

MARYLAND HISTORICAL TRUST  
STATE HISTORIC SITES INVENTORY FORM

Survey No. CT-1192  
Magi No.  
DOE \_\_yes \_\_no

**1. Name** (indicate preferred name)

historic Holland Cliff Wharf

and/or common also called Hollands and Hollin Cliff Wharf

**2. Location**

street & number located at end of Abington Manor Drive, Holland Cliff \_\_\_ not for publication

city, town Shores Association, Inc  vicinity of congressional district

state Huntingtown, Maryland county Calvert

**3. Classification**

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input checked="" type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input checked="" type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

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

name Holland Cliff Srores Association, Inc.

street & number 2780 Holland Drive telephone no.:

city, town Huntingtown state and zip code MD 20639

**5. Location of Legal Description**

courthouse, registry of deeds, etc.M.D.A.T. liber JLB

street & number Goldstein Building, 200 Duke Street folio 180/ 843

city, town Prince Frederick state MD

**6. Representation in Existing** Historical Surveys

title

date \_\_\_ federal \_\_\_ state \_\_\_ county \_\_\_ local

pository for survey records

city, town state

# 7. Description

Survey No. CT-1192

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input checked="" type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

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

CONTRIBUTING RESOURCE COUNT: 1

Standing Wharf Structures: None.

Associated Standing Wharf Structures: None.

Description: Holland Cliff Wharf is a historic wharf site with no visible features on land or above mean low water except piling stubs.

Previously Existing Wharf Structures: "Patuxent River Maryland from Gods Grace Point to Hollin Point" 1859 revised 1908, depicts a wharf, but the details are too smudged to be of any use. This depiction may be from the 1908 revision. "Map of Calvert County Showing Topography and Election Districts: 1902 depicts a short wharf. "Patuxent Folio" 1907 depicts a short "T" wharf. CMM photograph P-098 (= Mariners' Museum PH-976 c224) undated, shows a short wharf with a small "T" at the head. The outside corners of the "T" have a cluster of high fender piles. A gable roofed warehouse with vertical wooden siding and wood shingle roof straddles the wharf. Along the connecting road are two structures; one appears to be a dwelling and the second unidentified. "Patuxent River" chart 1934 reissued 1938 depicts a straight wharf. An aerial photograph taken in 1938 shows an approximately 120 foot long wharf including an approximately 80 foot long "L" head on which is built an approximately 55 foot warehouse structure.<sup>76</sup>

During the boat survey of the site a cluster of pilings approximately 30 feet wide and extending approximately 110 feet into the river was visible at low tide. The pilings have diameters ranging from 8 to 12 inches. Most of the pilings were in 4 linear rows parallel to the shore. The second outermost piling row was approximately 3 feet shoreward from the first piling row, the third row approximately 6 feet shoreward from the second row, and the fourth approximately 14 feet from the third. Additional pilings were located along the south side of the wharf head running perpendicular to the shore. This suggests the wharf shape was an approximately 30 foot wide "L" attached to an approximately 87 foot long connecting pier. However, along the shoreline directly in line with the north side of the wharf head were found two pile stubs just visible on the surface of the shore. Because the boat ramp is located in this area it is possible the wharf was a rectangular shaped wharf and the piles in the northeast quadrant of the wharf were removed to enable the launching of boats. This conjecture, however, is not supported by the aerial photograph. As it is, boats being launched must maneuver north before heading directly into the river channel to avoid hitting the piles of the wharf head. A metal fastener was found protruding from the top of one pile. All the piles were below the surface of the water and not visible during the land survey.

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<sup>76</sup> Aerial photograph AHS 7-12, dated 1938, scale 1 inch equals 660 feet, Calvert Soil Conservation District, photostatic copy deposited at Calvert Marine Museum.

# 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input checked="" type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input checked="" type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** 1858-1931 **Builder/Architect**

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check: Applicable Criteria:  A  B  C  D  
and/or  
Applicable Exception:  A  B  C  D  E  F  G

Level of Significance:  national  state  local

Prepare both a summary paragraph of significance and a general statement of history and support.

