Section 2: Supporting Materials

State Timeline

This timeline was put together by MHT to provide a sense of the state's development and changes. We recognize that timelines are not static and can never be complete. As new context studies are performed and additional information discovered, this timeline will be updated. We invite you to explore the full timeline and let us know if you feel that something should be added.

APRIL 9, 1700

TREATY BETWEEN MARYLAND AND THE PISCATTAWAY AND PAMUNCKEY NATIONS AND RELOCATION OF BOTH NATIONS TO POMUNCKEY

These Articles of Peace and Amity were between Maryland and Oquotomaquah, the Emperor of Piscattaway [Piscataway], and Izingoughsiowaugh, the Queen of Pamunckey [Pamunkey]. The treaty specifically outline yearly tributes for English protections and the relocation of both nations to Pomunckey [Pamunkey].

Maryland State Archives
First page of the treaty from 1700

Regional Snapshots & Maps

Maryland's history, development patterns, built environment, and threats to historic and cultural places vary widely by region. Although we recognize that Marylanders identify the state's regions in many different ways, for the purposes of Heritage2031, we have opted to use the regions identified in the previous statewide preservation plan, which have proven useful in illustrating differences and similarities across the state (see map on page 49).
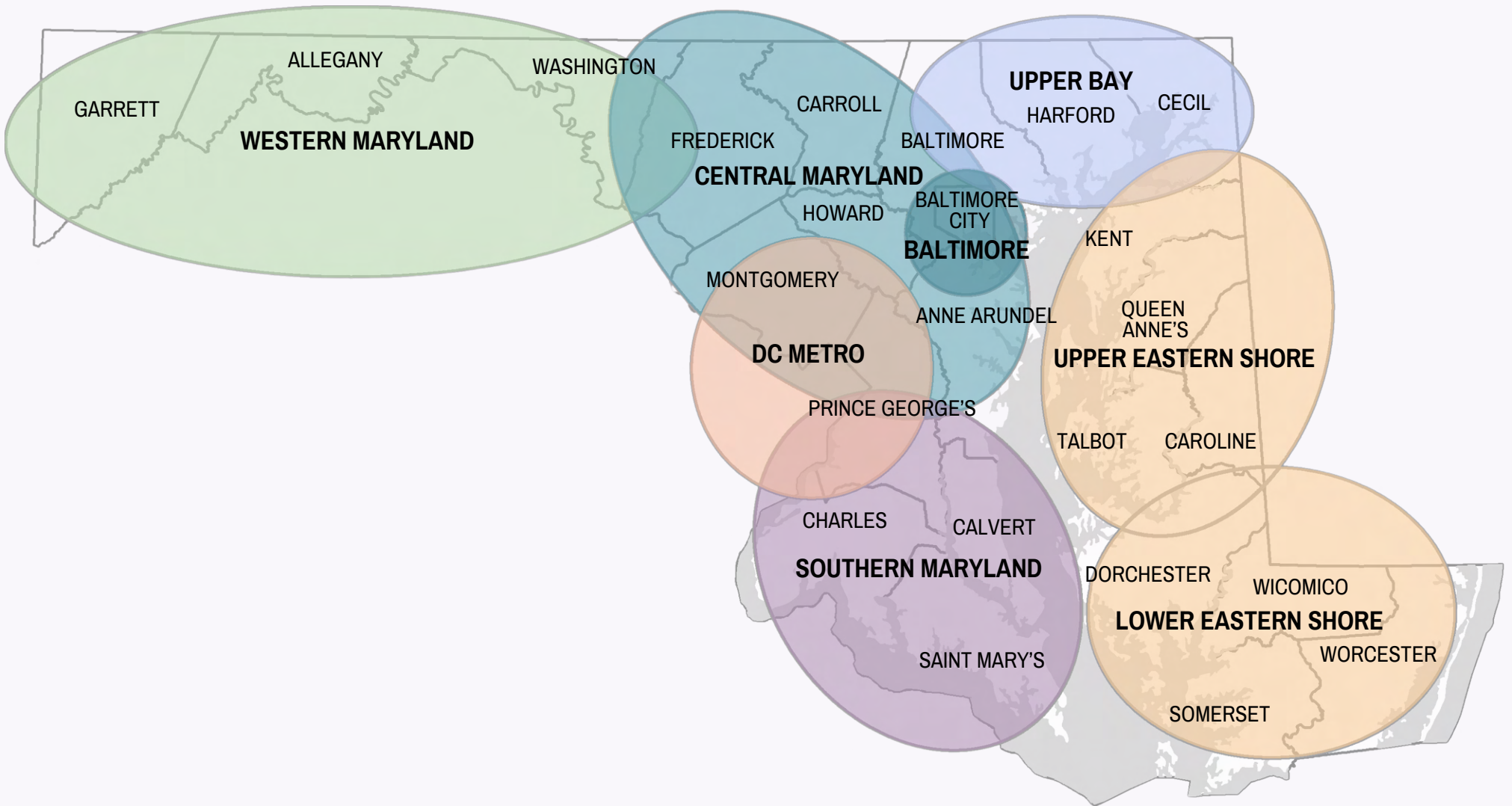
The following snapshots provide an overview of some of the distinctive aspects of the region's history, architecture, and landscape. These snapshots are intended to provide context for the goals, objectives, and strategies in Section 1 of the plan, with the recognition that strategies for each region may differ in the course of plan implementation. The highlights selected do not mean that the places, periods and property types mentioned are the only matters of significance or interest in each region.

The maps for each region are split into three categories:
- MHT Easement Sites, National Historic Landmarks (NHLs), National Register Sites, and MIHP sites;
- Main Street Areas, CLGs, and HPCs; and
- Museums, Protected Lands, State-owned Properties, Heritage Areas, and Scenic Byways

Regional Map

Regional map of Maryland showing the following regions and counties:

WESTERN MARYLAND — GARRETT, ALLEGANY, WASHINGTON

CENTRAL MARYLAND — FREDERICK, CARROLL, BALTIMORE, HOWARD, MONTGOMERY, ANNE ARUNDEL

UPPER BAY — HARFORD, CECIL

BALTIMORE — BALTIMORE CITY

DC METRO — MONTGOMERY, PRINCE GEORGE'S

UPPER EASTERN SHORE — KENT, QUEEN ANNE'S, TALBOT, CAROLINE

SOUTHERN MARYLAND — CHARLES, CALVERT, SAINT MARY'S

LOWER EASTERN SHORE — DORCHESTER, WICOMICO, WORCESTER, SOMERSET

Heritage Areas Map

HEART OF THE CIVIL WAR HERITAGE AREA

PATAPSCO VALLEY HERITAGE AREA

BALTIMORE NATIONAL HERITAGE AREA

LOWER SUSQUEHANNA HERITAGE GREENWAY

PASSAGES OF THE WESTERN POTOMAC HERITAGE AREA (CANAL PLACE)

MOUNTAIN MARYLAND GATEWAY TO THE WEST HERITAGE AREA

MONTGOMERY COUNTY HERITAGE AREA

ANACOSTIA TRAILS HERITAGE AREA

CHESAPEAKE CROSSROADS HERITAGE AREA

STORIES OF THE CHESAPEAKE HERITAGE AREA

HEART OF CHESAPEAKE COUNTRY HERITAGE AREA

SOUTHERN MARYLAND NATIONAL HERITAGE AREA

BEACH TO BAY HERITAGE AREA

GARRETT
ALLEGANY
WASHINGTON
CARROLL
BALTIMORE
HARFORD
CECIL
FREDERICK
HOWARD
BALTIMORE CITY
KENT
MONTGOMERY
ANNE ARUNDEL
QUEEN ANNE'S
PRINCE GEORGE'S
TALBOT
CAROLINE
CHARLES
CALVERT
DORCHESTER
WICOMICO
WORCESTER
ST. MARY'S
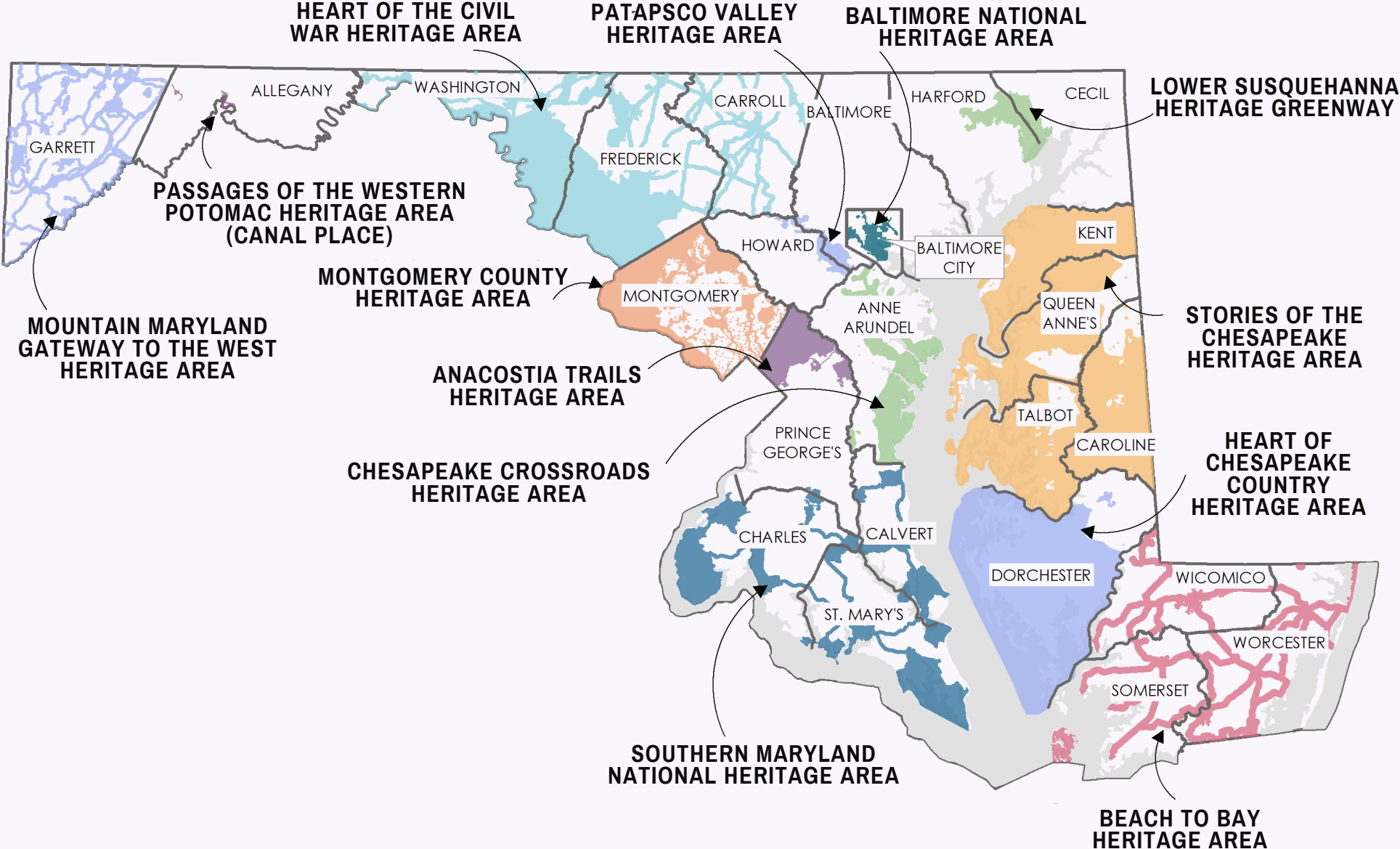SOMERSET

Western Maryland Snapshot

Western Maryland is known for its history in transportation, industry, conflict, and recreational tourism. Transportation and trade routes were key to the development of western Maryland, promising access to the region's resources and beyond. Massawomeck and Susquehannock trails, followed by the Cumberland Road and the National Road, the C&O Canal, and the Western and B&O railroads, opened the region to development and commerce. The region's numerous historic towns are often linked to these transportation networks. The ready transport and abundant natural resources supported several industries including coal and fire clay for brick making.

