

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Trinity United Methodist Church Inventory Number: CT-1368
 Address: 90 Church Street Historic district: yes no
 City: Prince Frederick Zip Code: 20678 County: Calvert
 USGS Quadrangle(s): Prince Frederick
 Property Owner: Trinity Meth Church of Pr Fred Tax Account ID Number: 035944
 Tax Map Parcel Number(s): 36 Tax Map Number: 24
 Project: MD 231 at MD 765A Community Enhancement and Safety Agency: Maryland State Highway Administration
 Agency Prepared By: Parsons Brinckerhoff
 Preparer's Name: G. Blanchard K. Britt Date Prepared: 5/1/2014
 Documentation is presented in: N/A
 Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
 Name of the District/Property: _____
 Inventory Number: _____ Eligible: yes no Listed: yes no
 Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Architectural Description

Trinity United Methodist Church of Prince Frederick is located at 90 Church Street; it was built in 1955. It is a large church building comprised of a central sanctuary with flanking wings; large additions built since the initial construction was completed dwarf the original church. The building is approximately two stories with a brick exterior and front-gable roof. The building is oriented on a northwest-southeast axis, with the central sanctuary's facade facing the Church Street-Main Street intersection to the northeast. Its southern wing was constructed after its northern wing and central sanctuary. The building displays classically inspired stylistic references.

The northeast-facing, five-bay facade contains the main sanctuary entrance and is dominated by a full-height entry porch. The porch includes a nearly full-width brick platform and wide staircase with iron railings. Four Doric order columns and two pilasters line the porch and support an entablature beneath the porch's front-gable roof. The pediment formed by the gable is filled with vinyl siding and features a circular louvered vent. At the facade's center bay are paneled double doors, each surmounted by two lights. A recessed transom is above the doors. Wide, molded trim forms the door surround; it is topped by a broken pediment. Flanking the door are recessed, molded panels surmounted by six-over-six, double-hung sash windows. These windows exhibit a

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wide, molded trim. Above each window is a circular panel. The facade's northern and southern corners feature projecting bricks that form quoins. A wide entablature lines the roof to form a brick-faced pediment on the facade behind the full height entry porch.

The steeple is located on the original church building above the northeast-facing facade above the gable-front and behind the full-height entry porch. The steeple is comprised of a square, brick base topped by a wide entablature. Positioned above the base is another base decorated with wood exterior and corner quoins. It is topped by a thin cornice. Together, the bases form the steeple's tower. Above the tower is a squared belfry with chamfered corners. Each belfry face is comprised of an arched, louvered opening. A metal-clad spire with finial tops the belfry.

The northwest (side) elevation is comprised of four bays and includes a side entry door. The elevation's height is approximately the same as the facade's entry porch. The side entry door is located in the easternmost bay. It is a paneled door surmounted by nine lights. The door features a classical surround topped by a molded lintel. Above the door is a circular, nine-light window. The remaining three bays west of the door include large sixteen-over-sixteen, double hung sash windows with molded surrounds and projecting brick sills. Above, a wide entablature extends along the roofline.

The southeast (side) elevation is nearly identical to the northwest (side) elevation but is comprised of three bays and an entry door. The entry door is located in the easternmost bay and is identical that found on the opposite elevation. Windows are located west of the entry door and exhibit an identical to configuration to those on the northwest elevation.

North of the sanctuary is a large front-gable wing oriented parallel to and behind the sanctuary. The wing is attached to the sanctuary near the northwest (side) elevation's fourth bay by a two-story hyphen. The three-bay, gable-roofed hyphen is oriented perpendicular to the sanctuary and contains an entry door. The entry door is located in the southernmost bay's first story. It is a paneled door surmounted by nine lights. Above the door and on the first and second stories of the remaining two bays, the hyphen features six-over-six, double-hung sash windows with modest trim.

The north wing's northeast-facing elevation features a large, first-story bay window. The window is canted and includes a central, fifty-light, fixed window with flanking eight-over-twelve, double-hung sash windows. The bay window is topped by a flared, copper roof. In the second story above the bay window are two six-over-six, double-hung sash windows. The elevation's northern and southern corners feature the pervasive brick quoins. The building's wide entablature continues across the elevation above the second-story windows. The pediment formed by the front-gable roof is filled with vinyl siding and includes a circular, louvered vent.

