

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Plum Point Store and Wharf (site)

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Plum Point Landing, Plum Point Road (Maryland Route 263)

CITY, TOWN

CONGRESSIONAL DISTRICT

Plum Point

___ VICINITY OF

STATE

MD

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 checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input checked="" type="checkbox"/> PRIVATE RESIDENCE
<input checked="" type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<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"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

J. Norval Dixon Jr.

Telephone #:

STREET & NUMBER

Plum Point Road

MD

CITY, TOWN

STATE, zip code

Plum Point

___ VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Calvert County Courthouse

Liber #: See wills: from Joseph
Folio #: A. Dixon Jr.

STREET & NUMBER

Main Street (MD 765)

CITY, TOWN

STATE

Prince Frederick

MD

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

CONDITION		CHECK ONE	CHECK ONE
<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 _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

An extant photograph of the Plum Point Store shows a building comprising three one-story frame sections. Two continuous sections running east-west faced the Plum Point Landing Road. The third, or westernmost, section ran perpendicular to the other two, with its gable end facing the road. A single door pierced this end, while a 6/6 window lighted the attic above. Like the other two parts, this section was sheathed in simple lapped weatherboards and roofed with wooden shingles.

The middle section displayed a central cross-gable lit by a 6/6 window flanked by louvered shutters. Three of the four bays contained windows, while a door occupied the second bay from the west. A stove flue appeared in the center of the gable.

The end section, nearest the Chesapeake Bay, featured a central door with a window to either side. An interior stove flue heated the unfenestrated gable end. This end of the building was supported by brick piers.

A porch ran along the south side of the latter two sections. A long bench was situated under the two eastern windows in the middle section. Several chairs were clustered near the door of the westernmost section. This seating indicates that the store was a popular area for socializing.

Although it is impossible to determine a building sequence or exact building dates from the photograph, the general appearance of the two eastern sections suggests that one of them was built first, and that both of them date from the second half of the 19th century. The western section appears to be a slightly later warehouse.

8 SIGNIFICANCE

CT-287

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 checked="" 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

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Plum Point Store was torn down in the 1930's, and the wharf has long since disappeared. In 1863 Richard Hance sold Samuel B. Wilson one acre at Plum Point Landing. In 1869, John M. Broome sold Wilson an additional 1 acre 12 perches, including the "store house" and "the privilege of the bay shore." Between 1869 and 1882, Wilson sold $\frac{1}{2}$ acre to the Chesapeake Wharf Company. In 1893, Wilson and the wharf company swapped $\frac{1}{2}$ acre plots. Wilson recovered the lot including the store house, while the wharf company got a site for a new wharf. The company retained the use of the old wharf while building the new one, and held the right to move the "passenger house" and to take old material from the old wharf. Steamships from the wharf hauled everything from oxen to human passengers to Baltimore and other points.

In 1899, Joseph A. Dixon, who had been a clerk for Wilson, bought the property. Dixon's store ledgers from 1897 to the 1920's are in the possession of his grandson, J. Norval Dixon Jr., who now owns the property. In 1928 J. Norval Dixon Sr. built a two-story frame house behind the old store. After the store was torn down, the Dixons continued to operate a public beach on the bay. They operated a small store from one room of the 1928 house until 1978.

CONTINUE ON SEPARATE SHEET IF NECESSARY

MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

11 FORM PREPARED BY

NAME / TITLE

Merry Stinson

3-6-79

ORGANIZATION

Calvert County Historic Sites Survey

DATE

STREET & NUMBER

Box 107

TELEPHONE

CITY OR TOWN

Dunkirk

STATE
MD

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Plum Point Wharf

and/or common

2. Location

street & number located near end of Plum Point Road not for publication

city, town Plum Point vicinity of congressional district

state Maryland county Calvert

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input 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	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input 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 checked="" type="checkbox"/> other: recreation

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

name Kenneth Haley (first wharf) P.O. Box 538, White Plains, MD 20695-0538

street & number Donald McIntyre (second wharf) telephone no.:

city, town 3030 Solomons Island Road, Huntingtown, state and zip code Md 20639

5. Location of Legal Description

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

liber ^{ABE}
ABE

street & number Goldstein Building, 200 Duke Street

460/ 203, 467/ 913
folio 350/ 83

city, town Prince Frederick state MD

6. Representation in Existing Historical Surveys

title

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. CT-287

Condition		Check one	Check one	
<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: Plum Point Wharf is a historic wharf site with no visible features on land or above mean low water.

