

**Maryland Historical Trust  
State Historic Sites Inventory Form**

MARYLAND INVENTORY OF  
HISTORIC PROPERTIES

Survey No. CH-1199

Magi No.

DOE   yes   no

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

historic Mackalls Wharf

and/or common

**2. Location**

street & number located at end of Mackall Road    not for publication

city, town St. Leonard    vicinity of    congressional district

state Maryland county Calvert

**3. Classification**

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

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

name Board of County Commissions of Calvert County

street & number 175 Main Street telephone no.: 410-535-1600

city, town Prince Frederick state and zip code MS 20678

**5. Location of Legal Description**

courthouse, registry of deeds, etc.    liber   

street & number    folio   

city, town    state   

**6. Representation in Existing** Historical Surveys

title   

date       federal    state    county    local

depository for survey records   

city, town    state

# 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input 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: Mackall House (Brewhouse) (CT-57) and post office/store.

Description: Mackalls Wharf is a historic wharf site with no visible features on land or above mean low water.

Previously Existing Wharf Structures: "Map of Calvert County Showing Topography and Election Districts" 1902 depicts a short straight wharf angling off the shore with one structure located on shore on the east side of the road leading to the landing. "St. Mary's Folio" 1906 shows essentially the same depiction. "Chart no. 20 Natural Oyster Bars Calvert and St. Mary's Counties" 1908 calls it "Mackall Landing," depicts a straight wharf with no onshore structures. "Lower Part of Patuxent River, Maryland" 1907-08 calls it "Mackall's Whf" and appears to be based on an earlier base map. The wharf is depicted as straight with no nearby structures. "Soil Map Calvert County, Maryland" 1928 depicts no wharf. The "Cove Point Quadrangle" 7.5 minute series topographic map dated 1943 and photo revised in 1974 shows a "T" wharf leading directly from the end of Mackall Road where the steamboat wharf was located. It is uncertain whether this depicts the actual steamboat wharf or the Thomas Mackall pier.

CMM photograph P-2098, purported to be of Mackalls Wharf, with the steamboat *St. Mary's* in the background, shows an "L"-shaped wharf. The wharf shown in the photograph is probably of the late 19th century or very early 20th century as the steamboat *St. Mary's* was destroyed by fire in 1907. An aerial photograph of the area dated 1938 clearly shows an "L" headed wharf about 200 feet long with a warehouse approximately 50 feet long built at the end. Thus it would appear none of the map depictions is accurate, unless the "L" head of the wharf post-dated the maps. The photographs clearly shows a warehouse located on the "L" head. Fender piles and railings are also indicated as well as what appears to be a live animal pen located next to the warehouse on the wharf head. The photograph shows that a rail track was located on the wharf. A portion of a rail track was recovered from the wharf site along the shore and is presently lying in a flower bed next to the Mackall House. The "T" wharf configuration suggested by the underwater survey discussed above argues that the "L" wharf may represent a cut-down version of an earlier "T" wharf, or conversely, fender piles or other debris may have been mistaken for a "T" head configuration.<sup>100</sup>

<sup>100</sup> Aerial photograph AHS 10-10, dated 1938, Calvert Soil Conservation District, photostatic copy deposited at Calvert Marine Museum; Donald Shomette and Ralph Eshelman, "The Patuxent River Submerged Cultural Resource Survey, Drum Point to Queen Anne's Bridge Maryland" (Annapolis, Maryland: Maryland Historical Trust, 1981), pp. 567-568, and Plate 80;

# 8. Significance

Survey No. CT-1199

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 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 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** 1880-1931                      **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.

Mackalls 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 overview and historical significance of the resources as a whole. Mackalls Wharf was located at the end of Mackall Road (Route 265) on the north side of St. Leonard Creek, approximately 8 miles from the mouth of the Patuxent River and nearly opposite Sollers Wharf. The name is derived from the family founded by James Mackall, who came to Maryland in 1666.<sup>101</sup> Mackalls Wharf was often referred to as St. Leonard Wharf. Ironically, the first town site for St. Leonard (1683) was located nearby at what today is Jefferson Patterson Park and Museum. The second town site (1706) at the head of the creek was also called St. Leonard (see St. Leonard Wharf section).

One steamboat sources states Mackalls Wharf was not used by the Weems steamboat line but "may have become an intermittent stop for former Weems boats under the MD & V (Maryland, Delaware & Virginia Railway Company) which took over the Weems line in 1905. However, the Weems Line owned since 1892 approximately .02 acres at the end of Mackall Road where the wharf was located. In addition the Weems Line publication dated 1896 *Summer Homes and Historical Points Along the Routes of The Weems Steamboat Company* states on page 57 under the heading "St. Leonard's Creek" "A well Shaded House, beautifully situated on a high bluff overlooking the Creek. Salt Water Bathing, Crabbing, Fishing and Boating. Oysters, Fruit, Fresh Vegetables, and Milk for the table. Weems Line Steamer to Mackall's

and oral communication to Ralph Eshelman from James H. Howard, Jr., December 7, 1996.

