

Villa Road
SM-919
St. Mary's County
Beachville Vicinity
Mid-17th-century – Late-20th-Century
Public/Private

Villa Road is located in southern St. Mary's County. The public roadway originates at Point Lookout Road (MD 5) and continues in a southwesterly direction until public access ends at the entrance to the Patuxent River Naval Air Station's Webster Field Annex. The road extends from its origin for approximately 1.5 miles to the end of public access at the Webster Field Annex entrance. Mature evergreen and deciduous vegetation that gives way to agricultural fields characterizes the majority of the length of the road's right-of-way.

Villa Road reflects the early road network in St. Mary's County established to connect colonists to religious institutions and inland farms. Villa Road was most likely established as a seventeenth-century dirt path that allowed travelers access to and from the St. Mary's River landing at Priests Point to points further inland. The Jesuit priests utilized the path to travel inland from their plantation and chapel at Priests Point throughout the county to minister to Catholic families and attempt to gain converts. Villa Road and its setting also reflect the mid-twentieth-century road improvements and residential development associated with the construction of the Patuxent River Naval Air Station's Webster Field Annex in 1943.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. SM-919

1. Name of Property (indicate preferred name)

historic Villa Road
other County Road 30376

2. Location

street and number Election District No. 1, Runs SW from Point Lookout Road (MD 5) to end of public access
city, town Beachville 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	<u>0</u> <u>0</u> buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<u>0</u> <u>0</u> sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<u>1</u> <u>0</u> structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	<u>0</u> <u>0</u> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<u>1</u> <u>0</u> 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 previously listed in the Inventory
		<input type="checkbox"/> industry	<input type="checkbox"/> other:	<u>0</u>

7. Description

Inventory No. SM-919

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

Villa Road is located in southern St. Mary's County. The public roadway originates at Point Lookout Road (MD 5) and continues in a southwesterly direction until public access ends at the entrance to the Patuxent River Naval Air Station's Webster Field Annex.¹ The road extends from its origin for approximately 1.5 miles to the end of public access at the Webster Field Annex entrance. The road is asphalt paved and measures 22 feet in width. Mature evergreen and deciduous vegetation that gives way to agricultural fields characterizes the majority of the length of the road's right-of-way.

Location

Villa Road is located in the southern portion of St. Mary's County in the county's First Election District. The road extends southwest from its origin at Point Lookout Road (MD 5) and continues in a southwesterly direction until its terminus at the entrance to the Webster Field Annex. The entire length of the publicly accessible road is approximately 1.5 miles.

Detailed Description

The Roadway

Villa Road is an asphalt-paved major-collector route that measures approximately 22 feet in width. The roadway consists of two divided lanes—one in each direction divided by a yellow-painted, double line. White-painted lines frame the outer edges. The roadway is in good condition throughout its length. The road's horizontal alignment incorporates one long, gentle curve in its relatively straight roadway. Its vertical alignment is at-grade.

The Right-of-Way

Informal gravel and asphalt-paved shoulders, measuring approximately one- to two-feet wide, appear on both sides within the Villa Road right-of-way. Shallow swales that provide drainage for the roadway and adjacent property owners are located along both sides of the roadway. A paved-asphalt curb begins on the north side at the road's origin and terminates to the east of the property at 48452 Villa Road. Several traffic signs, including speed limit and warning signs, appear within the right-of-way. These consist of standard reflective metal signs mounted on single metal or wood posts. Several metal warning signs posted on a barbed-wire-topped chain-link fence associated with the Webster Field Annex are located adjacent to the south side of the roadway near mile point 1.2.

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.

The Setting

Villa Road traverses a residential, agricultural, and military area of southern St. Mary's County. The road extends through a landscape dominated by agricultural and military land uses. St. Ignatius Roman Catholic Church (SM-15; listed in the National Register, 1975) is located to the north of Villa Road at the end of public access at mile point 1.5.

¹ Due to security restrictions, no photographs were taken towards the terminus (end of public access) of Villa Road at the entrance to the Patuxent River Naval Air Station's Webster Field Annex.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-919

Name Villa Road
Continuation Sheet

Number 7 Page 1

The first 1.0 miles of the road from its origin at Point Lookout Road (MD 5) passes through an agricultural area interspersed with long sand and gravel driveways that stretch north and south from the road. At mile point 1.0, dense woodland comprised of mature evergreen and deciduous trees line both sides of the roadway. Between mile point 1.2 and 1.5, several dwelling clusters built in the late-twentieth century are accessed by paved-asphalt roads to the north of Villa Road. A barbed-wire-topped chain link fence begins at approximate mile point 1.2 at Grayson Road and continues along the south side of the road until its terminus at the Webster Field Annex entrance located adjacent to St. Ignatius Roman Catholic Church at mile point 1.5.

The terminus of public access of Villa Road is developed with late-twentieth-century residential developments to the north and late-twentieth-century development associated with the Webster Field Annex to the west and south.

8. Significance

Inventory No. SM-919

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 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 checked="" type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates ca. 1637; ca. 1704; ca. 1785; 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

Villa Road reflects the early road network in St. Mary's County established to connect colonists to religious institutions and inland farms. Villa Road was most likely established as a seventeenth-century dirt path that allowed travelers access to and from the St. Mary's River landing at Priests Point to points further inland. The Jesuit priests utilized the path to travel inland from their plantation and chapel at Priest Point throughout the county to minister to Catholic families and attempt to gain converts. Villa Road and its setting also reflect the mid-twentieth-century road improvements and residential development associated with the construction of the Patuxent River Naval Air Station's Webster Field Annex in 1943.

Historical Narrative²

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.³

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 focal points for early community networks, and colonial roads helped to connect colonists to these religious centers.

² The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Villa 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.

³ History Matters, LLC 2006: 7

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-919

Name Villa Road
Continuation Sheet

Number 8 Page 1

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.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 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.⁵

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.⁶

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 1704.⁷

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.⁸

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

⁴ History Matters, LLC 2006: 13-14

⁵ History Matters, LLC 2006: 11-15

⁶ History Matters, LLC 2006: 20

⁷ Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, (Ridge, Maryland: n.p., 2005 [Reprint of 1991 edition]), 283-285.

⁸ History Matters, LLC 2006: 15-25

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-919

Name Villa 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.⁹ 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.¹⁰ 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.¹¹

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.¹² 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 and its Webster Field Annex on St. Inigoes Neck in 1943 launched another period of substantial road improvements in St. Mary's County. The U.S. Navy constructed and improved roads leading to its main base and annex. 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.¹³

⁹ Hammett 2005: 287

¹⁰ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

¹¹ History Matters, LLC 2006: 33

¹² History Matters, LLC 2006: 40

¹³ History Matters, LLC 2006: 33; Hammett 2005: 293

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-919

Name Villa Road
Continuation Sheet

Number 8 Page 3

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.¹⁴

Development of Villa Road

Villa Road derives its name from the Jesuit plantation, or villa, that the Jesuits established after purchasing St. Inigoes Manor in 1637, the first Jesuit landholding in Maryland. Father Thomas Copley, acting as an agent for the Society of Jesus [Jesuits] purchased the manor from Richard Gerard. The manor was the site of the first English Catholic mission in the New World that functioned as the headquarters of the Jesuit mission effort in Maryland. Father Copley's purchase included the roughly triangular 2,000-acre tract on St. Inigoes Neck as well as 1,000 additional acres of land on St. George's Island situated in St. Mary's River to the southwest of the manor.

Surveyor Cuthbert Fenwick surveyed the Jesuit plantation in 1641, which by then included agricultural buildings, servants' housing, a blacksmith shop, a gristmill, store, orchards, gardens, and cultivated fields.¹⁵ The plantation provided employment for the dozens of servants that the Jesuits transported from England to the new colony as well as generated income to support the Jesuit missionary efforts in Maryland.¹⁶ Tenant farms established on the manor further supported the priests' residence and mission.

In 1668, the headquarters of the Jesuit mission moved to Newtown Manor; the mission at St. Inigoes Manor remained active and the manor continued to function as a self-sufficient farm surrounded by smaller tenant farms.¹⁷ The plantation continued to prosper throughout the rest of the seventeenth and eighteenth centuries. In 1704, the colony's first Roman Catholic chapel built at St. Mary's City was closed by the royal governor with the enforcement of the religious penal laws of Maryland. The chapel was dismantled, and the congregation moved its services to St. Inigoes Manor. The law permitted Catholic worship in a private home, so the dispossessed worshippers used the bricks from the St. Mary's City chapel to erect a new larger manor house at Priests Point.¹⁸ After 1704, Villa Road most likely served as the primary route for those worshippers traveling from inland plantations and tenant farms to the manor at Priests Point.

After the Revolutionary War resulted in the re-establishment of freedom of religion in Maryland, the present St. Ignatius Church was built. From 1784 to 1788, Father James Walton constructed the brick church to house the worshippers located on the surrounding plantation and tenant farms. Missionaries used St. Inigoes as a base from which to travel and serve at other locations throughout southern Maryland and along its eastern shore throughout the eighteenth and nineteenth centuries.

¹⁴ History Matters, LLC 2006: 41

¹⁵ H. Chandlee Forman, *Early Manor and Plantation Houses of Maryland*, (Baltimore, Maryland: Bodine & Associates, 1982), 29.

¹⁶ Edwin W. Bietzell, *The Jesuit Missions of St. Mary's County, Maryland*, (Abell, Maryland: n.p., 1976), 19.

¹⁷ Southern Maryland Online, "St. Mary's County Historic Background," available from <http://somd.com/Detailed/2309.php>, accessed on 27 May 2008.

¹⁸ J. Richard Rivoire, "St. Ignatius Church, SM-15," National Register of Historic Places Inventory Form, on file at the Maryland Historical Trust, Crownsville, Maryland, 1975.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-919

Name Villa Road
Continuation Sheet

Number 8 Page 4

Villa 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 St. Mary's River to present-day Point Lookout Road (MD 5).¹⁹ Most likely Villa Road existed in the late-seventeenth and eighteenth centuries as a narrow dirt path used to connect travelers landing at Priests Point to points inland.

Simon J. Martenet's 1865 *Atlas of the State of Maryland* is the earliest cartographic record that depicts Villa Road.²⁰ As the inland road network expanded in the late-eighteenth- and early nineteenth centuries, the informal path would have been formalized and extended particularly with the establishment of the Jesuit manor house and later St. Ignatius Church. Martenet's 1865 *Atlas of the State of Maryland* illustrates a road that closely follows the alignment of the current Villa Road; the road leads east following from the landing at Priests Point and curves slightly to the north after passing the "Church" and crossing over present-day Grayson Road and continues northeast where it terminates at present-day Point Lookout Road (MD 5). In January 1872, the old manor house on Priests Point was destroyed by fire in January 1872. Four years later, the Jesuits rebuilt the manor and referred to the newly erected dwelling as the "Villa;" hence, Villa Road was named as the road leading from points inland along Point Lookout Road to the Jesuit Villa at Priests Point.

With the exception of St. Ignatius Roman Catholic Church (SM-15), there are no longer any extant architectural resources dating to the seventeenth, eighteenth, or nineteenth centuries adjacent to Villa Road. The earliest dwellings, which date to the early twentieth century, are situated at the end of long driveways leading from Villa Road and are not visible from the roadway. Between the 1910s and 1930s, many of the roads throughout St. Mary's County were improved and surfaced, including Villa Road. Regular services were held at St. Ignatius Church from 1786 until the early 1930s, so the road was most likely improved to accommodate the worshippers traveling from points inland and via ferry along the St. Mary's and Potomac rivers.²¹

In 1942, the U.S. Navy took over 773 acres of the Jesuit property at Priests Point and established the Webster Field Annex, an outlying airfield for the Patuxent River Naval Air Station. Shortly thereafter, the first ground was broken at Priests Point at the western end of Villa Road, and on October 22, 1943, the field annex was opened for use. As a result, access to the western end of Villa Road at the St. Mary's River was restricted due to the close proximity of the Webster

¹⁹ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

²⁰ The history of the name "Villa" is derived from the Jesuit Villa located on Priests Point at the terminus of the road; 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 the Geography and Map Division, Library of Congress.

²¹ Rivoire 1975: 8-2

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-919

Name Villa Road
Continuation Sheet

Number 8 Page 5

Field Annex. Numerous posted signs warn travelers not to proceed beyond the county-maintained roadway approximately 1.5 miles from the road's intersection with Point Lookout Road (MD 5). A barbed-wire-topped, chain link fence lines the southern side of the road from its intersection with Grayson Drive west to the security gate and checkpoint. Barbed-wire fencing denotes a security checkpoint that blocks Villa Road at the end of public access immediately adjacent to the west of St. Ignatius Church.

In addition, the construction of the field annex and the population increase that followed caused significant changes to the setting of Villa Road. Dwellings dating to the mid-1940s and 1950s are located to the north of the road and accessed via secondary roads. Consequently, the road has since been widened and improved to meet current design standards and safety criteria, particularly after the completion of the Patuxent River Naval Air Station's Webster Field Annex in 1943.

9. Major Bibliographical References

Inventory No. SM-919

See Continuation Sheets.

10. Geographical Data

Acreage of surveyed property 1.5 miles
Acreage of historical setting Approximately 2 miles
Quadrangle name St. Mary's City, MD

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

Verbal boundary description and justification

The surveyed area of Villa 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-919

Name Villa Road
Continuation Sheet

Number 9 Page 1

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Historic Roads

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Ranzetta, Kirk.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-919

Name Villa Road
Continuation Sheet

Number 9 Page 2

1997 *Phase IV, St. Mary's County Historic Sites Survey. St. Inigoes (1st) and Milestown (7th) Districts.* Prepared for the St. Mary's County Department of Land Use and Growth Management.

