

Maryland Historical Trust  
State Historic Sites Inventory Form

MARYLAND INVENTORY OF  
HISTORIC PROPERTIES

Survey No. CT-1202

Magi No.

DOE \_\_\_yes \_\_\_no

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

historic Drum Point Landing

and/or common

**2. Location**

street & number located near the end of River Terrace Drive \_\_\_ not for publication

city, town Drum Point Community \_\_\_X vicinity of congressional district

state Lusby, Maryland county Calvert

**3. Classification**

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

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

name Drum Point Landing

street & number Drum Point Projects, Inc. telephone no.:

city, town P.O. Box 356, Lusby state and zip code MD 20657-0356

**5. Location of Legal Description**

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

street & number Goldstein Building, 200 Duke Street folio 300/ 637

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-1202

<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: Dares 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 an "L" wharf perpendicular from the shore at the end of an unimproved road. Interestingly, this map also depicts the planned terminus of the Drum Point Railroad which was to be located just west of this landing. "St. Mary's Folio" 1906 depicts a simple short wharf. "Lower Part of the Patuxent River, Maryland" 1907-08 depicts a "T" wharf. "Chart no. 20 Natural Oyster Bars Calvert and St. Mary's Counties, Maryland" 1908 depicts a "T" wharf. "Soil Map of Calvert County" 1928 also depicts a "T" wharf. These maps and charts suggest an "L" wharf was altered into a "T" wharf sometime after 1902. An aerial photograph of the area taken in 1938 shows no wharf structure present.<sup>51</sup>

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<sup>51</sup> Aerial photograph AHS 10-65, 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/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1896–1928 **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.

Drum Point Landing was located near the end of River Terrace Drive, off of Barreda Boulevard, just inside Drum Point at the mouth of the Patuxent River. The Drum Point Community Association owns the actual point and has a small pier located near the point. The actual landing however is believed to be further west near the area of River Terrace Drive. Drum Point Landing was not as popular as many of the other Patuxent River landings, and was therefore regarded as a “flag stop.” In 1897 a “signal” was used to summon the steamboats to the landings as was described in the following passage, “The steamer came down the river using her searchlight, and as one passenger was going to Baltimore, she was signaled and made her landing...” A postmaster was present at “Drum Point Landing” in the same year. This landing was referred to as a “wharf” in the Weems Steamboat Company literature of 1896. In the same publication it states the DeBarrill Brothers, managers, offer “A delightful Summer Resort on the Patuxent. Modern Building, Bath-rooms, etc. Salt Water Bathing, Boating, Fishing, Stables, Tennis; Hops weekly; and First-class Accommodation. Open June 15. Rates, \$7.00 per week.” This publication does not mention which specific steamboat landing served this “Mansion House” but on page 5 it refers to the Drum Point wharf.<sup>52</sup> The “Mansion House” is almost certainly the Frederick L. Barreda House built in the 1870s and reputed to be the first house in Calvert County with indoor plumbing. This house was located just west of the landing. See “Chart no. 20 Natural Oyster Bars Calvert and St. Mary’s Counties, Maryland” 1908.<sup>53</sup> In 1907 the wharf generated \$282.36 in local freight, \$12.73 in through freight, and \$80.25 for passengers, for a total revenue of \$375.34.<sup>54</sup>

<sup>52</sup> Robert Barrie and George Barrie, Jr., *Cruises Mainly in the Bay of the Chesapeake* (Franklin Press, Philadelphia, 1909), p. 36; and *Summer Homes and Historical Points Along the Routes of the Weems Steamboat Company* (1896), pp. 5 and 62.

<sup>53</sup> Richard J. Dodds, *Solomons Island & Vicinity: An Illustrated History and Walking Tour* (Solomons Island, Maryland, Calvert Marine Museum, 1995), no page number, site 90. Kenneth Brooks, in “Deep in December it’s nice to remember...” *Chesapeake Bay Magazine*, September 1973, p. 8, relates many tales told by Thomas Ashcom Gourley, who lived at Hallowing Point Farm, mentions coming into Drum Point Wharf in 1904.

<sup>54</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



## Continuation Sheet 8.1 Drum Point Landing

Drum Point 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.



DRUM POINT LANDING

Barrett House

Main Road  
Railway line crossing

↑  
wharf site

Drum Point Lighthouse  
CT-1202

Arroyo Point Landing

ALS 10-65

1938

Calvert Soil Conservation District



C H E S A P E

B A

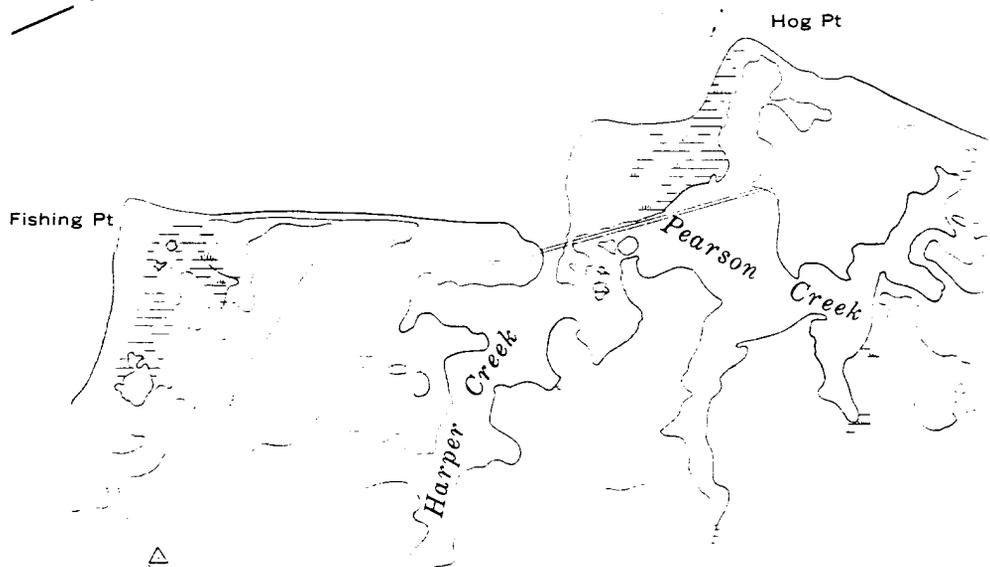
DRUM POINT LANDING  
*CT-1202* Drum Pt

T  
R  
I  
V  
E  
R

SOLOMONS ISLAND, MD.

N3815-W7622.5/7.5

1944  
PHOTOREVISED 1974  
AMS 5760 IV SW-SERIES V833





CT-1702

Drum Point Landing  
Calvert Co., MD

Ralph Eshelman

Aug 1986

neg: MD 54110

view northeast of site area

Drum Point Landing