The region frequently served as an arena for conflict, from the arrival of European settlers to the Civil War. This is likely due to its position on western trade routes, its relationship with the Potomac River, and its proximity to Pennsylvania, Virginia, and West Virginia. Both Fort Cumberland and Fort Frederick played significant roles in the French and Indian War (1754-1763), with the latter also serving as a prison for British soldiers during the American Revolution and as a guard of the area's transportation routes during the Civil War.
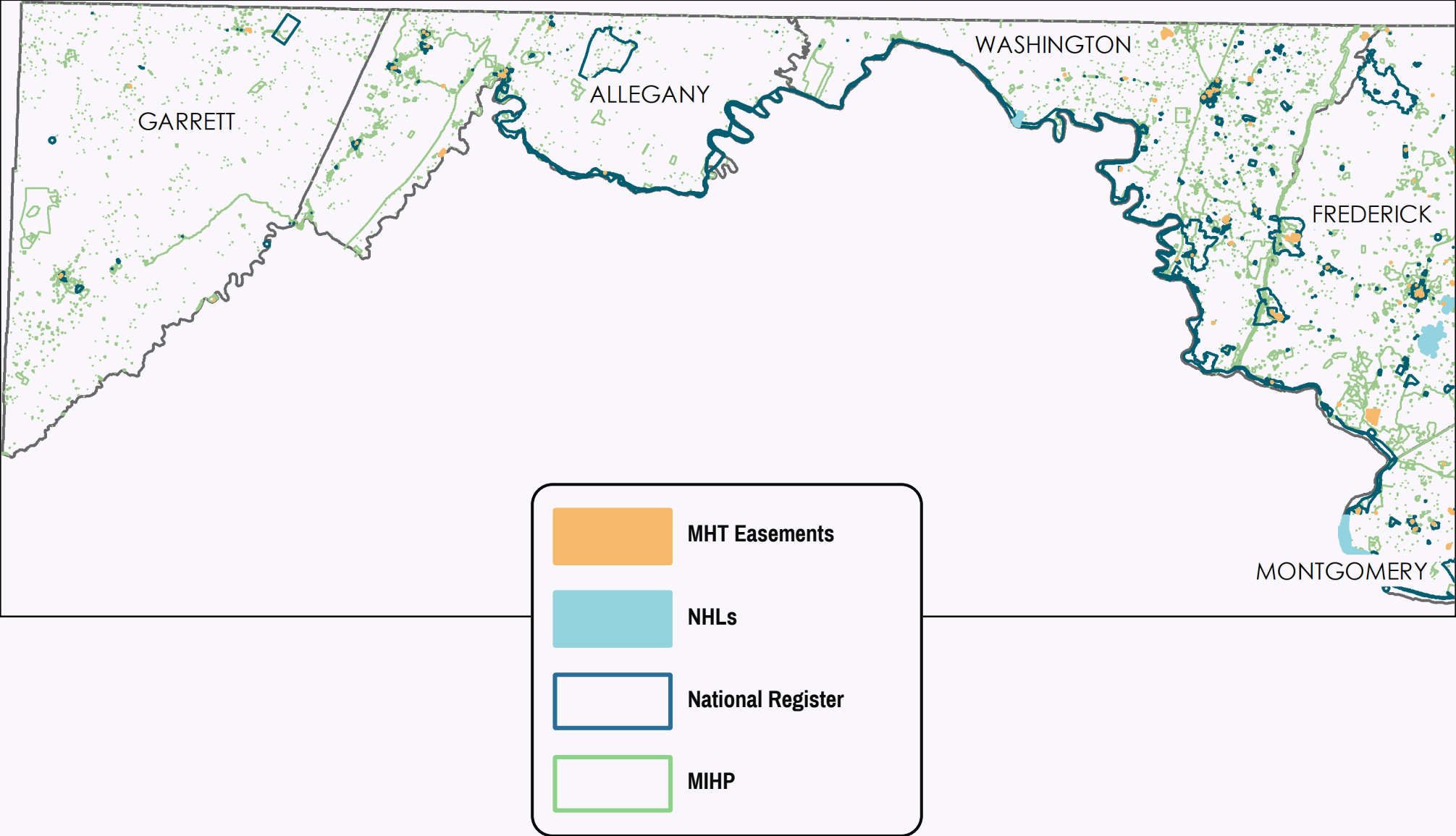
Recreation and tourism are important to the region's historical development and current identity. Tourism history begins with the Victorian railroad resorts of Deer Park and Mountain Lake Park and includes more recent recreational parks like Deep Creek Lake State Park, which began as a part of a hydroelectric project in the 1920s. Seeing these travel trends, early state and federal authorities also took advantage of the rustic mountainous landscape for recreation and tourism opportunities, often using Civilian Conservation Corps labor to construct infrastructure. Like other parks, New Germany State Park, formerly New Germany Recreation Area, retains these features today. The Appalachian Trail, built between 1921 and 1937, travels through this region of Maryland, promoting tourism among state residents and out of state visitors alike.
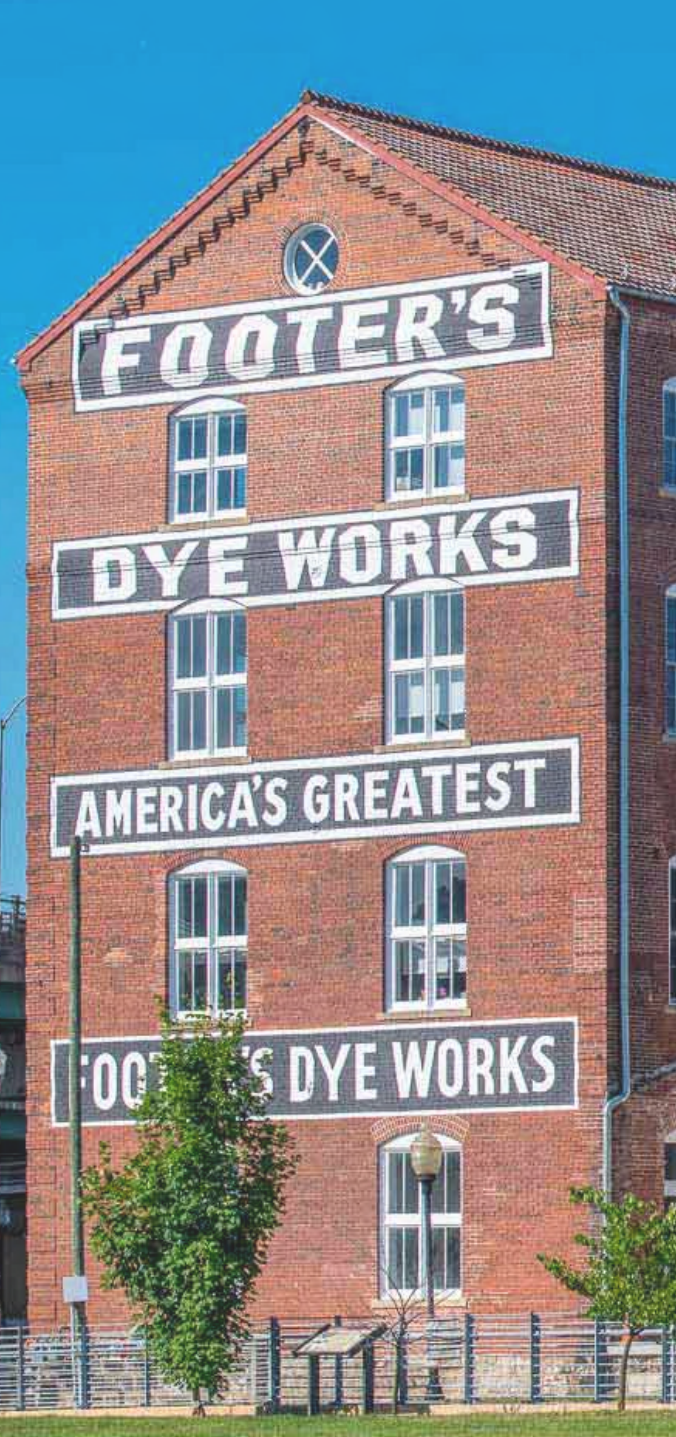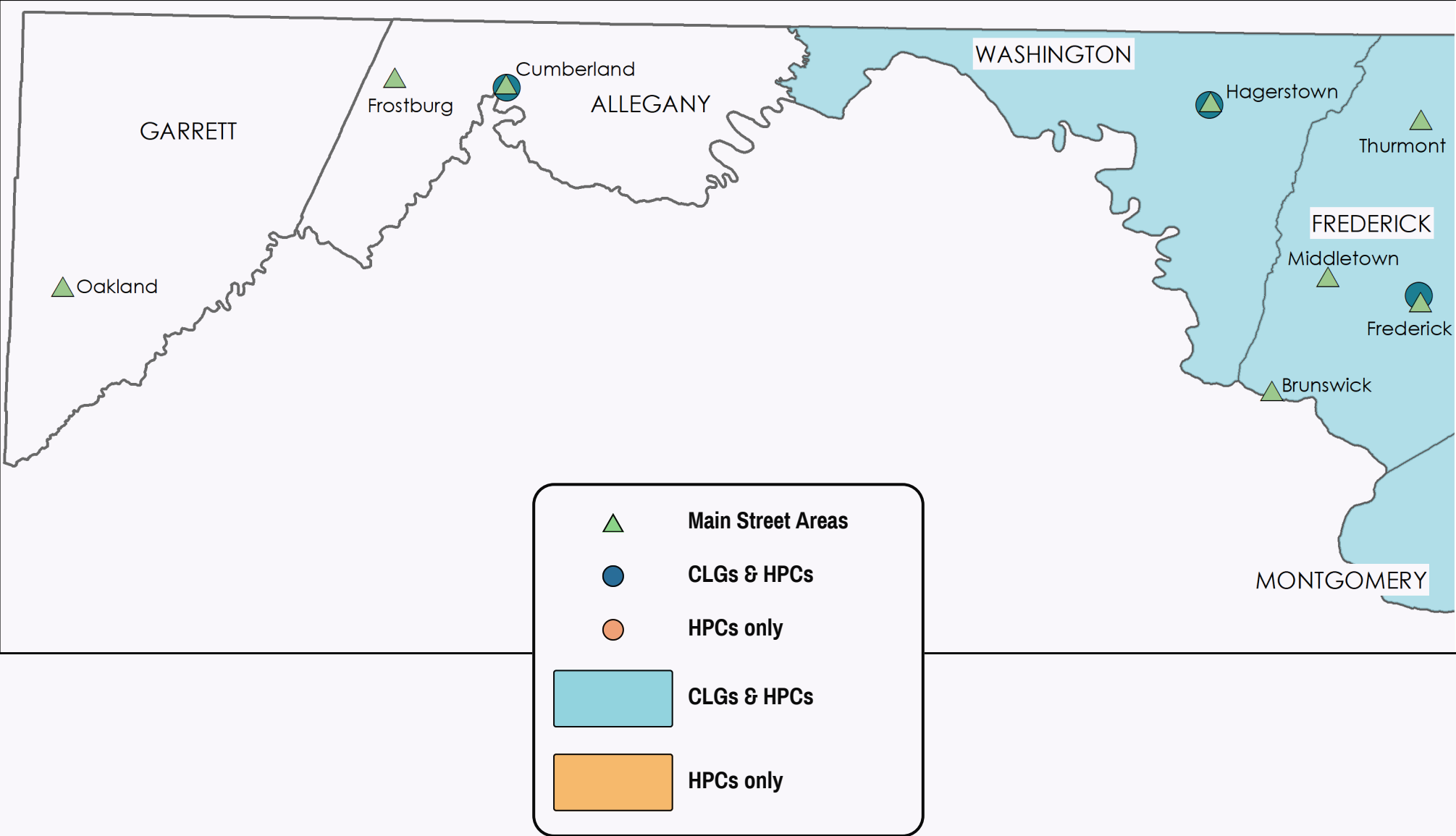

Footer's Dye Works, a major textile processing plant, represents one of the many diverse industrial resources of Cumberland.

Western Maryland MHT Easement Sites, NHLs, National Register Sites, and MIHP Listings
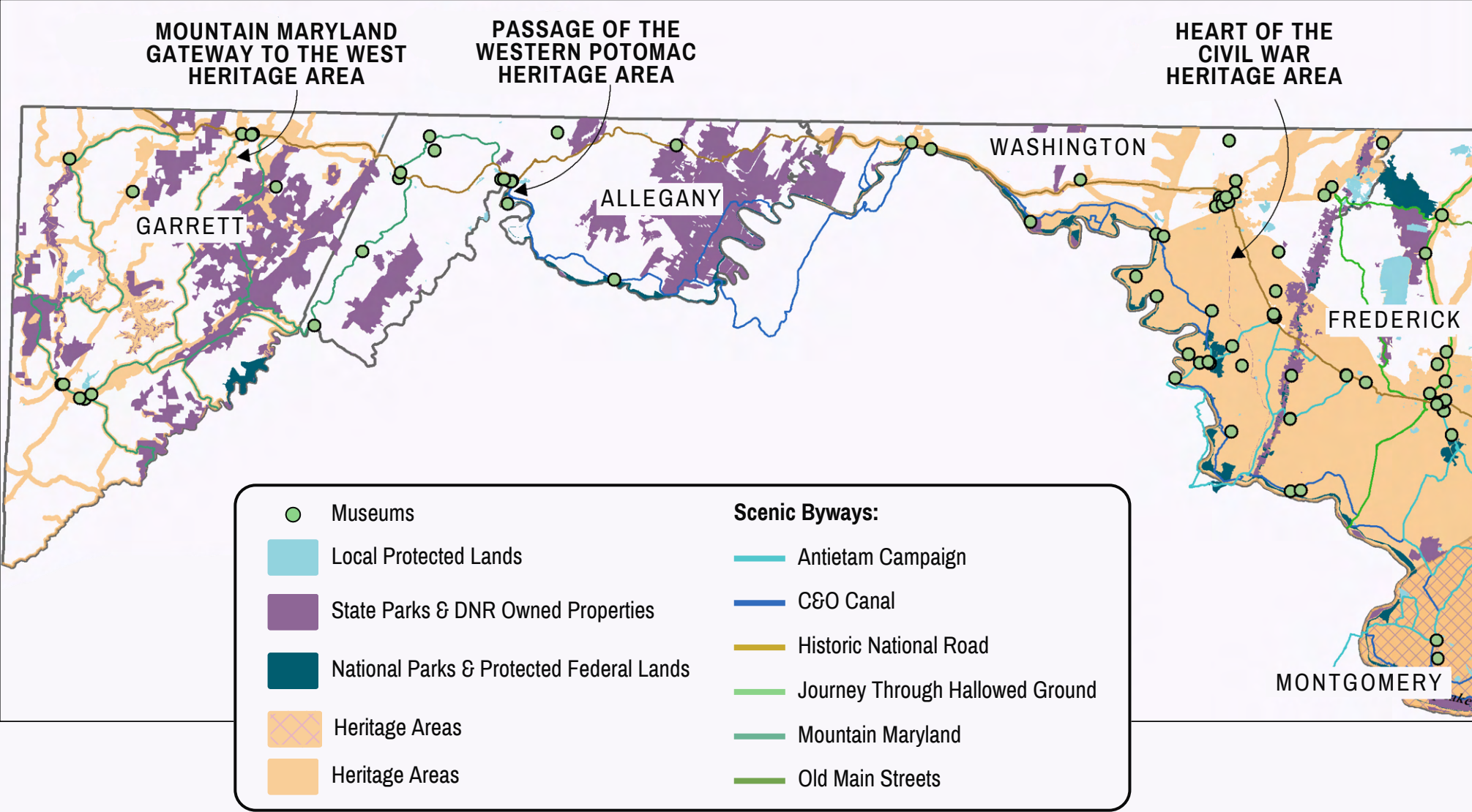
GARRETT

ALLEGANY

WASHINGTON

FREDERICK

MONTGOMERY

Legend:
- MHT Easements
- NHLs
- National Register
- MIHP

Western Maryland Main Street Areas, Main Street Areas, CLGs, & HPCs

WASHINGTON

GARRETT

ALLEGANY

Frostburg

Cumberland

Hagerstown

Thurmont

FREDERICK

Oakland

Middletown

Frederick

Brunswick

MONTGOMERY

Legend:

△ **Main Street Areas**

● **CLGs & HPCs**

● **HPCs only**

▬ **CLGs & HPCs**

▬ **HPCs only**

Western Maryland Museums, Protected Lands, State-owned Properties, Heritage Areas, & Scenic Byways

MOUNTAIN MARYLAND GATEWAY TO THE WEST HERITAGE AREA

PASSAGE OF THE WESTERN POTOMAC HERITAGE AREA

HEART OF THE CIVIL WAR HERITAGE AREA

WASHINGTON

ALLEGANY

GARRETT

FREDERICK

MONTGOMERY

Legend

- ○ Museums
- Local Protected Lands
- State Parks & DNR Owned Properties
- National Parks & Protected Federal Lands
- Heritage Areas
- Heritage Areas

Scenic Byways:

- Antietam Campaign
- C&O Canal
- Historic National Road
- Journey Through Hallowed Ground
- Mountain Maryland
- Old Main Streets

Central Maryland Snapshot

Central Maryland is characterized by its history in German immigration, transportation, diverse agriculture, waterpower, and Civil War heritage.

The migration of Germanic immigrants from southeastern Pennsylvania through central Maryland and into the Virginia valley link the region with neighboring areas. Many surviving buildings from the mid-18th century reflect these European roots of the region's first settlers. Like western Maryland, the region is nationally recognized for its significance in the history of transportation. Inspired by the opening of the Cumberland Road in the early 19 th century, the Maryland General Assembly created a turnpike called the National Road that connected Baltimore and Cumberland, spurring the development of many towns including Catonsville, Ellicott City, Frederick, Middletown, Hagerstown, and Hancock. Likewise, the first section of the B&O Railroad was opened between Baltimore and Ellicott's Mills (now Ellicott City) in 1830 and reached Wheeling, West Virginia in 1853.

Central Maryland is characterized by a history of diverse agriculture; farming remains an important aspect of the region's economy and culture. Grain, particularly wheat, was the predominant crop in the region through the mid-19th century, and many surviving farmsteads and grist mills attest to its significance. By the Civil War, however, technological advances and demographic shifts led to a decline in grain production and an increase in orcharding and dairy farming. Dairy production became the principal agricultural pursuit in central Maryland through the early 20th century. However, dairy barns and supporting structures, such as milking parlors and silos, are vanishing in lieu of modern development.

