mary's expanded, which created a greater demand for overland travel routes. Throughout the first half of the nineteenth century, the economy of St. Mary's County relied upon its agricultural exports. Since waterways provided the primary means of shipping these goods, county farmers continued to rely on the roads to wharves, such as Millstone Landing Road, in order to collect imported manufactured goods and ship their staple crops.⁷

The expansion of steamboat traffic along the Patuxent and Potomac Rivers starting in the 1830s fueled the improvement of local roads that provided inland access to steamboat wharves. In 1821, Captain George Weems began operating intermittent steamboat service between Baltimore and several Patuxent River landings; however, a regular route was not established until 1835. Millstone Landing was among the early landings visited by the Weems line.⁸ By 1861, Weems

³ History Matters, LLC 2006: 7-8

⁴ Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, Ridge, Maryland: n.p., 1991, 282.

⁵ History Matters, LLC 2006: 9

⁶ History Matters, LLC 2006: 11-15

⁷ History Matters, LLC 2006: 20

⁸ Kathryn Gettings Smith, "Trent Hall Road, SM-908," Maryland Inventory of Historic Properties Form, prepared by History Matters, LLC, June 30, 2006, on file at the Maryland Historical Trust, Crownsville, Maryland, 8-1.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-917

Name Millstone Landing Road
Continuation Sheet

Number 8 Page 2

operated three steamboats, each making four trips a week to the Patuxent River.⁹ By 1865, maps of the county show several steamboat landings on the Patuxent River, including one at Millstone Landing, and a growing number of roads leading east from the Patuxent Path to presumably boat landings at the river.¹⁰

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.¹¹

However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements, and pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.¹²

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the twentieth century were the result of the state government's growing involvement in local road planning and maintenance. The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them.

In 1908, Governor Austin Crothers, leader of the Good Roads Movement in Maryland, persuaded the state legislature to appropriate five million dollars for state-sponsored improvement and construction of roads. The result was the creation of the State Roads Commission, charged with the powers to construct, improve, and maintain a state system of improved state roads and highways. In the 1910s, St. Mary's County started receiving substantial state-financed road improvements

⁹ David C. Holly, *Tidewater by Steamboat: A Saga of the Chesapeake*, Baltimore, Maryland, The Johns Hopkins University Press, 1991, 26-33, 42-43; Robert H. Burgess and H. Graham Wood, *Steamboats Out of Baltimore*, Cambridge, Maryland, Tidewater Publishers, 1968, 20-23.

¹⁰ Simon J. Martenet, *Martenet's Atlas of Maryland: Including the District of Columbia, a Stretch of Delaware, and a Portion of Northern and Eastern Virginia Showing some of the Most Interesting Localities of the Late War*, 1865, available at Geography and Map Division, Library of Congress.

¹¹ Hammett 1991: 283-285

¹² History Matters, LLC 2006: 15-25

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-917

Name Millstone Landing Road
Continuation Sheet

Number 8 Page 3

beginning with the creation of MD 5, which traversed the entire length of St. Mary's County from Charles County to Point Lookout at the southern tip.¹³ Subsequent state road projects focused on the interior roads that connected inland towns.

By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.¹⁴ By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.¹⁵

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.¹⁶ As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

Furthermore, the establishment of the Patuxent River Naval Air Station at Cedar Point in 1942 launched another period of substantial road improvements in St. Mary's County. The U.S. Navy constructed and improved roads leading to the base at Cedar Point. The Navy's presence also led to the considerable growth of nearby communities, such as Hollywood and Lexington Park, and consequently, their corresponding road networks were improved. The economic and population growth brought by the establishment of the naval base fueled road widening projects on the major routes and improvements to many of the county's secondary and local roadways.¹⁷

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.¹⁸

Development of Millstone Landing Road

Millstone Landing Road most likely originated as a route connecting St. Richard's Manor to inland tracts and to the Patuxent Path (present-day MD 235). On December 6, 1640, St. Richard's Manor was surveyed and granted by Lord

¹³ Hammett 1991: 287

¹⁴ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

¹⁵ History Matters, LLC 2006: 33

¹⁶ History Matters, LLC 2006: 40

¹⁷ History Matters, LLC 2006: 33; Hammett 1991: 293

¹⁸ History Matters, LLC 2006: 41

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-917

Name Millstone Landing Road
Continuation Sheet

Number 8 Page 4

Baltimore to Richard Gardiner, first Lord of the Manor and a member of the First General Assembly of the Maryland Colony. The land grant was the first along the Patuxent River. Throughout the next four decades, ownership of the manor passed to Richard's son and heir, Luke Gardiner and then to Richard Keene, and finally to Andrew Abingdon, deputy collector for the Patuxent District and sheriff of Calvert County.¹⁹ The presence of the late-seventeenth-century manor house indicates that the property has been occupied since that time.

Portions of the current Millstone Landing Road were most likely established by the late-seventeenth century in order to facilitate the movement of people and goods, particularly tobacco, from the landing at St. Richard's Manor to the Three Notch Road and other inland points. The means of transporting tobacco from St. Mary's County to Baltimore was via the waterways, and Millstone Landing provided the shipping point for colonial farmers and later plantation holders throughout the seventeenth and eighteenth centuries. A public wharf was formally established at Millstone Landing in 1835, most likely in association with the creation of Captain George Weem's steamboat line.²⁰

Millstone Landing Road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*, but the map does depict several secondary paths leading from the Patuxent River to the Three Notch Road.²¹ Most likely Millstone Landing existed in the late-seventeenth and eighteenth centuries as a narrow dirt path used to connect travelers landing at St. Richard's Manor to points inland.

Simon J. Martenet's 1865 *Atlas of the State of Maryland* is the earliest cartographic record that depicts Millstone Landing Road.²² As the inland road network expanded in the early nineteenth century, the informal path would have been formalized and extended particularly with the establishment of the steamboat landing. The steamboat landing at Millstone was one of the busiest in St. Mary's County for almost a century from the 1830s until its cessation in the 1930s.²³ Martenet's 1865 *Atlas of the State of Maryland* illustrates a road that closely follows the alignment of the current Millstone Landing Road; the road leads north following the Patuxent River shoreline from Millstone Landing and curves sharply to the west near the dwelling associated with St. Richard's Manor and continues southwest where it terminates at a small road that connects to Three Notch Road.²⁴

With the exception of the dwelling and outbuildings associated with St. Richard's Manor (SM-5), Millstone Landing Road does not retain any extant architectural resources dating to the seventeenth, eighteenth, or nineteenth centuries. The earliest dwellings, which date to the early twentieth century, are located near the terminus of the roadway at Three Notch Road. Between the 1910s and 1930s, many of the roads throughout St. Mary's County were improved and surfaced, including Millstone Landing Road. After steamboat service stopped in 1932, Millstone Landing served as a pier for the ferry that operated on the Patuxent River. The ferry transported passengers and automobiles between Solomon's Island in

¹⁹ George A. T. Donely and Peter Kurtze, "St. Richard's Manor, SM-5," National Register of Historic Places Inventory Form, October 1984, on file at the Maryland Historical Trust, Crownsville, Maryland, 8-1; St. Mary's County was part of Calvert County until 1695.

²⁰ Hammett 1991: 389

²¹ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

²² The history of the name "Millstone" is unknown as there are no records that indicate the presence of a mill in the vicinity.

²³ Hammett 1991: 483

²⁴ Martenet 1865

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-917

Name Millstone Landing Road
Continuation Sheet

Number 8 Page 5

Calvert County and Millstone Landing.²⁵ Millstone Landing Road was improved to facilitate easy travel between the pier and inland roads.

On April 4, 1942, the first ground was broken at Cedar Point, located to the south of Millstone Landing, for the construction of the Patuxent River Naval Air Station. As a result, access to the eastern and southern ends of Millstone Landing Road was restricted due to the close proximity of the Air Station. Numerous posted signs warn travelers not to proceed beyond the county-maintained roadway approximately 1.34 miles from the road's intersection with Three Notch Road (MD 235). In addition, the construction of the air station and the population increase that followed caused significant changes to the setting of Millstone Landing Road. Dwellings dating to the mid-1940s and 1950s are located towards its terminus at Three Notch Road. The late-twentieth-century saw the construction of the circa-1970s housing development to the north (Esperanza Farms) and the construction of the Green Holly Special Education School (circa 1973) and the Green Holly Elementary School (circa 1985). Consequently, the road has since been widened and improved to meet current design standards and safety criteria. The widening of Three Notch Road necessitated the widening of the terminus of Millstone Landing Road to four lanes and the erection of an overhead traffic signal. As commercial and residential development continues to increase particularly in the area associated with Hollywood and Lexington Park in the county's Eighth Election District, the rural character of Millstone Landing Road continues to diminish, as only the unmarked narrow pathway that characterizes the 0.4 miles at the eastern end of the road remains as vestiges of the historic route.