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State Roads Commission

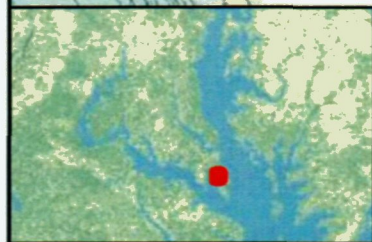
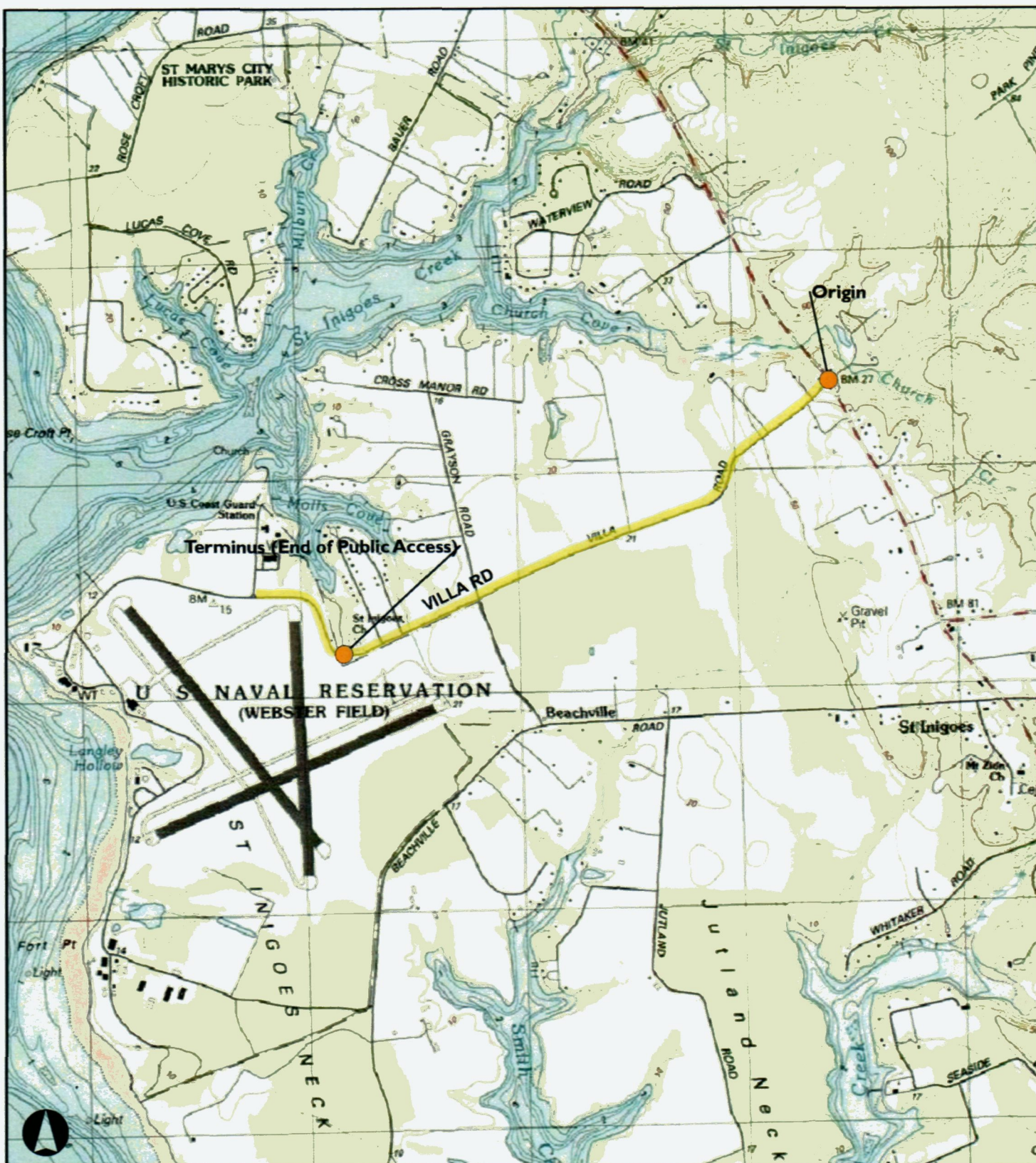
1927 *Map of Maryland Showing State Road System and State Aid Roads.* Available at the Maryland Room, University of Maryland-College Park.

United States Geological Survey

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

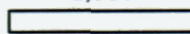
1912 *Point Lookout, MD Quadrangle* (15 Minute Series)

2007 *St. Mary's City, MD Quadrangle* (7.5 Minute Series)



 Road Alignment 2005

2,000

 Feet

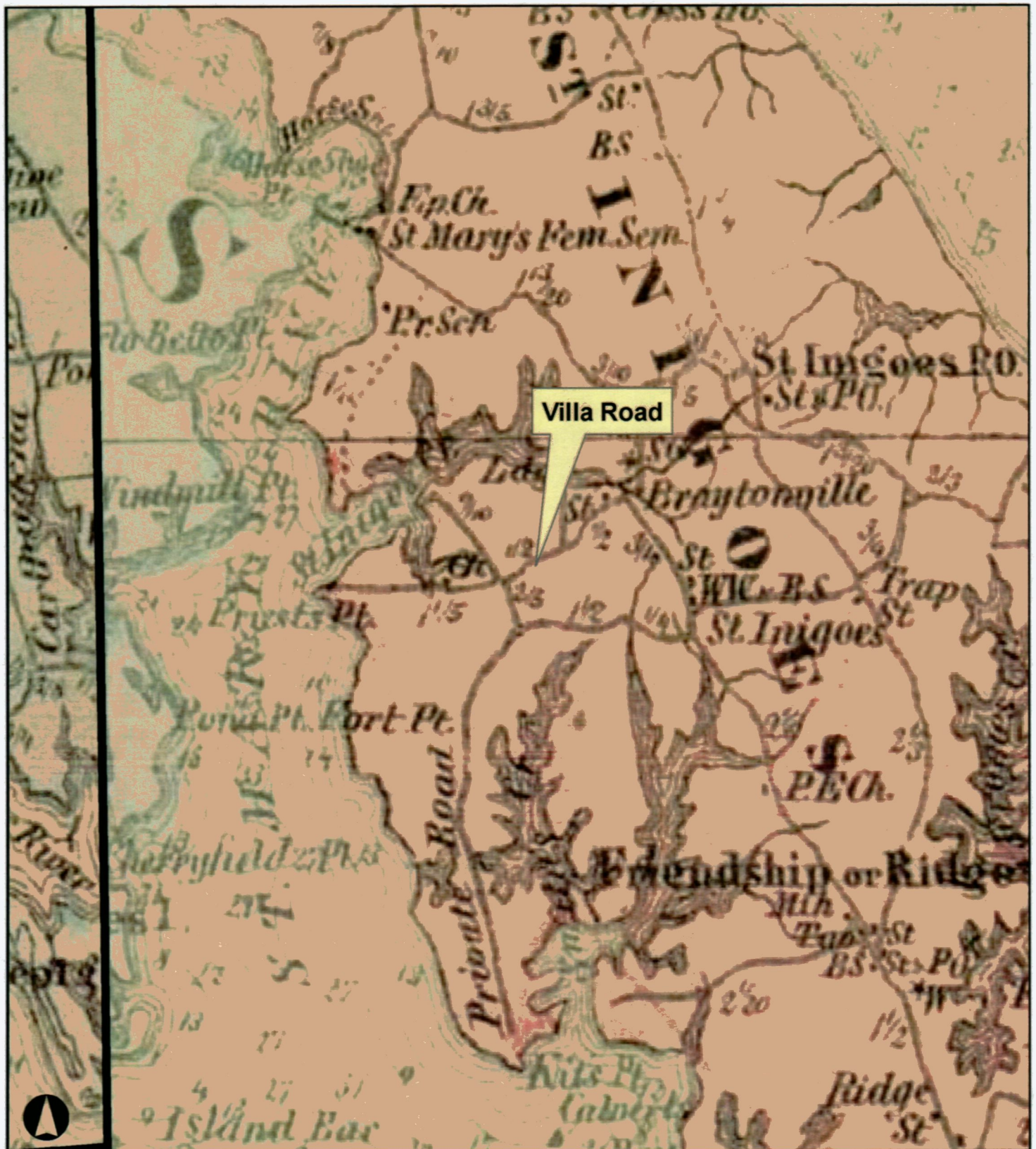
Villa Road

SM-919

Beachville Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, St. Mary's City, MD.



Villa Road



2,000
Feet

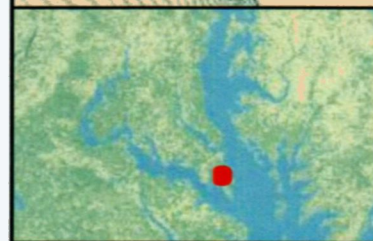
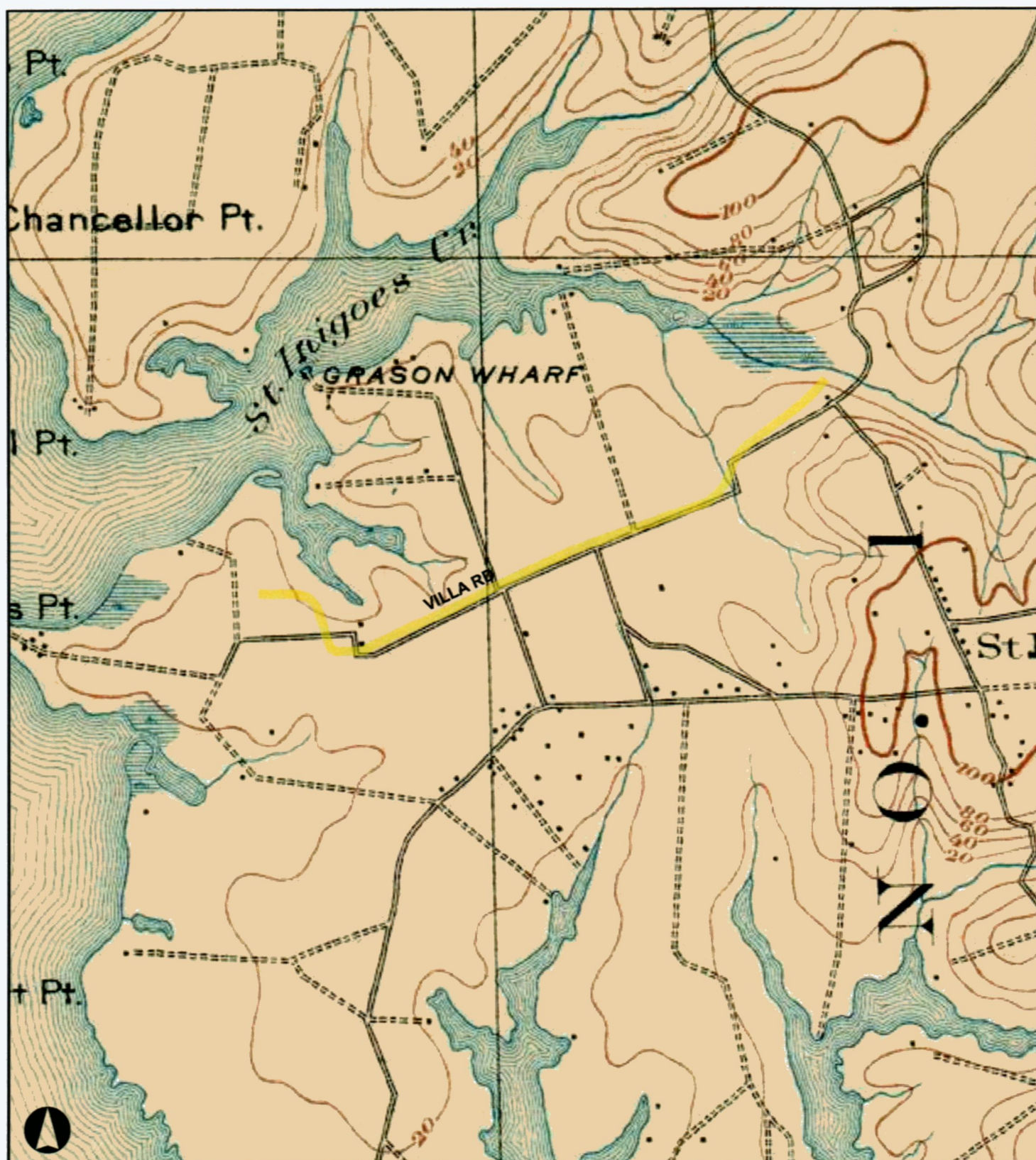
Villa Road

SM-919

Beachville Vicinity

St. Mary's County, MD

Source: 1865 Martenet Atlas



 Road Alignment 2005

2,000

 Feet

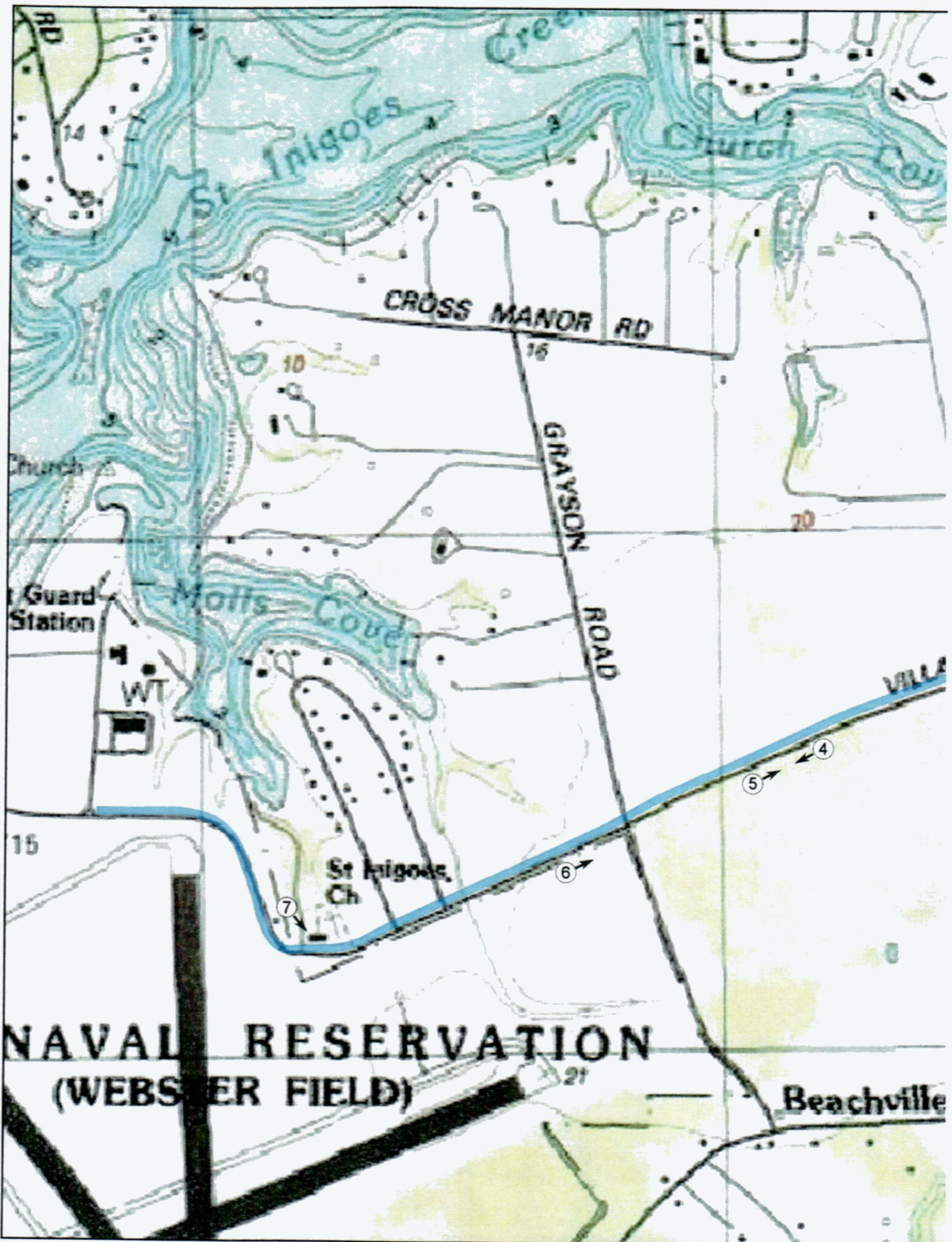
Villa Road

SM-919

Beachville Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad (1902)



