

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes
no

Property Name: Trinity UMC Parsonage Inventory Number: CT-1369
Address: 87 Main Street Historic district: yes no
City: Prince Frederick Zip Code: 20678 County: Calvert
USGS Quadrangle(s): Prince Frederick
Property Owner: Trinity Meth Church or Pr Fred Tax Account ID Number: 035936
Tax Map Parcel Number(s): 223 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 Listed: yes
Site visit by MHT Staff yes no Name: _____ Date: _____

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

Architectural Description

The Trinity United Methodist Church of Prince Frederick Parsonage at 87 Main Street is a one-and-one-half story, side-gable residence. It is an example of a modest Minimal Traditional house with applied Cape Cod and Colonial Revival-style elements. The building is oriented on a northeast-southwest axis with the facade facing northeast. The parcel that the house sits on is 2.54 acres in size, and according to state tax parcel data the house was built in 1964. The building is three bays wide and three bays deep. A rectangular-plan, one-bay-wide and three-bay-deep garage is attached to the house's northwest end.

The wood-frame building sits on a brick foundation and the exterior is clad in brick. The three-bay-wide, northeast-facing facade is symmetrical. The central entrance houses a wood door and glass storm door reached by two brick steps. The wood frame surrounding the central entrance features fluted pilasters and a dentiled cornice. Wood-frame windows in an eight-over-eight light, double-hung configuration are present on the facade's outer bays, flanking the central door. A window of the same configuration is also located on the attached garage's northwest facade. Each window opening features a brick sill course and louvered shutters flank the windows. The building's brick facade terminates in a wood cornice.

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Jim Salamo ✓ 6/6/2014
Reviewer, Office of Preservation Services Date
PKinty 6/12/14
Reviewer, National Register Program Date

An asphalt-shingle clad, side gable roof tops the house and the building's attached garage, forming the building's upper, half story. Vinyl-clad, gable-front dormers pierce the outer bays of the building's gable roof on the facade. Both dormers house a three-over-three light, double-hung window and the gables are clad in asphalt shingles.

The building's brick-clad, side southeast elevation is three bays wide. This elevation's basement level houses a horizontal hopper window its central and south-end bay. Three openings pierce the elevation's first story. The central and east-end openings each house a wood-frame, six-over-six light, double-hung window. Between these openings, an exterior brick chimney is attached to the elevation and ascends above the roofline. The south-end opening houses a wood-frame, eight-over-eight light, double-hung window. Louvered shutters flank each window. A second-story central opening contains a wood-frame, three-over-three light, double-hung window, also flanked by louvered shutters. Wood louvers occupy the elevation's upper gable and the brick elevation terminates in a wood cornice.

The attached garage's side northwest elevation was not visible during the survey. The building's rear southwest elevation features horizontal basement-level openings, each housing a hopper window. Six brick steps with a metal railing are attached to the elevation and approach a central first-story entrance, which is raised on the elevation in response to the parcel's sloping topography. An awning shelters the entrance. The rear elevation also houses four first-story openings, containing wood-frame, double-hung windows. The attached garage's southwest elevation houses a garage door, approached by a paved driveway. The rear elevation's first story terminates in a wood cornice. At the building's second story, a bump-out section with vinyl siding and a shed roof projects from the house's gable roof. Two, paired double-hung windows and two double-hung windows pierce the section's southwest elevation.

The Trinity United Methodist Church of Prince Frederick Parsonage is setback from Main Street in Prince Frederick's commercial center, located on a grass lot surrounded by mature trees and low shrubs. The parsonage is associated with the nearby Trinity United Methodist Church of Prince Frederick, located directly south of the building. The house is accessible from a driveway, located north of the building and running parallel to the parcel's northwest property boundary. Two wooden fences line a portion of the parcel's northeast boundary, flanking the driveway. Tall shrubs form the parcel's northwest boundary and the rear southwest portion of the lot is densely forested. The church's paved, surface-level parking lot is located directly south of the house. The area surveyed for this assessment included 2.5 acres.

Building History

Methodism within Calvert County appears to date back to circa 1780. The Trinity United Methodist Church (CT-1368) congregation was formed in 1947 from a merging of Asbury, Central, and Wesley Methodist churches, but construction on the Trinity United Methodist Church did not begin until several years later. The church was completed in 1955 on land west of the intersection of Routes 231 and 765 donated by Prince Frederick residents Arthur W. Dowell and Lucretia H. Dowell. In 1964, the church's current parsonage was sold and the current one-and-one-half story brick parsonage was constructed. The building was completed and occupied by the end of the 1964. Located directly north of the Trinity United Methodist Church, the building is still occupied and used as the church's parsonage today. The Trinity United Methodist Church of Prince Frederick Parsonage appears to retain its original building materials; however, the building is a modest and typical example of a mid-twentieth-century Minimal Traditional House with Cape Cod and Colonial Revival-style elements.

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. Today, the county encompasses 413 square miles of land. "A History of Calvert County" states that the county extended north and

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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 year, the company constructed a two-story Town Hall building on the lot located directly southeast of the courthouse. The first

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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.

Sanborn Fire Insurance Maps and city directories do not exist for Prince Frederick and the lack of courthouse records presents

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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

The Trinity United Methodist Church of Prince Frederick Parsonage 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. Though the building is associated with the Trinity United Methodist Church of Prince Frederick, Methodism and the church's legacy in Prince Frederick were established prior to the parsonage's construction. Therefore, the building is not eligible under Criterion A.