²⁵ Hammett 1991: 483

9. Major Bibliographical References

Inventory No. SM-917

See Continuation Sheets.

10. Geographical Data

Acreage of surveyed property	<u>1.34 miles</u>
Acreage of historical setting	<u>Approximately 2 miles</u>
Quadrangle name	<u>Solomon's Island, MD</u>

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

Verbal boundary description and justification

The surveyed area of Millstone Landing Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting or viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

11. Form Prepared by

name/title	Emma K. Young/Architectural Historian		
organization	A.D. Marble & Company	date	June 25, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	410-902-1421
city or town	Owings Mills	state	MD

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-917

Name Millstone Landing Road
Continuation Sheet

Number 9 Page 1

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Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. SM-917

Name Millstone Landing Road
Continuation Sheet

Number 9 Page 2

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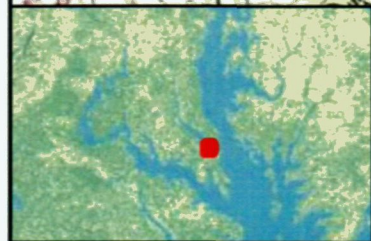
United States Geological Survey.

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1892 *Drum Point, MD Quadrangle (15 Minute Series)*

1901 *Drum Point, MD Quadrangle (15 Minute Series)*

1905 *Drum Point, MD Quadrangle (15 Minute Series)*



— Road Alignment 2005

2,000

Feet

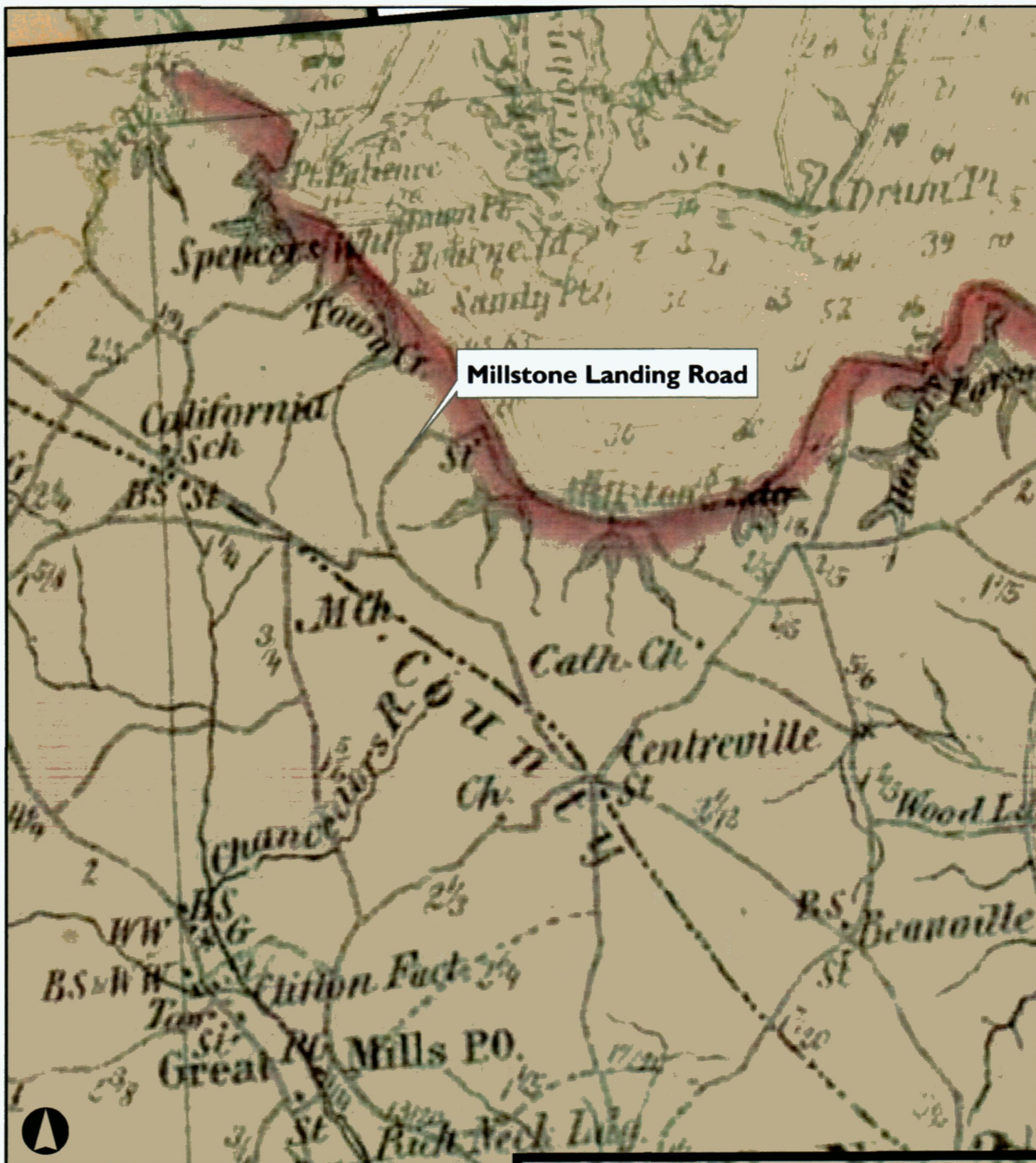
Millstone Landing Road

SM-917

Hollywood Vicinity

St. Marys County, MD

Source: USGS 7.5' Topo Quad, Solomons Island, MD (2007)



Millstone Landing Road



2,000
Feet

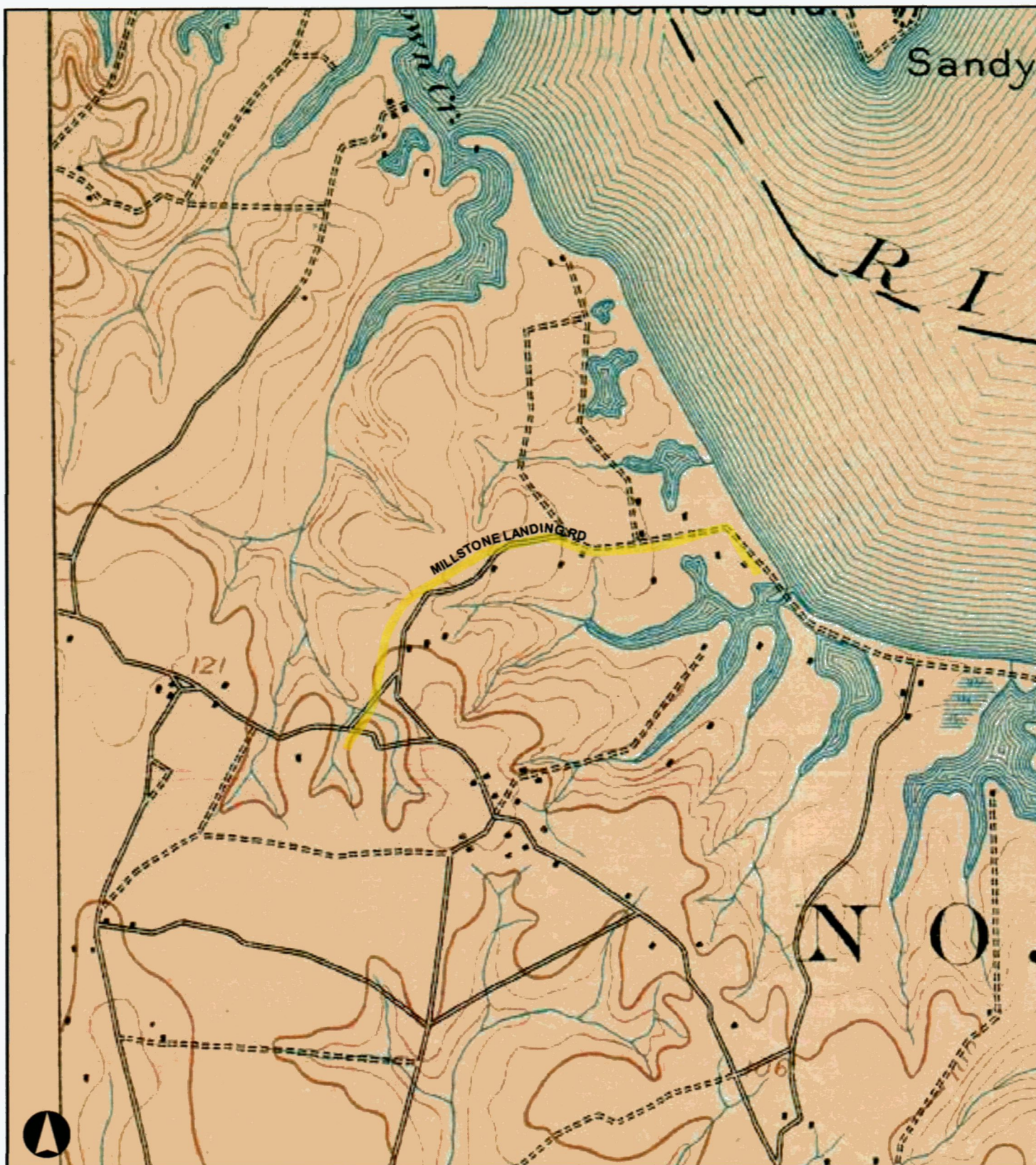
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Hollywood Vicinity