Previously Existing Wharf Structures: Warehouse, store, and passenger house. The first and second wharves at Plum Point were both 1,800 feet long. The first wharf was located about 250 to 300 north of the end of the present Plum Point Road. It may have been in existence as early as circa 1819 as steamboats used the site, but whether a wharf or lighter was used to get goods and passengers from the steamer to and from shore is unknown. A wharf was almost certainly present by 1859. The wharf was noted as being in poor condition as early as 1876. This wharf was replaced by the second wharf about 1893 or 1894. The second wharf was located approximately where the present Plum Point Road ends. At the end of this wharf was a warehouse with two cattle pens located on the back or shore side of the warehouse. It was possible to walk around one side of the warehouse to the pens but not from the other side. A cart on rails was used to push goods on and off the wharf. By 1915 the wharves were assigned numbers; Plum Point Wharf was number 202. The far end of the wharf, including the warehouse, was destroyed in the 1933 hurricane.¹¹⁴

The passenger house was approximately 15 or 20 feet square, had a chimney in the middle of the roof connected to a pot-bellied stove, with windows and benches along each side. The passenger house stood at least until 1922. The earliest section of the former "Dixon Store" may have been a warehouse structure associated with the first wharf and moved to its second location just north of the present Plum Point Road near the water. Here the "Dixon Store" had two additions attached until destroyed in 1967. The Plum Point Canning Company which operated from 1919 to 1925 near the wharf on the north side of the present Plum Point Road almost certainly took advantage of the steamboat service. The can storage building built by the canning company was later used by the Dixon's as a six car garage for many years.¹¹⁵

¹¹⁴ Letter from Jack Wilson, dated September 26, 1876, original in the Evelyn Carpenter estate, copy in Calvert Marine Museum collections; Eshelman, p. 4; and Brown, pp. 33-35, 47, and photo dated 1915 between pages 34 and 35.

¹¹⁵ Eshelman, pp. 4-5, and 6; and Brown, pp. 32-34, and 37.

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/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 1819-1928 **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.

Plum Point 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 view and historical significance of the resources as a whole.

The first Plum Point Wharf was located about 250 to 300 feet north of the end of Plum Point Road (Route 263) directly on the Chesapeake Bay. The second wharf, built in 1893 or 1894, was located at the end of the present Plum Point Road. Piling stubs are apparently present along the bottom of the Bay just offshore from the terminus of the present road. Both wharves were 1,800 feet long, and reputed to be one of the longest wharves on the Chesapeake Bay (Chesapeake Beach Wharf at 2,000 feet is longer). The "old" road (not the present road) to the wharf followed the ridge going around to the north side of Neeld House (Letchworth's Chance CT-25) and then down to the shore. This was the tobacco "rolling road." The early importance of this site for shipping is indicated by the approval to construct a warehouse there by the Maryland Assembly in 1754. Early charts and maps name this "Plumb Point" until about 1864. The site was referred to as a landing in 1859 through at least 1864. Interestingly, a chart dated 1868 still identified this locale as "Plumb Pt. Landing."¹¹⁸ The present Plum Point Road was built in 1928-1929 after the Chesapeake Wharf Company, owner of the land, granted permission. The Plum Point area was an active summer resort, with a store, and served as a steamboat passenger/freight transporting point. George Weems's son Gustavus, was engineer for the Weems Line. He operated a

¹¹⁸ Personal communication to Ralph Eshelman from Fred Postelle, August 25, 1996; *Maryland Gazette* 1754; George Eldridge, 1868 "Chart of Chesapeake Bay, with the James, York, Rappahannock and Potomac Rivers" published by S. Thaxter & Son, Boston, Massachusetts 1871; see Russell Morris and Robert Hansen, *Charting the Chesapeake* (Annapolis, Maryland, Maryland State Archives, 1990, p. 64; figure 39; and Ralph Eshelman, "Plum Point: A Short History" unpublished ms (1985), copy at Calvert Marine Museum.