**Villa Road
SM-919
Photograph Location Map**




Photo Locations

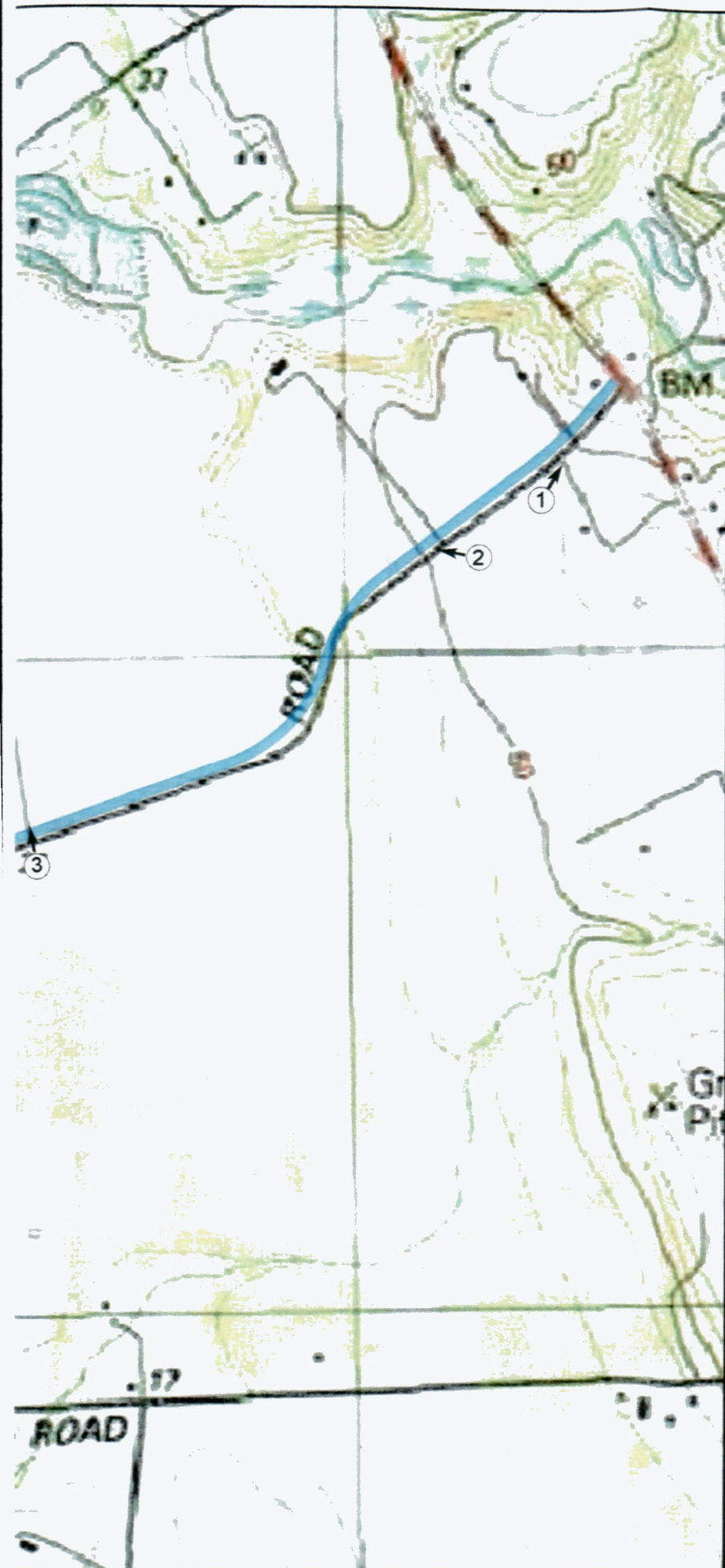
 Villa Road

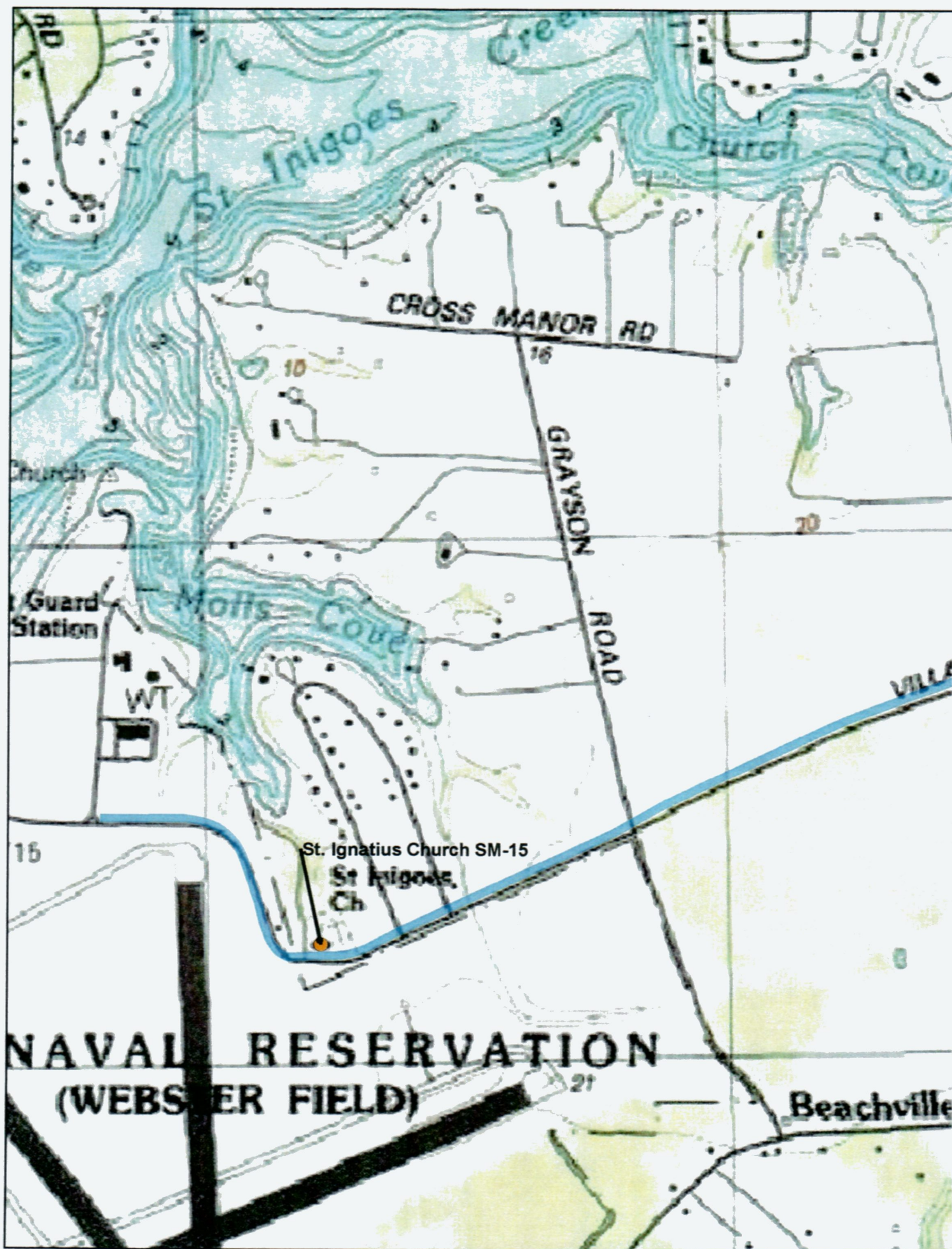
Source: USGS 7.5' Topo Quad, St. Mary's City, MD.

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

500 0 500
 Feet

May 2008






**Villa Road
SM-919
Resource ID Map**



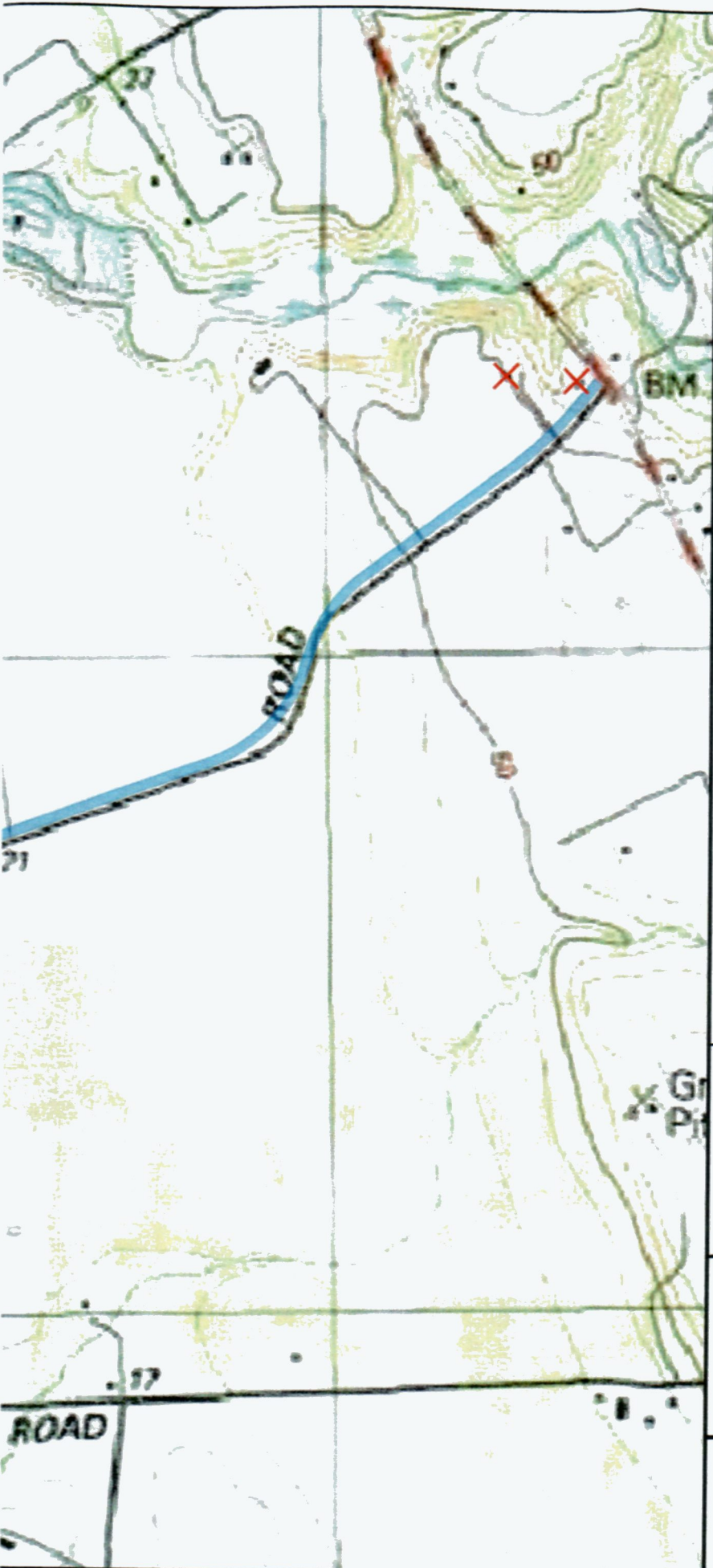
-  Resource Not Extant
-  Extant Resource
-  Villa Road

Source: USGS 7.5' Topo Quad, St. Mary's City, MD.

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

500 0 500
 Feet

May 2008



* Due to security restrictions, no photographs were taken towards the terminus (end of public access) of Villa Road at the entrance to the Patuxent River Naval Air Station's Webster Field Annex.



Mile Point 0.0, looking northeast to origin of Villa Road at Point Lookout Road (MD 5)
Photo 1 of 7

SM-919
Villa Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.0, looking northwest to property leading to circa-2000 property at 48452 Villa Road, note paved-asphalt curb
Photo 2 of 7



Mile Point 0.8, looking north along Pleasant Plains Lane to circa-1968 farm complex
Photo 3 of 7

SM-919
Villa Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.8, looking southwest
Photo 4 of 7



Mile Point 0.9, looking northeast
Photo 5 of 7

**SM-919
Villa Road
St. Mary's County, Maryland**

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



Mile Point 1.1, looking northeast from southeast intersection of Villa Road and Grayson Road
Photo 6 of 7



Mile Point 1.5, looking southeast to St. Ignatius Church (SM-15) at terminus of Villa Road and public access
Photo 7 of 7

SM-919
Villa Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO

Flat Iron Road
SM-920
St. Mary's County
Drayden Vicinity
Late-17th century – 20th century
Public

Flat Iron Road is located in southern St. Mary's County. The portion of the surveyed roadway extends from its origin at Drayden Road northwest for approximately 0.8 miles to its intersection with St. Georges Church Road. Mature evergreen and deciduous vegetation and agricultural fields interspersed with late-nineteenth and twentieth-century dwellings and outbuildings characterize the majority of the length of the road's right-of-way.

Flat Iron Road most likely began as a seventeenth-century dirt path leading inland from St. Mary's River to the various farms and churches located along the present-day Drayden Road. Flat Iron 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 eighteenth century through the early twentieth century, Flat Iron Road was used by local farmers to reach the St. Mary's River to the northeast and the St. Georges River to the southeast as well as by worshippers to reach the St. Georges Protestant Episcopal Church (SM-12) located in present-day Valley Lee on MD 244.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-920

1. Name of Property (indicate preferred name)

historic Flat Iron Road
other County Route 30283

2. Location

street and number Election District No. 2, Road runs NE from Drayden Road to St. Georges Church Road
city, town Drayden 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	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	0 buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	0 sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	1 structures
		<input type="checkbox"/> education	0 objects
		<input type="checkbox"/> funerary	1 Total
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input 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-920

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

Flat Iron Road is located in southern St. Mary's County. The portion of the surveyed roadway extends from its origin at Drayden Road northeast for approximately 0.8 miles to its intersection with St. Georges Church Road. The road is asphalt paved and varies in width from 16 feet to 22 feet. Mature evergreen and deciduous vegetation and agricultural fields interspersed with late-nineteenth and twentieth-century dwellings and outbuildings characterize the majority of the length of the road's right-of-way.

Location

Flat Iron Road is located in the southern portion of St. Mary's County in the county's Second Election District. The surveyed roadway extends northeast from its origin at Drayden Road and bends slightly northeast at mile point 0.1 to its terminus at St. Georges Church Road. The entire length of the surveyed portion of the road is approximately 0.8 miles in length.

Detailed Description

The Roadway

Flat Iron Road is a major-collector route that varies from 16 to 22 feet in width. The travelway contains two divided lanes—one in each direction separated 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 and several straight-aways. Its vertical alignment consists of a small ascent from mile point 0.2 and levels off at mile point 0.3. The majority of the route is at-grade or slightly depressed below the surrounding land. The roadway does not include a visible crown.

Beginning at mile point 0.0 through mile point 0.2, recent asphalt patching on the roadway denotes the installation of drainage pipes underneath the roadway at various intervals.

The Right-of-Way

Informal grassy and gravel shoulders appear on both sides within the Flat Iron 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 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 along both the east and west sides of the road.

The Setting

Flat Iron Road traverses a rural/residential area of southern St. Mary's County. The road extends through a landscape dominated by rural and residential land uses.

The first 0.3 miles of the road from its intersection with Drayden Road passes through an open rural area. A long gravel farm lane leads east from Flat Iron Road to a late-nineteenth-century farm complex (SM-756) located at 18926 Flat Iron

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-920

Name Flat Iron Road
Continuation Sheet

Number 7 Page 1

Road at mile point 0.0. An abandoned late-nineteenth-century I-house (SM-757) is located at mile point 0.1 to the west side of Flat Iron Road. A mid-twentieth-century farm complex consisting of a circa-1945 side-gable dwelling is located at mile point 0.3.

The last half-mile of the road consists of dense mature and evergreen deciduous trees lining the north and south sides of the roadway. Several asphalt and gravel driveways presumably lead from Flat Iron Road through the woodland to single-family dwellings, none of which are visible from the roadway.

8. Significance

Inventory No. SM-920

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/ recreation	<input type="checkbox"/> landscape architecture	<input checked="" 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. 1692; ca. 1799; ca. 1823

Architect/Builder Unknown

Construction dates Late-Seventeenth 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

Flat Iron Road most likely began as a seventeenth-century dirt path leading inland from St. Mary's River to the various farms and churches located along the present-day Drayden Road. Flat Iron 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, Flat Iron Road was used by local farmers to reach the St. Mary's River to the northeast and the St. Georges River to the southeast as well as worshippers to St. Georges Protestant Episcopal Church (SM-12) located in present-day Valley Lee on MD 244.