The north wing's northwest-facing elevation is comprised of six identical bays. Each bay includes a first and second story window with six-over-six, double-hung sash configuration. These windows are surrounded by a modest trim. The roofline includes the familiar, wide entablature and the elevation's east and west corners incorporate the recognizable brick quoins.

The north wing's rear, southwest-facing elevation includes two bays of identical composition. Both contain first-and-second story six-over-six, double-hung sash windows surrounded by modest trim. At the elevation's corners is the brick quoin pattern. The roofline entablature is not included on the elevation. Beneath the roof gable is a circular, louvered vent.

South of the sanctuary is an additional wing constructed after the sanctuary and north wing's completion. The south wing's brick color is lighter than its adjoining building. The wing conforms to stylistic elements found throughout the building including a roofline entablature, brick quoins at the corners, and double-hung sash windows. The south wing is positioned parallel to and behind the sanctuary and includes a front-gable roof. It attaches to the sanctuary via two-story, gable-roofed hyphen. Unlike the north wing, the south wing's hyphen appears to continue through the wing, forming a projecting gable end on its south elevation.

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The south wing's northeast-facing elevation is comprised of three bays. The northern and southern bays are identical and include one-over-one, double-hung sash windows on each story. The center bay features the same windows in pairs at the first and second story. The building's roofline entablature is not featured on the elevation and instead is seen in gable returns at the roofline. Beneath the elevation's gable is a circular, louvered vent.

The south wing's southeast elevation includes four one-over-one, double-hung sash windows, two on each story. The elevation also features the projecting hyphen section. The section is devoid of windows and includes a two-story, square projection topped by a hip roof.

The building's rear, southwest elevation includes a dominant central, semi-circular addition. The addition is faced with siding, as opposed to brick, with multi-light windows comprising nearly the entire exterior. It is topped by a partial gable and semicircular metal roof. Brick, segmental arch arcades flank this rear addition and connect to the north and south wings.

The building's complex roof shape consists primarily of intersecting gable forms that are covered with asphalt shingles. The rear addition includes a metal-clad roof. Two interior brick chimneys are located within the building. One is found near the sanctuary's rear while another is located within the north wing.

The church is set back from Main Street and Church Street on a grassy lawn with surrounding mature trees. A large asphalt parking lot is located at the building's rear, southwest elevation and extends along the north wing's northwest elevation. Access to the parking lot is provided by short driveways from Main Street and Church Street. The church's parsonage (CT-1369) is located directly to the north. The area surveyed for this assessment included 2.1 acres.

Trinity United Methodist Church History

Methodism within Calvert County appears to date back to circa 1780. Trinity Methodist Church was established in 1947 from a merging of Asbury, Central, and Wesley Methodist churches; however, services continued to be held in the individual church buildings. With a desire to construct a single building that would accommodate members from all three churches, church officials established a building committee. By 1949, the Dowell family donated two acres at Church Street and Main Street (Routes 231 and 765, respectively) and construction of the present Trinity Church building commenced in 1951. Architect Howard B. Dominick of Washington, DC, designed the building; Stehle and Beans, Inc., of Annapolis served as builders. On the interior, the Southern Desk Company of Hickory, North Carolina, custom built pews and chancel furniture. The new church was consecrated on November 22, 1955 and William DeVries Sampsel served as the first minister in the new building. Church officials established a school, which grew quickly and required additional space. In 1963, Silver Spring, Maryland, architect Benjamin P. Elliot designed an addition, with Hopkins and Wayson building the new section, which was completed in November 1965. The addition included a parlor library, office, choir room, kitchen addition, and twelve classrooms. In 1964, an older parsonage located near the Lusby Hardware Center was sold and a new one was constructed directly north of the church. Other changes to the church include installation of a public address system in 1970; a new air-conditioning system in 1971; and a new organ in 1976. The church sanctuary was altered in 1985 when the balcony was remodeled. In 1994, the congregation proposed additional substantial changes to the building, developing a plan for a three-phase expansion and initiating fundraising. These large additions have since been executed, accommodating the growing congregation.

Calvert County and Prince Frederick History

Established in 1654, Calvert County is bordered by the Chesapeake Bay to the east and the Patuxent River to the west and south.