Continuation Sheet 7.1 Plum Point Wharf

“Western Shore of Chesapeake Bay from Chew’s to Parker’s Creek” 1847 depicts no wharf. “Map of Calvert County Showing Topography and Election Districts” 1902 depicts what appears to be an “L” head wharf with a cluster of six structures on shore. “Patuxent Folio” 1907 depicts an “L” headed wharf with what may be a structure on the north end of the wharf and five structures on shore. “West Shore of Chesapeake Bay Vicinity of Plum Point” 1907 depicts a long straight wharf nearly perpendicular to the shore with four structures located on shore. This map appears to be made from an earlier base map. “Chart no. 16 Natural Oyster Bars Calvert County, Maryland” 1908 depicts a long straight wharf nearly perpendicular to the shore with a cluster of four structures near the shore. “Soil Map, Calvert County, Maryland” 1928 clearly depicts a “T” head wharf with five structures on shore. “Patuxent River” chart 1934 reissued 1938 depicts a wharf with dashed lines suggesting the wharf was in ruins. “Prince Frederick Quad” 1953 depicts no wharf.

CMM photograph P-6652 (= Mariner’s Museum PH-2565) undated, shows a relatively long wharf with side rails in the background. CMM photograph P-0551 shows the steamer *St. Mary’s* at Plum Point Wharf in 1903. The wharf is “L” shaped with a warehouse located on the “L” head. It is a typical steamboat wharf warehouse with a gable end, and vertical wooden siding. A livestock pen appears to be located on the land side of the warehouse. The wharf has side rails and tracks for a hand-pushed cart down the middle. Percy E. Budlong photograph, taken 1911, is a distant shot of the Plum Point Wharf. It depicts the Dixon Store apparently with a small dock at its end. To the south is shown part of the steamboat wharf with what is probably the “passenger house” located on the shore. This is the only known photograph of the structure.¹¹⁶ An aerial photograph of the area taken in 1938 shows the remaining sections of the second wharf after the 1927 barge damage and 1933 hurricane. The wharf section remaining is straight and is approximately 160 feet long.¹¹⁷

¹¹⁶ Percy E. Budlong, “A Cruise to Lake George, volume 1, From Washington to Magothy River, on Chesapeake Bay” (1912), photograph “Plum Point, as viewed from a passing boat” between pages 57-58, Mariners’ Museum archives.

¹¹⁷ Aerial photograph AHS 7-164, dated 1938, scale 1 inch equals 660 feet, Calvert Soil Conservation District, photostatic copy deposited at Calvert Marine Museum.

Continuation Sheet 8.1 Plum Point Wharf

general store and warehouse in Huntingtown and employed nine clerks who handled shipments at nearby Plum Point. Thus Plum Point held special interest to one of the key Weems Line owners. Gustavus died in 1859. In 1863 Richard Hance sold one acre at Plum Point Landing to Samuel B. Wilson (1825-1901). Three years later John M. Broome and Susan M. Broome sold Wilson an additional acre, 12 perches (1 perch equals 30¼ square yards) including the "store house" and "the privilege of the bay shore." Sometime between 1869 and 1882, Wilson sold ½ acre to the Chesapeake Wharf Company. In 1893 Wilson swapped ½ acre plots with the Chesapeake Wharf Company giving Wilson the store and house, and the wharf company a site for a new wharf. The deal included the wharf company retaining use of the old wharf while constructing the new one and gave them the right to move the "passenger house" and to use any materials from the old wharf. Sam Wilson was wharfmaster, postmaster and general store proprietor. He also operated a fleet of sailing vessels for shipping goods to and from Baltimore. In 1899 Joseph A. Dixon, a clerk for Wilson, bought the Wilson property and became the wharfmaster, postmaster and store proprietor. The store ledgers from 1897 to 1920 are in the possession of J. Norval Dixon, Jr., his grandson, who now owns the property. J. Norval Dixon, Sr., built a two-story frame house behind the store in 1927. The store was torn down in the 1930s and one room of the Dixon House was used as a store until 1978 when the property was sold.¹¹⁹

The store was built in three one-story sections: the two eastern sections faced Plum Point Road and date from the second half of the 19th century; and the western section ran perpendicular to the first two, with its gable end facing the road. This section appears to be a slightly later warehouse. A tomato factory, located just north of the wharf, used the steamboat lines to ship its trade. The present "tomato shed" replica on the Fred Postelle property is built on the foundation of the old tomato shed. The passenger house was located along the waterfront just south of the Plum Point Road. It was apparently moved south from where the old Plum Point Wharf was located to the new wharf built by the Chesapeake Wharf Company in 1893. The Wilson House site was located just west of the passenger house on the south side of Plum Point Road. A sketch map of the lay-out of these buildings was drawn based on oral history interviews by Ralph Eshelman. The Plum Point store and wharf site is designated Calvert County Historic Site CT-287; and the Wilson-Dixon House CT-286. Samuel B. Wilson may have built the first section of this house when he bought the property from the Richard Hance in 1863.¹²⁰