<sup>101</sup> Hamill Kenny, *The Placenames of Maryland, Their Origin and Meaning* (Museum and Library of Maryland History, Maryland Historical Society, Baltimore, Maryland, 1984), p. 148; and Charles Stein, *A History of Calvert County, Maryland* (privately published in cooperation with Calvert County Historical Society, 1976), pp. 292-93.



## Continuation Sheet 8.1 Mackalls Wharf

Wharf. Rates on application.” This boarding house was operated by Mrs. C. R. Belt. In the same publication under “St. Leonard’s Creek” page 59 is described a boarding house operated by Mrs. J. W. Peterson as “A Country Home, situated on the Patuxent River, at the mouth of St. Leonard’s Creek, only one mile, by water from Steamboat Wharf and Post Office. Location High and Healthy. Bathing Shore 100 yards from house. Sailing and Rowing free to guests. Rates on application.” This house no longer stands but was located near or at the present site of the Jefferson Patterson House (CT-755A). In the same publication under “Mackall” page 62 it describes the Mackall house as “A pleasant spot on the Patuxent River, at Steamboat Landing, with Post Office in the house. Fruit, Milk, and Butter plentiful. Boating free. Rates on application. Mrs. J. B. Mackall, Mackall, Calvert Co., Md.” The post office was later located in the store on the ground of the Mackall House property.<sup>102</sup>

In 1907 the wharf generated \$1,514.18 in local freight, \$99.67 in through freight, and \$750.50 for passengers, for a total revenue of \$2,339.35.<sup>103</sup> Four 35-foot-long oak (*Quercus* spp.) piling were driven at the wharf in 1907. On August 23, 1936 James U. Dennis as trustee of the bankrupt estate of the Baltimore and Virginia Steamboat Company sold the wharf property along with the Ferry Landing property for \$25 to Kent Mulikin, of Laurel, Prince George’s County. Thomas Mackall bought the steamboat wharf and wharf property, reputedly in an auction sometime after 1936.<sup>104</sup>

The Mackall House or Brewhouse (CT-57) is an 18th-century structure considerably altered in the early 19th century and with a 1990s added wing. This house also served as a boarding house for steamboat passengers. A small wooden structure located just north of the house served as a store and post office. This building was moved approximately 60 feet north from an earlier location. A cement sidewalk from the north side of the house leads to this former position on the property. Most of the goods sold at the store came by steamboat. The remains of a partially sunken road lead from the former store location southwest toward the wharf site and is believed to be the original road to the wharf. The current Mackall

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<sup>102</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 in cooperation with Calvert Marine Museum, 1991), p. 264; Calvert County Deeds AAH number 35 F.589; and *Summer Homes and Historical Points Along the Routes of The Weems Steamboat Company* (1896), pp. 57 and 62, original in Baltimore City Pratt Library, copy in archives of Calvert Marine Museum; and oral communication to Ralph Eshelman from James H. Howard, Jr., present owner of Mackall House, December 1 and 7, 1996.

<sup>103</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>104</sup> Calvert County Deeds AAH number 36 F.589; oral communication to Ralph Eshelman from James H. Howard, Jr., present owner of Mackall House, December 1 and 7, 1996; and “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.