Holland Cliff Wharf is one of twenty historic steamboat wharf/landing sites identified in “Calvert County Steamboat Wharves and Landings: Architectural Level Survey and Inventory.” This survey and inventory was completed in 1996 by Eshelman & Associates for the Calvert County Historic District Commission with funding from the Calvert County Board of County Commissioners. The final report includes a context study which places the historic significance of these steamboat wharf and landing sites within the broad pattern of local county history and regional history of the Chesapeake Bay. The study falls within the theme of “Transportation” within the time periods of “Agricultural-Industrial Transition (1815-1870)” and “Industrial/Urban Dominance (1870-1930).” Refer to this study for a general historical view and historical significance of the resources as a whole.

Holland Cliff Wharf is located at the end of Abington Manor Drive, on the Patuxent River, approximately 31 miles above its mouth, just above Deep Landing. Holland Point was originally named Abington Point but over time became known as Holland Point, named after William Holland, one of the property owners of Abington Manor. The cliff was sometimes spelt “Hollin Cliff” or “Hollins Cliff.”<sup>77</sup> The point is just south of a set of cliffs along the river. Abington Manor Drive is named for the former manor house located here. The Holland Cliff Wharf was also called Hollin Cliff Wharf. The Holland Cliff Shores Citizens Association owns the property just to the south of the road. Here a picnic area, boat pier and boat ramp are located. Piling stubs of the old steamboat wharf are visible at low water off the end of Abington Manor Drive.

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<sup>77</sup> Hamill Kenny, *The Placenames of Maryland, Their Origin and Meaning* (Museum and Library of Maryland History, Maryland Historical Society, Baltimore, Maryland, 1984), p. 115; and Charles Stein, *A History of Calvert County, Maryland* (privately published in cooperation with Calvert County Historical Society, 1976) p. 105; David Holly, *Tidewater by Steamboat: A Saga of the Chesapeake: The Weems Line on the Patuxent, Potomac, and Rappahannock* (Baltimore: Johns Hopkins University Press in cooperation with Calvert Marine Museum, 1991), p. 105. Henry Gannett, *Gazetteer of Maryland* (Washington, D.C.: Government Printing Office, 1904), p. 42 refers to “Hollin Cliff” as a “point in Calvert County, projecting into the Patuxent River.”



## Continuation Sheet 8.1 Holland Cliff Wharf

The wharf dates from at least 1858. On October 10, 1884, Henry Williams in his own behalf and as agent and attorney for his wife Georgeanna and for Maltida Forbes and her husband, conveyed to V. C. Cox, Franklin Cranford and John W. Lyons the Holland Cliff wharf property with the following conditions:

*that if the wharf be suffered to get out of repair and be unfit for uses as a wharf, then the same and adjacent land shall revert to the present owners of same, and whereas the grantors, with Robert H. Norfolk associated to form the Holland Cliffs Wharf Co., the grantors herein as present owners, being no longer willing to maintain said wharf and conduct business therein, and grantee as successor to Henry Williams and wife et al, by purchase of all property of Weems Steamboat Co., grantee of said Williams et al, claims title to said wharf property by virtue of said provision and grantors desire to renounce their interest to grantee.<sup>78</sup>*

In 1907 the wharf generated \$1,352.91 in local freight, \$28.69 in through freight, and \$123.00 for passengers, for a total revenue of \$1,504.60.<sup>79</sup> In the same year the sill on the head of the wharf was replaced, and 12 old fender piles which "were broken off" were removed and replaced with new oak (*Quercus* spp.) fender piles. James U. Dennis as trustee of the bankrupt Baltimore and Virginia Steamboat Company sold the wharf property to Goodman Goldstein on May 11, 1936.<sup>80</sup>

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<sup>78</sup> Calvert County Deeds SS number 6 F.464 dated October 10, 1884 and AAH, number 8 F.539 dated May 1923. Both deeds refer to an earlier deed dated August 24, 1858, from a Mr. Turner and his wife who sold the property to Mason L. Weems, it originally described the wharf, but the deed cannot be found in the county records. The 1923 deed describes the wharf property as the same surveyed by J. B. Bunting in 1923; beginning at the high water mark 3 feet south of the south side of the wharf and running East 66 feet, North 53 feet, West 82 feet back to the shore.