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Today, the county encompasses 413 square miles of land. "A History of Calvert County" states that the county extended north and northwest of its present boundaries when established, including present-day Prince George's County in its entirety. In 1658, the Prince George's County region was separated from Calvert County.

Calvert County's early settlers recognized the region's suitability for growing tobacco and tobacco cultivation emerged as the county's driving economic force in the late seventeenth century. In turn, this impacted many aspects of life in Calvert County, including its social structure and physical development. Slaves worked on tobacco plantations and the crop became so integral to life in the county that residents used the plant's leaves for currency. Residential and agrarian growth initially occurred along the county's shorelines and riverbanks, and transportation centers for shipping tobacco via the region's waterways developed instead of roads. With little need for a central market, towns did not rapidly develop and growth within the county's central region. Poor roads, along with the county's location on the Calvert Peninsula, left Calvert County isolated for many years.

According to "The County Courthouses and Records of Maryland," the original county seat was likely itinerant, but a legislative report from March 23, 1697/98 first mentions a Calvert County courthouse. Calvert County established this first courthouse at Calvertown, located on the county's western side at Battle Creek, but many residents found this location inconvenient. After repeated complaints about the location and the courthouse's declining condition, the Assembly relocated the county seat. In 1722, an act establishing the county seat on a centrally located tract of unsettled land passed. This land, known as William's Old Field, was renamed Prince Fredericktown and later Prince Frederick for King George I's eldest son. (Within this historic context, the town will be referred to as Prince Frederick, its present name.) The Assembly did not appropriate sufficient funding to build the courthouse and jail until 1725, Prince Frederick's official year of establishment.

Early settlement patterns occurred along the water. However, prior to Prince Frederick's 1725 establishment, several Calvert County residents built homes in the central region and landowners established lots in this central region. William Kidd and John Critchard completed the first Prince Frederick courthouse and nearby jail in 1732. From this site, Prince Frederick's Main Street (present-day MD 765A) and downtown evolved. After Kidd and Critchard completed the courthouse and jail, local landowners laid out plots of land for homes in Prince Frederick during the 1730s. Small wooden buildings were constructed around the courthouse over time. These buildings in town primarily housed various merchants and law offices. Due to tobacco's dominance and the region's plantation-based economy, Prince Frederick's early residents and those living in the county seat's vicinity lived on large tracts of farmland. Residents came to town to shop for supplies, socialize, or attend court.

According to "The County Courthouse and Records of Maryland," Prince Frederick's first courthouse burned during a fire in 1748. Calvert County built a second courthouse, a brick building likely the same size as the first, on the site that year. Census data indicates that 3,788 Caucasian residents lived in Calvert County in 1800, but information for Prince Frederick's total population is not available. British forces burned Prince Frederick's second courthouse, along with several homes in the town, during the War of 1812. Anticipating the British forces' arrival, officials and residents removed the county records prior to the fire. Thus, Calvert County's records dating to the Colonial era were saved. Maryland's General Assembly did not authorize funding to repair and rebuild Prince Frederick's courthouse until 1816 and Calvert County completed the town's third courthouse in 1819. During the period after the attack on Prince Frederick, a new law office opened in town.

Referenced in the newspaper article "From Humble Origins: The Birth of Prince Frederick and Calvert County," an 1824 survey maps shows Prince Frederick's location at the intersection of two roads. The map only identifies the courthouse and two buildings opposite it on Main Street (MD 765A) in the town's center. These two roads, like those throughout Calvert County, were unpaved. Prince Frederick did not benefit from hard surface roads until the early twentieth century. Prior to 1830, the town's first post office was constructed. An 1835 newspaper advertisement also mentions a large building's existence, operating as a tavern, and likely Prince Frederick's first hotel.

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Though census data pertaining to Prince Frederick is not available for the 1840s, an 1840 Calvert County map indicates that 2,895 Caucasians, 1,474 free African Americans, and 4,170 slaves (9,229 residents total) lived in the county at that time. According to this data, between 1800 and 1840, the number of Caucasian citizens living in Calvert County declined. However, Prince Frederick's population was large enough for residents to justify building a church in town. Many residents disliked traveling south to Port Republic to attend church. On March 1, 1841, residents organized Prince Frederick's first congregation, St. Paul's Episcopal Church. Dr. James Duke oversaw construction the following year and builders completed the one-and-one-half story brick building in late 1842. St. Paul's Episcopal Church (CT-818) remains in its original location on present-day Church Street.