The building is not eligible under Criterion B. Research has not shown the building to be associated with persons significant in the

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past. Therefore, the building is not eligible under Criterion B.

The building is not eligible under Criterion C. The building is a common example of a Minimal Traditional House with Cape Cod and Colonial Revival-style features. The building is not an exceptional example of a house with these forms and features and it does not possess high artistic value. This type of house form is ubiquitous throughout the United States. Therefore, the building is not eligible under Criterion C.

The building was not evaluated under Criterion D as part of this assessment.

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

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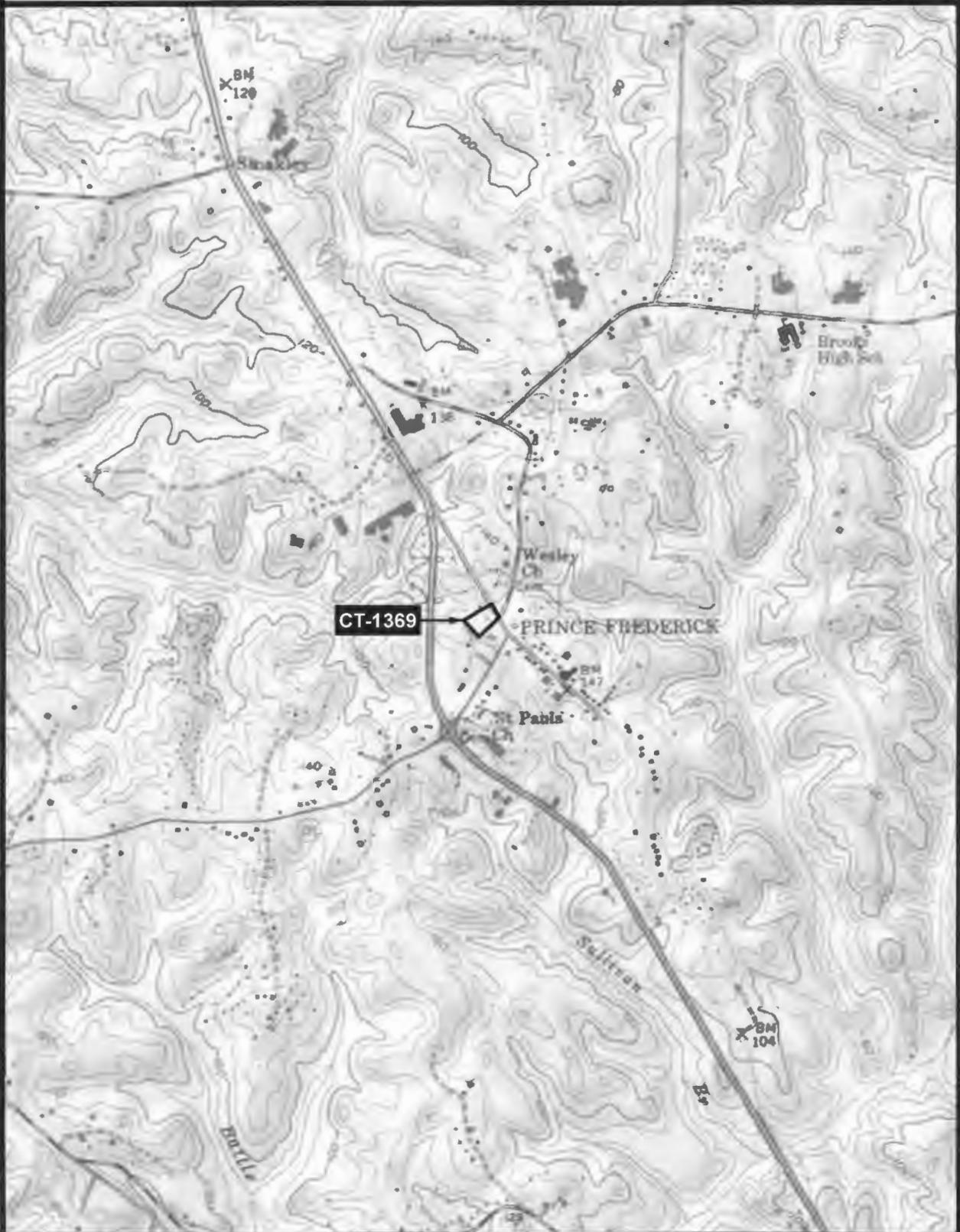
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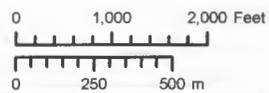
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 Property Boundary

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



Map prepared: Mar 2014





- Property Boundary
- Parcels Annotated with Map-Parcel-Block-Lot-Section (Calvert County GIS)

Coordinate System: NAD 1983 StatePlane Maryland FIPS 1900

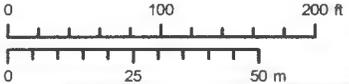


Photo Log

CT-1369, Trinity United Methodist Church of Prince Frederick Parsonage

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

CT-1369_2014-02-12_01

Facade, view to the northwest

CT-1369_2014-02-12_02

Side and rear elevations, view to the north



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Trinity United Methodist Church of
Prince Frederick Parsonage

Calvert County, MD

S. Foell

2/2014

MD SHPO

Facade, view to the northwest

1/2



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MD SHPO

Side and rear elevations, view to the
north

2/2