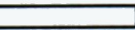
SM-917

St. Marys County, MD

Source: 1865 Martenet Atlas



 Road Alignment 2005

2,000
 Feet

**Millstone Landing Road
Hollywood Vicinity**

SM-917

St. Marys County, MD

Source: 1892 Drum Point, MD USGS Quadrangle (15 Minute Series)



**Millstone Landing Road
SM-917
Photo ID Map**



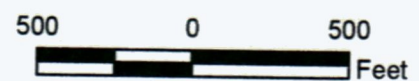
Photo Locations



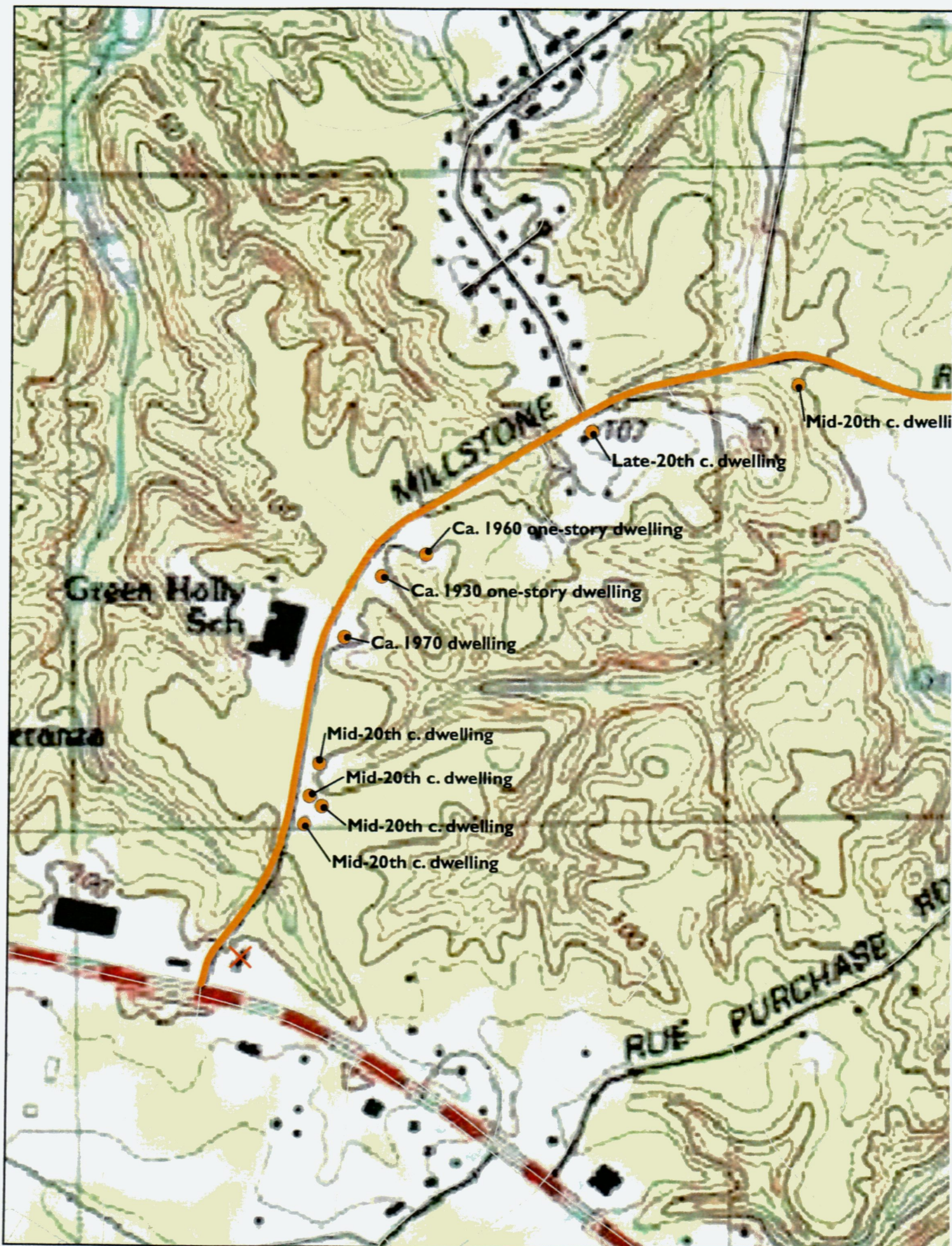
Millstone Landing Road

Source: USGS 7.5' Topo Quad, Solomons Island, MD.

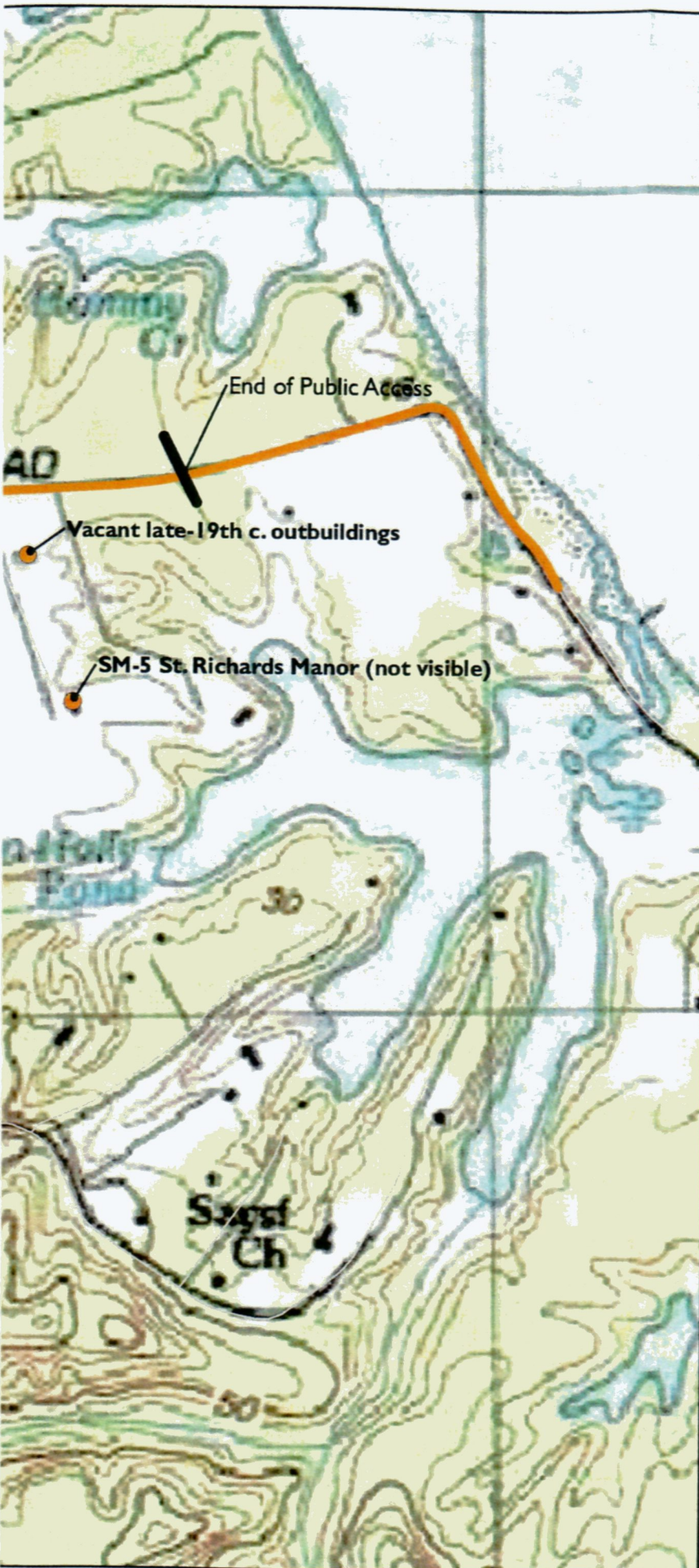
***Hollywood Vicinity
St. Mary's County, Maryland***