Prince Frederick experienced marginal growth during the following decades. An 1850 account specifically mentions the town's courthouse, St. Paul's Episcopal Church, an inn, lawyer's office, post office, and several homes. During the 1860s, the Civil War and slavery's end briefly interrupted Prince Frederick's economy and social order. Several plantations throughout the county were ceased to operate, but many freed slaves were employed as farm hands or tenant farmers after the war. Ultimately, the Civil War did not affect tobacco's standing as southern Maryland's primary cash crop and life in Prince Frederick and Calvert County returned to normal after the war. Farmers also continued growing wheat, another major cash crop, and orchards were common throughout the county.

Simultaneously, discussion and planning began in 1861 to develop a railroad connecting Baltimore with the harbor at Drum Point in southeastern Calvert County. The proposed Baltimore & Drum Point Railroad (CT-1295) would pass directly through Prince Frederick's town center. According to "Documentation of The Baltimore & Drum Point Railroad," the railroad's presence would have dramatically affected Prince Frederick's social and economic fabric in the late nineteenth and early twentieth century, a region long isolated by poor roads and bodies of water. An 1866 USGS map illustrates moderate growth since 1850; the map notes ten buildings in Prince Frederick's town center, including the courthouse.

In 1868, the Baltimore & Drum Point Railroad received its charter. Before the railroad's construction began, the majority of Prince Frederick burned during a devastating, accidental fire in 1882. An incident account and record, noting buildings destroyed, reveals Prince Frederick's moderate development since 1866. According to "Minutes and Proceedings of the Orphans' Court of Calvert County, Maryland," Prince Frederick's "Methodist Episcopal Church and Parsonage, Courthouse, Shoe shop, Journal Office, a large store, property of J. W. Shemwell & Bro., a large and fine hotel, property of D.R. Magruder, a dwelling house occupied by Silas R. King, and the law offices of Joseph A. Wilson, John P. Briscoe, C.S. Parran, and John B. Gray" were destroyed during the fire. In total, fourteen of the town's eighteen buildings burned, along with deeds, wills, and court records. Sommerville Sollers, the county clerk, saved some documents. Two extant buildings, the St. Paul's Episcopal Church and a Dowell family home (CT-739), survived the fire. Calvert County established a temporary courthouse in St. Paul's unoccupied rectory. Several months later on June 27, 1882, the church's rectory burned in a fire, likely caused by foul play, and records burned. According to "A History of Calvert County, Maryland," Prince Frederick and Calvert County documents dated prior to 1882 do not exist.

Calvert County built Prince Frederick's fourth courthouse on the same site; the March 1882 fire did not damage the previous courthouse's brick frame. During rebuilding, the Hotel Calvert was also constructed on Main Street (MD 765A), opposite and east of the courthouse. The hotel replaced the Brentford House, Prince Frederick's inn before the fire. In 1891, after years of legal battles and funding issues, the railroad company abandoned the Baltimore & Drum Point Railroad project. Though laborers prepared 25 miles of railroad bed by 1891, tracks were never laid. Due to the great fire and the railroad project's stoppage, Prince Frederick never experienced rapid growth or expansion during the late nineteenth and early twentieth century.

The 1986 newspaper article, "Shades of Old Prince Frederick," explains that local residents founded a Prince Frederick Development Company in 1894, "for the creation and maintenance of reading and lecture rooms in Prince Frederick." The same

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year, the company constructed a two-story Town Hall building on the lot located directly southeast of the courthouse. The first known photograph from the period after Prince Frederick burned, taken southwest of the small town, shows the Town Hall, young trees and shrubs, and narrow dirt roads lined by split-rail fences. Clapboard-clad one and two-story buildings surround the courthouse, the largest and only brick building. Typical of late-nineteenth and early-twentieth century rural communities, there were a variety of I-house and gable-ell buildings. A turn-of-the-century account confirms that lawyers' offices, a local newspaper office, and a cobbler's shop occupied small buildings in Prince Frederick.