The region's rivers and streams offered abundant waterpower, supporting the establishment of numerous mills and factories. Small-scale grist and sawmills on creeks and tributaries served local customers while larger rivers like the Patapsco powered major operations, such as the 18th century flour mills in Ellicott City and the early 19th century textile factories in Oella and Daniels.
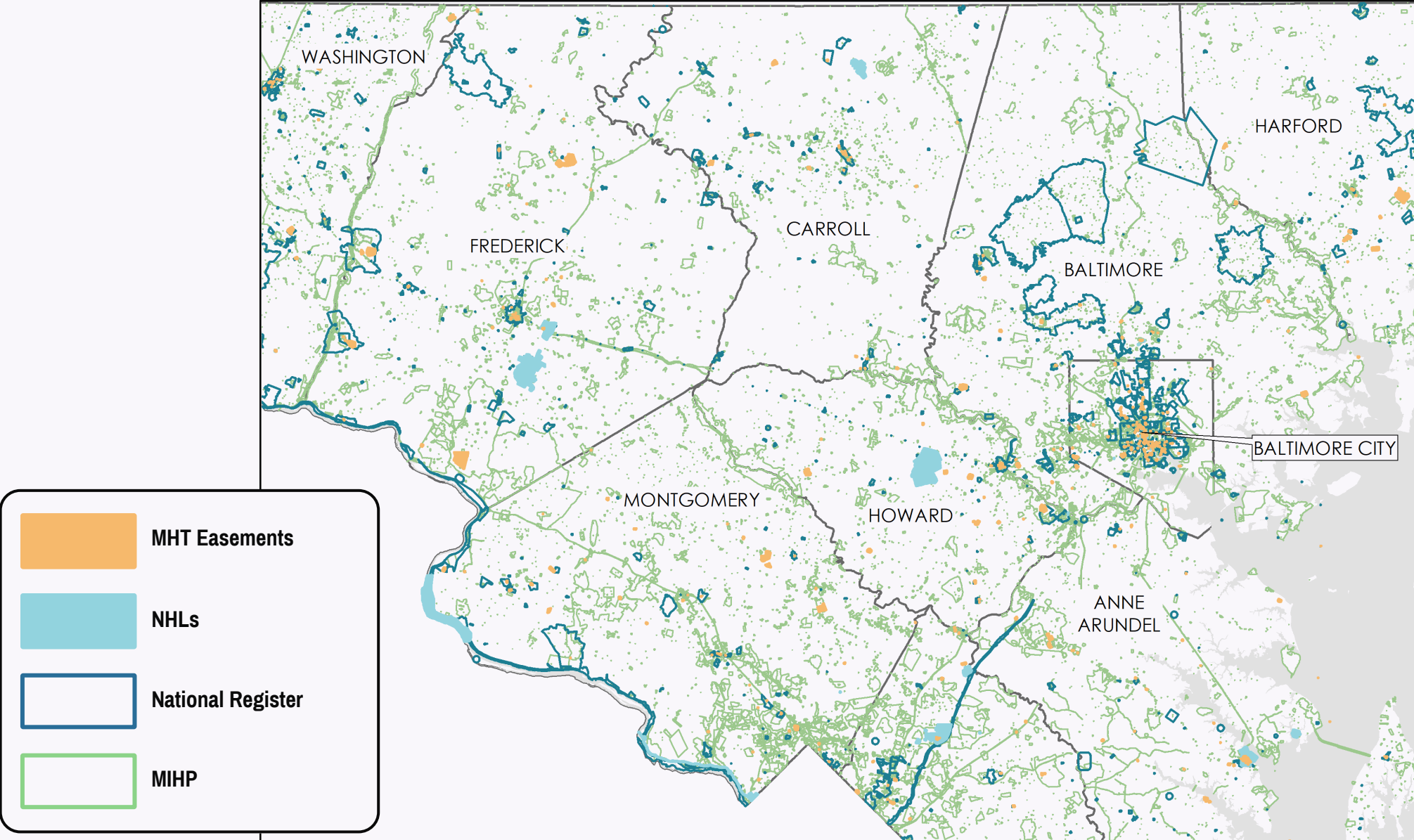
During the Civil War, Maryland was a slaveholding state, yet it did not secede from the Union. Civil War heritage tourism is a prime driver of interpretive programs and economic development in Maryland. Battlefields in the western part of the central region, such as Monocacy Battlefield and South Mountain Battlefield, have been protected and interpreted by NPS and the Maryland Park Service respectively.

Schifferstadt (1758, top) and the Jonathan Hager House (c. 1740, bottom) embody architectural concepts and elements directly traceable to Germany.

Central Maryland MHT Easement Sites, NHLs, National Register Sites, and MIHP Listings
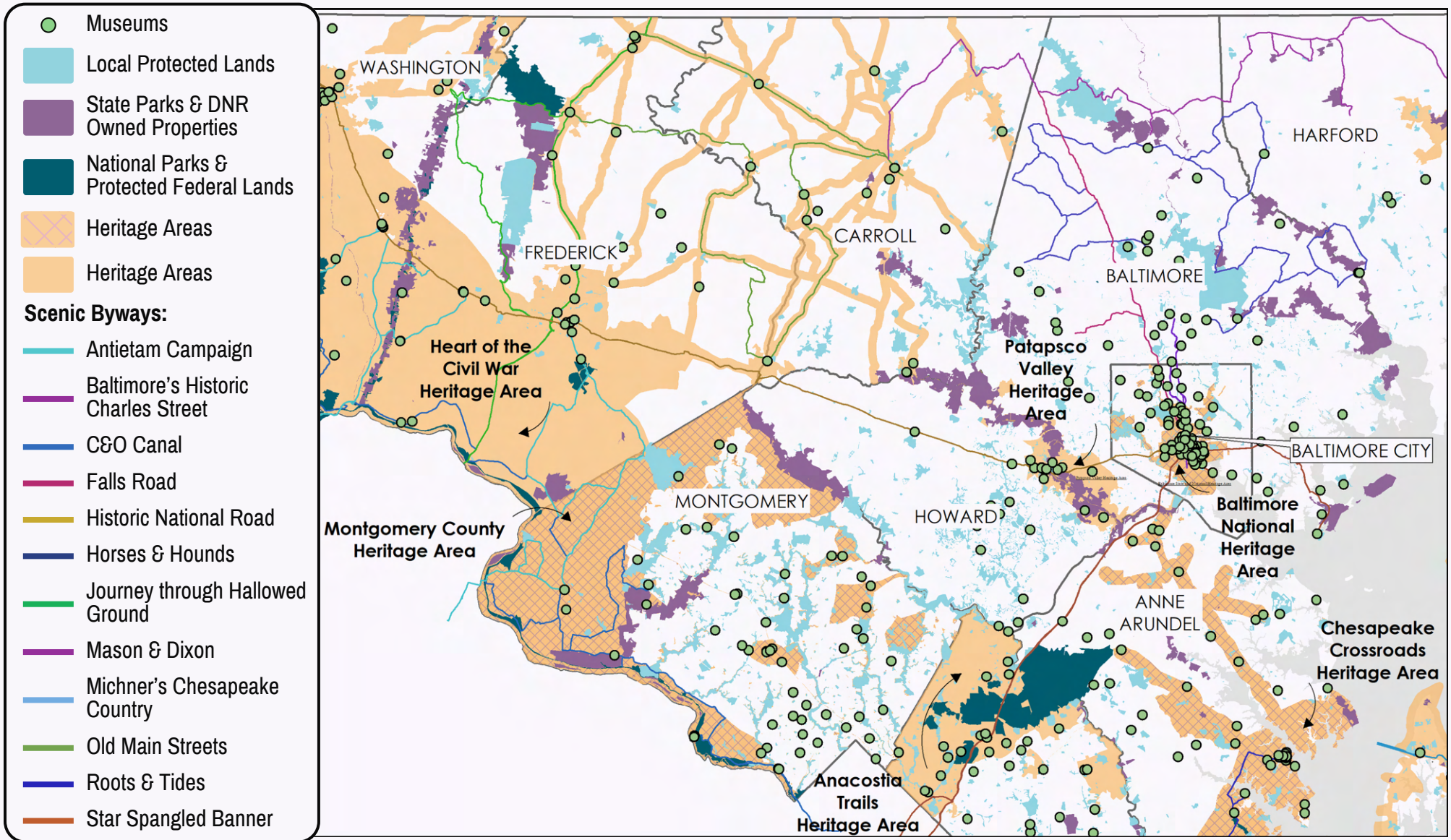

Legend:
- MHT Easements
- NHLs
- National Register
- MIHP

Map labels: WASHINGTON, HARFORD, FREDERICK, CARROLL, BALTIMORE, MONTGOMERY, HOWARD, BALTIMORE CITY, ANNE ARUNDEL

Central Maryland Main Street Areas, CLGs, & HPCs

Legend:
- ▲ Main Street Areas
- ● CLGs & HPCs
- ● HPCs only
- ▮ (blue) CLGs & HPCs
- ▮ (orange) HPCs only

Map labels:
WASHINGTON — Hagerstown, Thurmont
FREDERICK — Middletown, Frederick, New Market, Brunswick, Mount Airy
CARROLL — Taneytown, Westminster
BALTIMORE — Sykesville, Ellicott City
HARFORD — Bel Air
BALTIMORE CITY — Dundalk
MONTGOMERY — Laytonsville, Gaithersburg, Washington Grove, Rockville, Takoma Park
HOWARD
ANNE ARUNDEL — Laurel, Annapolis
PRINCE GEORGE'S
QUEEN ANNE'S

Central Maryland Museums, Protected Lands, State-owned Properties, Heritage Areas, & Scenic Byways

Legend:

- ○ Museums
- Local Protected Lands
- State Parks & DNR Owned Properties
- National Parks & Protected Federal Lands
- Heritage Areas
- Heritage Areas

Scenic Byways:

- Antietam Campaign
- Baltimore's Historic Charles Street
- C&O Canal
- Falls Road
- Historic National Road
- Horses & Hounds
- Journey through Hallowed Ground
- Mason & Dixon
- Michner's Chesapeake Country
- Old Main Streets
- Roots & Tides
- Star Spangled Banner

Map labels:

WASHINGTON

FREDERICK

CARROLL

BALTIMORE

HARFORD

Heart of the Civil War Heritage Area

Patapsco Valley Heritage Area

Montgomery County Heritage Area

MONTGOMERY

HOWARD

BALTIMORE CITY

Baltimore National Heritage Area

ANNE ARUNDEL

Chesapeake Crossroads Heritage Area

Anacostia Trails Heritage Area

DC Metro Area Snapshot

The DC Metro region is known for its association with federal institutional development and its suburbanization, including planned communities, mid-century subdivisions, and situated Modernism communities.

Early agrarian landscapes in the DC Metro area have been heavily developed, creating better transportation routes to and from Baltimore and Philadelphia, which had replaced much of the agricultural landscape by the end of the 19th century.
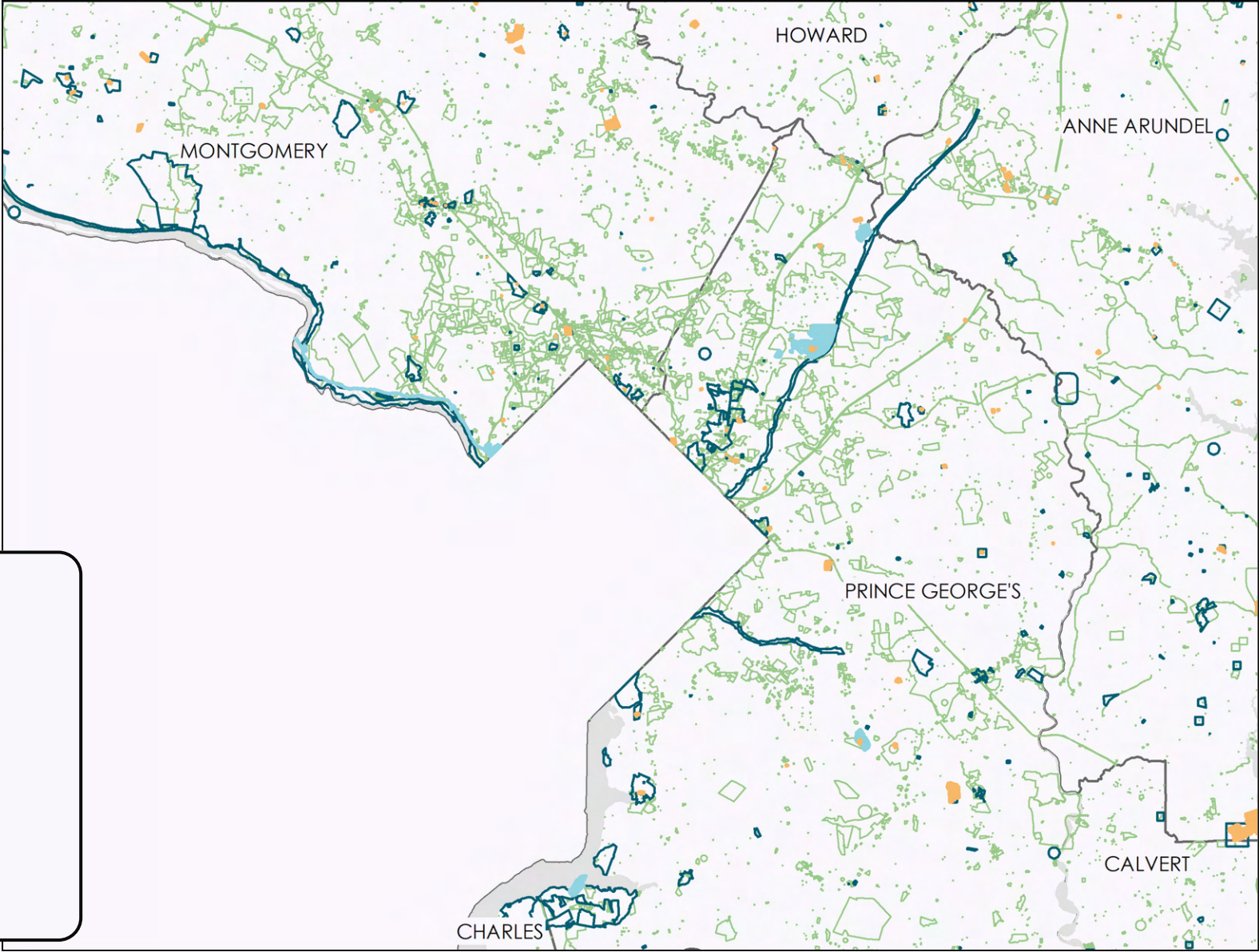
Numerous federal institutions and facilities, which incorporate and administer a variety of parks and museums, are located in the Washington, DC metro area. Many have architect-designed buildings and significant campuses and their siting and expansions have spurred the overall development of the region. Proximity to the federal government also drove housing and commercial expansion throughout the region.

The DC Metro area is predominantly characterized by 19th and 20th century suburban development, representing the influence of railroad, streetcar, and automobile transportation. It is also home to planned communities like Greenbelt and Belair at Bowie in Prince George's County, mid-century subdivisions like Hammond Wood and Rock Creek Woods in Montgomery County, and situated Modernism communities, like Carderock Springs and New Mark Commons, also in Montgomery County.
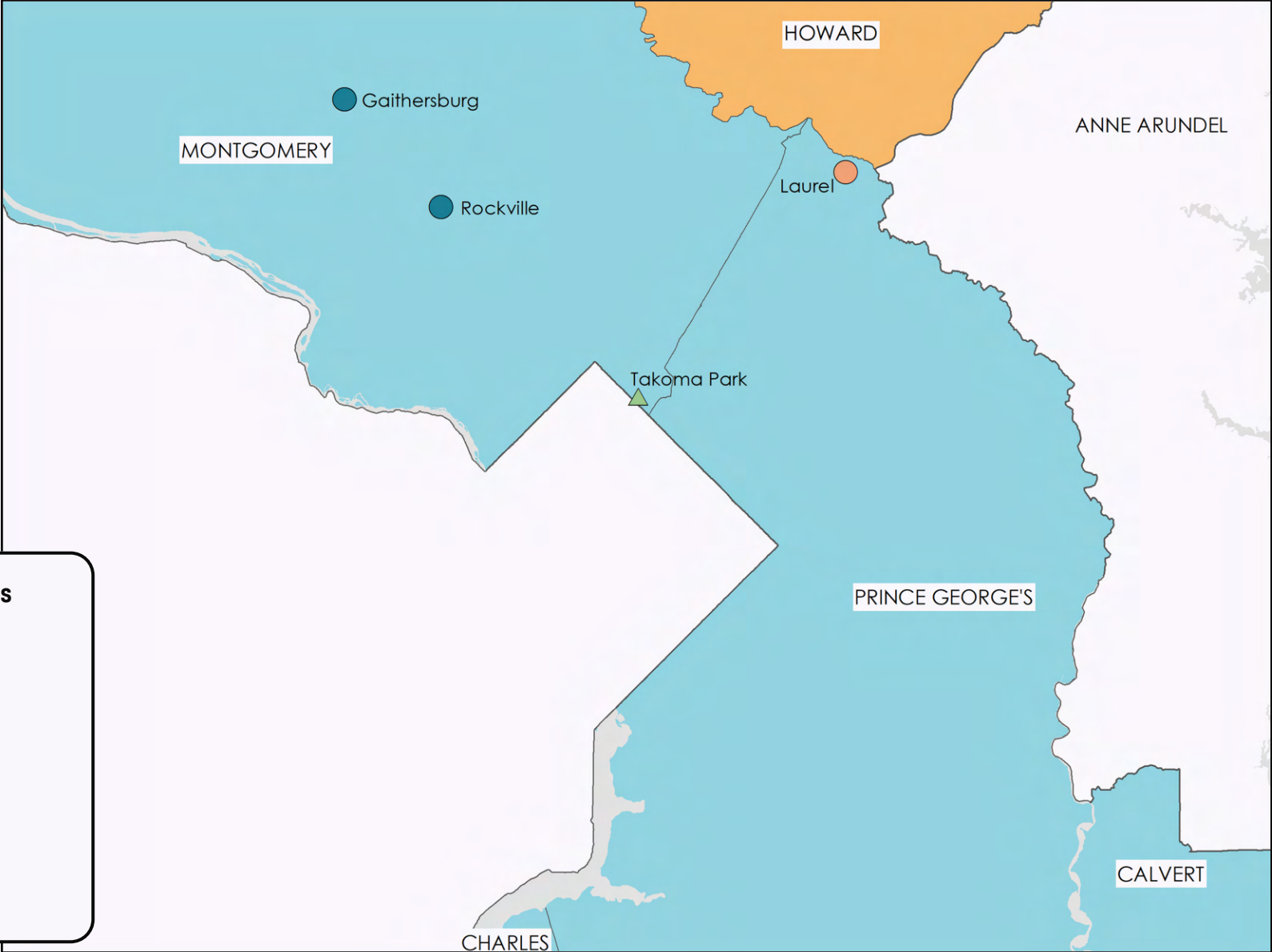

Once an important part of the region's industry, the DC Metro area no longer reflects its early agrarian landscape except for some parks, like Oxon Hill Farm (top) and new planning around the Crown Farm Corn Crib (bottom).