May 2008



**Millstone Landing Road
SM-917
Resource ID Map**



-  Resource Not Extant
-  Extant Resource
-  Millstone Landing Road

Source: USGS 7.5' Topo Quad, Solomons Island, MD.

***Hollywood Vicinity
St. Mary's County, Maryland***

500 0 500
Feet

May 2008



Mile Point 0.0, looking northeast at origin at end of public access
1 of 13



Mile Point 0.0, looking northwest
2 of 13

SM-917
Millstone Landing Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.0, looking southwest to county pull-off at end of public access
3 of 13



Mile Point 0.2, looking southwest to vacant late-nineteenth-century outbuildings
4 of 13

SM-917
Millstone Landing Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.2, looking to northwest along paved-asphalt driveway
5 of 13



Mile Point 0.4, looking southwest to end of narrow unmarked roadway/beginning of two-lane, divided roadway
6 of 13

SM-917
Millstone Landing Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.4, looking west
7 of 13



Mile Point 0.9, looking southwest towards Green Holly Elementary School
8 of 13

SM-917
Millstone Landing Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.9, looking northwest
9 of 13



Mile Point 0.9, looking southwest at dwelling at 46081 Millstone Landing Road
10 of 13

SM-917
Millstone Landing Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.0, looking southwest to Green Holly Special Education School and Green Holly Elementary School
11 of 13



Mile Point 1.2, looking northeast to grouping of mid-twentieth-century dwellings
12 of 13

SM-917
Millstone Landing Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.2, looking southwest to terminus of Millstone Landing Road at Three Notch Road
(MD 235)
13 of 13

SM-917
Millstone Landing Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO

**All Faith Church Road
SM-918
St. Mary's County
Huntersville Vicinity
17th Century
Public**

All Faith Church Road is located in the northeastern portion of St. Mary's County in the county's Fifth Election District. The road extends from its intersection with Golden Beach Road south for approximately 1.4 miles to its terminus at New Market Turner Road (MD 6). The road is asphalt paved and varies in width from 18 feet to 22 feet. Mature evergreen and deciduous vegetation that gives way to late-twentieth-century residential development characterizes the majority of the length of the road's right-of-way.

All Faith Church Road reflects the early road network in St. Mary's County established to connect colonists to religious institutions. All Faith Church Road was most likely established as a dirt path that allowed travelers access from the Patuxent River landing, historically known as Long Point, to All Faith Episcopal Church (SM-83). Many of the eighteenth-century churches were located inland in order to be closer to the center of population. As a result, as the congregation grew, the associated transportation networks grew and improved as well. All Faith Church Road and its setting reflect trends in the architecture and agriculture of St. Mary's County in the mid- to late-twentieth century. The collection of mid- to late-twentieth-century dwellings reflects the growth in population associated with the suburbanization trends of St. Mary's County.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. SM-918

1. Name of Property (indicate preferred name)

historic All Faith Church Road

other County Route 30007

2. Location

street and number Election District No. 5, Road runs SE from Golden Beach Road to MD 6 ☐ not for publication

city, town Huntersville ☒ 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
<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	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<input type="checkbox"/> Total
		<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 checked="" type="checkbox"/> transportation	
		<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-918

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

All Faith Church Road crosses over Killpeck Creek in northeastern St. Mary's County. The road extends from its intersection with Golden Beach Road south for approximately 1.4 miles to its terminus at New Market Turner Road (MD 6). The road is asphalt paved and varies in width from 18 feet to 22 feet. Mature evergreen and deciduous vegetation that gives way to late-twentieth-century residential development characterizes the majority of the length of the road's right-of-way.

Location

All Faith Church Road is located in the northeastern portion of St. Mary's County in the county's Fifth Election District. The road extends south from its start point at Golden Beach Road and bends slightly west at mile point 0.6 to its end point at New Market Turner Road (MD 6). The road crosses Killpeck Creek at mile point 0.5. The entire length of the road is approximately 1.4 miles in length.

Detailed Description

The Roadway

All Faith Church Road is an asphalt-paved, major collector route that varies from 18 to 22 feet in width. The travelway contains two divided lanes—one in each direction divided by a yellow-painted, double line, and white-painted lines frame the outer edges. The roadway is in good condition throughout its length. The road's horizontal alignment incorporates gentle curves, several straight-aways, and one notable curve at mile point 1.3. Its vertical alignment consists of a small ascent from Golden Beach Road to the lowland where it levels off at the crossing over Killpeck Creek (mile point 0.6). The road then ascends to its intersection at New Market Turner Road (MD 6). The majority of the route is at-grade or slightly depressed below the surrounding land. The roadway does not include a visible crown.

At mile point 0.6 from its origin, the roadway crosses Killpeck Creek, a minor waterway that runs west to east and empties into Trent Hall Creek. The creek runs in a deep channel perpendicular to the roadway until it crosses underneath the roadway through a metal pipe culvert. Aluminum guiderails flank each side of the roadway at the culvert.

The Right-of-Way

Informal grassy and asphalt-paved shoulders appear on both sides within the All Faith Church Road right-of-way. Several traffic signs, including speed limit and warning signs, appear within the right-of-way. These consist of standard reflective metal signs mounted to metal or wood posts. Private property owners, including several residential developments, have posted a variety of identification signs, typically painted wood of various shapes and sizes that include names and addresses of the properties.

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the west side of the road and then along both the east and west sides of the road and back along the west side of the road.

The Setting

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-918

Name All Faith Church Road
Continuation Sheet

Number 7 Page 1

All Faith Church Road traverses a rural/residential area of northeastern St. Mary's County. The road extends through a landscape dominated by rural and residential land uses. All Faith Episcopal Church (SM-83; listed in the National Register, 2003) is located at the southeast quadrant of the intersection of All Faith Church Road and New Market Turner Road (MD 6) southeast of mile point 0.0.

The first half-mile of the road from its intersection with New Market Turner Road (MD 6) passes through a hilly sparsely developed wooded area. An early twentieth-century, gable-front dwelling and an early twentieth-century, frame tobacco barn are located adjacent to the roadway at mile point 0.2. Wood and barbed-wire fencing that denotes former pasture land is located to the north of the early twentieth-century residence and barn. Between mile points 0.6 and 1.0, several residences built in the latter half of the twentieth century are located on the east side of the road and are accessed by paved driveways. These residences are marginally visible from the roadway until mile point 1.0.

The last half-mile of the road consists of several late-twentieth-century residential developments, including "Holly Acres" (1970s) and "Quiet Acres" (1990s), both located on the east side of the road. Associated paved roads provide access from All Faith Church Road into the developments. Several dwellings dating to the 1970s are located on the east and west sides of the roadway on individual lots. A circa-1920, gable-front, frame dwelling is located southwest of the intersection of All Faith Church Road and Golden Beach Road at mile point 1.3.

8. Significance

Inventory No. SM-918

Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input 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 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 type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input checked="" 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 Ca. 1692

Architect/Builder Unknown

Construction dates Late-17th Century-Twentieth Century

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.)