¹¹⁹ 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), pp. 13, 65, 254-255; Mary Stinson, "Plum Point Store and Wharf (site)," Maryland Historical Trust Inventory Form For State Historic Sites Survey, 1979; Eshelman, p. 4; and Janet L. Brown "Plum Point," unpublished ms (1990), p. 32, copy at Calvert Marine Museum. Brown indicates the date Wilson sold the property to Dixon was in 1893 while *Inventory of Historic Sites in Calvert County, Charles County, and St. Mary's County*, p. 45 cites 1899 as the date.

¹²⁰ Mary Stinson, *Inventory of Historic Sites in Calvert County, Charles County and St. Mary's County* (Annapolis, Maryland: Maryland Historical Trust, 1980), pp. 45 and 50; Eshelman, p. 6; Plum Point sketch map by Ralph Eshelman located in archives of Calvert Marine Museum; and personal communication to Ralph Eshelman from Fred Postelle August 25, 1996.

Continuation Sheet 8.2 Plum Point Wharf

The Plum Point Wharf was described in 1896 as “the wharf to which the steamer ties extends far out in the bay.”¹²¹ In 1907 the wharf generated \$2,285.14 in local freight, \$28.37 in through freight, and \$1,123.00 for passengers, for a total revenue of \$3,436.51.¹²² This wharf is also called Plum Point Landing on the 1908 Natural Oyster Bar Chart no. 16. The wharf was no longer used as a steamboat landing by December 1929 when J. A. Dixon requested information on the “sale” of the property from the Pennsylvania Railroad Real Estate Department who owned the steamboat company which last came into Plum Point. The wharf itself was owned by the “Chesapeake Wharf Company.” This sale was apparently completed in 1931 after the “State Highway” obtained part of the parcel for public road purposes. The wharf was known to be still standing in May 1930 as J. A. Dixon requested and received permission from the Baltimore and Virginia Steamboat Company to build a “walkway across the first break in the wharf to enable fisherman to use it.” This break apparently came in 1927 when three barges broke loose from their tow in the Bay and all three smashed through the wharf creating three gaping holes in its middle. Repairs were never made and steamboat service stopped. The standing 400 to 500 feet of the wharf on the shore end were still used by small boats. Even after the far end of the wharf was destroyed in the hurricane of 1933, the “short wharf” was used for charter fishing boats up to at least the 1940s.¹²³

Folks wanting to fish and crab off the far end of the wharf were taken by Joseph A. Dixon in his rowboat for 25 cents. From about 1922 to 1926 Mrs. J. A. Dixon operated a guest house capable of accommodating 20 persons. Many of her guests came by steamboat.¹²⁴

The Inventory gives 1927 as the date the Dixon House was built while Stinson gives 1928.

¹²¹ *Summer Homes and Historical Points Along the Routes of the Weems Steamboat Company* (1896), p. 5.