DC Metro Area MHT Easement Sites, NHLs, National Register Sites, and MIHP Listings
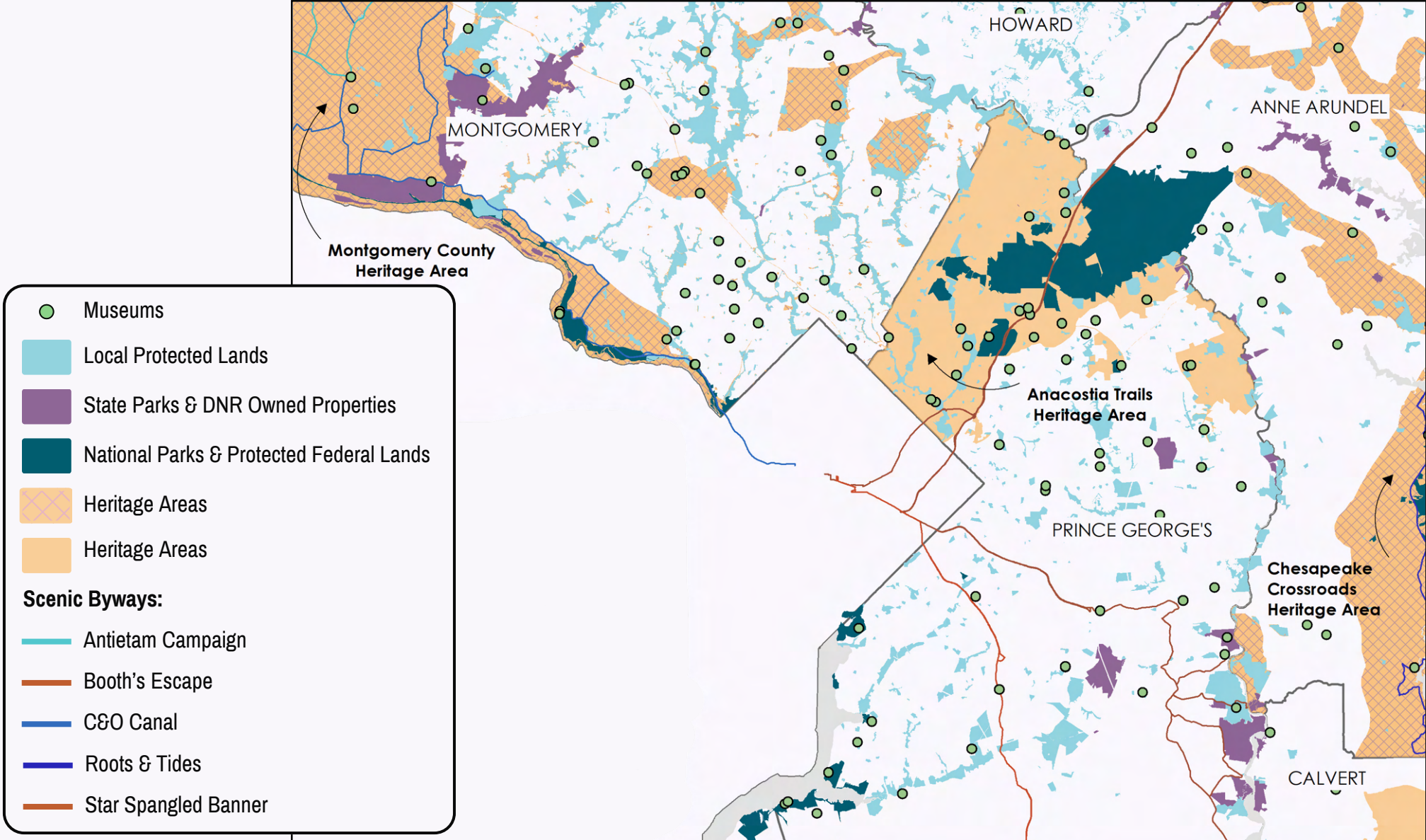

Legend:
- MHT Easements
- NHLs
- National Register
- MIHP

Map labels: HOWARD, ANNE ARUNDEL, MONTGOMERY, PRINCE GEORGE'S, CALVERT, CHARLES

DC Metro Area Main Street Areas, Main Street Areas, CLGs, & HPCs

Legend:
- △ Main Street Areas
- ● CLGs & HPCs
- ● HPCs only
- ▮ CLGs & HPCs
- ▮ HPCs only

Map labels: HOWARD, ANNE ARUNDEL, MONTGOMERY, Gaithersburg, Rockville, Laurel, Takoma Park, PRINCE GEORGE'S, CALVERT, CHARLES

DC Metro Area Museums, Protected Lands, State-owned Properties, Heritage Areas, & Scenic Byways

HOWARD

ANNE ARUNDEL

MONTGOMERY

Montgomery County
Heritage Area

Anacostia Trails
Heritage Area

PRINCE GEORGE'S

Chesapeake
Crossroads
Heritage Area

CALVERT

Legend

- ○ Museums
- ▢ Local Protected Lands
- ▢ State Parks & DNR Owned Properties
- ▢ National Parks & Protected Federal Lands
- ▢ Heritage Areas
- ▢ Heritage Areas

Scenic Byways:
- Antietam Campaign
- Booth's Escape
- C&O Canal
- Roots & Tides
- Star Spangled Banner

Baltimore Metro Area Snapshot

The Baltimore Metro region is characterized by its waterfront location and resulting history of industry, rowhouse development, immigrant communities and cultures, and a history of discriminatory zoning practices.

Baltimore City's history is directly tied to the Patapsco River and Chesapeake Bay. Fort Whetstone, now Fort McHenry, was built at the end of the peninsula that led the Patapsco River to the entrance of the Baltimore harbor prior to meeting the Bay. By the late 18th century, the city emerged as a critical port along the East Coast, setting the stage for an evolving roster of industries in the areas surrounding the harbor. Development areas included the shipyards of Fell's Point (1790s), the Canton area (1828), and mills in the Jones Falls valley (beginning in 1810). Industrial development pressed beyond the city limits and Sparrows Point, a rural area in Baltimore County, became a steel works in 1887. Bethlehem Steel acquired the plant in 1916 and expanded it to become the world's largest steel mill by the mid-20th century. The Glenn L. Martin Company built an expansive aircraft manufacturing facility in Middle River in 1929. The plant produced military aircraft during World War II and transitioned to aerospace manufacturing during the Cold War period.
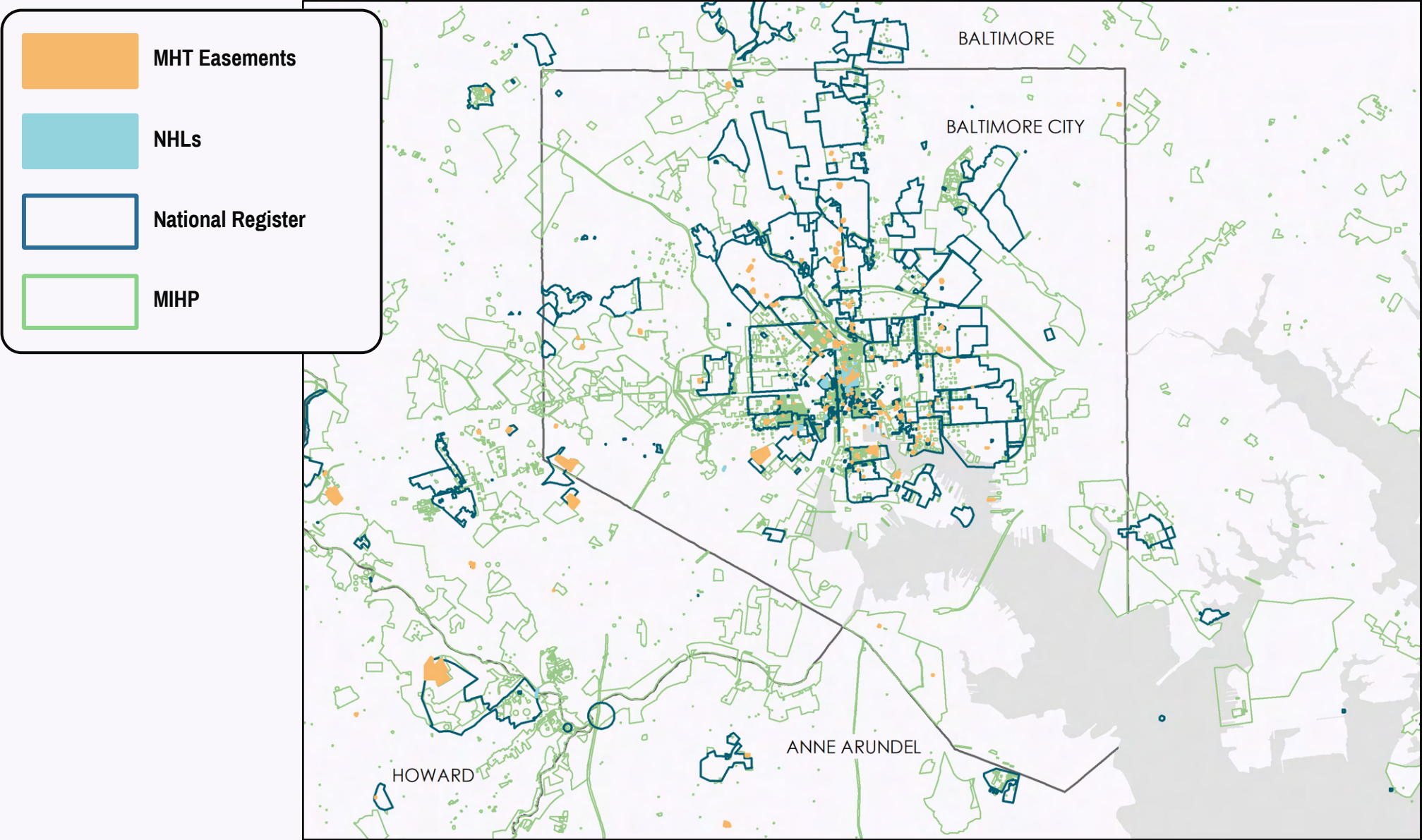
Baltimore's iconic rowhouses, reputedly the largest concentration of the type in the nation, reflect the city's economic growth from the mid-19th century into the first decades of the 20th century. The major industrial operations in Baltimore brought job opportunities and drew new European immigrant communities to the city's neighborhoods. Baltimore's diversity fostered now-famous local cultural traditions, including painted window and door screens (begun by a Czech grocer in northeast Baltimore) and arabbers, African American street vendors who sell fruits and vegetables from colorful, horse-drawn carts. Towards the end of the 19th century, Baltimore's first was established by the Chinese immigrant community.

The 20th century brought major redevelopment and policy initiatives that continue to shape the city. Baltimore's legacy of redlining, coupled with the displacement of African American communities by urban renewal, led to disparities and segregation that continue to affect the lives of residents. Pennsylvania Avenue, a historic hotbed of Black art and entertainment venues, fell victim to this racially led disenfranchisement. Renewed efforts to recreate a cultural district were successful, and in 2019, the Pennsylvania Avenue Black Arts and Entertainment District was officially designated by the Maryland State Department of Commerce. The renewal of Charles Center in the late 1950s and 1960s drew the attention of urban planners nationwide. An expansion of that initiative transformed the Inner Harbor from a defunct former port to a major tourist attraction.
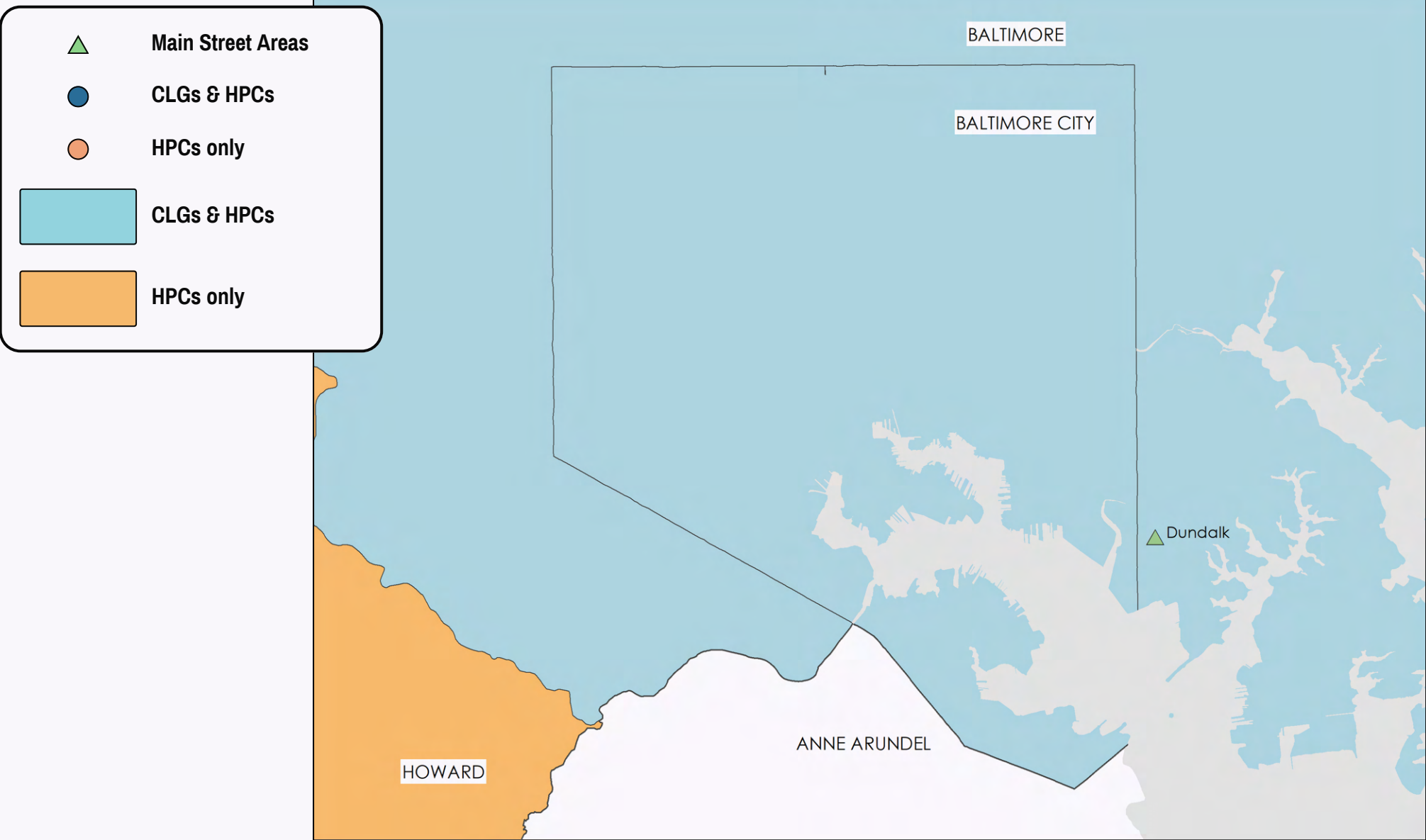
The Congressman Parren J. Mitchell House (top) and the Lillie Carroll Jackson House (bottom) were both nominated to the National Register under the "Civil Rights in Baltimore, Maryland, 1831-1976" MPD Form.