Historical Summary

All Faith Church Road reflects the early road network in St. Mary's County established to connect colonists to religious institutions. All Faith Church Road was most likely established as a dirt path that allowed travelers access from the Patuxent River landing, historically known as Long Point, to All Faith Episcopal Church. Many of the eighteenth-century churches were located inland in order to be closer to the center of population. As a result, as the congregation grew, the associated transportation networks grew and improved as well.

All Faith Church Road and its setting reflect trends in the architecture and agriculture of St. Mary's County in the mid- to late-twentieth century. The collection of mid- to late-twentieth-century dwellings reflects the growth in population associated with the suburbanization trends of St. Mary's County.

Historical Narrative¹

Summary of Road Building in St. Mary's County

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, and to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.²

Aside from facilitating the transport of tobacco from farms to waterways for shipping, colonial roads in St. Mary's County also served to connect colonists to the capital, the courts, and church. Roman Catholic and Anglican churches served as

¹ The historical context will only detail the history of the road building in St. Mary's County as it relates directly to All Faith Church Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

² History Matters, LLC 2006: 7

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-918

Name All Faith Church Road
Continuation Sheet

Number 8 Page 1

focal points for early community networks, and colonial roads helped to connect colonists to these religious centers. Colonists developed trails and roads leading to local houses of worship, many of which were located inland in order to be closer to the center of population.³

Seventeenth-century roads in St. Mary's County were likely narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-feet wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.⁴

Between 1790 and 1840, the internal economy of St. Mary's expanded, creating a greater demand for overland travel routes. Throughout the first half of the nineteenth century, the economy of St. Mary's County relied upon its agricultural exports. Since waterways provided the primary means of shipping these goods, county farmers continued to rely on the roads to wharves in order to collect imported manufactured goods and ship their staple crops.⁵

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.⁶

However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements and pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.⁷

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the

³ History Matters, LLC 2006: 13-14

⁴ History Matters, LLC 2006: 11-15

⁵ History Matters, LLC 2006: 20

⁶ Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, Ridge, Maryland: n.p., 1991, 283-285.

⁷ History Matters, LLC 2006: 15-25

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-918

Name All Faith Church Road
Continuation Sheet

Number 8 Page 2

twentieth century were the result of the state government's growing involvement in local road planning and maintenance. The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them.

In 1908, Governor Austin Crothers, leader of the Good Roads Movement in Maryland, persuaded the state legislature to appropriate five million dollars for state-sponsored improvement and construction of roads. The result was the creation of the State Roads Commission, charged with the powers to construct, improve, and maintain a state system of improved state roads and highways. In the 1910s, St. Mary's County started receiving substantial state-financed road improvements beginning with the creation of MD 5, which traversed the entire length of St. Mary's County from Charles County to Point Lookout at the southern tip.⁸ Subsequent state road projects focused on the interior roads that connected inland towns.

By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.⁹ By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.¹⁰

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.¹¹ As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.¹²

Development of All Faith Church Road

⁸ Hammitt 1991: 287

⁹ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

¹⁰ History Matters, LLC 2006: 33

¹¹ History Matters, LLC 2006: 40

¹² History Matters, LLC 2006: 41

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-918

Name All Faith Church Road
Continuation Sheet

Number 8 Page 3

All Faith Church Road derives its name from the church building that housed worshippers of the All Faith Parish, which comprised northeastern St. Mary's County from the mid-seventeenth-century until the present day. All Faith Parish was established circa 1655 and incorporated in 1692 as one of the original Anglican parishes in Maryland. At the time of its creation, the parish contained most of the Patuxent River side of St. Mary's County, though this region was part of Calvert County until 1695.¹³ The original church building was constructed of log circa 1655 and rebuilt in 1693.¹⁴ Purportedly, the name was originally "Allfaiths" as the early church building was the only one in Resurrection Hundred set aside for religious worship; therefore, it was used by all faiths.¹⁵ The one-story brick church building that stands on the site of the former log church building was erected between 1766 and 1769.¹⁶

All Faith Church Road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*, but the map does depict a road near the current alignment of Golden Beach Road, the terminus of All Faith Church Road.¹⁷ Most likely All Faith Church Road existed in the late-seventeenth and eighteenth centuries as a narrow dirt path used to connect travelers from present-day Golden Beach Road to All Faith Church.

The 1865 Martenet Atlas of St. Mary's County is the earliest cartographic record that depicts All Faith Church Road. However, the road is described in the 1802 County Road Book as part of the second road division of Upper Resurrection Hundred. The book describes the path as "from All Faith Church Road to Indian Creek Road."¹⁸ As the inland road network expanded in the early nineteenth century, the informal path would have been formalized and extended.

¹³ Reverend Charles Daughtery, "The Church of England in Maryland, Especially St. Mary's County, 1634-1776, *Chronicles of St. Mary's*, Vol. 14, No. 9, September 1966, 25; In 1744, the southern portion of the All Faith Parish was annexed to St. Andrew's Parish.

¹⁴ All Faith Episcopal Church, "Colonial Heritage," accessed via www.allfaithchurch.com/svs-tmpl/ourcolonialheritage/ 22 April 2008.

¹⁵ Ibid.

¹⁶ Maryland Historical Trust, "All Faith Episcopal Church, SM-83," National Register of Historic Places Inventory Form, April 1972.

¹⁷ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

¹⁸ St. Mary's County, County Road Book, Upper Resurrection Hundred, 1802, available courtesy of Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-918

Name All Faith Church Road
Continuation Sheet

Number 8 Page 4

Simon J. Martenet's 1865 *Atlas of Maryland* illustrates a road that follows the alignment of the current All Faith Church Road; the road leads north from the "P.E. Church" to terminate at an east-west route connecting Indian Creek to Charlotte Hall, most likely the current Golden Beach Road. According to Martenet's Atlas, a school was located at the southeast intersection of the All Faith Church Road and what is known currently as Golden Beach Road.¹⁹

With the exception of the All Faith Episcopal Church (SM-83) located at the southeast intersection of All Faith Church Road and New Market Turner Road (MD 6), All Faith Church Road does not retain any extant architectural resources dating to the seventeenth, eighteenth, or nineteenth centuries. The earliest dwellings, which date to the early twentieth century, are located at the origin and terminus of the roadway. Between the 1910s and 1930s, many of the roads throughout St. Mary's County were improved and surfaced, but All Faith Church Road remained an unimproved dirt road in 1939. Presumably travelers, with the exception of local churchgoers, had little reason to use All Faith Church Road prior to the twentieth century, particularly as improvements were made to the larger, more traveled present-day Golden Beach Road and New Market Turner Road (MD 6). All Faith Church Road received a bituminous surface coating between 1939 and 1959 and was paved in asphalt as a result of the residential development that occurred in the 1970s. The road has since been widened and improved to meet current design standards and safety criteria, particularly after the construction of the two late-twentieth-century residential developments.

¹⁹ Simon J. Martenet, *Martenet's Atlas of Maryland: Including the District of Columbia, a Stretch of Delaware, and a Portion of Northern and Eastern Virginia Showing some of the Most Interesting Localities of the Late War*, 1865, available at Geography and Map Division, Library of Congress.

9. Major Bibliographical References

Inventory No. SM-918

See Continuation Sheets.