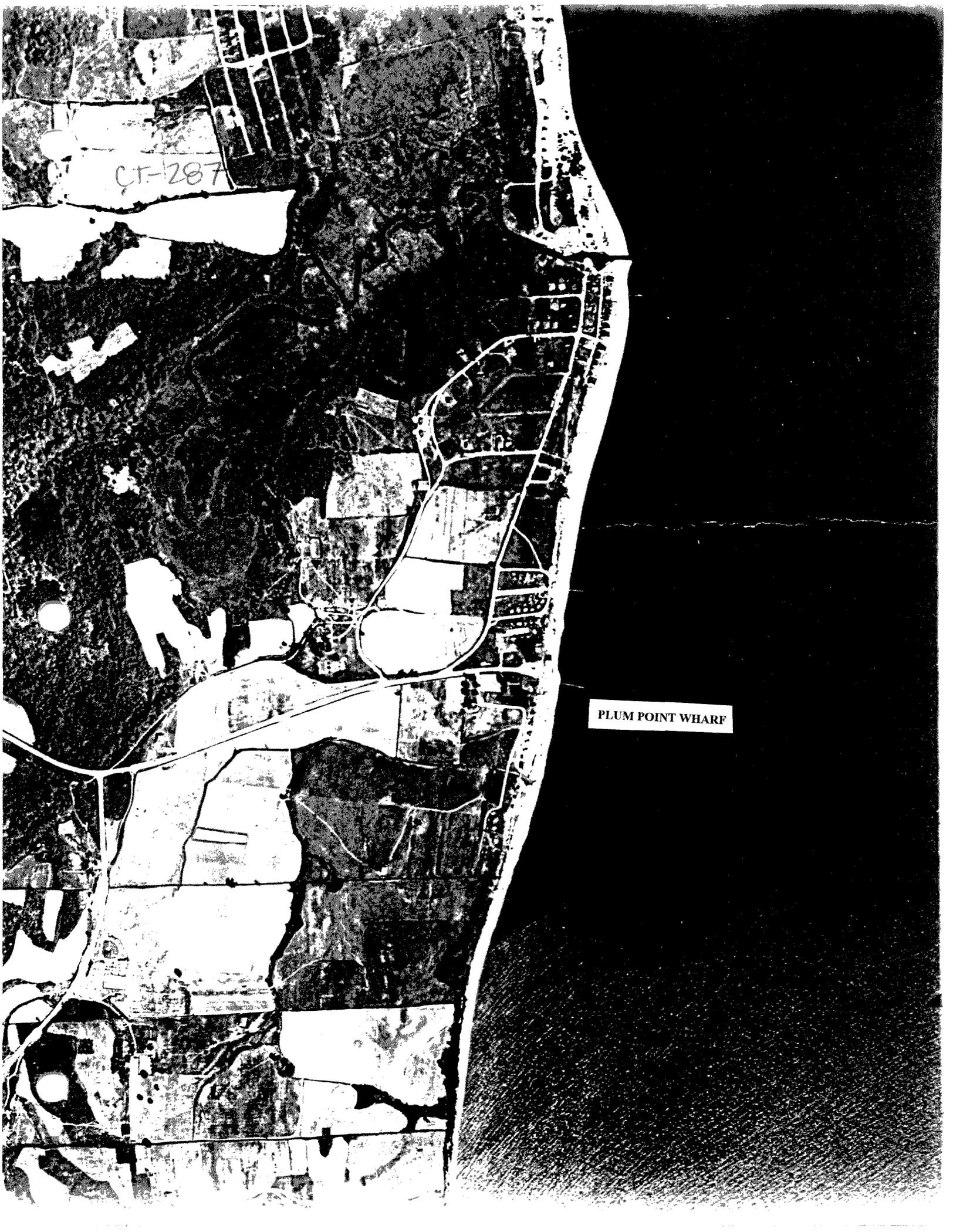
¹²² “Maryland Delaware & Virginia Railway Company Annual Report, Statement of Freight and Passenger Revenue by Wharves for the Fiscal Year Ending December 31st, 1907.” Original in private ownership, copy deposited in collections of Calvert Marine Museum.

¹²³ Copies of correspondence between J. A. Dixon and the Pennsylvania Railroad, Baltimore and Virginia Steamboat Company obtained from Dixon and located in the archives of the Calvert Marine Museum; and Brown, pp. 34-35.

¹²⁴ “Vacation Trips and Resorts in the Chesapeake Bay Country, BC7A and MD&V Railway Companies,” undated season brochure believed to be circa 1922 and one dated 1926, originals in Steamship Historical Society of America Library, copies deposited at Calvert Marine Museum.