## Continuation Sheet 8.2 Mackall Wharf

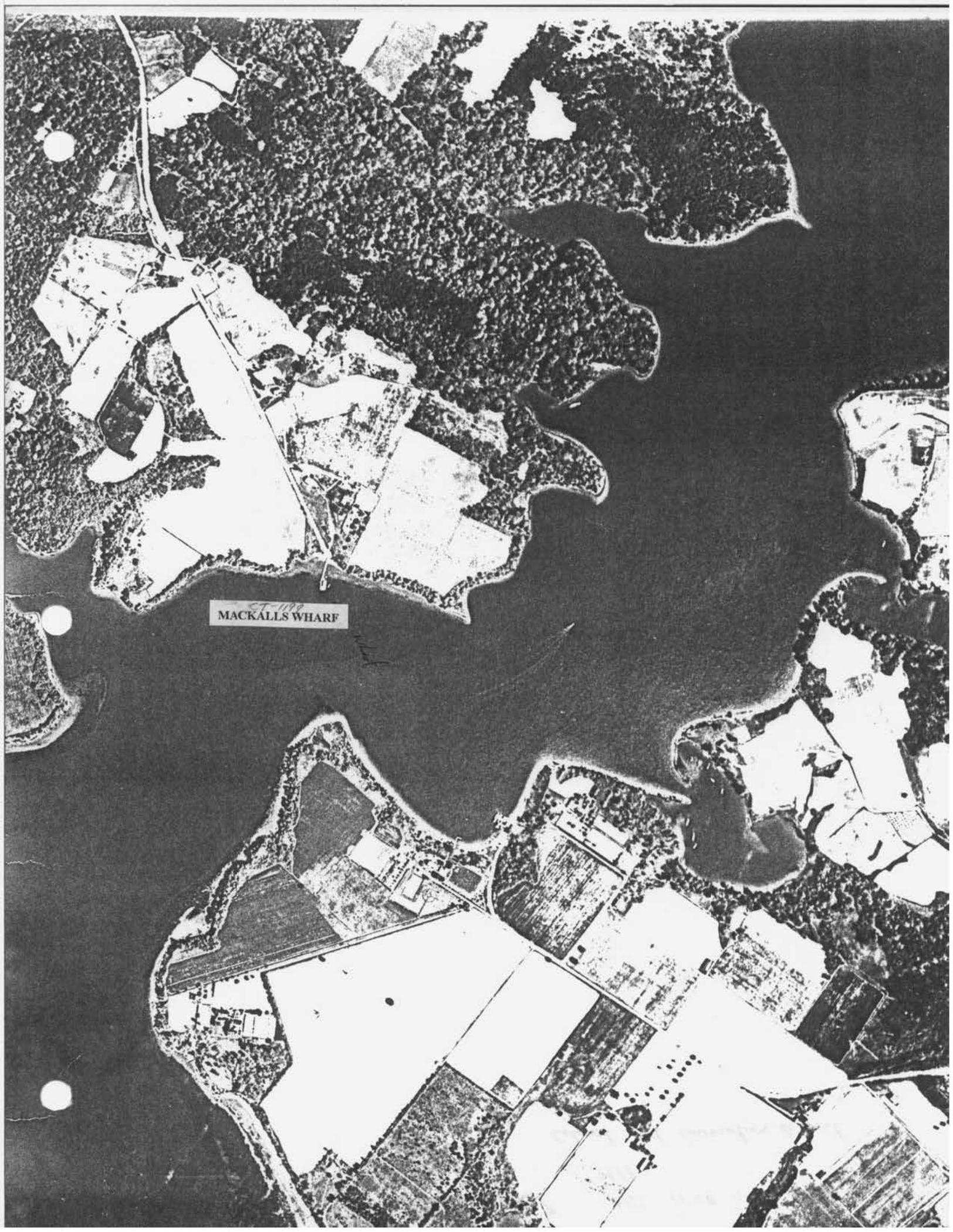
Road was paved in 1930. Blue stone located along the shore at the end of Mackall Road and a pile of the same stone located just to the east of the road may date from this road improvement or later soil control measures, but is not believed to be related to the steamboat wharf era. Mackall House was the birthplace of Thomas Johnson, the first non-Royal Governor of Maryland and his niece, Louisa Catherine Johnson, who became wife of President John Quincy Adams.<sup>105</sup>

A private wooden recreational pier, built during the early 1990s, is located about 200 feet to the east of the end of Mackall Road. The original steamboat wharf was located at the end of Mackall Road. Because this wharf was very dilapidated, Thomas Mackall built a new pier approximately 50 feet east of the original steamboat wharf sometime after 1938 (aerial photograph), probably after 1943 (topographic map). It stood until the present pier was constructed. The Thomas Mackall pier was 129-foot, 9-inch long, and 5-foot wide. There were 13 sets of pilings at 10-foot intervals. Water depth at the end of the pier was 7 feet, 3 inches at mean low tide. A submerged cultural resource survey was conducted at the original steamboat wharf site in June and November 1979. Piling stubs with an average diameter of one foot were discovered just west of the present pier. A more intensive survey in 1980 resulted in the discovery of a well defined "T" head situated at the edge of the channel drop off as well as the remains of two large iron flywheels and the remains of a small "boiler-like object." A total of 53 piling stubs were mapped. A few presumed collapsed piles 8 to 10 feet in length were found lying on the bottom. No evidence of creosote coatings or metal sheathing was found on the pilings. The overall length of the wharf was approximately 205 feet, and the width estimated at 16 feet. The presumed "T" head was estimated to be 48 feet, 6 inches by 25 feet or more. The channel side of each end of the "T" had a cluster of what is interpreted to be fender piles. A number of heavy planks 12 inches in width may be remains of the wharf decking. These remains are typical of steamboat wharf facilities common to the period circa 1860-1920 in the Maryland Tidewater. Its service was primarily as a steamboat wharf, although it probably serviced other vessels as well. Had Mackalls Wharf been a facility intended primarily for servicing sailing vessels, it seems probable that its configuration would have been a straight long-wharf design rather than the prevalent "T"-shaped or "L"-shaped wharf.<sup>106</sup>