10. Geographical Data

Acreage of surveyed property	<u>1.4 miles</u>
Acreage of historical setting	<u>Approximately 1.4 miles</u>
Quadrangle name	<u>Mechanicsville, MD</u>

Quadrangle scale: 1:24,000 (7.5 Minute Series)

Verbal boundary description and justification

The surveyed area of All Faith Church Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting or viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

11. Form Prepared by

name/title	Emma Young		
organization	A.D. Marble & Company	date	June 25, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	410-902-1421
city or town	Owings Mills	state	MD

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-918

Name All Faith Church Road
Continuation Sheet

Number 9 Page 1

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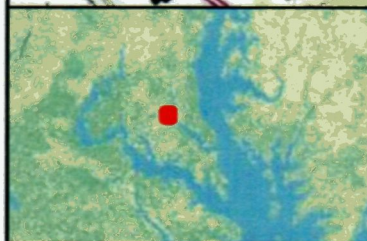
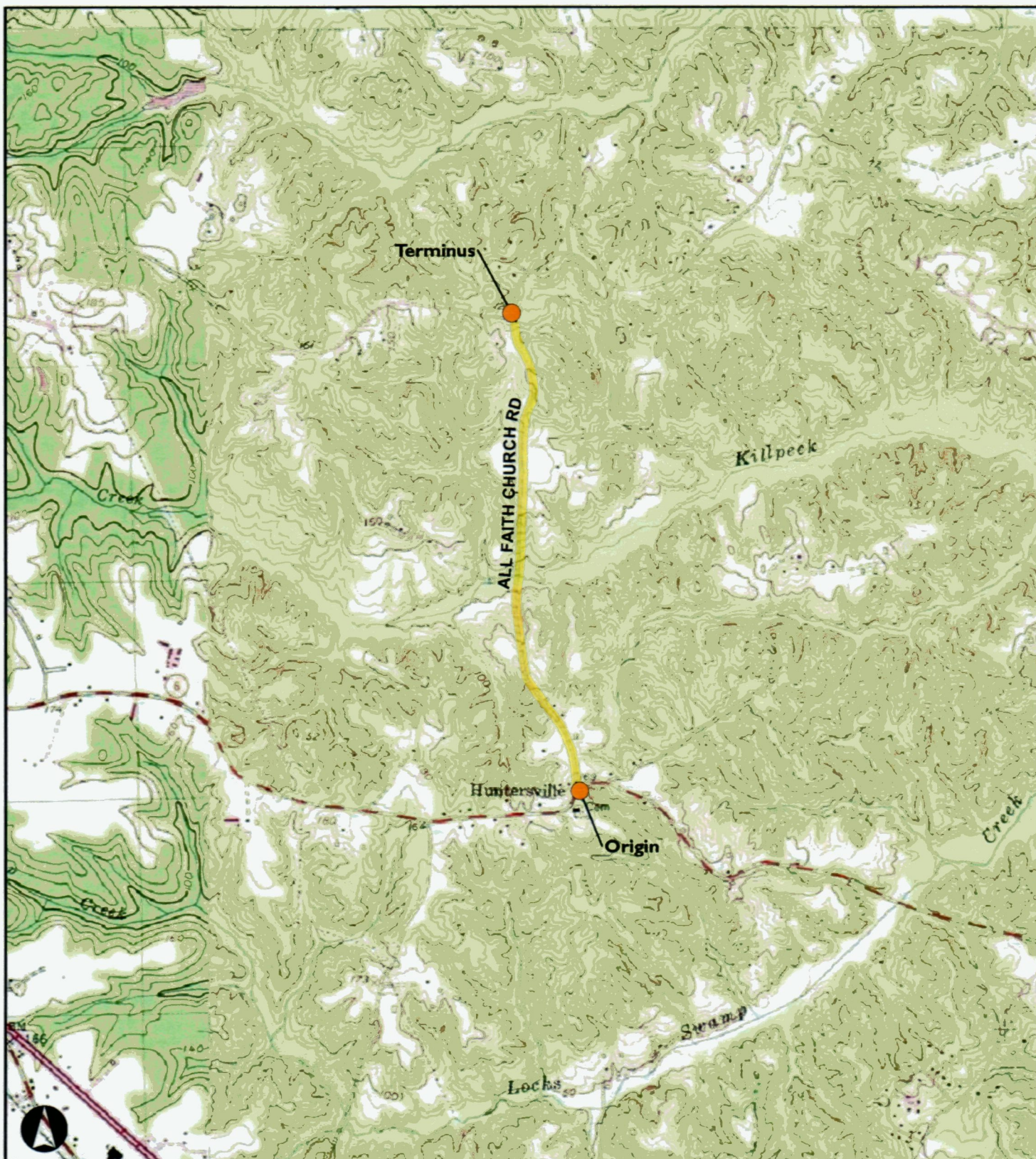
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Marriott, Paul Daniel

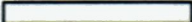
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Maryland Historical Trust

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 Road Alignment 2005

 2,000 Feet

All Faith Church Road

SM-918

Huntersville Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Mechanicsville, MD.