Baltimore Metro Area MHT Easement Sites, NHLs, National Register Sites, and MIHP Listings

Legend:
- MHT Easements
- NHLs
- National Register
- MIHP

BALTIMORE

BALTIMORE CITY

HOWARD

ANNE ARUNDEL

Baltimore Metro Area Main Street Areas, Main Street Areas, CLGs, & HPCs

Legend:
- △ Main Street Areas
- ● CLGs & HPCs
- ● HPCs only
- CLGs & HPCs
- HPCs only

BALTIMORE

BALTIMORE CITY

△ Dundalk

ANNE ARUNDEL

HOWARD

Baltimore Metro Area Museums, Protected Lands, State-owned Properties, Heritage Areas, & Scenic Byways

Legend:

- ○ Museums
- Local Protected Lands
- State Parks & DNR Owned Properties
- National Parks & Protected Federal Lands
- Heritage Areas
- Heritage Areas

Scenic Byways:
- Baltimore's Historic Charles Street
- Falls Road
- Historic National Road
- Star Spangled Banner

BALTIMORE

BALTIMORE CITY

Patapsco Valley Heritage Area

Baltimore National Heritage Area

HOWARD

ANNE ARUNDEL

Chesapeake Crossroads Heritage Area
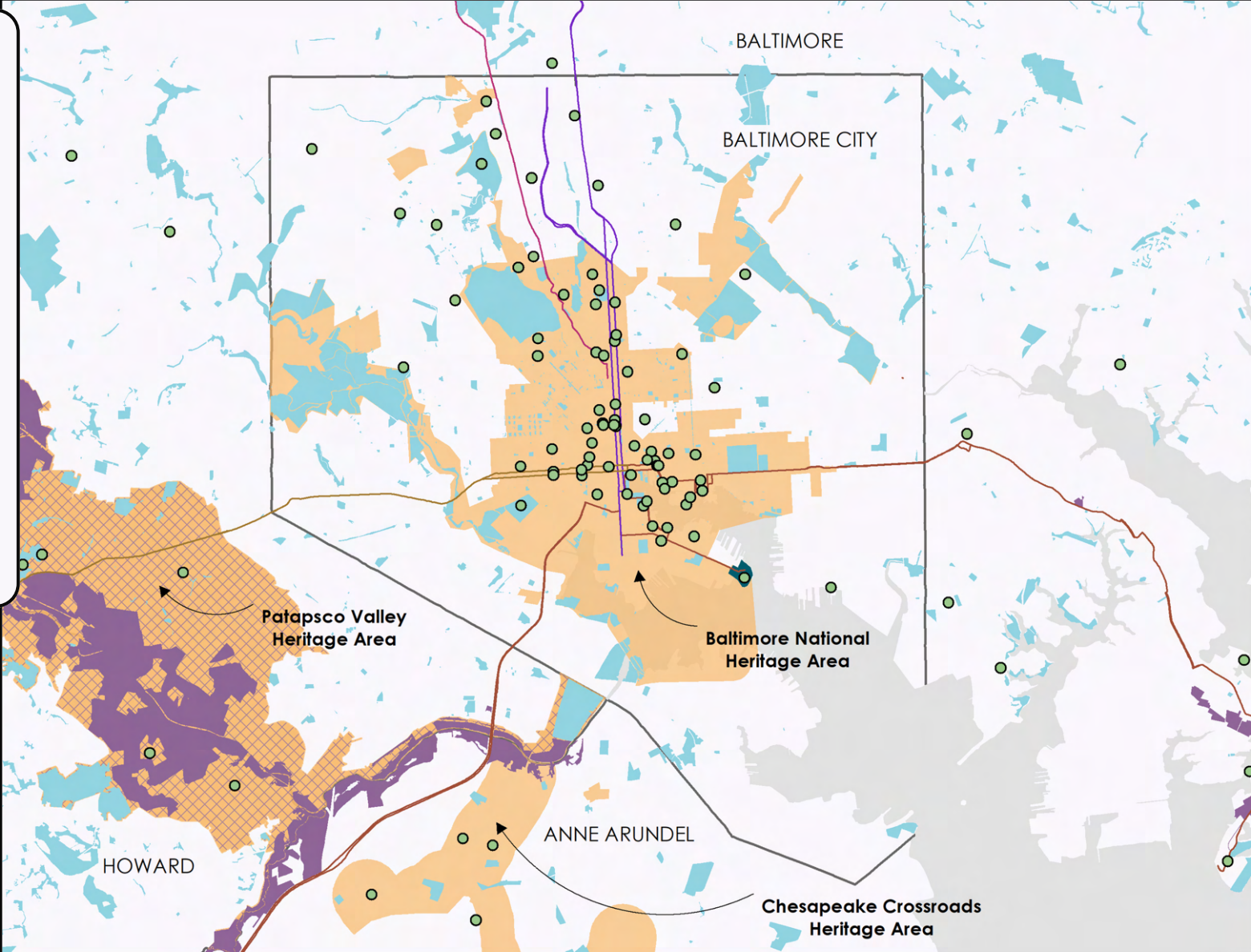
Upper Bay Snapshot

The Upper Bay region was historically occupied by Susquehannock settlement prior to European colonization. After colonization, the region became known for its ties to southeastern Pennsylvania, and themes such as industry and natural resources relating to the Susquehanna River.

The region around the head of the Chesapeake Bay had strong ties to southeastern Pennsylvania, as shown in its early to mid-18th century architecture. Eighteenth-century houses in the region retain distinctive plan features that recall William Penn's instructions to Quaker settlers. Early towns of Joppa (est. 1712) and Charlestown (est. 1742, originally styled Charles Town) became early centers of commerce and transportation.

The Susquehanna River provided a natural transportation route that facilitated industry. The Principio Furnace was established near the confluence of the river and the Bay in 1719. In Port Deposit, granite was quarried and shipped before the town's incorporation in 1824. The town's architecture (and even sidewalks) reflects the prevalence of the material. The nearby town of Havre de Grace also has rich associations with transportation, including the Susquehanna and Tidewater Canal (opened 1840) and two of the bay's oldest lighthouses (Concord Point, 1827, and Turkey Point, 1833). The Susquehanna River also provides power for one of the largest non-federal hydroelectric plants in the nation at Conowingo Dam, which began operation in 1928.
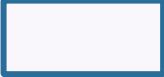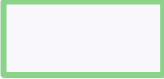

Top: Port Deposit's architecture (and even sidewalks) reflects the prevalence of granite.
Bottom: A recent addition in the National Register, the Poldi Hirsch residence in Havre de Grace was designed by an early woman architect and was nominated to the National Register under the "Women in Maryland Architecture, 1920-1970" MPD Form.
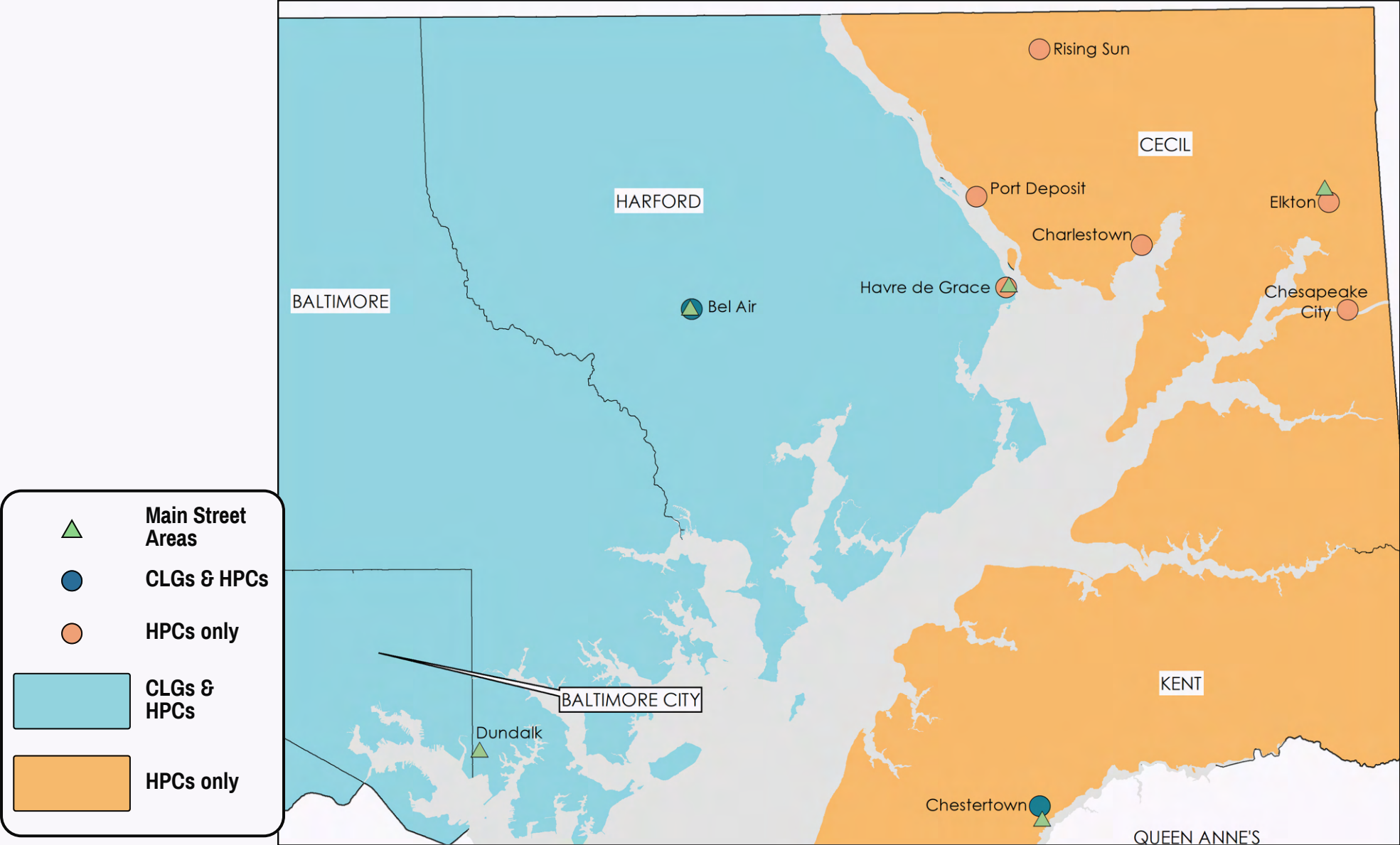
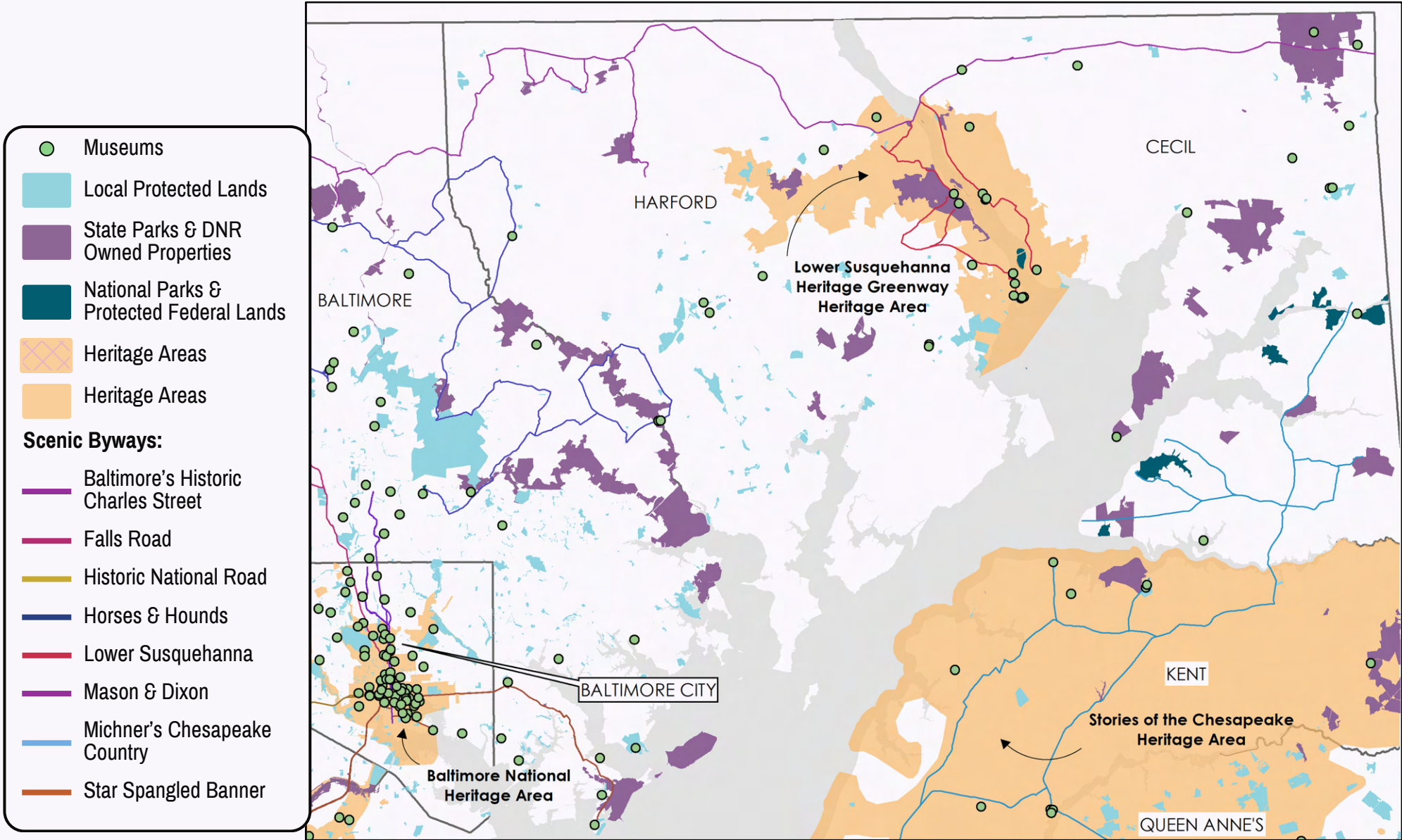# Upper Bay MHT Easement Sites, NHLs, National Register Sites, and MIHP Listings