Calvert County's population rose from 9,229 in 1840 to 10,223 in 1900. Despite this marginal population growth, a 1901 map identifies several buildings along the road leading southwestward toward the Patuxent River (MD 231) from the town's center. The map also notes several buildings, likely residences, further south on Main Street (MD 765A) Prince Frederick expanded, albeit slowly, during the early twentieth century. The 1907 Maryland Geological Survey's Calvert County Survey indicates that Solomons was the county's largest town, not Prince Frederick; however, because it was the county seat, Prince Frederick continued to hold a prominent place within the county. Photographs from 1908 show that a one-story, gable-front building in Prince Frederick housed the county's first bank. A one-story, gable-front building also housed the town's school. In 1910, the town's name was officially changed from Prince Fredericktown to Prince Frederick. The county's population reached 10,325 in 1910.

During the 1910s, the Maryland State Roads Commission (SRC) sought to improve road conditions statewide, attempting to utilize modern methods and materials to improve transportation. Prior to 1911, the SRC began preparing the existing dirt road connecting Owings in Calvert County with Prince Frederick. Originally named MD 2 after the SRC improved it, the road between Owings and Prince Frederick was a portion of the 84-mile-long road that extended between Baltimore and Solomons Island in southern Calvert County. MD 2 passed through Prince Frederick as the town's Main Street, today MD 765A. Covered in gravel, the SRC completed MD 2 in 1915 and it was Prince Frederick's first hard-surface road and state road.

Built between 1914 and 1916, Calvert County constructed a new courthouse on Main Street on the same lot. This building's lawn is the site of the town's previous courthouses, but the 1916 building was set back from the street with a chain-link fence encompassing the grounds. The two-story brick courthouse featured Neoclassical-style elements, including a prominent gable pediment supported by two-story columns. A photograph collection from 1917 offers additional information about the town's appearance from this time. Businesses and offices concentrated around the courthouse tended to flank Main Street directly, whereas the residences are set back from the street, having lots enclosed by picket or split-rail fences. A picket fence also enclosed the Hotel Calvert's lot.

One of Prince Frederick's most prominent citizens, the widely respected Louis Goldstein, was born in Calvert County in 1913. His father owned the Prince Frederick Department Store, later renamed Goldstein's Department Store, and he worked there as a boy, developing an affinity for dealing with both people and numbers. The younger Goldstein entered politics immediately after serving in the U.S. Marine Corps during World War II and completing law school, serving first in Maryland's General Assembly, and later as the state comptroller from 1959 until his death in 1998.

Prince Frederick gradually became more modernized during the 1920s and 30s, but Calvert County experienced little change in population. In 1920, the county's population was 9,744 and in 1930, the county's population declined to 9,528. During the 1920s, officials established the town's first volunteer fire department and high school. The two-story building constructed for the high school also housed Prince Frederick's elementary school in one of its rooms. Prince Frederick's high school later absorbed two other area high schools, becoming Calvert County High School. Due to segregation, African American students attended the Colored Industrial School, a Rosenwald school completed in 1921 and enlarged in 1924; the building is extant and is located on Armory Road.

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Sanborn Fire Insurance Maps and city directories do not exist for Prince Frederick and the lack of courthouse records presents challenges to research. However, many local residents have provided important oral histories, recounting their memories of growing up in Prince Frederick. Local resident Arthur Wilson Dowell gave his personal account of the town in his book, "Growing Up in Prince Frederick During the 1920's & 30's." Dowell's book includes a sketch map showing a concentration of businesses surrounding the courthouse on Main Street (MD 765A). These businesses include various shops, lawyers' offices, doctors' offices, motor companies, the Calvert Journal newspaper office, a fire station, butcher, restaurant, library, bank, and hotels. Homes were primarily located north of the courthouse and business district, as well as further south on Main Street.