All Faith Church Road



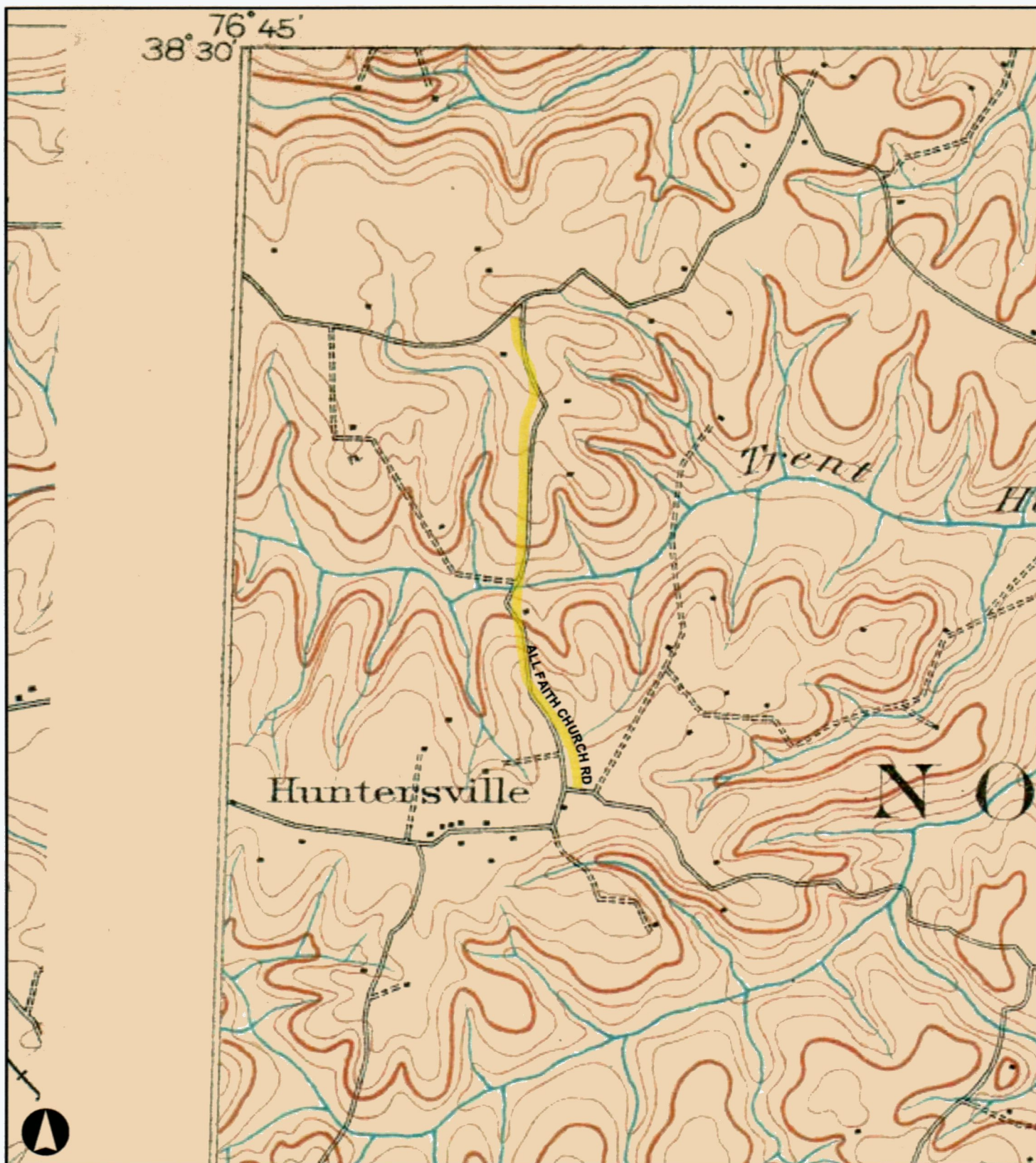
2,000
Feet

All Faith Church Road
Huntersville Vicinity


SM-918

St. Mary's County, MD

Source: 1865 Martenet Atlas



 Road Alignment 2005

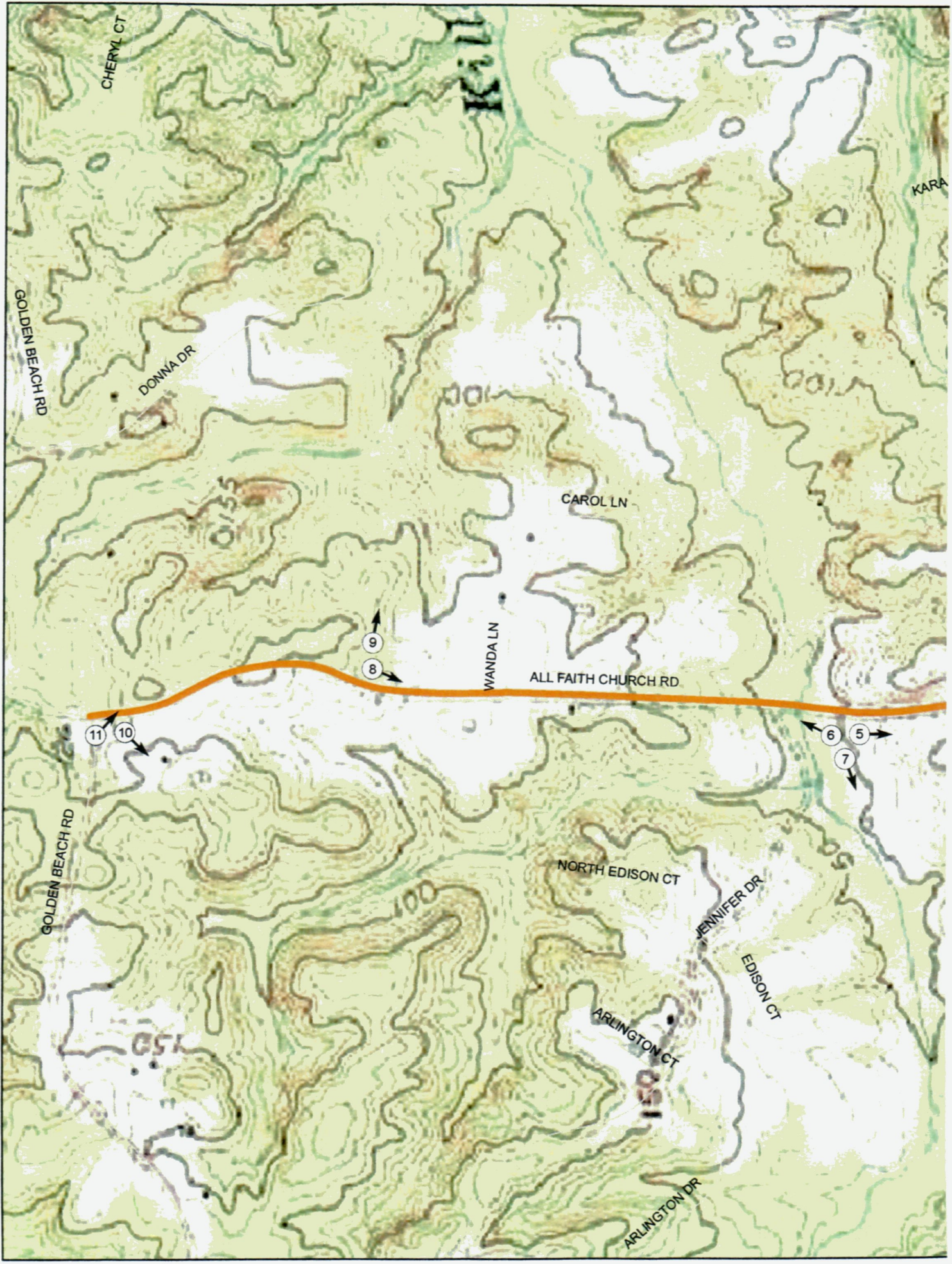
2,000
 Feet

**All Faith Church Road
Huntersville Vicinity**

SM-918

St. Mary's County, MD

Source: 1892 Leonardtown, MD USGS Quadrangle (15 Minute Series)



**All Faith Church Road
SM-918
Photograph Location Map**

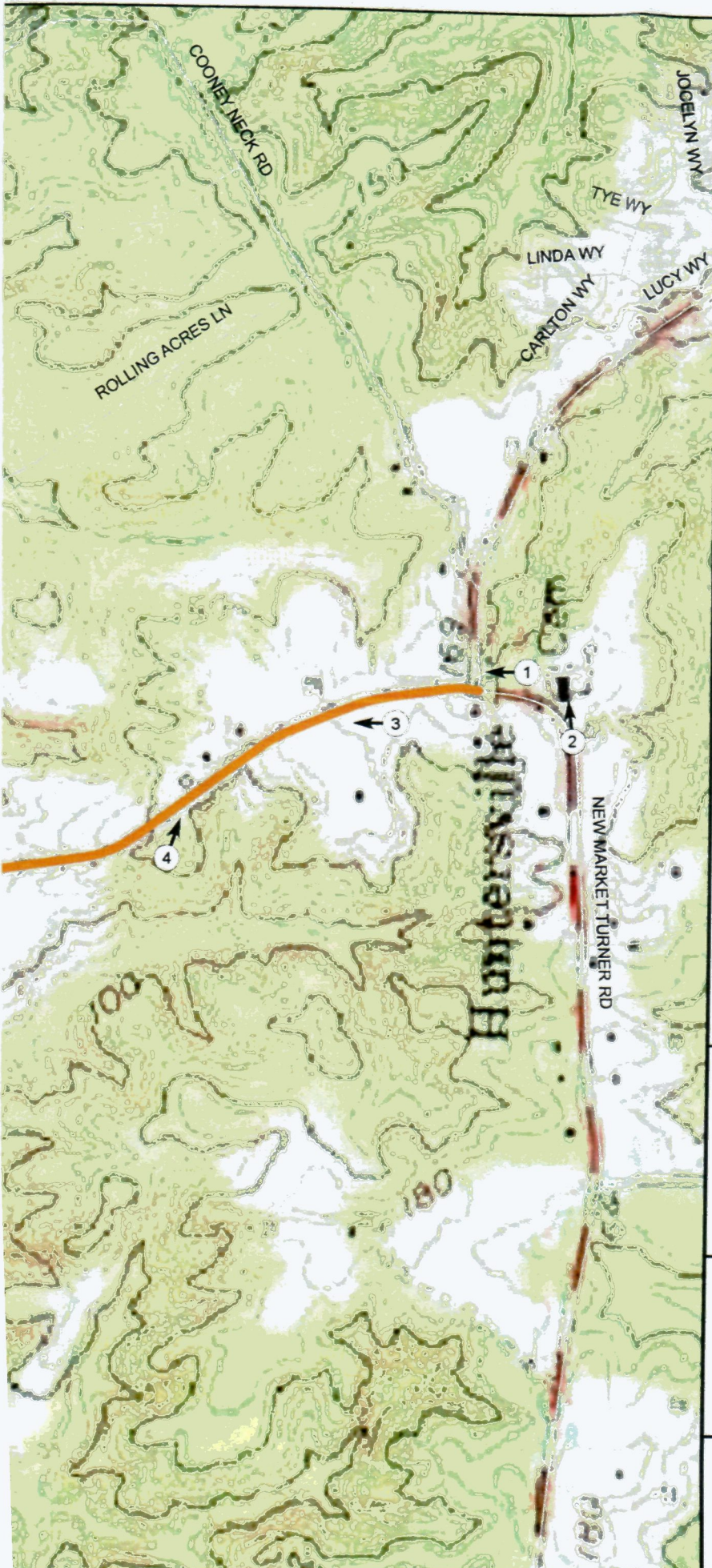
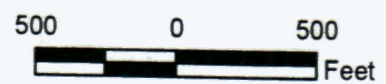