Legend:
- MHT Easements
- NHLs
- National Register
- MIHP

Map labels: CECIL, HARFORD, BALTIMORE, BALTIMORE CITY, KENT, QUEEN ANNE'S
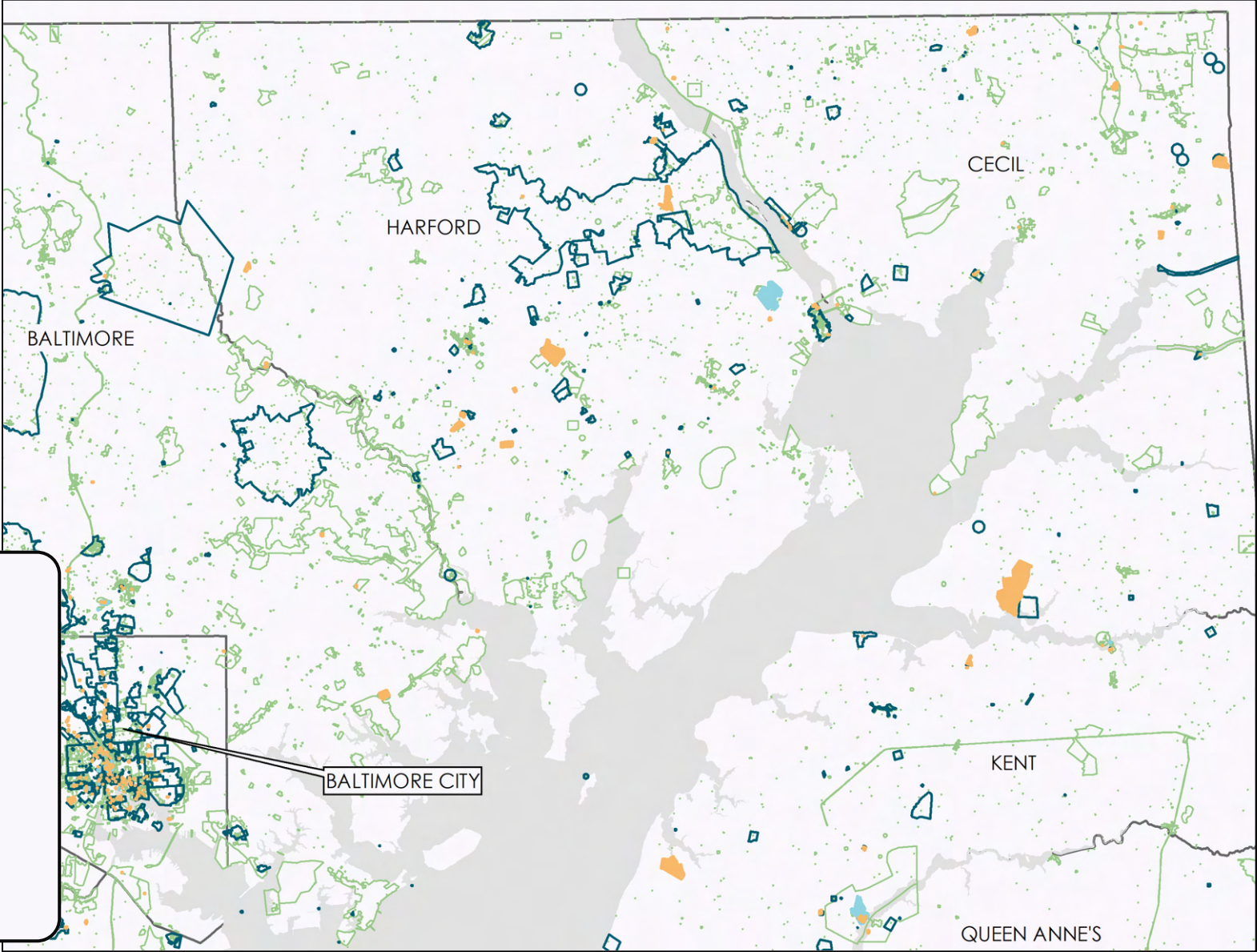
Upper Bay Main Street Areas, Main Street Areas, CLGs, & HPCs

Legend:
- △ Main Street Areas
- ● CLGs & HPCs
- ● HPCs only
- �(blue) CLGs & HPCs
- ▮(orange) HPCs only

Map labels: Rising Sun, CECIL, Port Deposit, Elkton, Charlestown, Havre de Grace, Chesapeake City, HARFORD, Bel Air, BALTIMORE, BALTIMORE CITY, Dundalk, KENT, Chestertown, QUEEN ANNE'S

Upper Bay Museums, Protected Lands, State-owned Properties, Heritage Areas, & Scenic Byways

Legend:

- Museums
- Local Protected Lands
- State Parks & DNR Owned Properties
- National Parks & Protected Federal Lands
- Heritage Areas
- Heritage Areas

Scenic Byways:

- Baltimore's Historic Charles Street
- Falls Road
- Historic National Road
- Horses & Hounds
- Lower Susquehanna
- Mason & Dixon
- Michner's Chesapeake Country
- Star Spangled Banner

Map labels: HARFORD, CECIL, BALTIMORE, BALTIMORE CITY, KENT, QUEEN ANNE'S, Lower Susquehanna Heritage Greenway Heritage Area, Baltimore National Heritage Area, Stories of the Chesapeake Heritage Area

The Phillips Packing Company began in Cambridge with a single plant and would go on to become the largest employer in Dorchester County. Factory F (pictured) was the largest fruit cannery in the U.S. and Factory B on Hoopers Island helped the company become one of the most recognized names in seafood.

Eastern Shore Snapshot

The Eastern Shore region is characterized by Native American cultural landscapes, an antebellum plantation economy, its seafood industry, and unique recreational opportunities.

Maryland's Eastern Shore is rich in Native American, African American, and English settler landscapes. Native American heritage includes cultural landscapes and archeological sites, as well as existing communities and cultural traditions (see ICL highlight, p. 20). Internationally significant stories of African American enslavement and liberation include the cultural landscapes connected to Harriet Tubman and modern sites of Civil Rights activism in Dorchester County and Frederick Douglass's birthplace in Talbot County. Free Black communities include "The Hill" neighborhood in Easton, which developed early, and the village of Unionville, which was founded by returning veterans of the U.S. Colored Troops. Several Rosenwald Schools, such as the San Domingo School and the Germantown School dot the landscape. The region is also rich in 18th and early 19th century buildings that reflect English settlement, such as Almodington in Somerset County (ca. 1750) and the Custom House in Chestertown (ca. 1746).
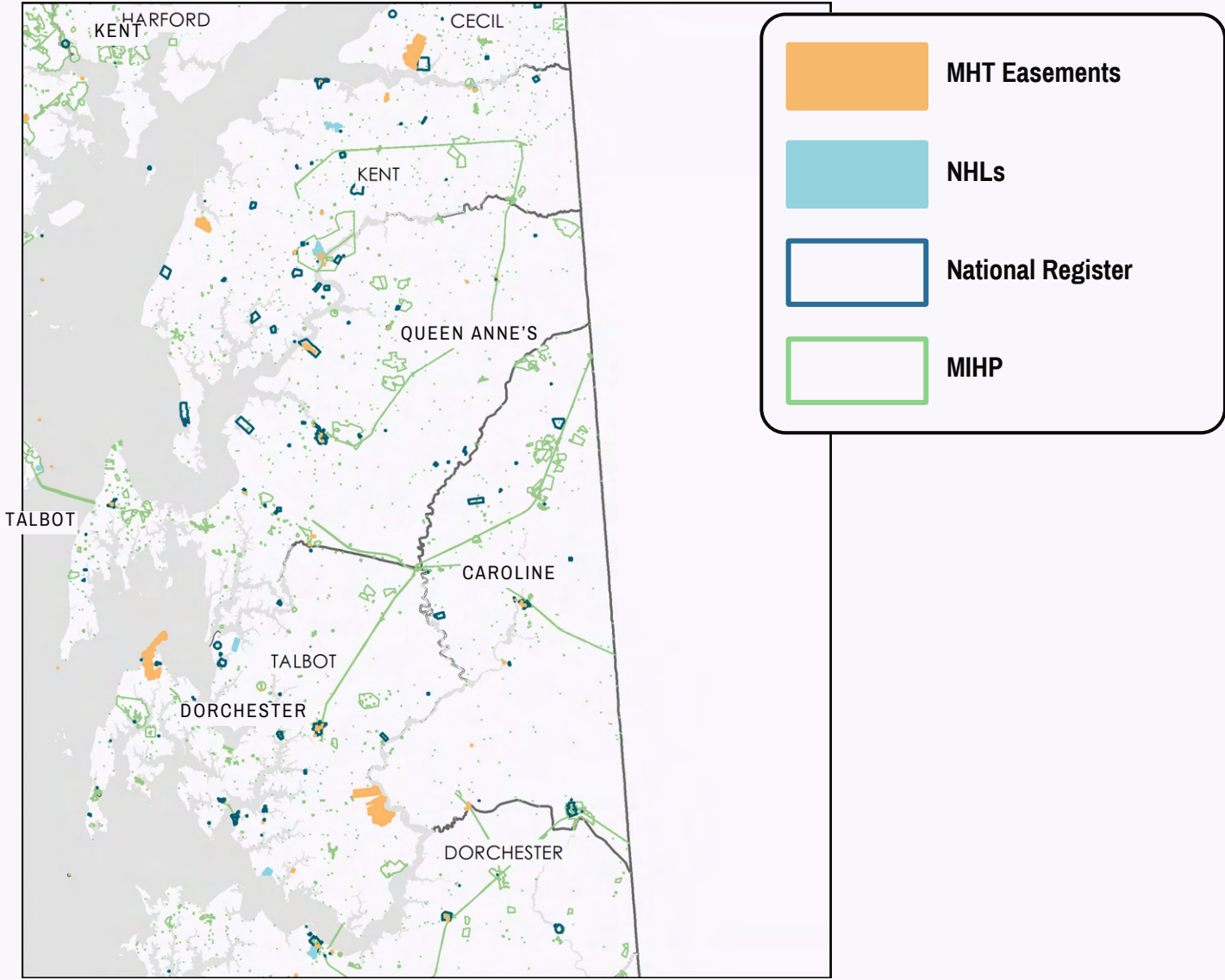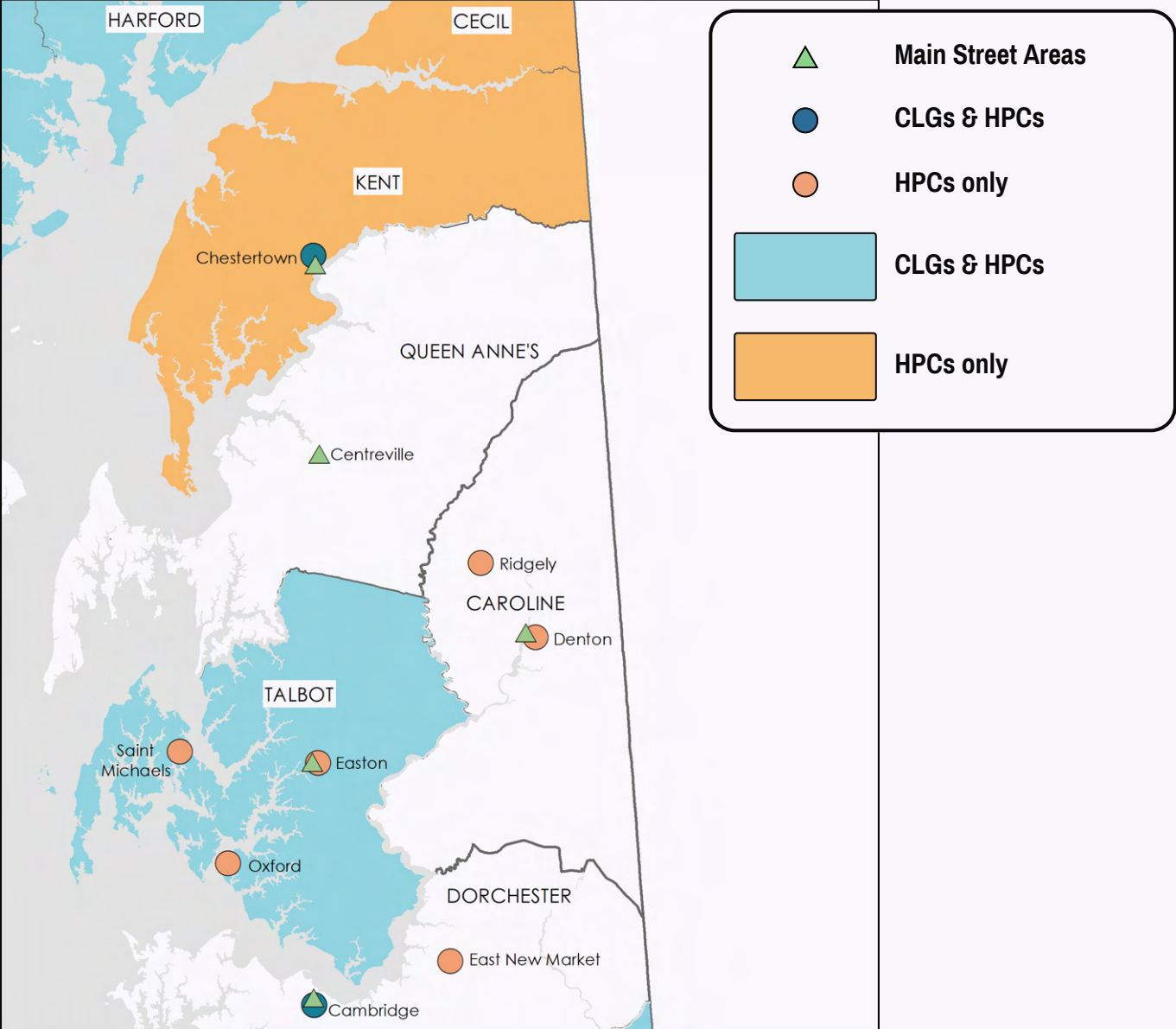
The seafood industry remains an important part of the identity of communities on both sides of the Bay, despite increasingly problematic economic and environmental issues. Crisfield's role as the hub of the Chesapeake Bay oyster, crab, and fishing industry in the late 19th century earned it the title "Seafood Capital of the World." Only accessible by boat, Smith Island boasts unique cultural traditions, including the multi-layered Smith Island cake. Further north, Tilghman Island in Talbot County is prominently associated with the Bay's iconic fleet of working skipjacks. The ample waterfront on both sides of the Eastern Shore peninsula offers unique recreational opportunities.

Beginning in the 19th century, Betterton and Tolchester offered sandy Bay beaches and resort amenities to white tourists arriving by steamboat from Baltimore. The Atlantic Ocean lured beachgoers as early as the 1830s; hotel development in Ocean City began in the early 1870s. Given its land subsidence and geographic location between two bodies of water, Maryland's Eastern Shore is particularly threatened by sea level rise.