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<sup>105</sup> Holly, p. 264; and *Inventory of Historic Sites in Calvert County, Charles County and St. Mary's County* (Annapolis, Maryland, Maryland Historical Trust, revised edition 1980), p. 13; oral communication to Ralph Eshelman from James Buyes, circa 1976 who related tales of the Mackall family including the Mackall's sometimes waking up in the morning to find quests who had come in late at night off the steamboat asleep in quest rooms; and oral communication to Ralph Eshelman from James Howard, present owner of Mackall House, December 1, 1996. The post office was in operation from February 29, 1876, to April 30, 1956, though from July 16 to October 8, 1884, mail service was moved to Sollers, from December 15, 1910, to July 13, 1914, moved to Wallville and after 1956 moved to St. Leonard. John B. Mackall was postmaster from 1876 to 1884; Louisa J. Mackall from 1884 to 1914; Thomas B. Mackall from 1914 to 1949; and Evelyn Mackall 1949.

<sup>106</sup> Oral communication to Ralph Eshelman from James Howard, present owner of Mackall House, December 1, 1996; and Shomette and Eshelman, pp. 215-221, 542-549, 567-568, a plan of the piling stubs and conjectured wharf is found in Plate 71.



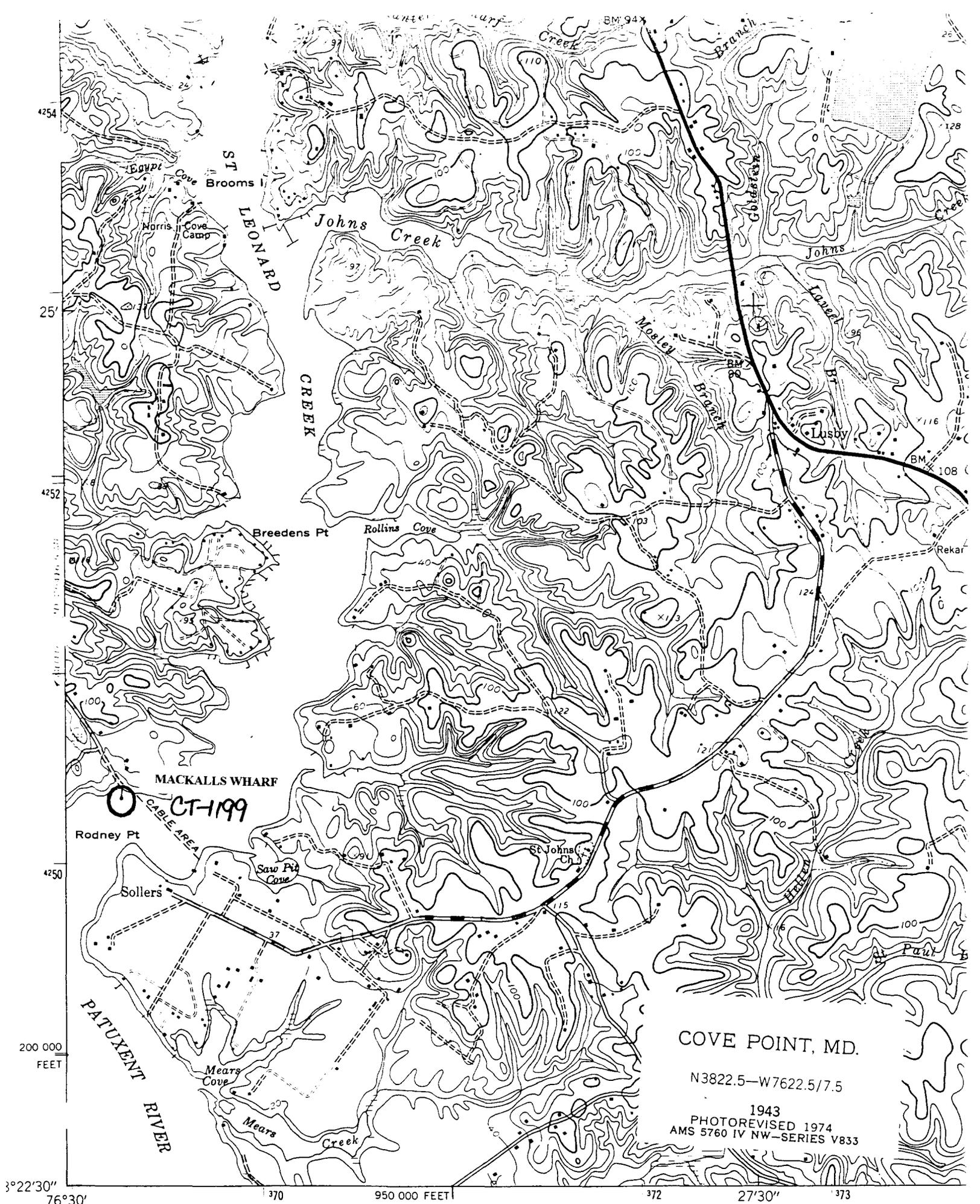
*ST 100*  
MACKALLS WHARF

Mackalls Wharf

AHS 10-10

1978

Calvert Soil Conservation District



COVE POINT, MD.

N3822.5—W7622.5/7.5

1943  
 PHOTOREVISED 1974  
 AMS 5760 IV NW—SERIES V833

200 000  
 FEET

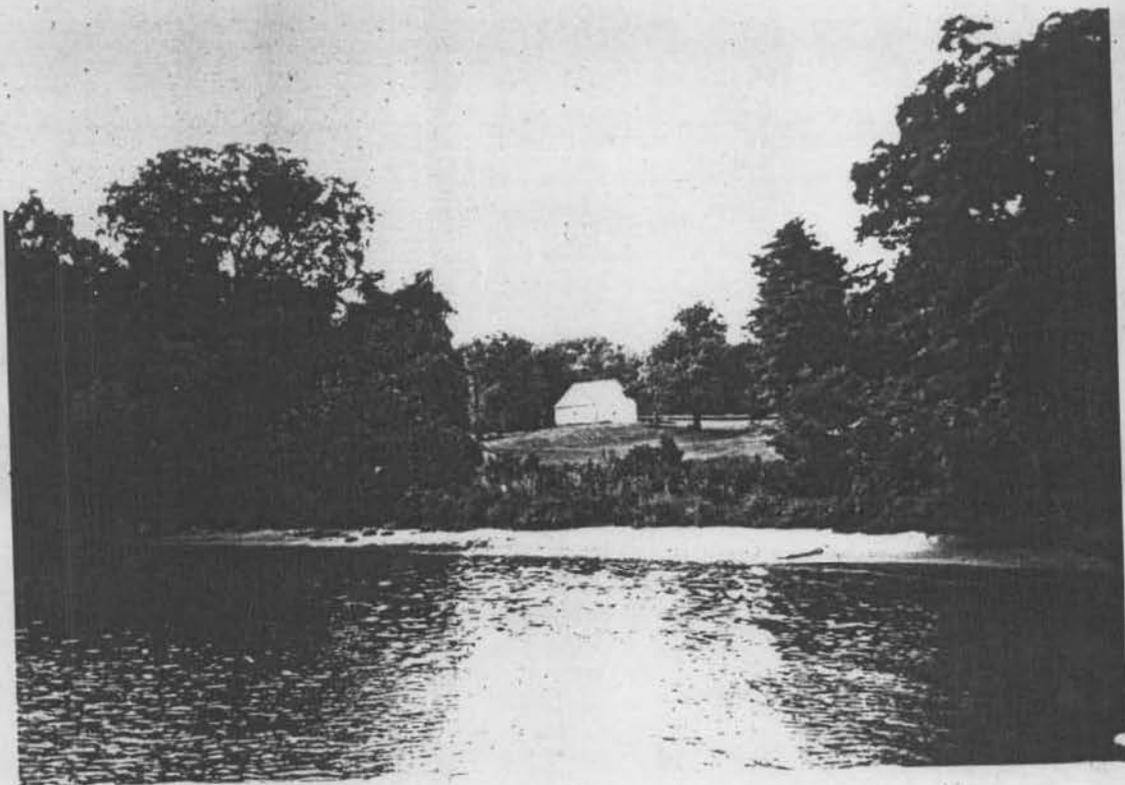
3°22'30" 76°30' 950 000 FEET 370 372 27'30" 373

Mapped by the Army Map Service  
 Published for civil use by the Geological Survey

★  
 N



10000  
 SE



*Mackall Wharf*

CT-1199

*Mackall Wharf*

Calvert Co. MD

Ralph Eshelman

Aug. 1996

neg: MD SHPO

*view northwest of wharf site*