Photo Locations

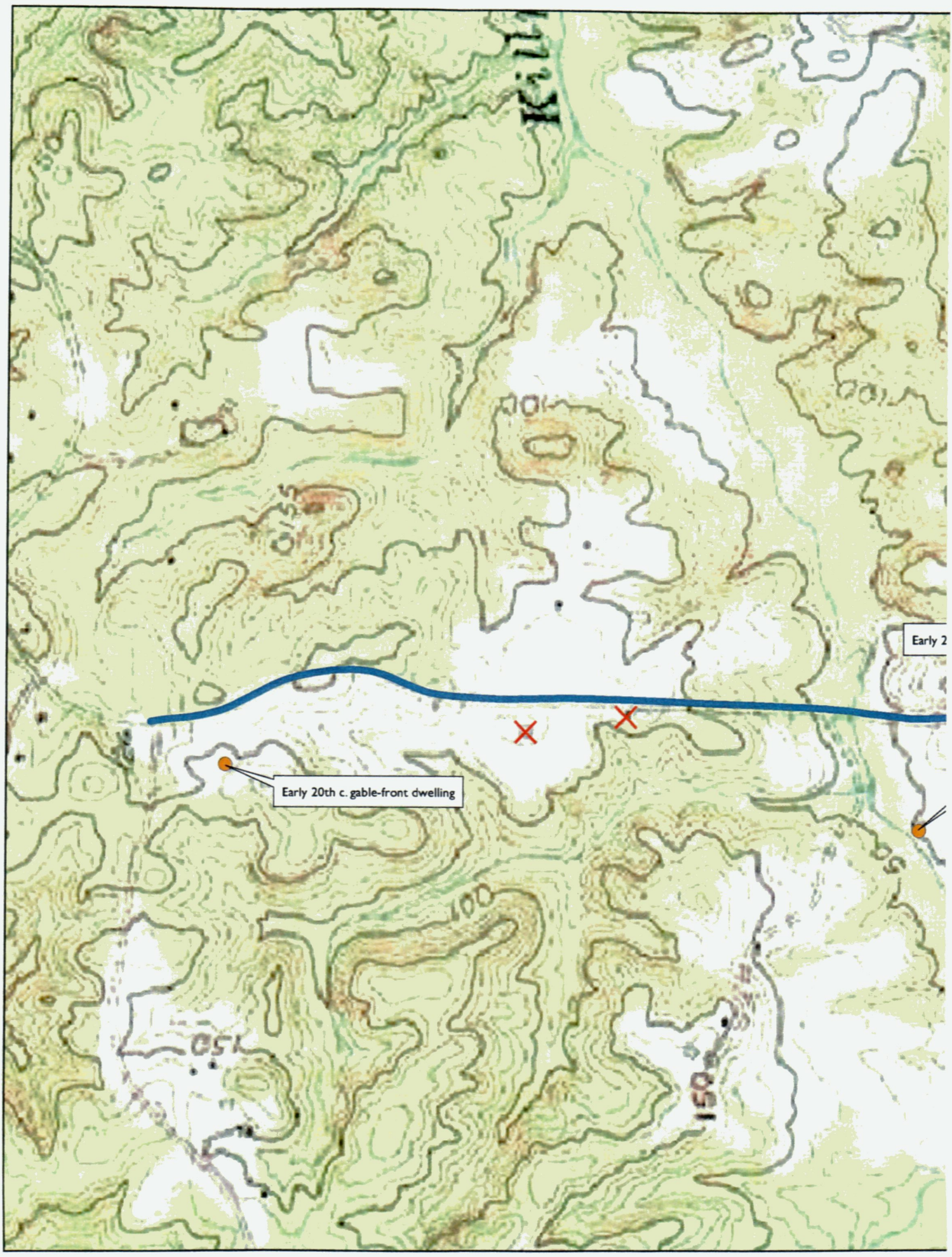
 All Faith Church Road

Source: USGS 7.5' Topo Quad, Mechanicsville, MD.

***Huntersville Vicinity
St. Mary's County, Maryland***






May 2008




**All Faith Church Road
SM-918
Resource ID Map**



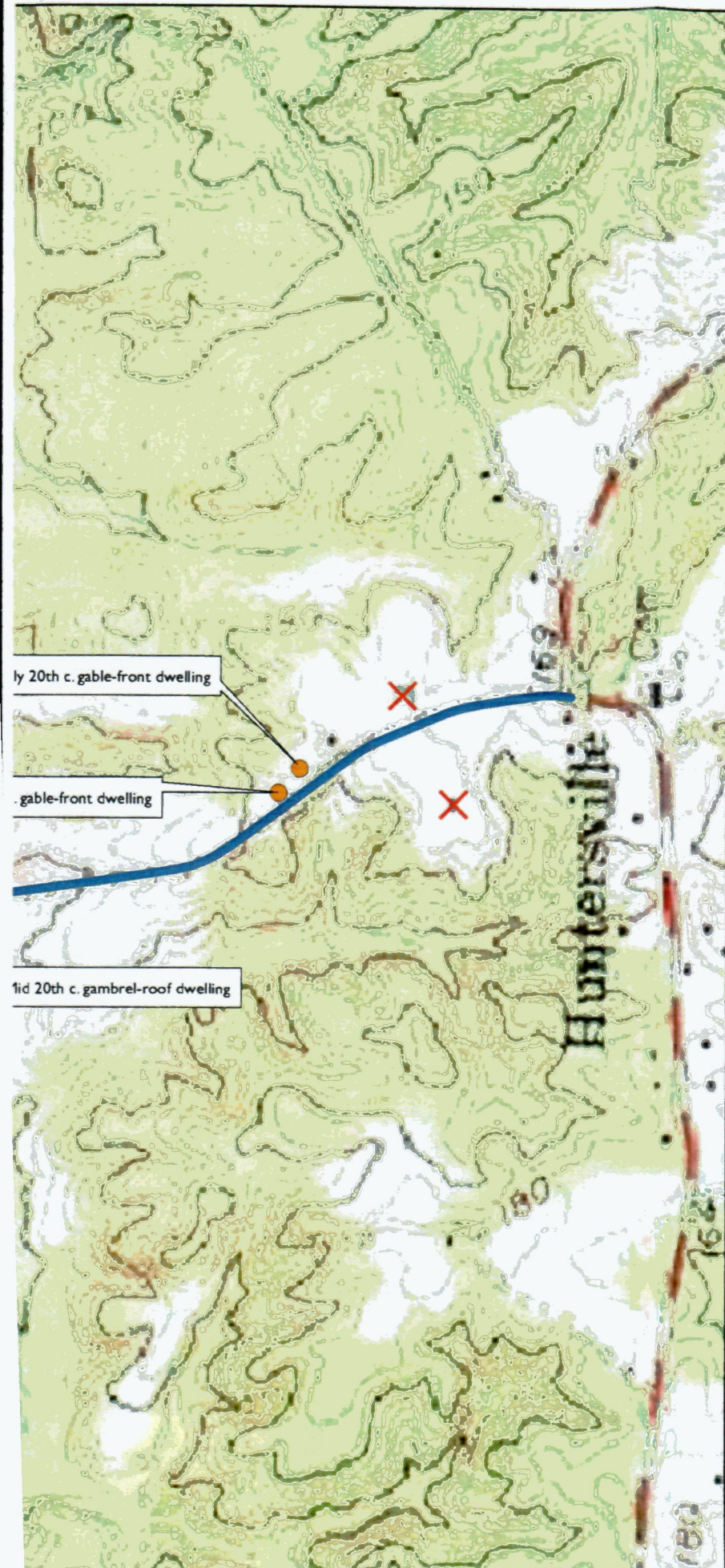
-  Resource Not Extant
-  Extant Resource
-  All Faith Church Road

Source: USGS 7.5' Topo Quad, Mechanicsville, MD.

***Huntersville Vicinity
St. Mary's County, Maryland***

500 0 500
 Feet

May 2008





Mile Point 0.0, looking north at origin of All Faith church Road at New Market Turner Road (MD 6)
1 of 11



Mile Point 0.0, looking northeast to All Faith Church (SM-83)
2 of 11

SM-918
All Faith Church Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.2, looking north
3 of 11



Mile Point 0.2, looking southwest to early twentieth century tobacco barn at 29258 All Faith Church Road
4 of 11

SM-918
All Faith Church Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.5, looking south
5 of 11



Mile Point 0.5, looking northeast to Killpeck Creek
6 of 11

SM-918
All Faith Church Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.5, looking southwest to mid-twentieth century gambrel-roof dwelling
7 of 11



Mile Point 0.9, looking southwest
8 of 11

SM-918
All Faith Church Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.9, looking east along Wanda Lane into Holly Acres Residential Development
9 of 11



Mile Point 1.4, looking southwest to dwelling at 29807 All Faith Church Road
10 of 11

SM-918
All Faith Church Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.4, looking southeast from terminus of All Faith Church Road at intersection with Golden Beach Road
11 of 11

SM-918
All Faith Church Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO