

# Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF  
HISTORIC PROPERTIES

Survey No. OT-1193

Magi No.

DOE  yes  no

## 1. Name (indicate preferred name)

historic Deep Landing

and/or common

## 2. Location

street & number approximately 200 feet south of end of Deep Landing Road not for publication

city, town Huntingtown  vicinity of congressional district

state Maryland county Calvert

## 3. Classification

Category	Ownership	Status	Present Use	
<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 checked="" 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 Deep Landing Association, Inc.

street & number 3570 Deep Landing Road 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 ABE

street & number Goldstein Building, 200 Duke Street folio 370/ 824

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-1193

<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 type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input checked="" 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: Deep Landing<sup>46</sup> is a historic wharf site with no visible features on land but visible piling stubs above mean low water.

Previously Existing Wharf Structures: "Patuxent River Maryland from Gods Grace Point to Hollin Point" 1859, revised 1908, depicts an "L" shaped wharf perpendicular to the shore directly at the point just south of where the road meets the river. A structure may be depicted on the "L" wharf and another structure on the shore. It is not clear whether these represent 1859 or 1908 depictions. "Map of Calvert County Showing Topography and Election Districts" 1902 and "Patuxent Folio" 1907 both appear to be made from the same base map. Both show a road further north of the point, almost to the cove above the point shown in the 1859 map. Neither of the 1902 or 1907 maps depict a wharf; however, the 1902 map indicates a structure was located just to the south of the road at the junction with the river and another structure in the water at the end of the road. The 1907 map depicts the same structures plus a third just to the north of the road at the junction with the river. This suggests either a wharf and/or wharf and warehouse existed at this time. The shore structures on the river may be associated wharf warehouses. "Patuxent River" chart 1934 reissued 1938 depicts an "L" shaped wharf. The "Benedict Quadrangle" topographic map dated 1953 agrees with the 1859 map in locating the road as ending at the river just north of the point. A 1938 aerial photograph shows a square wharf protruding approximately 60 feet into the river.<sup>47</sup>

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<sup>46</sup> David Holly, *Tidewater by Steamboat: A Saga of the Chesapeake; The Weems Line on the Patuxent, Potomac, and Rappahannock* (Baltimore: Johns Hopkins University Press, 1991) p. 124 refers to Deep Landing as Deep Creek Landing. His index page 310 also refers to Deep Creek Landing. This apparently is a mistake as he refers to Deep Landing on page 266. No maps were found which call this landing Deep Creek Landing.

<sup>47</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

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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 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 checked="" 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** 1859–1931 **Builder/Architect**

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.

Deep Landing is located approximately 200 feet south of the end of Deep Landing Road, on the Patuxent River, approximately 31 miles above the mouth of the river, and just down river from Holland Cliff Wharf. The area immediately to the north has a tennis court and community pier belonging to the Deep Landing Community Association. The unimproved road leading from the end of Deep Landing Road to the wharf apparently turned south once it reached the shore before it ended at the wharf. This road, immediately after leaving the hardtop to the river, is partially sunk and may be part of a former tobacco rolling road. A modern house lies immediately on shore from where the wharf was located. Two private piers, south of the community pier, run just to the south side of the wharf site.

Deep Landing and wharf was owned by Mrs. Nellie. T. Colton in 1895. In 1899 a fierce storm with hurricane force winds caused the steamer *Essex* to be pinned by the wind against the wharf. In 1907 Nellie T. Colton and her husband Frank L. Colton sold the property including the wharf and “wharf house” to Edmund L. Bowie.<sup>49</sup> In 1907 the wharf generated \$760.67 in local freight, \$2.83 in through freight, and \$122.25 for passengers, for a total revenue of \$885.75.<sup>50</sup>

<sup>49</sup> Calvert County Tax List 1895; *Baltimore Sun*, April 15, 1899; and Calvert County Deeds GWD number 7 F.147.

<sup>50</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.



## Continuation Sheet 7.1 Deep Landing

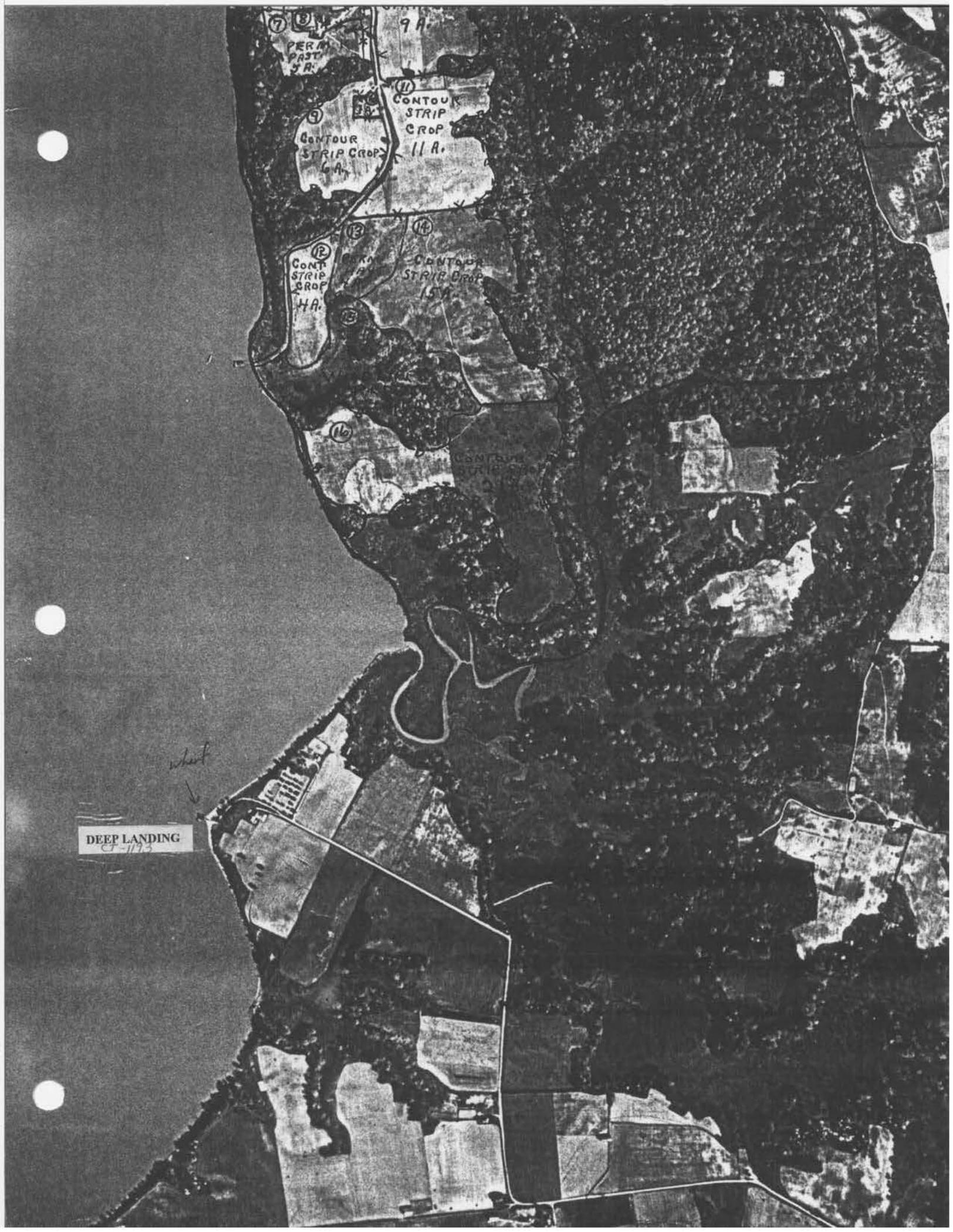
During the boat survey of this site a cluster of pilings approximately 38 feet wide and extending approximately 70 feet into the river were visible at low tide. The pilings have diameters ranging from 8 to 12 inches. Most of the pilings were in 7 linear rows parallel to the shore. The second outermost piling row was approximately 7 feet shoreward from the first piling row, the third row approximately 7 feet shoreward from the second row, the fourth approximately 9 feet from the third, the fifth approximately 10 feet from the fourth, the sixth approximately 7 feet from the fifth, the seventh row approximately 8 feet from the sixth, and the shore approximately 20 feet from the seventh row. A 1896 description of the wharf noted it as 36 feet wide and 149 feet long. This indicates that the outer one half of the wharf is missing or another 70 feet of the wharf extended onto land. A "wharf house" is also mentioned.<sup>48</sup>

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<sup>48</sup> Calvert County Deed GWD number 7 F.147.

### Continuation Sheet 8:1 Deep Landing

Deep Landing 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 review and historical significance of the resources as a whole.



7 8 9  
PERM PAST 5 A.