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

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

¹ The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Flat Iron 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-920

Name Flat Iron Road
Continuation Sheet

Number 8 Page 1

cultivation, colonists lived on widely scattered farmsteads.³ Over the course of the seventeenth century, colonists established plantations and farms along the St. Mary's River located in the southern point of what would become St. Mary's County.

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 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.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 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

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.⁶

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 1704.⁷

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

³ History Matters, LLC 2006: 7-8

⁴ History Matters, LLC 2006: 13-14

⁵ History Matters, LLC 2006: 11-15

⁶ History Matters, LLC 2006: 20

⁷ Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, (Ridge, Maryland: n.p., 2005 [Reprint of 1991 edition]), 283-285.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-920

Name Flat Iron Road
Continuation Sheet

Number 8 Page 2

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.⁸

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 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.⁹ 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.¹⁰ 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.¹¹

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.¹² 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.

⁸ History Matters, LLC 2006: 15-25

⁹ Hammett 2005: 287

¹⁰ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

¹¹ History Matters, LLC 2006: 33

¹² History Matters, LLC 2006: 40

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-920

Name Flat Iron Road
Continuation Sheet

Number 8 Page 3

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.¹³

Development of Flat Iron Road between St. Georges Church and Drayden roads

The origin of the name "Flat Iron Road" is unknown; however, the road most likely originated as a seventeenth-century route connecting worshippers from the St. Mary's River to the St. Georges Protestant Episcopal Church (SM-12) located at Poplar Hill. The existing St. Georges Church (located on south side MD 244 near MD 249 intersection) was built in 1799 and is the fourth to serve the William and Mary Parish. Three buildings preceded the present structure; the earliest dating to circa 1692. Many of the worshippers within the parish traveled from St. Mary's City, the colonial seat.¹⁴ Therefore, portions of present-day Flat Iron Road facilitated those traveling across St. Mary's River from the city to the church.

Portions of the current Flat Iron Road were also most likely established in the early nineteenth century in order to facilitate the movement of people and goods from St. Mary's River to and from points further inland, particularly those associated with the "Mount Olive" farm (SM-455). In 1823, John Cole purchased two large tracts of land, "Jones Woods" and "Guythers Grange," upon which to erect a farm complex. Following Cole's death, his son, William E. Cole, assumed ownership of the land. Purportedly, Cole operated a store and post office on the farm complex between 1850 and 1860, after which he reverted back to farming as his main livelihood.¹⁵ Portions of Flat Iron provided the most direct overland route north from present-day Drayden Road, where Mount Olive farm was located, to the St. Mary's River.

Flat Iron Road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*.¹⁶ The portion of Flat Iron Road between St. Georges Church Road and Drayden Road existed in the late-eighteenth century as a narrow dirt path used to connect travelers from St. Mary's River to St. Georges Protestant Episcopal Church.

¹³ History Matters, LLC 2006: 41

¹⁴ No Author, "St. Georges Protestant Episcopal Church (SM-12)," National Register of Historic Places Inventory Form, on file at the Maryland Historical Trust, Crownsville, Maryland, no date.

¹⁵ Elizabeth Hughes, "Mount Olive (SM-455)," Maryland Inventory of Historic Properties form, on file at the Maryland Historical Trust, 1994.

¹⁶ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-920

Name Flat Iron Road
Continuation Sheet

Number 8 Page 4

Simon J. Martenet's 1865 *Atlas of Maryland* illustrates St. Georges Church Road and the portion of Flat Iron Road located to the north of the surveyed portion between Drayden Road and St. Georges Church Road. The road illustrated in the 1865 atlas is located to the further to the east of the current alignment. The 1865 road leads north from the "P.E. Church," "St. Georges Oak," and "Mount Olive" and turns in a northeast direction at St. Mary's River to continue west to Breton Bay.¹⁷ The 1892 and 1902 U.S. Geological Survey Topographical quadrangle maps are the first maps to illustrate the surveyed portion of Flat Iron Road between present-day Drayden (MD 244) and St. Georges Church roads. The alignment depicted in each map closely follows the current alignment of the 0.8-mile stretch of roadway.

The portion of Flat Iron Road between Drayden Road and St. Georges Church Road does not retain any extant architectural resources dating to the seventeenth, eighteenth, or nineteenth centuries. The earliest dwellings, which date to the late nineteenth century, are located near the origin of the roadway at Drayden Road (MD 244). Between the 1910s and 1930s, many of the roads throughout St. Mary's County were improved and surfaced, including Flat Iron Road. Flat Iron 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 located at near its intersection with Drayden Road to the south and along St. Georges Church Road to the northwest.

¹⁷ 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-920

See Continuation Sheets.

10. Geographical Data

Acreage of surveyed property 0.8 miles
Acreage of historical setting Approximately 0.8 miles
Quadrangle name St. Mary's City, MD

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

Verbal boundary description and justification

The surveyed area Flat Iron Road between St. Georges Church and Drayden roads encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting and viewshed were 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	date	June 25, 2008
organization	A.D. Marble & Company	telephone	410-902-1421
street & number	10989 Red Run Blvd., Suite 209	state	MD
city or town	Owings Mills		

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-920

Name Flat Iron Road
Continuation Sheet

Number 9 Page 1

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Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-920

Name Flat Iron Road
Continuation Sheet

Number 9 Page 2

Ranzetta, Kirk.

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State Roads Commission

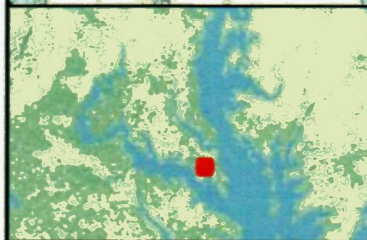
1927 *Map of Maryland Showing State Road System and State Aid Roads.* Available at the Maryland Room, University of Maryland-College Park.

United States Geological Survey.

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

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

2007 *St. Mary's City, MD Quadrangle (7.5 Minute Series)*



 Road Alignment 2005

2,000

 Feet

Flat Iron Road

SM-920

Drayden Vicinity

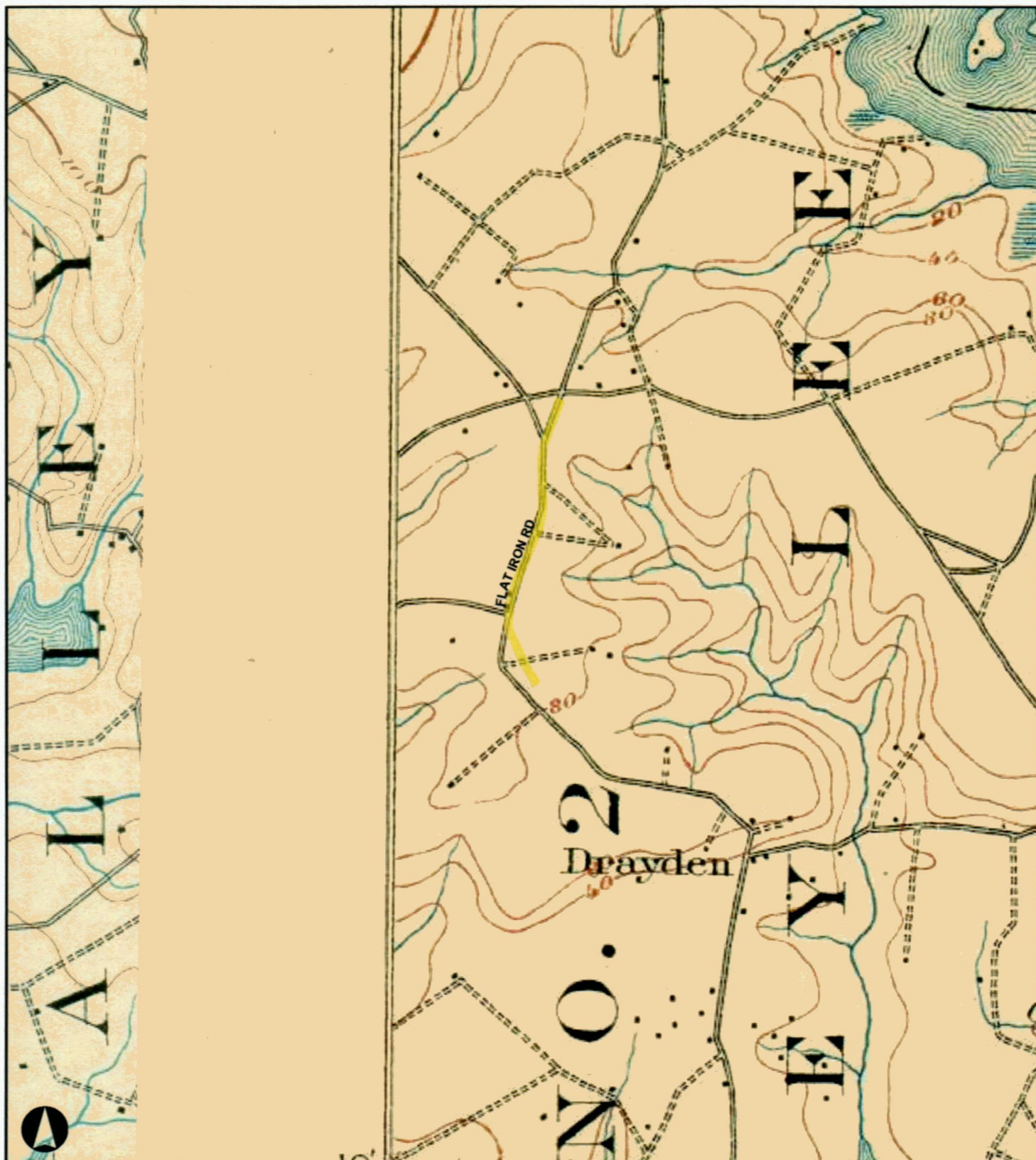
St. Mary's County, MD

Source: USGS 7.5' Topo Quad, St. Mary's City, MD. (2007)



2,000
Feet

Flat Iron Road
SM-920
Drayden Vicinity
St. Mary's County, MD
Source: 1865 Martenet Atlas



— Road Alignment 2005

2,000

Feet

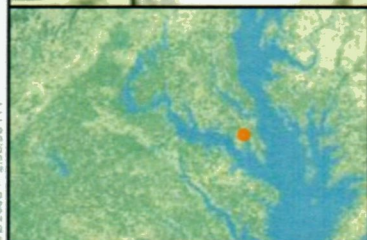
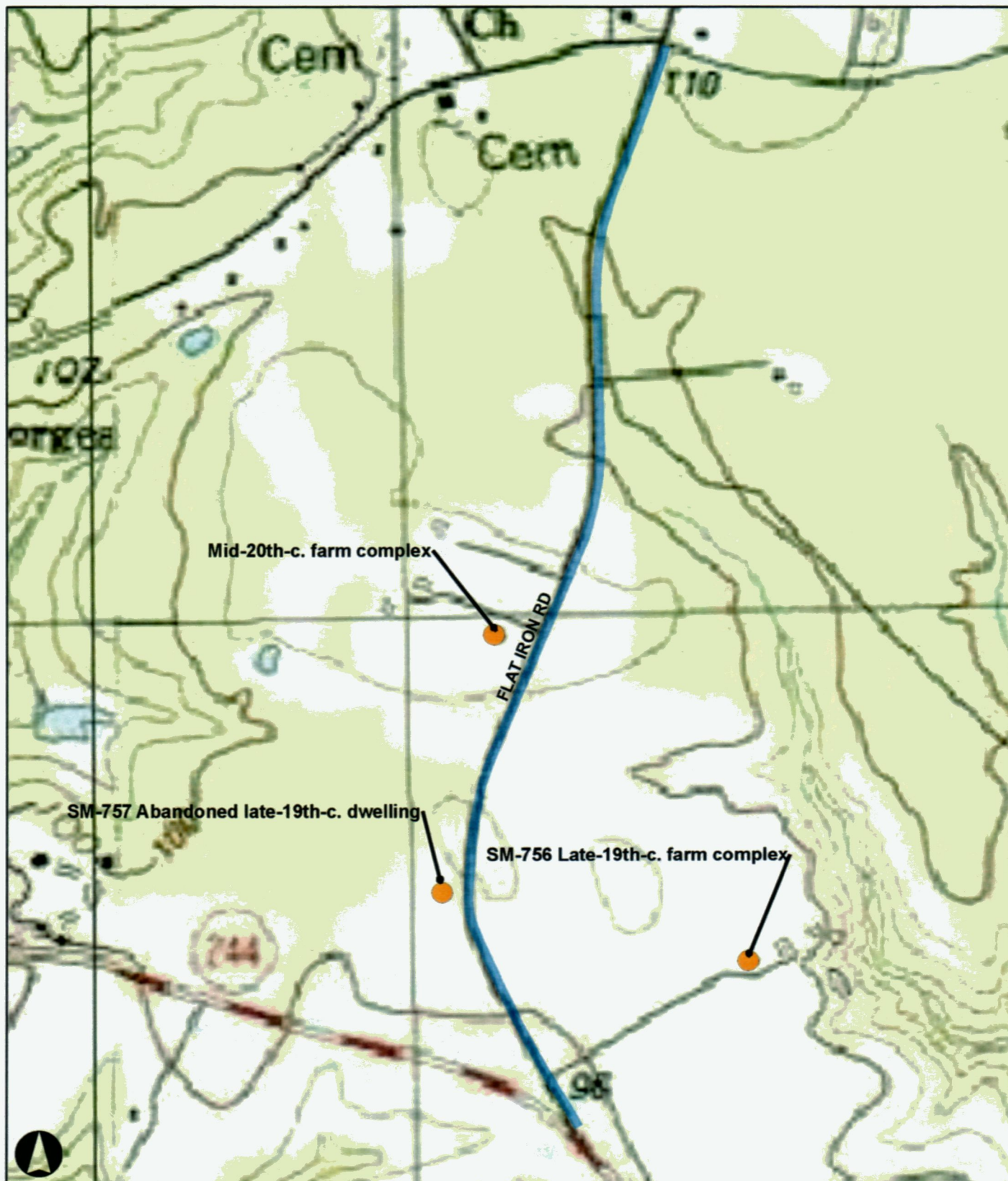
Flat Iron Road

SM-920

Drayden Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad (1902)



500
Feet

● Extant Resources
— Flat Iron Road

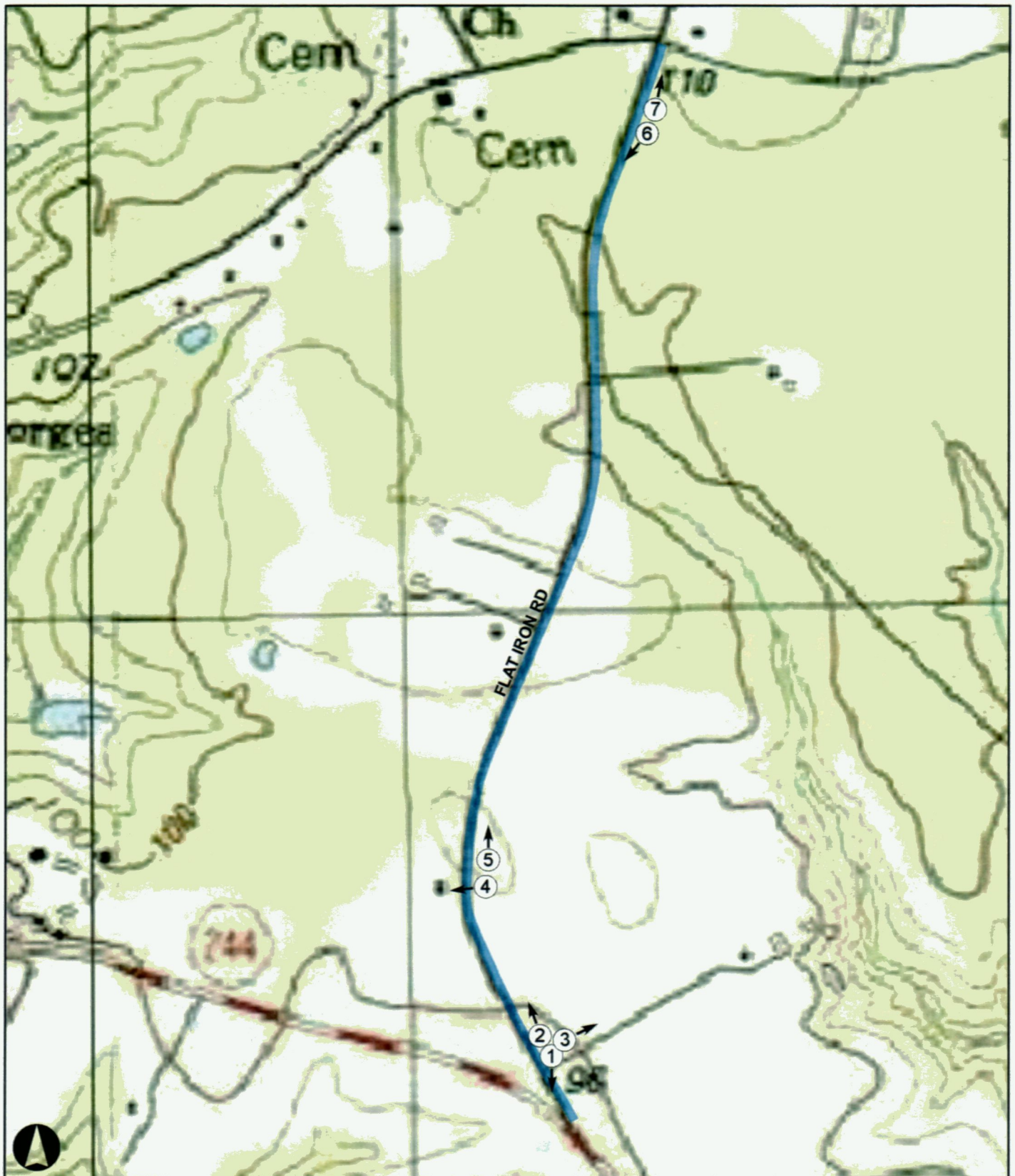
Flat Iron Road

SM-920

Drayden Vicinity

St. Mary's County, MD

Map Source: USGS 7.5' DRG: St. Mary's City, MD.



500
Feet



Photo Locations

Flat Iron Road

Flat Iron Road

SM-920

Drayden Vicinity

St. Mary's County, MD

Map Source: USGS 7.5' DRG: St. Mary's City, MD.



Mile Point 0.0, looking south to origin of Flat Iron Road at Drayden Road
Photo 1 of 7



Mile Point 0.0, looking northwest to grouping of late-twentieth-century buildings
Photo 2 of 7

**SM-920
Flat Iron Road
St. Mary's County, Maryland**

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



Mile Point 0.0, looking northeast to late-19th-century farm complex at 18926 Flat Iron Road (SM-756)
Photo 3 of 7



Mile Point 0.1, looking west to abandoned late-19th-century dwelling (SM-757)
Photo 4 of 7

**SM-920
Flat Iron Road
St. Mary's County, Maryland**

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



Mile Point 0.1, looking north to mid-20th-century farm complex
Photo 5 of 7



Mile Point 0.7, looking southwest
Photo 6 of 7

**SM-920
Flat Iron Road
St. Mary's County, Maryland**

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



Mile Point 0.7, looking northeast to terminus of Flat Iron Road at St. Georges Church
Road
Photo 7 of 7

SM-920
Flat Iron Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO

Maypole Road
SM-921
St. Mary's County
Leonardtown Vicinity
Mid-18th century-20th century
Public

Maypole Road is located in central St. Mary's County. The public roadway originates just west of Leonardtown and extends north and northwest from its origin at Point Lookout Road (MD 5) for approximately 3.6 miles to its terminus at Parsons Mill Road. 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.

Maypole Road most likely originated as an eighteenth-century route that connected travelers from Leonardtown to the Patuxent Path (MD 235 [Three Notch Road]). Maypole Road reflects the early road networks in St. Mary's County associated with the shipment of tobacco from interior of the county to wharves, tobacco warehouses, and inspection points, particularly those located in Leonardtown. The road also reflects the creation of an interior road network in order to reach government institutions. The presence of the county court at Leonardtown beginning in the eighteenth century necessitated the use and development of road networks in that area, including the development and improvement of Maypole Road.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-921

1. Name of Property (indicate preferred name)

historic Maypole Road
other County Road 30084

2. Location

street and number Election District No. 3, Runs NW from MD 5 (Point Lookout Road) to Parsons Mill Road
city, town Leonardtown 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	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	0 buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	0 sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	1 structures
		<input type="checkbox"/> education	0 objects
		<input type="checkbox"/> funerary	1 Total
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input 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-921

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

Maypole Road is located in central St. Mary's County. The public roadway originates just west of Leonardtown. The road extends north and northwest from its origin at Point Lookout Road (MD 5) for approximately 3.6 miles to its terminus at Parsons Mill Road. The road is asphalt paved and varies in width from 22 to 30 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

Maypole Road is located in the central portion of St. Mary's County in the county's Third Election District. The road extends north from its origin at Point Lookout Road (MD 5) and curves gradually to the northwest at approximately mile point 0.6 its end point at Parsons Mill Road. The entire length of the road is 3.6 miles.

Detailed Description

The Roadway

Maypole Road is a minor-collector route that varies from approximately 22 to 30 feet in width. The roadway contains two divided lanes—one in each direction divided by a yellow-painted, double line. There are no lines painted on the roadway to delineate the outer edges of the roadway. The roadway is asphalt-paved and is in good condition throughout its length.

The road's horizontal alignment incorporates several straight-aways, several, long gentle curves, and five notable sharp curves. At mile point 0.4, the roadway curves sharply to the northeast; at mile point 0.6, the roadway curves sharply to the northwest; at mile point 1.7, the roadway curves to the northwest and continues in a northwest direction until mile point 3.5 where it curves sharply to the northeast; the roadway again curves to the northeast between mile point 3.5 and its terminus at mile point 3.6. Its vertical alignment consists of a sharp descent beginning at mile point 0.8. The majority of the route is at-grade or slightly above the surrounding land. The roadway does not include a visible crown.

At mile point 0.7, the roadway crosses Greenhill Run, a small tributary that runs southwest and joins with McIntosh and Brooks runs that join and empty into Breton Bay. The waterway runs in a deep channel perpendicular to the roadway until it crosses underneath the roadway through a metal pipe culvert.

The Right-of-Way

Informal grassy and gravel shoulders appear on both sides of the roadway within the Maypole 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.

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 origin at Point Lookout Road (MD 235).

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-921

Name Maypole Road
Continuation Sheet

Number 7 Page 1

The Setting

Maypole Road traverses a residential area of central St. Mary's County. The road extends through a landscape dominated by residential and agricultural land uses. Green Hill Farm (SM-229) is located to the west of Maypole Road at mile point 0.8, although the property is not visible from the roadway.

The origin of Maypole Road is heavily developed with late-twentieth-century commercial buildings and shopping centers fronting the four-lane Point Lookout Road (MD 5). A substation is located to the west of the road's origin. The next 0.4 miles of the road passes through a wooded area interspersed with late-twentieth-century dwellings set close to the roadway. From mile point 0.4 to mile point 2.3, dense woodland comprised of mature deciduous and evergreen trees lines the roadway. A circa-1915 farm complex located at 24255 Maypole Road is located to the west side of the road at mile point 2.3. Open vacant fields, interspersed with stands of mature trees, characterize the roadway from mile point 2.4 to its terminus at mile point 3.6. Stone and gravel pits associated with an excavating business located on Parsons Mill Road are located to the east of the road's terminus.

8. Significance

Inventory No. SM-921

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ 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 checked="" 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 Unknown

Architect/Builder Unknown

Construction dates Mid-eighteenth -- 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

Maypole Road most likely originated as an eighteenth-century route that connected travelers from Leonardtown to the Patuxent Path (MD 235 [Three Notch Road]). Maypole Road reflects the early road networks in St. Mary's County associated with the shipment of tobacco from interior of the county to wharves, tobacco warehouses, and inspection points, particularly those located in Leonardtown. The road also reflects the creation of an interior road network in order to reach government institutions. The presence of the county court at Leonardtown beginning in the eighteenth century necessitated the use and development of road networks in that area, including Maypole Road.

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

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.³ Various

¹ The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Maypole 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

³ Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, (Ridge, Maryland: n.p., 2005 [Reprint of 1991 edition]), 282.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-921

Name Maypole Road
Continuation Sheet

Number 8 Page 1

roads and trails crisscrossed the Patuxent Path and led to individual farms, plantations, villages, and other smaller waterways.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 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.⁵

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 in order to collect imported manufactured goods and ship their staple crops.⁶

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 1704.⁷

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.⁸

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.

⁴ History Matters, LLC 2006: 9

⁵ History Matters, LLC 2006: 11-15

⁶ History Matters, LLC 2006: 20

⁷ Hammett 1991: 283-285

⁸ History Matters, LLC 2006: 15-25

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-921

Name Maypole Road
Continuation Sheet

Number 8 Page 2

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. 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 Maypole Road

Maypole Road most likely originated as a route connecting Leonardtown to the Patuxent Path (present-day MD 235). In the 1650s, the St. Mary's County court began convening on Breton's Bay near the site of present-day Leonardtown. In 1708, county residents petitioned to establish the county seat at this location, but it was not until 1728 that the town of Leonardtown was surveyed. By the late eighteenth century, Leonardtown housed a tobacco warehouse that oversaw the inspection of tobacco being exported from nearby farms. As a result, Leonardtown's role as a political center within the county contributed to the development of roads, such as Maypole Road, that led north from Leonardtown through the interior of the county to the Patuxent Path.¹³

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 History Matters, LLC 2006: 12-14

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-921

Name Maypole Road
Continuation Sheet

Number 8 Page 3

Maypole 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 Leonardtown to the Patuxent Path.¹⁴ Most likely Maypole Road existed in the eighteenth century as a narrow dirt path used to connect travelers between Leonardtown and the Patuxent Path.

Simon J. Martenet's 1865 *Atlas of the State of Maryland* is the earliest cartographic record that depicts Maypole Road.¹⁵ As the inland road network expanded in the early nineteenth century, the informal path would have been formalized and extended particularly with the development of Leonardtown as the county seat. Martenet's 1865 Atlas illustrates a road that closely follows the alignment of the current Maypole Road; the road leads north from Leonardtown and continues northwest where it terminates at a small road that connects to the Patuxent Path.¹⁶

There are no extant architectural resources dating to the eighteenth or nineteenth centuries adjacent to Maypole Road. The earliest dwelling, which dates to circa 1915, is located approximately 2.4 miles north of Point Lookout Road (MD 5). Dwellings dating to the mid-1970s are located near the road's origin at Point Lookout Road (MD 5) and late-twentieth-century commercial development characterizes the setting to the south and east of the road's origin. Consequently, the road has since been widened and improved to meet current design standards and safety criteria. The widening of Point Lookout Road (MD 5) necessitated the widening of the origin of Maypole Road and the erection of an overhead traffic signal. As commercial and residential development continues to increase particularly in the area associated with Leonardtown in the county's Third Election District, the rural character of Maypole Road continues to diminish particularly near its origin.

¹⁴ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

¹⁵ The history of the name "Maypole" is unknown; 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 the Geography and Map Division, Library of Congress.

¹⁶ Martenet 1865

9. Major Bibliographical References

Inventory No. SM-921

See Continuation Sheets.

10. Geographical Data

Acreage of surveyed property 3.6 miles
Acreage of historical setting Approximately 3.6 miles
Quadrangle name Leonardtown, MD

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

Verbal boundary description and justification

The surveyed area of Maypole 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-921

Name Maypole Road
Continuation Sheet

Number 9 Page 1

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

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. SM-921

Name Maypole Road
Continuation Sheet

Number 9 Page 2

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.

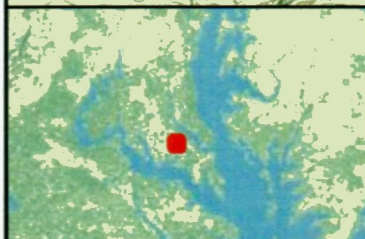
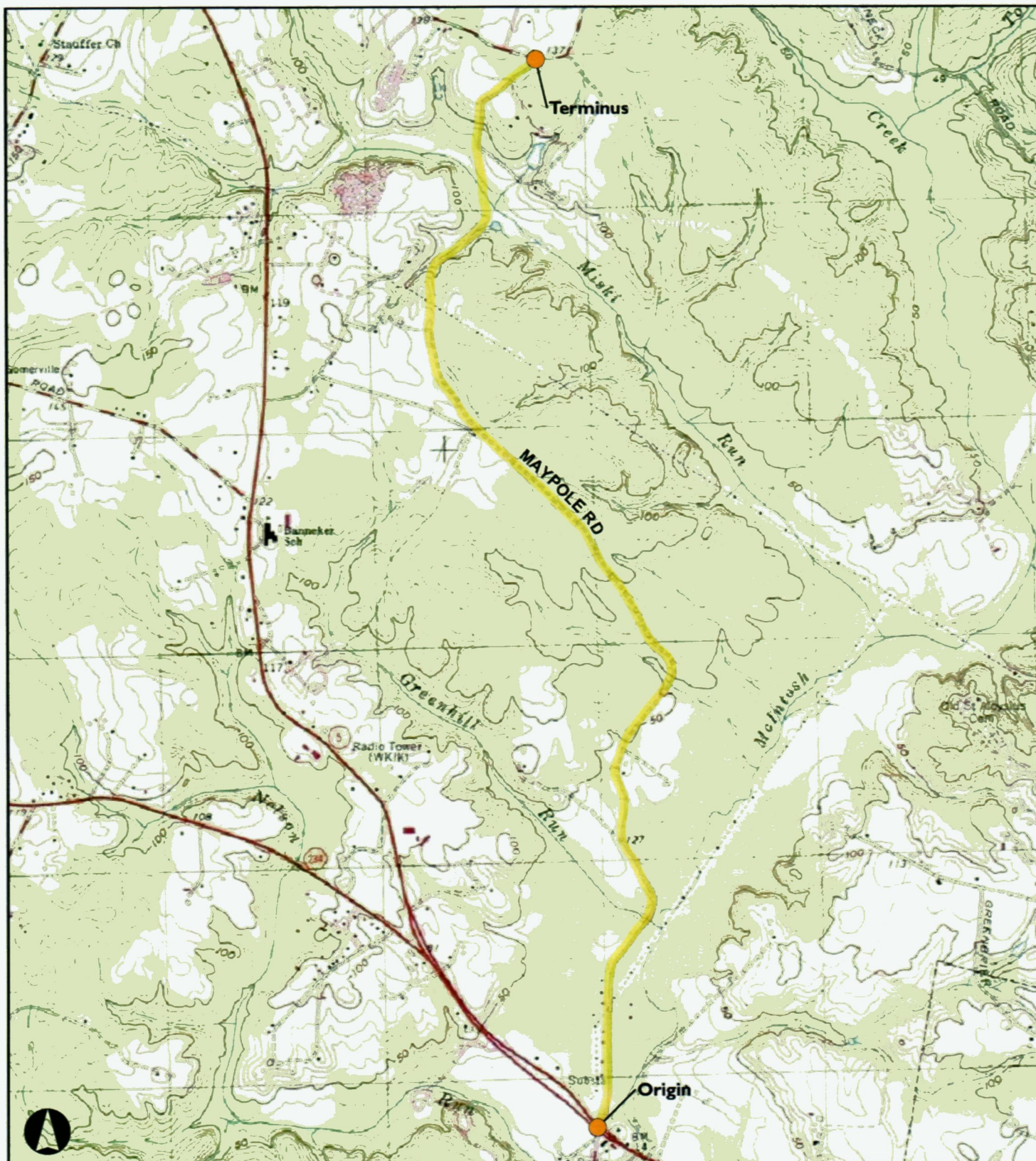
United States Geological Survey.

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

1901 *Leonardtown, MD Quadrangle* (15 Minute Series)

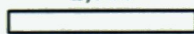
1939 *Leonardtown, MD Quadrangle* (15 Minute Series)

2007 *Leonardtown, MD Quadrangle* (7.5 Minute Series)



 Road Alignment 2005

2,000

 Feet

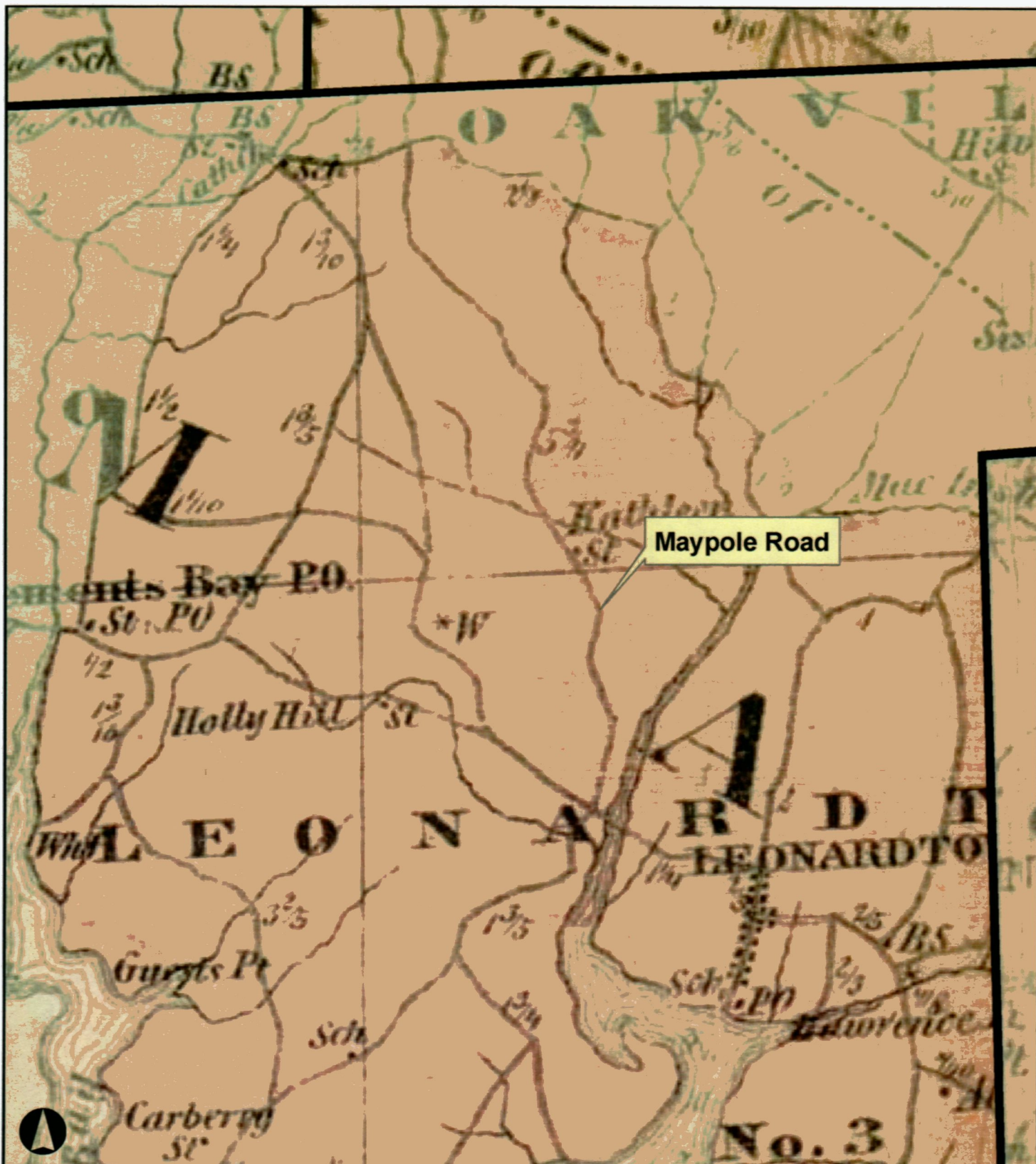
Maypole Road

SM-921

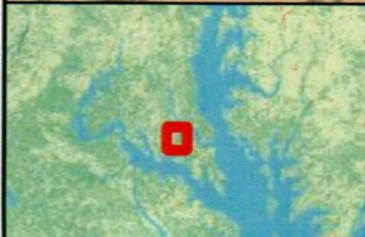
Leonardtown Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Leonardtown, MD

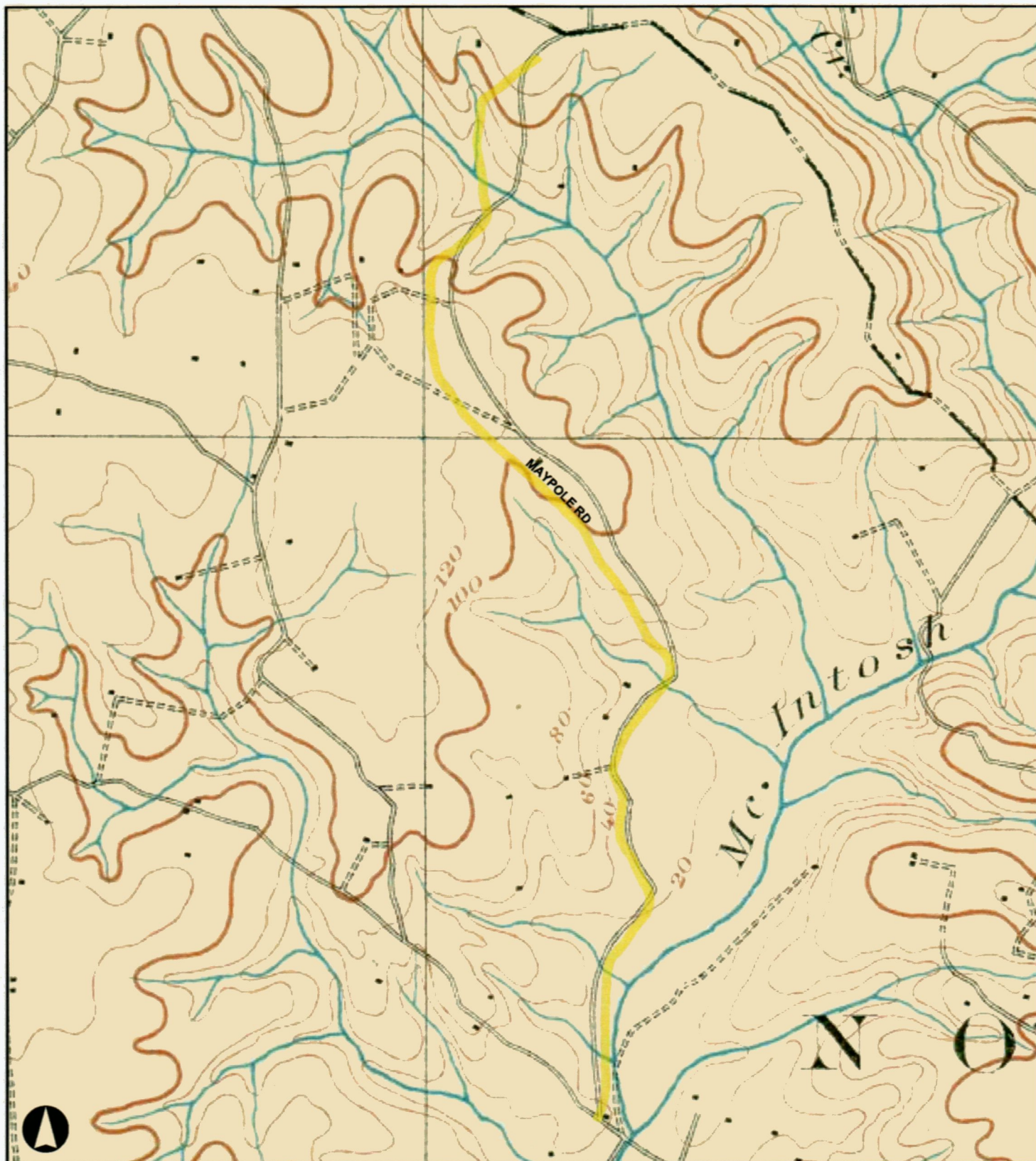


Maypole Road



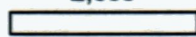
2,000
Feet

Maypole Road
SM-921
Leonardtown Vicinity
St. Mary's County, MD
Source: 1865 Martenet Atlas



 Road Alignment 2005

2,000

 Feet

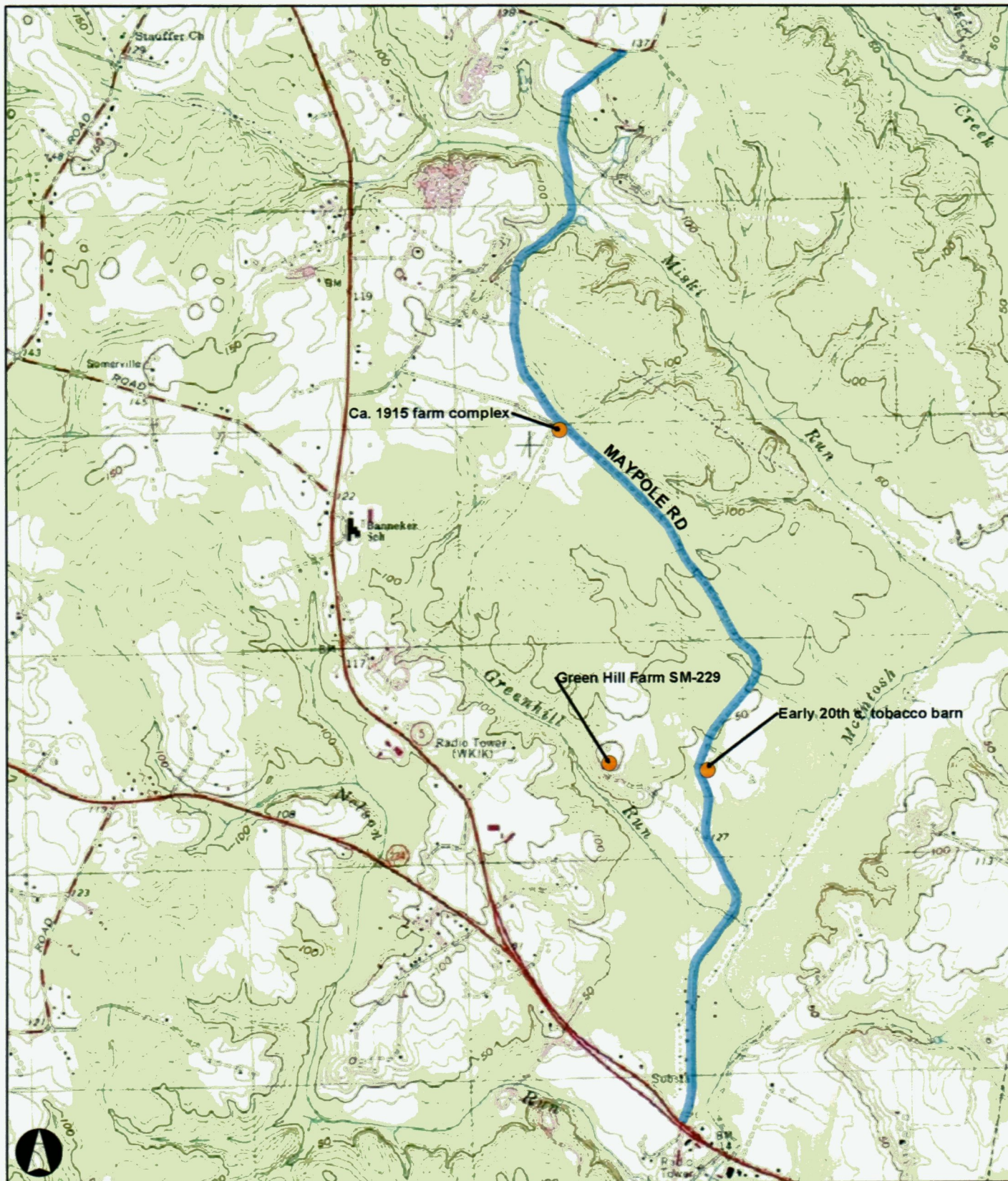
Maypole Road

SM-921

Leonardtown Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad (1902)



2,000
Feet

✗ Resource Not Extant

● Extant Resource

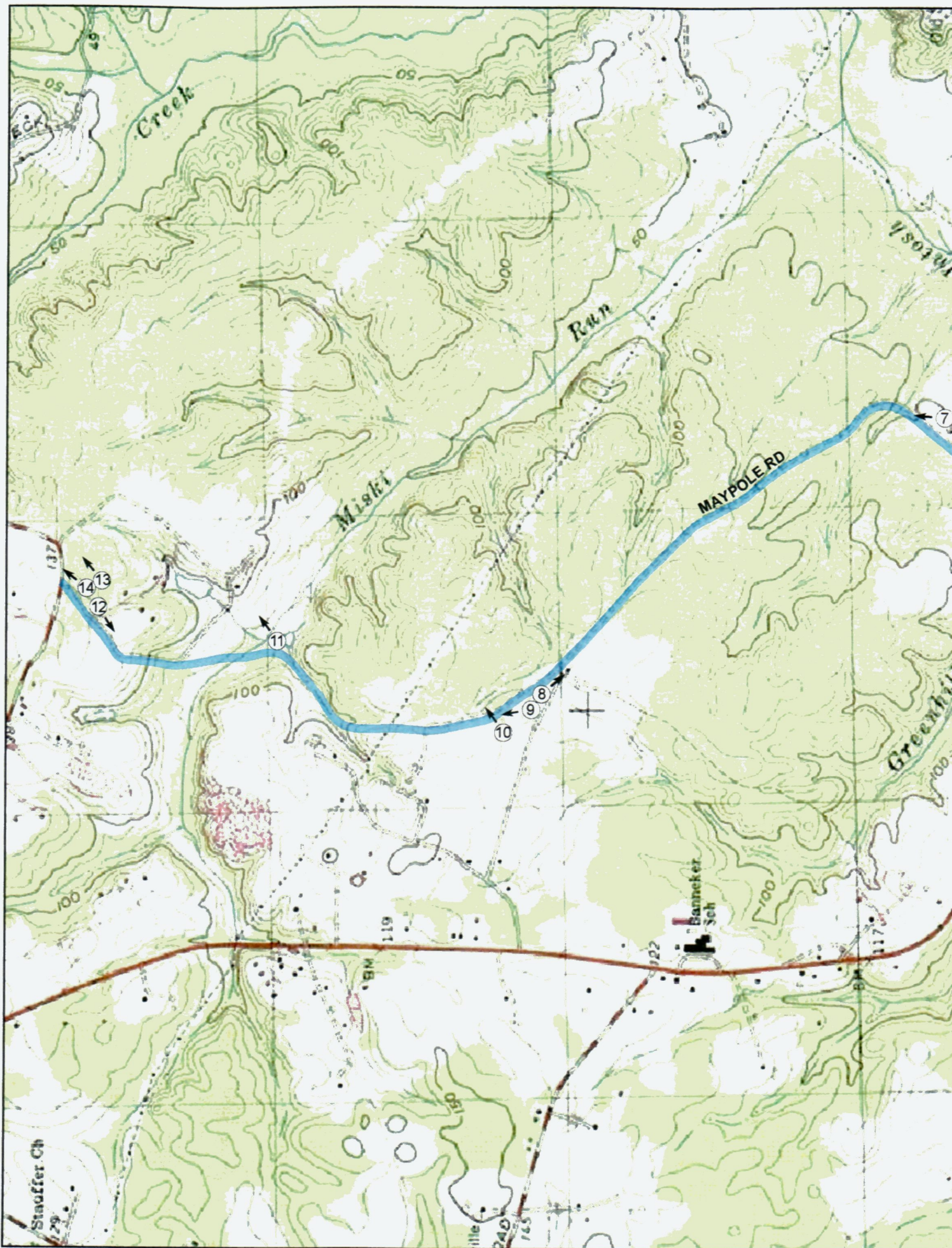
— Maypole Road

Maypole Road

SM-922

Hurry Vicinity

St. Mary's County, MD



**Maypole Road
SM-921
Photograph Location Map**



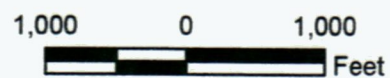
Photo Locations



Maypole Road

Source: USGS 7.5' Topo Quad, Leonardtown, MD

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



May 2008



Mile Point 0.0, looking southwest to origin of Maypole Road at Point Lookout Road (MD 5)
Photo 1 of 14



Mile Point 0.0, looking north
Photo 2 of 14

SM-921
Maypole Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.2, looking southwest to substation property
Photo 3 of 14



Mile Point 0.2, looking north to grouping of late-twentieth-century dwellings on west side of road
Photo 4 of 14

SM-921
Maypole Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.8, looking north to early twentieth-century tobacco barn on east side of road
Photo 5 of 14



Mile Point 0.8, looking southeast
Photo 6 of 14

**SM-921
Maypole Road
St. Mary's County, Maryland**

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



Mile Point 1.6, looking north
Photo 7 of 14



Mile Point 2.4, looking southeast to tenant house on circa-1915 farm complex at 24255
Maypole Road
Photo 8 of 14

**SM-921
Maypole Road
St. Mary's County, Maryland**

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



Mile Point 2.4, looking north
Photo 9 of 14



Mile Point 2.6, looking northeast
Photo 10 of 14

SM-921
Maypole Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 3.5, looking northeast
Photo 11 of 14



Mile Point 3.6, looking southwest
Photo 12 of 14

**SM-921
Maypole Road
St. Mary's County, Maryland**

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



Mile Point 3.6, looking northeast
Photo 13 of 14



Mile Point 3.6, looking northeast to terminus of Maypole Road at Parsons Mill Road
Photo 14 of 14

SM-921
Maypole Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO

Manor Road
SM-922
St. Mary's County
Hurry Vicinity
Mid-17th-century—20th century
Public

Manor Road is located in western St. Mary's County and originates west of the Wicomico River at Maddox Road (MD 238). The road extends southeast from its origin for approximately 2.93 miles to its terminus at Horse Shoe Road. Mature evergreen and deciduous vegetation that gives way to mid- to late-twentieth-century residential development and agricultural fields characterizes the majority of the length of the road's right-of-way.

As a late-seventeenth-century route leading from the property known as Bachelor's Hope (SM-6) to the Wicomico River landing at Mills Point, Manor Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated near the navigable waterways of St. Mary's County. From the seventeenth century through the early twentieth century, Manor Road was used to transport goods and people from the 300-acre estate at Bachelor's Hope to Mills Point situated in the Wicomico River.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-922

1. Name of Property (indicate preferred name)

historic Manor Road
other County Road 30090

2. Location

street and number Election District No. 4, Runs E from Maddox Road (MD 238) to Horse Shoe Road
city, town Hurry 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	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	<input type="checkbox"/> structures
		<input type="checkbox"/> education	<input type="checkbox"/> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> Total
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input 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
			<u>0</u>

7. Description

Inventory No. SM-922

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

Manor Road is located in western St. Mary's County. The roadway originates west of the Wicomico River at Maddox Road (MD 238). The road extends east from its origin for approximately 2.93 miles to its terminus at Horse Shoe Road. The road is asphalt paved and varies in width from 16 to 22 feet. Mature evergreen and deciduous vegetation that gives way to mid- to late-twentieth-century residential development and agricultural fields characterizes the majority of the length of the road's right-of-way.

Location

Manor Road is located in the western portion of St. Mary's County in the county's Fourth Election District. The road extends southeast from the starting point at Maddox Road (MD 238) and gradually straightens out to the east beginning at mile point 1.2 to its end point at Horse Shoe Road. The entire length of the road is 2.93 miles.

Detailed Description

The Roadway

Manor Road is an asphalt-paved local route that varies from approximately 16 to 22 feet in width. The road originates as a narrow unmarked throughway and continues as such until it crosses Hurry Road at mile point 2.0. From mile point 2.0 until its terminus, the roadway is wider and contains two divided lanes—one in each direction divided by a yellow-painted, double line. The roadway is in good condition throughout its length.

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 0.1 to where it levels off at a small tributary crossing at mile point 0.5. 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 0.5, the roadway crosses Bull Road that runs northwest and empties into the Chaptico Bay. The waterway runs in a deep channel perpendicular to the roadway until it crosses underneath the roadway through a poured-concrete culvert. Poured-concrete parapets flank each side of the roadway at the culvert.

The Right-of-Way

Informal gravel and asphalt-paved shoulders appear on both sides within the Manor 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 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 along both the north and south sides of the road until its terminus at Horse Shoe Road.

The Setting

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-922

Name Manor Road
Continuation Sheet

Number 7 Page 1

Manor Road traverses a residential and agricultural area of western St. Mary's County. The road extends through a landscape dominated by residential and agricultural land uses. Bachelor's Hope (SM-6; listed in the National Register, 1972) is located to the north of Manor Road at mile point 1.2.

The first 0.6 miles of the road from its origin at Maddox Road (MD 238) passes through a wooded area interspersed with mid- to late-twentieth-century, single-family dwellings. A late-nineteenth-century tobacco barn most likely associated with Bachelor's Hope (SM-6) is located to the north of Manor Road at mile point 1.0. A sandy lane located at mile point 1.1 leads north to provide access to the barn as well as the dwelling and extant outbuildings associated with Bachelor's Hope (SM-6). Manor Road crosses Hurry Road at mile point 2.0 where an early twentieth-century tobacco barn is located at the northwest intersection. A grouping of late-twentieth-century dwellings and garages are located to the north of Manor Road at mile point 2.1. Between mile point 2.4 and 2.5, several dwellings built in the 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. Dense mature woodland characterizes the roadway from mile point 2.4 to its terminus at Horse Shoe Road.

The terminus of Manor Road at Horse Shoe Road is surrounded by dense mature evergreen and deciduous trees.

8. Significance

Inventory No. SM-922

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/	<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. 1666; ca. 1865; ca.* 1897; ca. 1959 **Architect/Builder** Unknown

Construction dates Mid-seventeenth-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

As a late-seventeenth-century route leading from the property known as Bachelor's Hope (SM-6) to the Wicomico River landing at Mills Point, Manor Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated near the navigable waterways of St. Mary's County. From the seventeenth century through the early twentieth century, Manor Road was used to transport goods and people from the 300-acre estate at Bachelor's Hope to Mills Point situated in the Wicomico River.

With the exception of the dwelling and outbuildings associated with Bachelor's Hope (SM-6), Manor Road does not retain any extant architectural resources dating to the seventeenth, eighteenth, or nineteenth centuries. Several early twentieth-century tobacco barns are located to the north and south of the road throughout its length, and several dwellings dating to the mid- to late-twentieth century are located near the origin of the roadway at Maddox Road (MD 238).

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 Manor 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-922

Name Manor 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.

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

After the Revolutionary War, settlement in St. Mary's County remained focused around the county's waterways, but towns and inland crossroad villages became increasingly important components of the county's landscape. As towns remained small compared to those in other parts of the state, they assumed a greater role in the local society and economy in the nineteenth century. Although Baltimore merchants dominated the retail trade in Southern Maryland, local merchants in towns such as Leonardtown and Great Mills, became significantly more important in the local economy particularly as inland road circulation networks improved. By the 1820s, several churches and schools moved closer to the towns, which further encouraged rural residents to visit these growing areas. The growth of the towns in St. Mary's County and their road networks attest to the expansion of the internal economy as well as the residents' greater reliance on overland travel. Road improvements contributed to town growth, while in turn, the growth of towns necessitated the improvement and development of inland road construction.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

³ History Matters, LLC 2006: 7-8

⁴ History Matters, LLC 2006: 11-15

⁵ History Matters, LLC 2006: 19-20

⁶ Regina Combs Hammett, *History of St. Mary's County, 1634-1990* (Ridge, Maryland: n.p., 2005 [Reprint of 1991 edition]), 283-285.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-922

Name Manor Road
Continuation Sheet

Number 8 Page 2

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 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. 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

⁷ History Matters, LLC 2006: 15-25

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-922

Name Manor Road
Continuation Sheet

Number 8 Page 3

Development of Manor Road

Manor Road originated as a route connecting Bachelor's Hope (SM-6) to the Wicomico River to the west and to inland tracts to the west. Bachelor's Hope was originally a part of Basford Manor, a 1,500-acre tract that was granted to Dr. Thomas Gerard of St. Clement's Manor in 1650. Dr. Gerard subsequently sold Basford Manor, which was discovered to contain 4,000 acres after a resurvey, to Governor Thomas Notley, the fifth Proprietary Governor of Maryland (1676-1679).¹² Governor Notley divided 300 acres from Basford Manor, and this 300-acre tract became known as Bachelor's Hope. Circa 1665-1670, Governor Notley constructed the large brick dwelling that still stands on the property. The presence of the late-seventeenth-century manor house indicates that the property has been occupied since that time. According to historian E.T. Pogue, the road leading to Bachelor's Hope was always known as Manor Road.¹³

Portions of Manor Road were most likely established by the late-seventeenth century in order to facilitate the movement of people and goods, particularly tobacco, from Bachelor's Hope to Mills Point on the Wicomico River and inland points. The means of transporting tobacco from St. Mary's County to Baltimore was via the waterways, and Manor Road provided transportation for colonial farmers and later plantation holders to shipping points on the Wicomico River.

Manor 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 Wicomico River to destinations further inland.¹⁴ Most likely Manor Road existed in the late-seventeenth and eighteenth centuries as a narrow dirt path used to connect goods and travelers from the Wicomico River to Bachelor's Hope, a prominent home of St. Mary's County seventeenth-century elite.

Simon J. Martenet's 1865 *Atlas of the State of Maryland* is the earliest cartographic record that depicts a portion of Manor Road.¹⁵ As the inland road network expanded in the early nineteenth century, the informal path would have been formalized and extended. The 1865 Atlas illustrates a small portion of a road that closely follows the alignment of the western end of the current Manor Road; a road (present-day Mill Point Road) leads east from the Wicomico River shoreline and crosses over the road leading to Milestown (present-day Maddox Road); from there, the origin of present-

¹² Hammett 2005: 25, 64

¹³ Robert E.T. Pogue, *Yesterday in Old St. Mary's County*, (Bushwood, Maryland: Robert E.T. Pogue, 1973), 212.

¹⁴ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

¹⁵ The history of the name "Manor" most likely refers to the late-seventeenth-century estate of Bachelor's Hope (SM-6).

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-922

Name Manor Road
Continuation Sheet

Number 8 Page 4

day Manor Road at the intersection of Maddox Road is illustrated. The road terminates a short distance after this intersection; most likely the road stopped at Bachelor's Hope.¹⁶

In 1897, a post office was established at the intersection of Manor and Hurry roads. Between the 1910s and 1930s, many of the roads throughout St. Mary's County were improved and surfaced, including Manor Road. Most likely, the road was improved to facilitate postal goods and services during the early twentieth century. However, the post office was closed in 1959 and nothing remains of its former location.

With the exception of the dwelling and outbuildings associated with Bachelor's Hope (SM-6), Manor Road does not retain any extant architectural resources dating to the seventeenth, eighteenth, or nineteenth centuries. Several early twentieth-century tobacco barns are located to the north and south of the road throughout its length. Several dwellings dating to the mid- to late-twentieth century are located near the origin of the roadway at Maddox Road (MD 238). Sparsely developed, late-twentieth-century residential development characterizes the length of roadway from its intersection of Hurry Road to its western terminus at Horse Shoe Road.

¹⁶ 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 the Geography and Map Division, Library of Congress.

9. Major Bibliographical References

Inventory No. SM-922

See Continuation Sheets.

10. Geographical Data

Acreage of surveyed property	<u>2.93 miles</u>
Acreage of historical setting	<u>Approximately 2.93 miles</u>
Quadrangle name	<u>Rock Point, MD</u>

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

Verbal boundary description and justification

The surveyed area of Manor 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-922

Name Manor Road
Continuation Sheet

Number 9 Page 1

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Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. SM-922

Name Manor Road
Continuation Sheet

Number 9 Page 2

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.

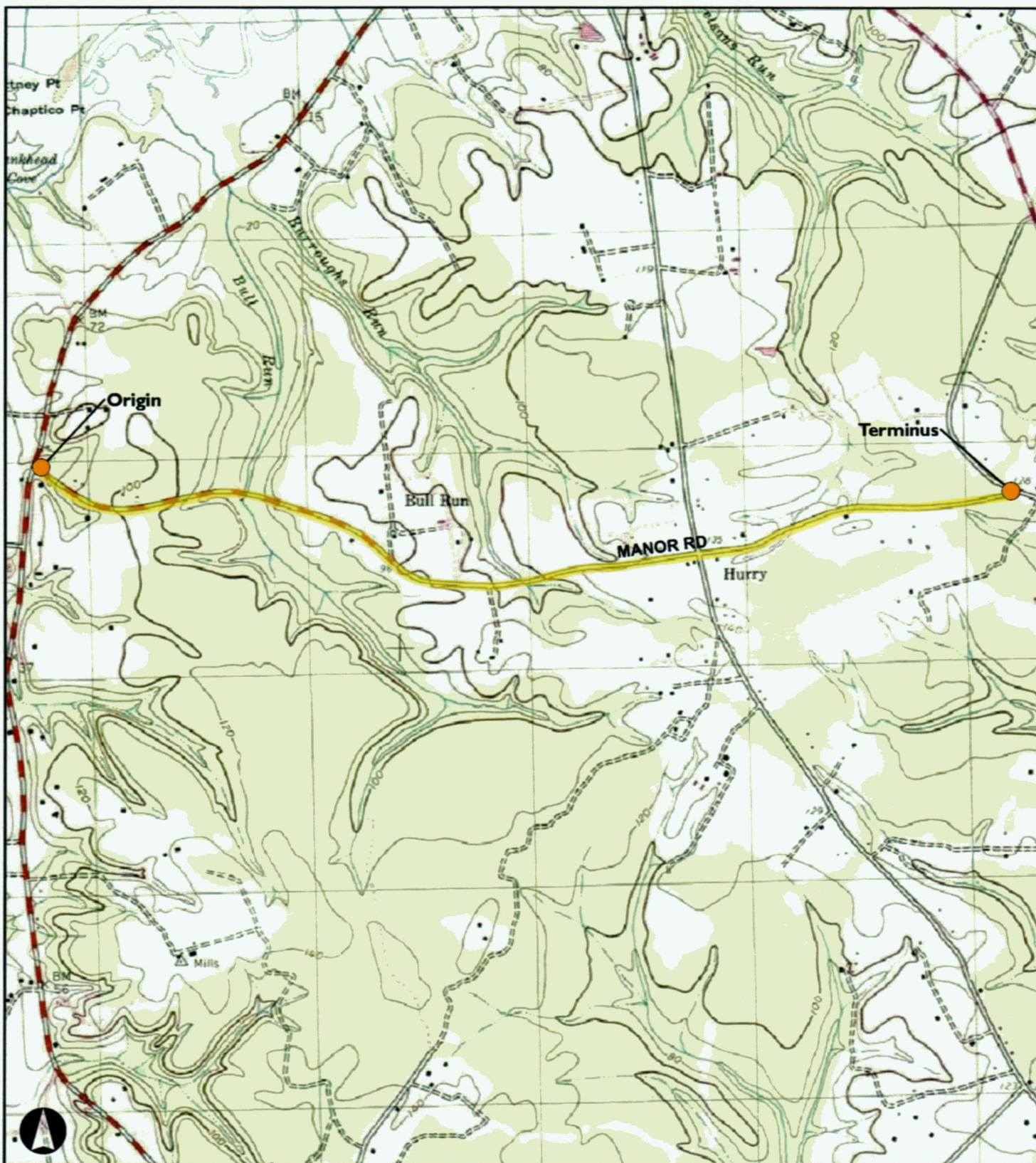
United States Geological Survey.

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


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

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

2007 *Rock Point, MD Quadrangle* (7.5 Minute Series)



 Road Alignment 2005

2,000
 Feet

Manor Road

SM-922

Hurry Vicinity

St. Mary's County, MD

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



2,000
Feet

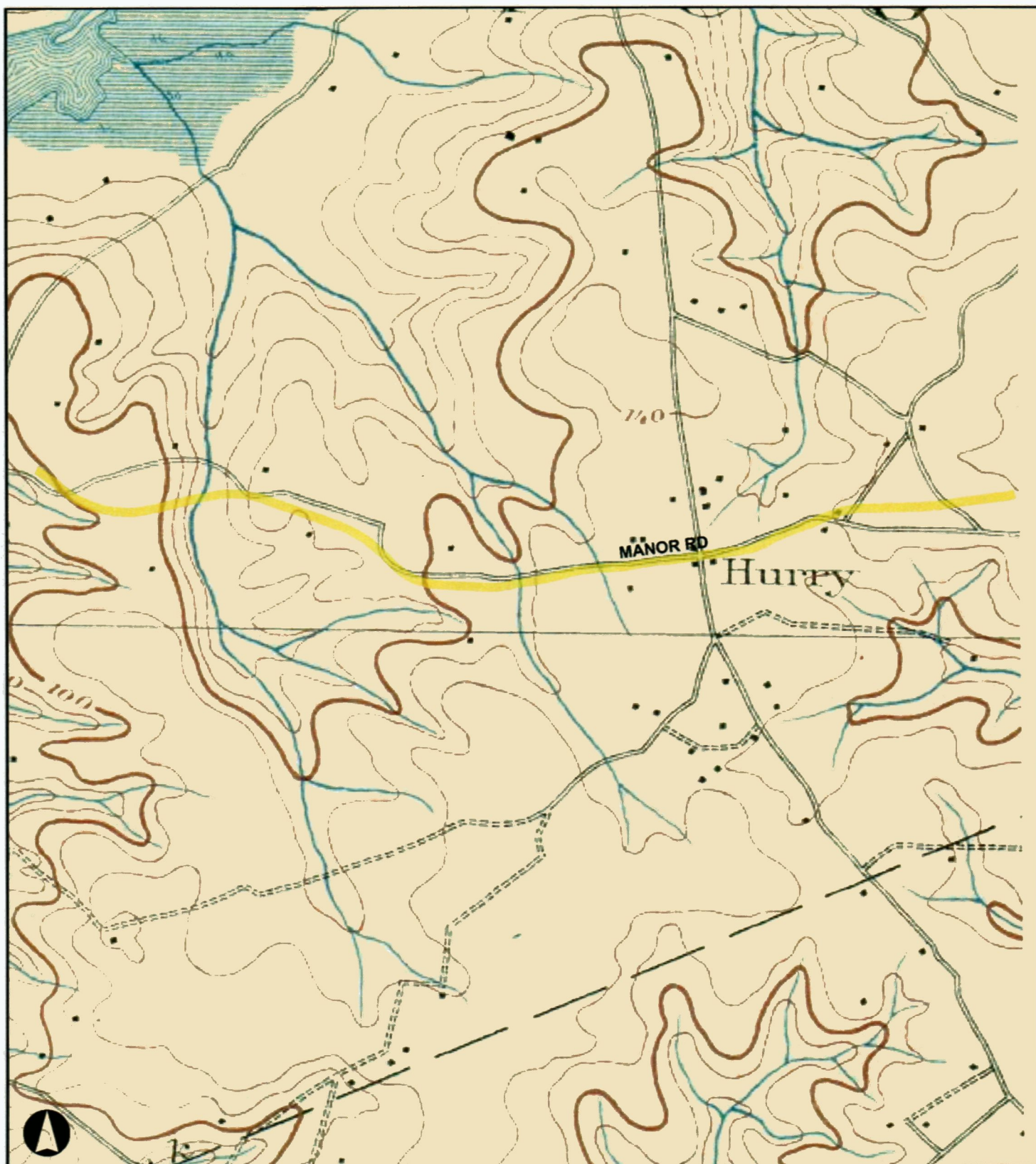
Manor Road

SM-922

Hurry Vicinity

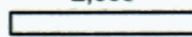
St. Mary's County, MD

Source: 1865 Martenet Atlas



 Road Alignment 2005

2,000

 Feet

Manor Road

SM-922

Hurry Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad (1902)

Chaplico Pt

Bankhead
Cove

Bull
Run

Bulltroughs
Run

Bull Run

2

1

3

4

5

6

7

9

8

10

BM
72

100

120

120

100

120

20

100

**Manor Road
SM-922
Photograph Location Map**



Photo Locations



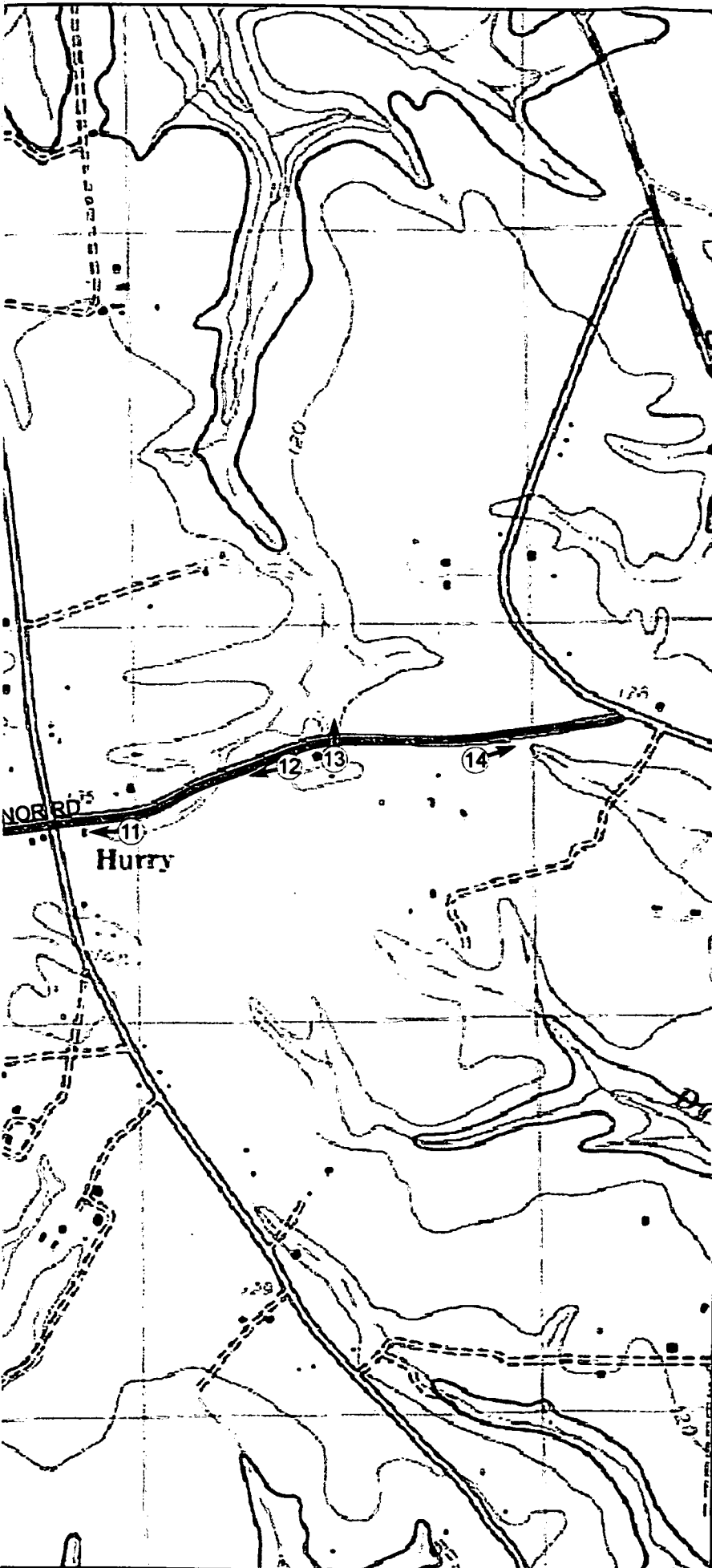
Manor Road

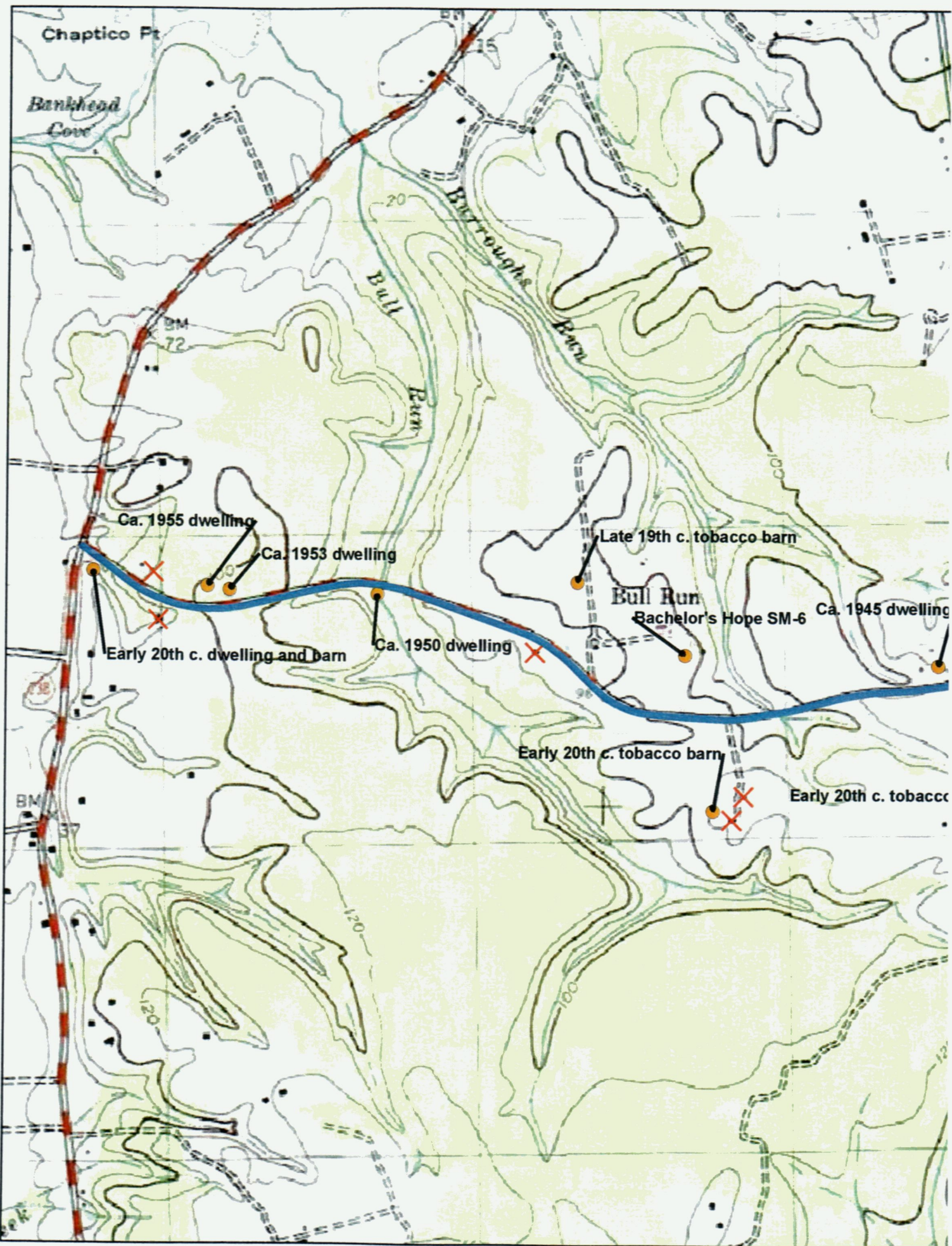
Source: USGS 7.5' Topo Quad, Rock Point, MD.

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

1,000 0 1,000
Feet

May 2008






**Manor Road
SM-922
Resource ID Map**



-  Resource Not Extant
-  Extant Resource
-  Manor Road

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

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

1,000 0 1,000
 Feet

May 2008





Mile Point 0.0, looking northwest to origin of Manor Road at Maddox Road (MD 238)
Photo 1 of 14



Mile Point 0.0, looking southwest to early 20th-century dwelling and barn at southwest intersection of Manor Road and Maddox Road (MD 238)
Photo 2 of 14

SM-922
Manor Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.1, looking west
Photo 3 of 14



Mile Point 0.3, looking northwest to circa-1953 dwelling at 36780 Manor Road
Photo 4 of 14

SM-922
Manor Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.3, looking northwest
Photo 5 of 14



Mile Point 0.5, looking east to culvert over Bull Run
Photo 6 of 14

SM-922
Manor Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.9, looking to east to late-19th-century tobacco barn
Photo 7 of 14



Mile Point 1.2, looking northwest
Photo 8 of 14

SM-922
Manor Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.2, looking northeast to Bachelor's Hope (SM-6)
Photo 9 of 14



Mile Point 1.9, looking east to intersection of Manor Road and Hurry Road (beginning of marked roadway) and early 20th-century tobacco barn
Photo 10 of 14

SM-922
Manor Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 2.1, looking west to intersection of Manor Road and Hurry Road (beginning of marked roadway) and early 20th-century tobacco barn
Photo 11 of 14



Mile Point 2.4, looking west
Photo 12 of 14

SM-922
Manor Road
St. Mary's County, Maryland

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April 2008
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Mile Point 2.4, looking north
Photo 13 of 14



Mile Point 2.8, looking east to terminus of Manor Road at Horse Shoe Road
Photo 14 of 14

SM-922
Manor Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
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