<sup>79</sup> "Maryland Delaware & Virginia Railway Company Annual Report, Statement of Freight and Passenger Revenue by Wharves for the Fiscal Year Ending December 31st, 1907." Original in private ownership, copy deposited in collections of Calvert Marine Museum.

<sup>80</sup> "Maryland Delaware & Virginia Railway Company Annual Report, Repairs to Wharves on Various Routes for the Fiscal Year Ending December 31st, 1907," original in private ownership, copy deposited in collections of Calvert Marine Museum; and Calvert County Deeds AAH number 34 F.579..



7 8 9  
PERM PAST. 5A

9A

9  
CONTOUR STRIP CROP 6A

11  
CONTOUR STRIP CROP 11A

2  
CONTOUR STRIP CROP 4A

13

14

CONTOUR STRIP CROP 15A

16

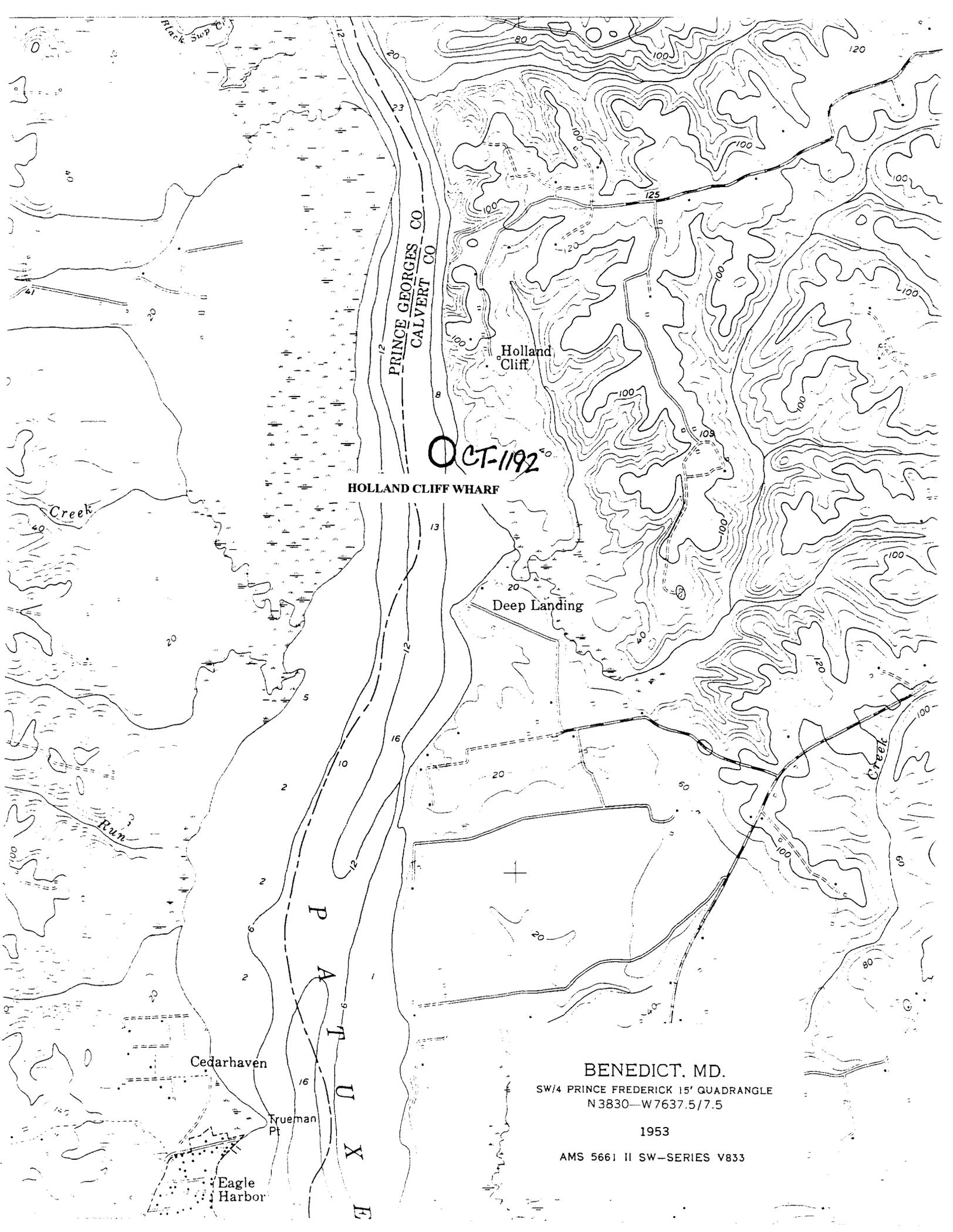
HOLLAND CLIFF WHARF  
ST 1172

Hollin Cliff Wharf

AWS 7-12

1998

Calvert Soil Conservation District



OCT-1192

HOLLAND CLIFF WHARF

PRINCE GEORGES CO  
CALVERT CO

Holland  
Cliff

Deep Landing

Cedarhaven

Trueman  
Pt

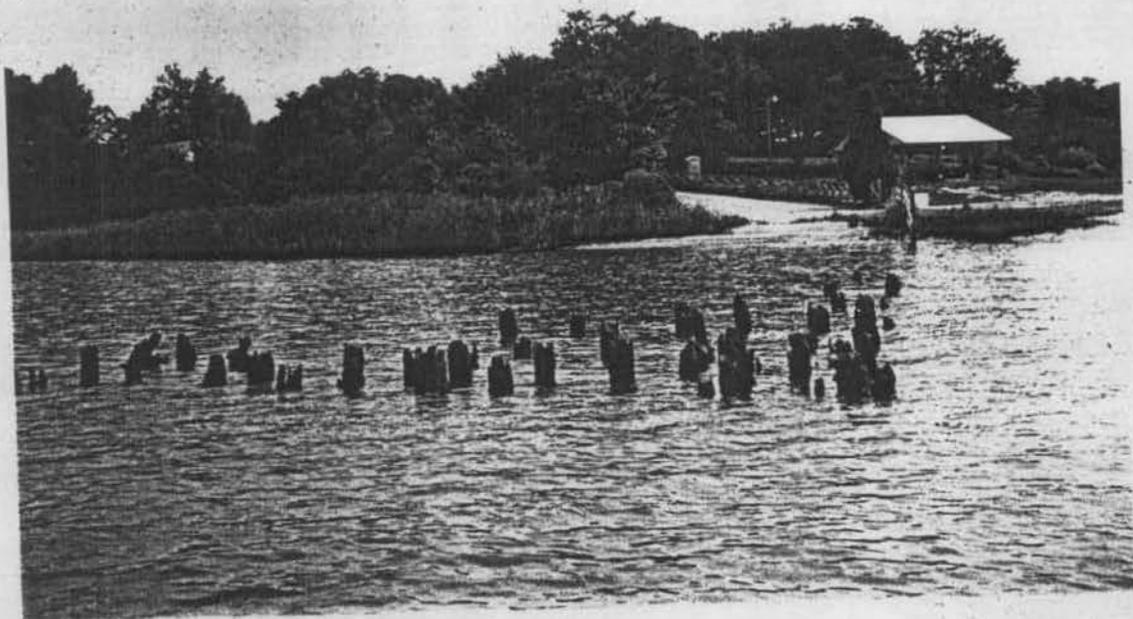
Eagle  
Harbor

BENEDICT, MD.

SW/4 PRINCE FREDERICK 15' QUADRANGLE  
N 3830—W 7637.5/7.5

1953

AMS 5661 II SW—SERIES V833



CT- 1198

Holland Cliff Wharf  
Calvert Co., MD

Ralph Eselman  
Aug 1996

neg: MD SHPO

view of wharf site, piling stubs visible at low water

Holland Cliff Wharf