9  
CONTOUR STRIP CROP 9 A.

11  
CONTOUR STRIP CROP 11 A.

12  
CONTOUR STRIP CROP 4 A.

14  
CONTOUR STRIP CROP 14 A.

16

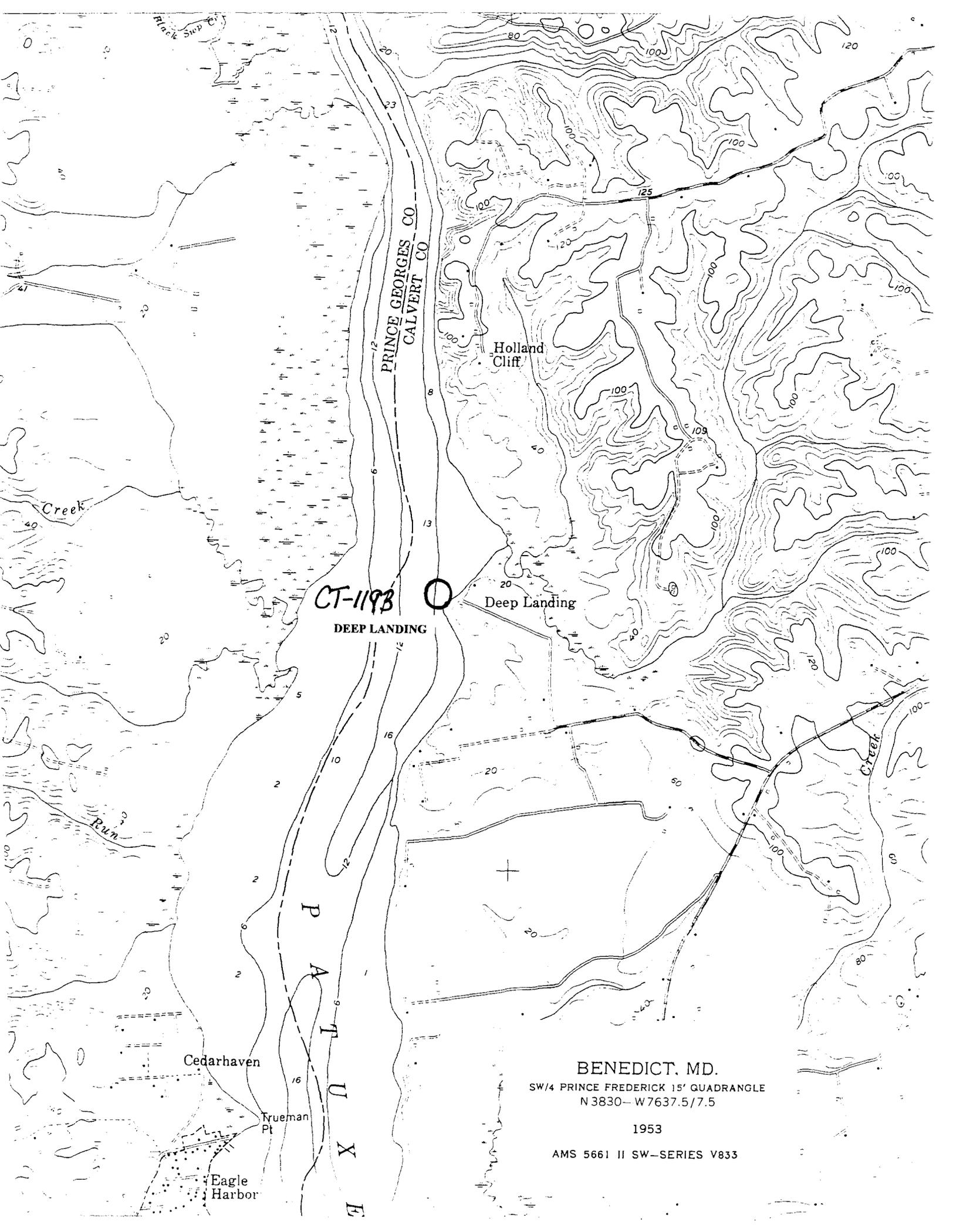
wheat

DEEP LANDING  
CT-1113

Deep Landing AHS 7-12

1938

Calvert Soil Conservation District



PRINCE GEORGES CO  
CALVERT CO

CT-119B  
DEEP LANDING

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- 1193

Deep Landing  
Calvert Co., MD

Ralph Eshelman

Aug 1996

neg: MD 5400

view of wharf site, piling stubs visible at low water

Deep Landing