Upper Eastern Shore MHT Easement Sites, NHLs, National Register Sites, and MIHP Listings
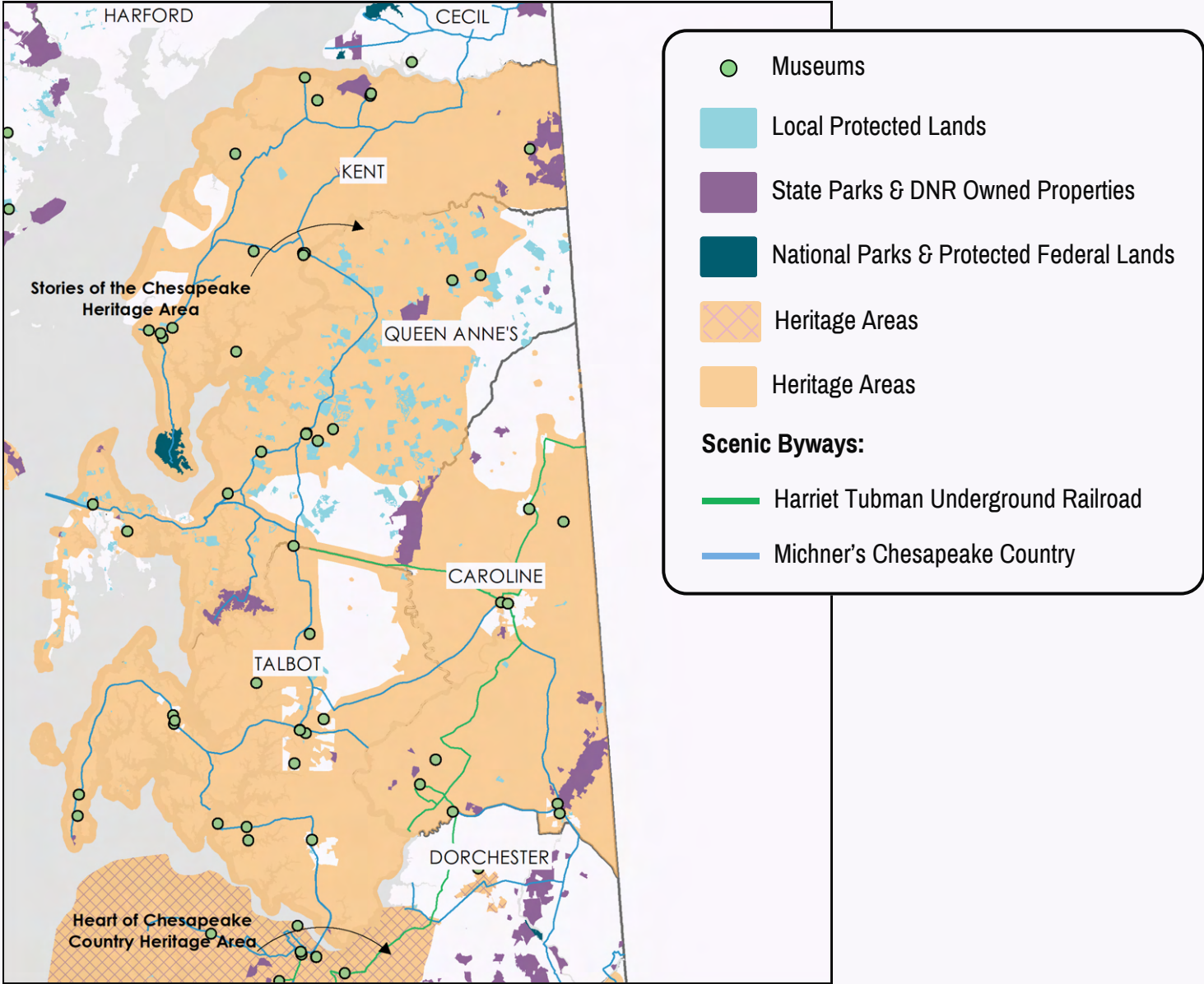
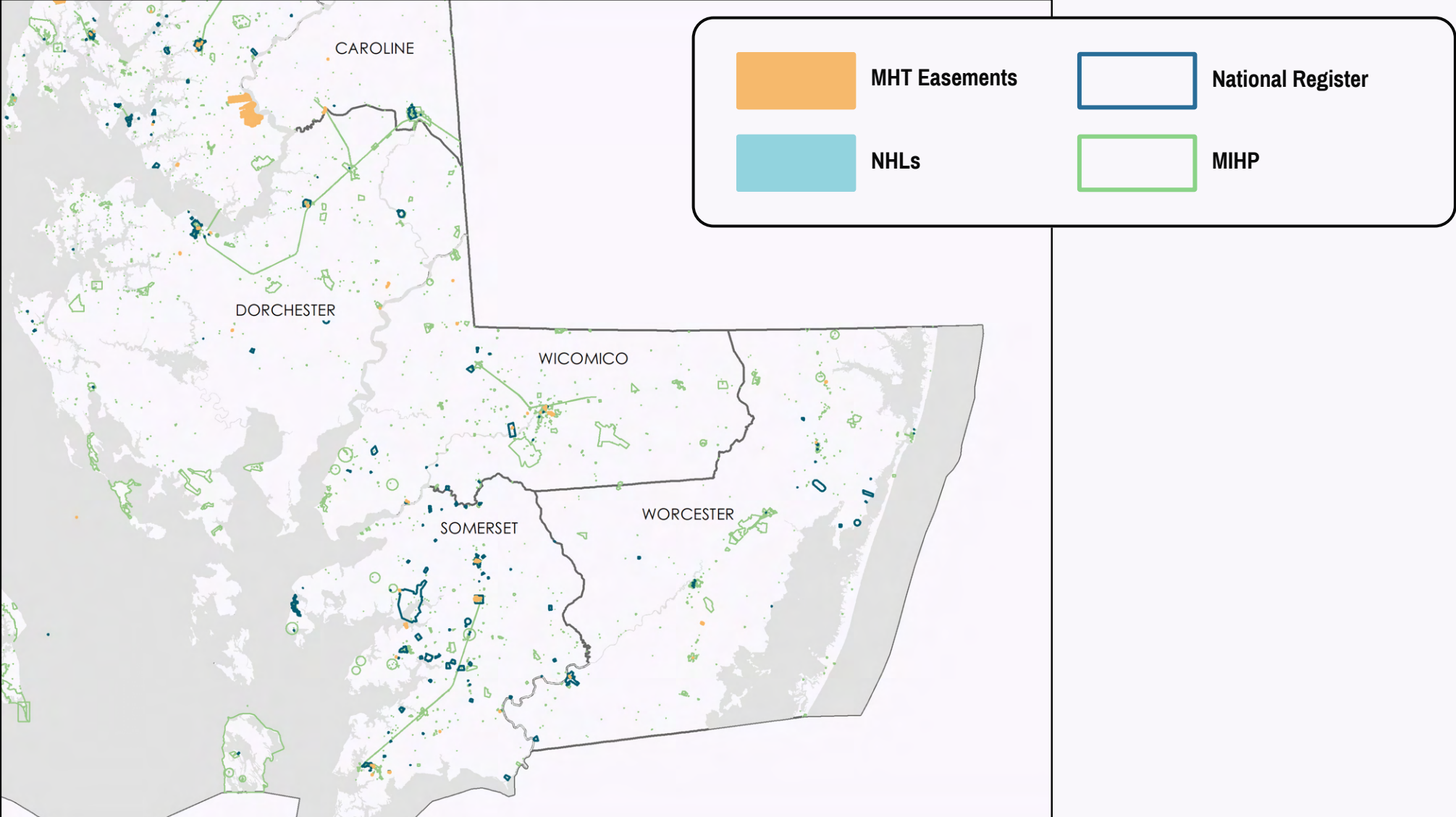# Upper Eastern Shore Main Street Areas, Main Street Areas, CLGs, & HPCs

Upper Eastern Shore Museums, Protected Lands, State-owned Properties, Heritage Areas, & Scenic Byways
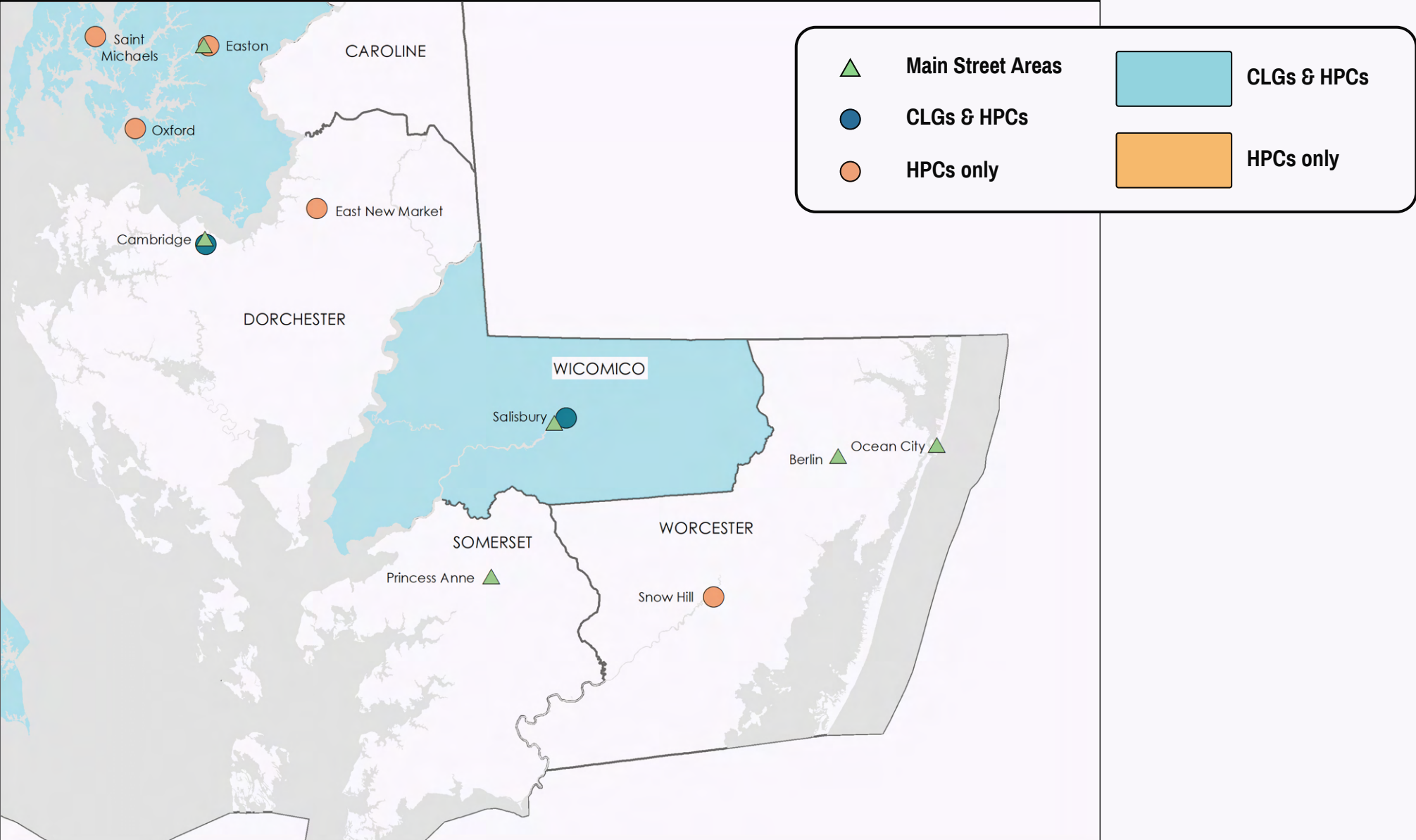
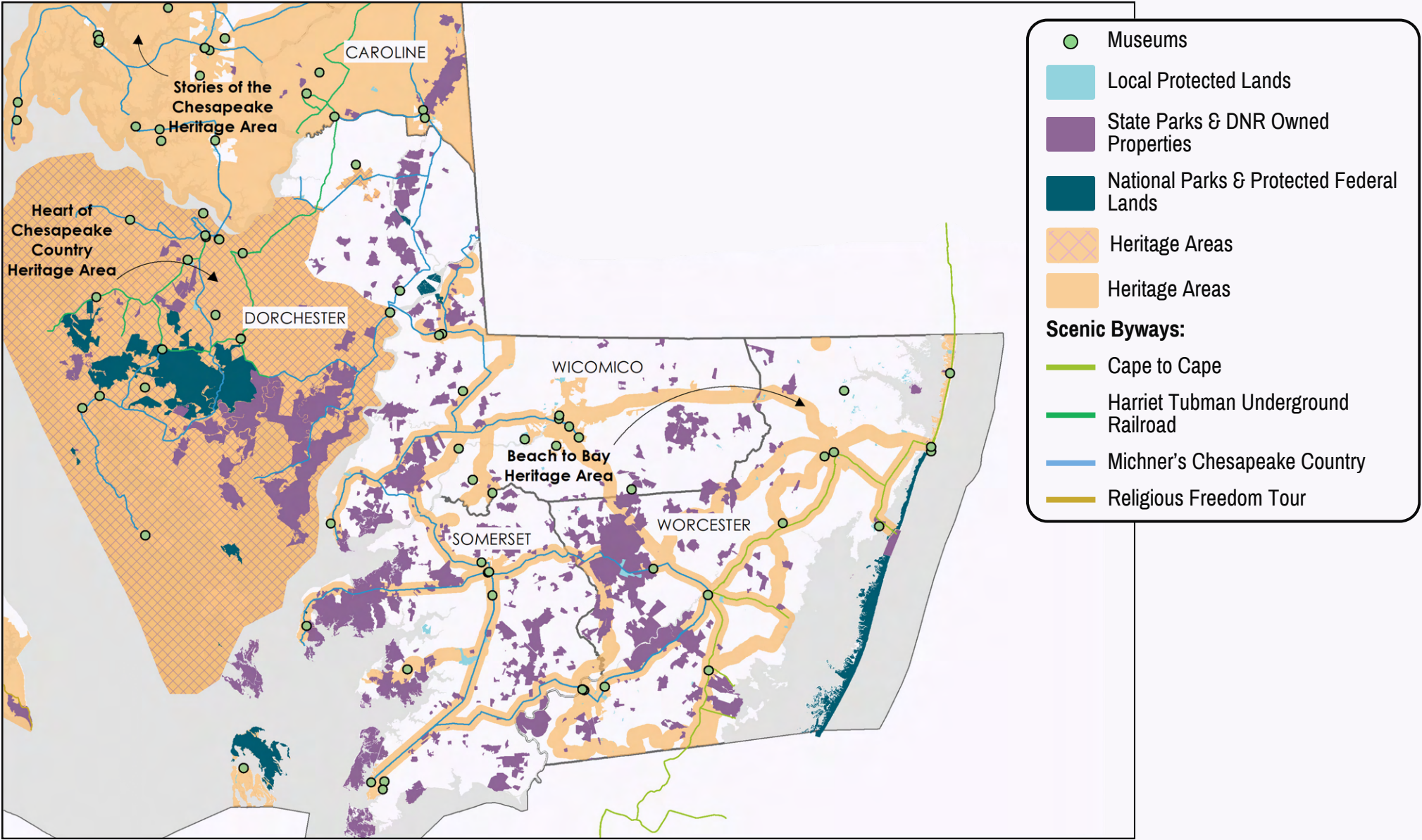# Lower Eastern Shore MHT Easement Sites, NHLs, National Register Sites, and MIHP Listings

Lower Eastern Shore Main Street Areas, Main Street Areas, CLGs, & HPCs

Lower Eastern Shore Museums, Protected Lands, State-owned Properties, Heritage Areas, & Scenic Byways

CAROLINE

Stories of the Chesapeake Heritage Area

Heart of Chesapeake Country Heritage Area

DORCHESTER

WICOMICO

Beach to Bay Heritage Area

SOMERSET

WORCESTER

Legend:

- ○ Museums
- Local Protected Lands
- State Parks & DNR Owned Properties
- National Parks & Protected Federal Lands
- Heritage Areas
- Heritage Areas

Scenic Byways:
- Cape to Cape
- Harriet Tubman Underground Railroad
- Michner's Chesapeake Country
- Religious Freedom Tour

Southern Maryland Snapshot

The Southern Maryland region is associated with English settlement history, tobacco agriculture, maritime heritage, and federal installations.

In 1634, English settlers arrived at what is now St. Mary's City. They purchased 30 acres from the Yaocomico Branch of the Piscataway Indian Nation and established both the first permanent European settlement and the first capital of the new Maryland colony, widely known for its mandate for religious tolerance. Through European colonization of the Piscataway's ancestral lands, the community members were forced to relocate, some to Canada, and some to North Carolina. A small number remained, although they were no longer unified. It was not until the 1970s when Pan-Indian movement inspired Native American groups all over the nation to reclaim their rights and identities. Out of this, Piscataway descendants saw an opportunity to recover their traditional way of life and started the long process of tribal recognition by the state. Finally, in January 2012 at a ceremony in Annapolis, representatives and leaders were officially recognized by executive order.

Cultivated through enslaved labor, tobacco was the mainstay of Southern Maryland's agricultural economy from the 1600s to the turn of the 21st century, when the state initiated a buyout program to discourage its cultivation. Buildings connected to tobacco farming are quickly vanishing from the landscape due to neglect, obsolescence, and development pressures. Areas like Hughesville still retain some of this architectural heritage.

Southern Maryland's history can also be characterized by its Black history. It is the home of the first person of African descent to serve in a legislature in America: Mathias de Sousa, who was one of the original colonists to arrive on the Ark in 1634. Southern Maryland is also the place where Josiah Henson was enslaved, and the place of brutality he wrote about in his later autobiography, which became the basis for Harriet Beecher Stowe's "Uncle Tom's Cabin." The region also features Eagle Harbor and Cedar Haven, two of Maryland's historically African American summer resort communities that became popular during segregation.