After the Eastern Shore Public Service Company ran a line from the Eastern Shore during the 1930s, the company introduced electricity to Prince Frederick for the first time. In 1939, the Southern Maryland Electric Cooperative began offering electricity service on a larger scale throughout Calvert County. According to the 1974 Baltimore Sun article "Prince Frederick Inevitably Will Be 'A Different Place,'" the town's population barely exceeded 300 during the 1930s and 40s. Local author and newspaperman Hulbert Footner said, "Calvert is the least populated, the least improved, the least opulent, and is generally termed the least progressive county in Maryland, but I like it," regarding the county in 1942. However, World War II ushered in major changes for Prince Frederick and Calvert County. Between 1941 and 1945, the U.S. Navy and the U.S. Marine Corps established several training and testing bases at Solomons Island in southern Calvert County, introducing an influx of people to the region and new jobs for local residents. Between 1940 and 1950, the county's population increased from 10,484 to 12,100, but Calvert County's farming industry also began to decline the late 1940s and 1950s, following a nationwide trend of increased white-collar and industrial jobs in the post-war economy.

In 1951, the SRC completed a bypass, diverting traffic around the center of Prince Frederick from Main Street (MD 765A). During the 1960s, the bypass and extant portions of MD 2 were transitioned into the MD 2-4 dual highway, introducing change and development to the town and county; commercial strip malls soon populated the area around downtown Prince Frederick. The four-lane highway carried traffic from Washington, DC, through Prince Frederick, to southern Calvert County. In the mid-1970s, Calvert Cliffs Nuclear Power Plant was established approximately sixteen miles south of Prince Frederick. Downtown Prince Frederick's appearance also changed quite a bit during the same time period when the present-day Calvert County Services Building was constructed in 1974. Since then, other historic buildings on Main Street have been demolished; in most cases, new construction or parking lots now occupy these spaces. Other historic residential buildings have been altered, many for commercial uses.

Significance Evaluation

Trinity United Methodist Church of Prince Frederick was evaluated for listing in the National Register of Historic Places (NRHP) under Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation."

The building is not eligible under Criterion A. Research has not shown the building to be associated with events or trends important in history; although the church represents the combining of three previous churches, the building no longer conveys this time period due to the numerous changes to the building. Therefore, the property is not eligible under Criterion A.

The building is not eligible under Criterion B. Research has not shown the building to be associated with people important in history. Therefore, the property is not eligible under Criterion B.

The building is not eligible under Criterion C. The church's architecture is an example of classically inspired religious architecture that was ubiquitous during the middle of the twentieth century throughout the United States. Trinity United Methodist Church of

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Prince Frederick has experienced distinct building campaigns that have enlarged the building substantially; while these additions use harmonious materials, the scale and design characteristics are not consistent with the classicism of the original church.

The church was not evaluated under Criterion D for this assessment. Because the building is not eligible under the criteria, Criteria Consideration A does not apply to the assessment.

Therefore, Trinity United Methodist Church of Prince Frederick is not eligible for listing in the NRHP.

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MHT Comments:

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Date

Reviewer, National Register Program

Date

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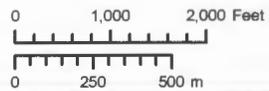
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MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended _____	Eligibility not recommended _____
Criteria: ___A ___B ___C ___D	Considerations: ___A ___B ___C ___D ___E ___F ___G
MHT Comments:	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register Program	Date



 Property Boundary

USGS 7.5 Minute Series 1:24000 Topographic Quadrangle: Prince Frederick (1993)



Map prepared: Mar 2014



Photo Log

CT-1368, Trinity United Methodist Church of Prince Frederick

All printed photographs were created using HP 100 Gray Photo Cartridge and HP Premium Plus Photo Paper, Soft Gloss.

CT-1368_2014-02-12_01

Facade and original building, view to the south

CT-1368_2014-02-12_02

Original facade, view to the southwest

CT-1368_2014-02-12_03

Rear elevation, showing addition, view to the east

CT-1368_2014-02-12_04

Side elevation, view to the north



CT-1368

Trinity United Methodist Church of
Prince Frederick

Calvert County, MD

S. Foell

2/2014

MD SHPO

Facade and original building view to
the south

1/4



CT-1368

Trinity United Methodist Church of
Prince Frederick

Cahvert County, MD

S. Foell

2/2014

MD SHPO

Original facade, view to the
southwest

2/4



CT-1368

Trinity United Methodist Church of
Prince Frederick

Calvert County, MD

S. Foell

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MD SHPO

Rear elevation, showing addition, view
to the east

314



CT-1368

Trinity United Methodist Church of
Prince Frederick

Calvert County, MD

S. Foell

2/2014

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Side elevation, view to the north

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