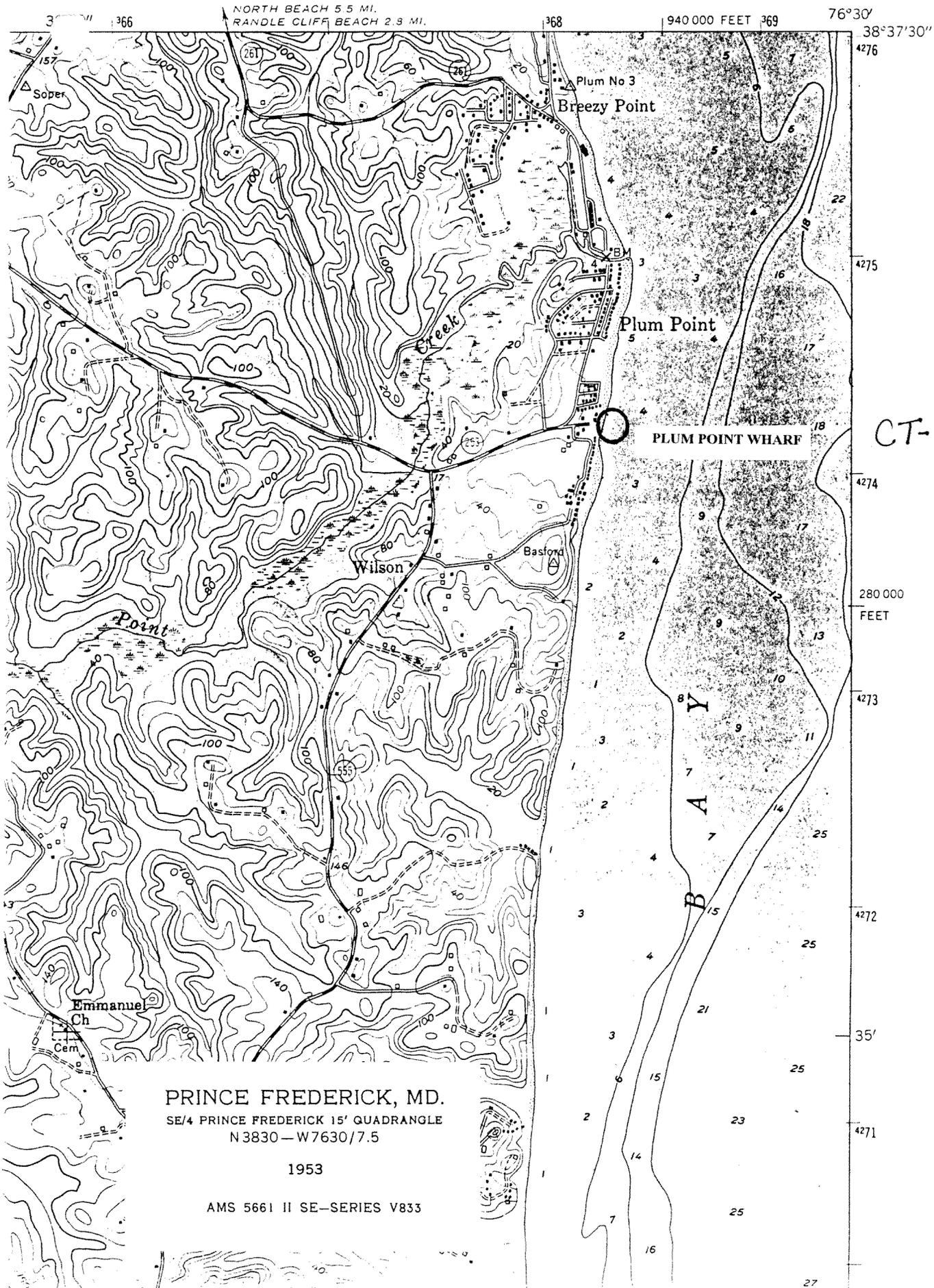
CT-287

PLUM POINT WHARF



PRINCE FREDERICK QUADRANGLE
MARYLAND—CALVERT CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
SE/4 PRINCE FREDERICK 15' QUADRANGLE

5761 III
(SHARPS ISLAND
1:62,500)



PRINCE FREDERICK, MD.
SE/4 PRINCE FREDERICK 15' QUADRANGLE
N 3830 — W 7630/7.5

1953

AMS 5661 II SE—SERIES V833

CT-287

CT-287



CT-287

Plum Point Wharf

Calvert Co., MD

Ralph Eschmann

Aug. 1986

neg: MD SHPO

view east from end of Plum Point Road toward second
wharf site

Plum Point Wharf



BEACHING
PARKING
PICNIC AREA
FAY
AS YOU ENTER
←

CT-287
Plum Point
Store & Wharf
(site)



8/78
M. Stinson



CT-287
Plum Pt. Store & Wharf
Norval Dixon Hs.
SE.

M. Stinson
★ Aug. 1978



207, 286

CT-287



287,286

CT-287