Southern Maryland contributes to the maritime heritage of the Chesapeake Bay through the seafood industry, boatbuilding, crabbing, and oyster traditions that continue to spur the economy. As in other parts of the state, the proximity of Washington, DC led to the development of federal installations and facilities such as the Patuxent Naval Air Station at Leonardtown, the Navy Recreation Center at Solomons, and the Naval Support Facility Indian Head that contributed significantly to the heritage and economy of Southern Maryland.
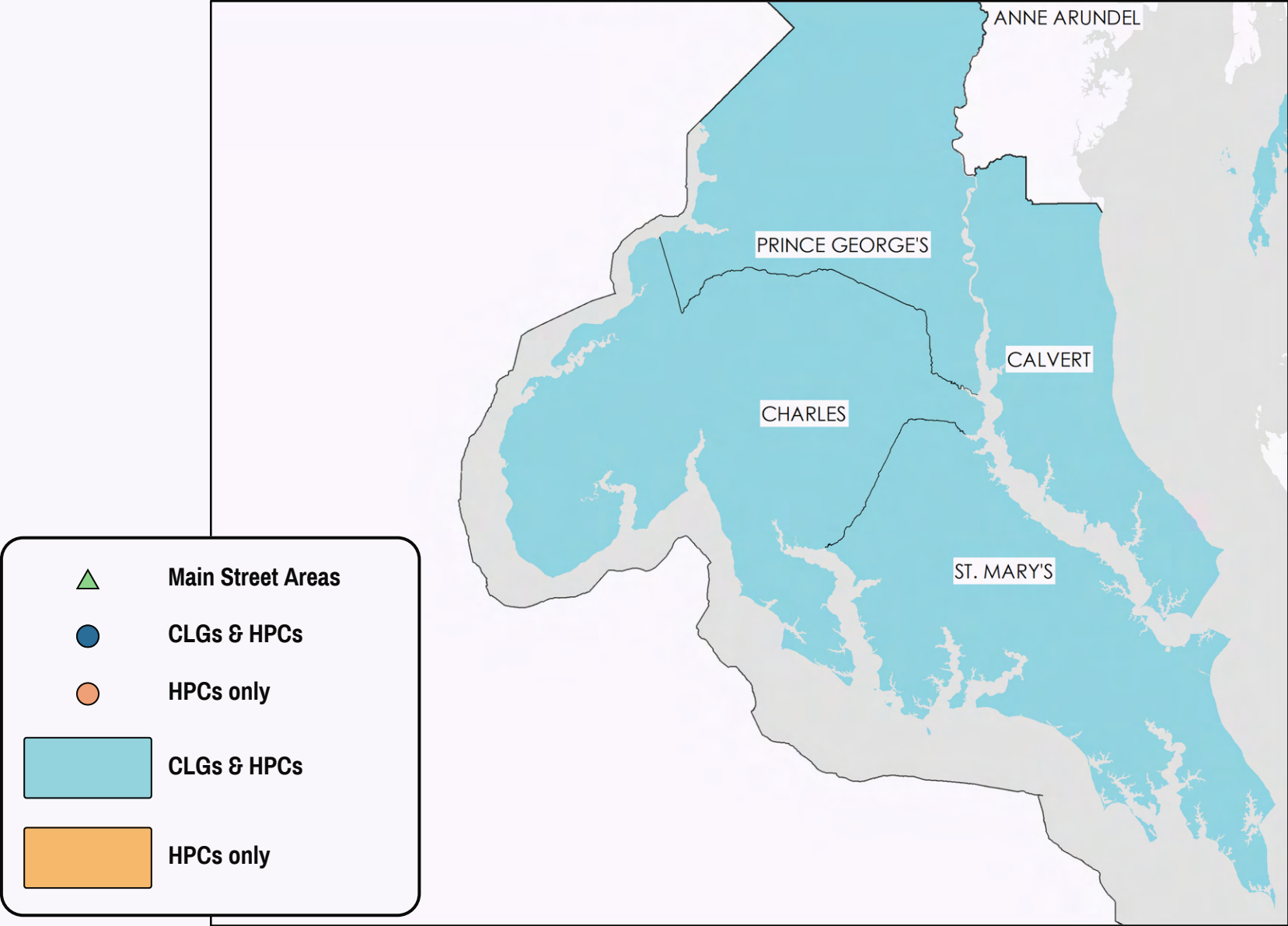
The heritage of tobacco culture remains evident on the landscape through tobacco barns, where leaves were often air cured.

Southern Maryland MHT Easement Sites, NHLs, National Register Sites, and MIHP Listings

Legend:
- **MHT Easements**
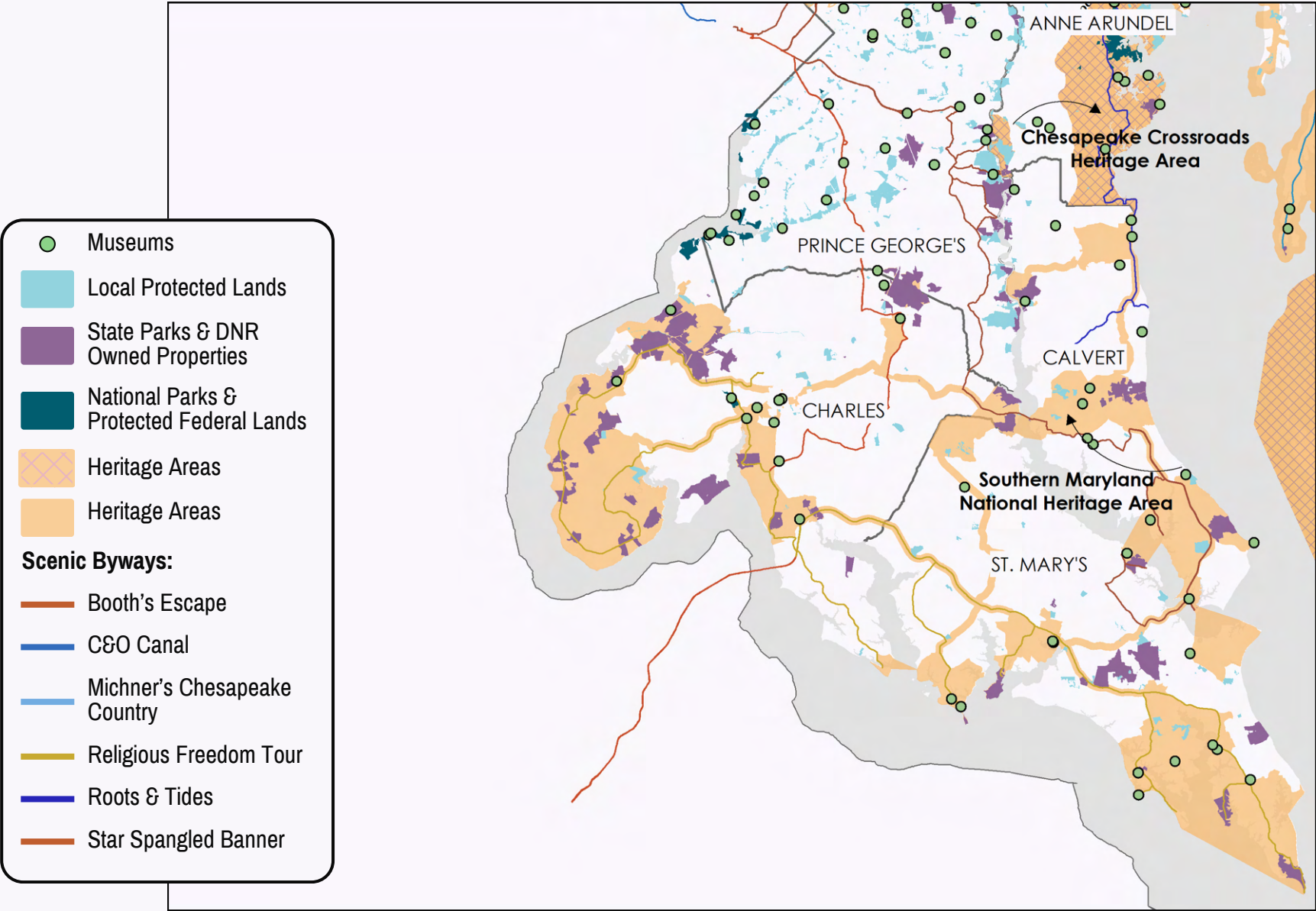- **NHLs**
- **National Register**
- **MIHP**
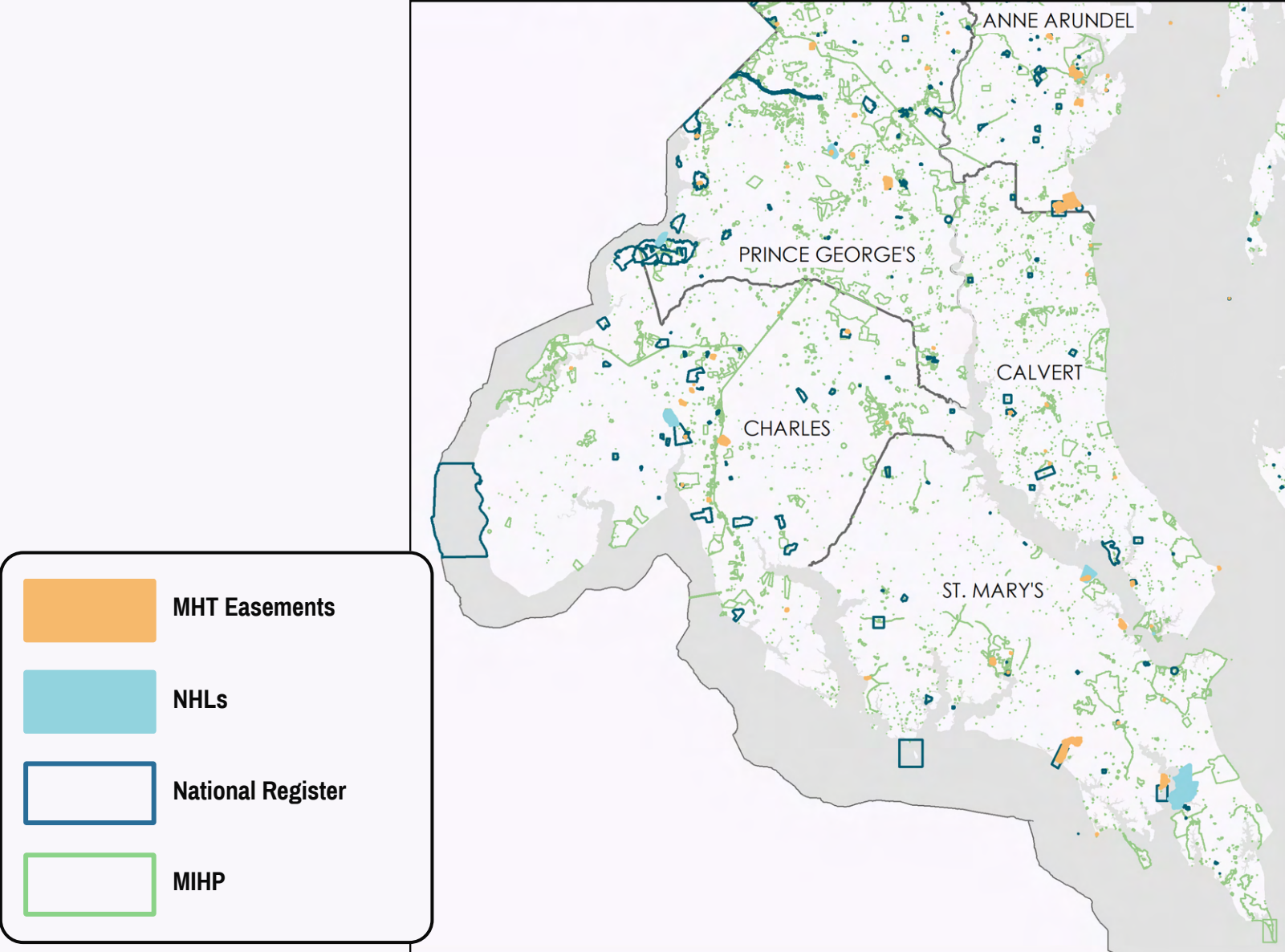
Southern Maryland Main Street Areas, Main Street Areas, CLGs, & HPCs

Southern Maryland Museums, Protected Lands, State-owned Properties, Heritage Areas, & Scenic Byways

Legend:
- Museums
- Local Protected Lands
- State Parks & DNR Owned Properties
- National Parks & Protected Federal Lands
- Heritage Areas
- Heritage Areas

Scenic Byways:
- Booth's Escape
- C&O Canal
- Michner's Chesapeake Country
- Religious Freedom Tour
- Roots & Tides
- Star Spangled Banner

Map labels: ANNE ARUNDEL, Chesapeake Crossroads Heritage Area, PRINCE GEORGE'S, CALVERT, CHARLES, Southern Maryland National Heritage Area, ST. MARY'S

The State of Historical & Cultural Documentation

According to the Maryland Department of Assessment and Taxation, there are approximately 802,453 standing structures in Maryland built prior to 1967. By contrast, documentation exists for approximately 175,000 historic and archaeological sites, maintained by MHT in its publicly accessible library and database. The return of the Historic Preservation Non-Capital Grant Program in FY 2018 has funded new archaeological and architectural documentation based on strategic survey priorities including: threatened resource types (such as dairy farms), historical or architectural significance (such as the remains of the original fort at St. Mary's City), and regional needs (such as the Eastern Shore where stressors related to climate change threaten historic resources). However, despite the funding increase, the majority of archaeological and architectural survey efforts continue to be driven largely by the needs of private and government developers. This has resulted in increasing geographic disparity: the areas experiencing the greatest growth and urbanization (e.g., Baltimore City, Montgomery, Prince George's, Howard, and Anne Arundel Counties) have received most of the survey work. In contrast, western and southern Maryland as well as the Eastern Shore have received significantly less attention and documentation of their historic resources – even though these areas are affected by other challenges such as changing land use (e.g., from agricultural to residential, with the loss of associated buildings and landscapes), disinvestment leading to property neglect, or impacts of climate change (e.g., sea-level rise and coastal erosion).

Although Maryland adopted an aggressive approach to the identification and documentation of historic properties early in the history of the national historic preservation program, the aging of this survey data presents challenges today. For many of Maryland's counties, the majority of survey work was conducted in the 1970s and 1980s, when professional standards allowed less documentation than required today. Often, early surveys focused on the elite, oldest and most significant resources, leaving many historic sites associated with marginalized communities undocumented and the historical record incomplete. To

address this disparity, MHT has been assertive in seeking federal grants to study places associated with underrepresented communities. Funding has been awarded to document topics ranging from the Civil Rights movement in Baltimore, the women's suffrage movement, Asian American and American Indian heritage, Rosenwald schools, and the full, diverse history of Chestertown on the Eastern Shore. While this progress is encouraging, MHT will continue to document historic places associated with diverse and untold stories. MHT is currently undertaking a comprehensive study of our Architectural resources within the MIHP. Additionally, staff of MHT's Office of Research, Survey and Registration strive to maintain communication with municipal and county planning offices to discuss ongoing projects, survey procedures and priorities, and provide guidance. These efforts, combined with public outreach conducted through the *Heritage2031* planning process, led to the identification of architectural and archaeological survey priorities listed in this plan.

As of early 2024, there are 43,789 standing structures and 14,888 archaeological sites in the MIHP, 97 Maryland properties designated as NHLs, and 1,834 Maryland sites listed in the National Register. It should be noted that these listings include both individual resources and historic districts, which may encompass hundreds of contributing resources. The total number of resources documented by MHT's programs exceeds 175,000.

Historical & Cultural Resources by County

County	Pre-1967 Standing Structures	% of Pre-1967 Standing Structures Surveyed	# of Standing Structures Included in Inventory	# of Archaeological Sites Included in Inventory	# of Listings in National Register	# of National Historic Landmarks
Allegany	19,719	7%	1,407	303	59	0
Anne Arundel	56,004	5%	2,808	1901	135	24
Baltimore City	185,557	3%	5,360	222	320	25
Baltimore	160,368	2%	3,477	629	103	3
Calvert	4,862	29%	1,422	553	20	2
Caroline	4,840	10%	481	274	23	0
Carroll	14,226	12%	1,748	298	65	3
Cecil	10,566	15%	1,615	419	56	1
Charles	7,343	18%	1,319	1008	45	3
Dorchester	7,333	12%	875	566	30	0
Frederick	18,828	15%	2,857	1201	136	5
Garrett	5,456	26%	1,392	326	26	1

County	Pre-1967 Standing Structures	% of Pre-1967 Standing Structures Surveyed	# of Standing Structures Included in Inventory	# of Archaeological Sites Included in Inventory	# of Listings in National Register	# of National Historic Landmarks
Harford	18,788	12%	2,255	352	97	1
Howard	9,465	13%	1,208	308	65	4
Kent	4,293	16%	706	456	47	3
Montgomery	94,158	3%	2,954	790	86	5
Prince George's	116,875	3%	3,030	1254	115	7
Queen Anne's	4,139	18%	740	1071	40	0
St. Mary's	7,623	14%	1,083	1005	36	3
Somerset	4,069	14%	581	377	74	0
Talbot	5,910	20%	1,179	450	63	5
Washington	22,529	18%	4,015	639	136	2
Wicomico	13,260	5%	677	210	23	0
Worcester	6,242	10%	600	276	34	0
TOTAL	802,453	5%	43,789	14,888	1,834	97