MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___ no X

Property Name: Dowell House #3 Inventory Number: CT-823

Address: 125 Main Street Historic district: ___ yes X no

City: Prince Frederick Zip Code: 20678 County: Calvert

USGS Quadrangle(s): Prince Frederick

Property Owner: Mohler Carolyn Dowell Et Al Tax Account ID Number: 004909

Tax Map Parcel Number(s): 419 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: Maryland Historic Sites Inventory Form for CT-823

Preparer's Eligibility Recommendation: ___ Eligibility recommended X 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 X no Name: ___ Date: ___

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

Architectural Description

The Dowell House #3 is located at 125 Main Street in Prince Frederick; it was built in 1925. It is an altered front-gable two-and-a-half story, two-bay, wood-framed house that rests on a concrete foundation. The exterior is covered with vinyl siding and a front-gable roof. The building is oriented on a northeast-southwest axis, with the facade facing Main Street to the northeast. The southeast (side) elevation contains a one-story porch and the southwest (rear) elevation features a two-story projecting addition. Over time, the building has been substantially altered, and many original materials have been replaced. It displays no discernible architectural style.

The northeast, two-bay facade contains the main entrance, which occupies the northerwestern bay. A small, concrete stairway lined by a non-historic metal railing provides access to the entry door, which contains a single panel surmounted by six lights. Over the door, an asphalt shingle hip-roof supported by large brackets provides cover for the entry. The facade's first-story also contains a triple window composed of a six-over-six, double-hung sash window flanked by identical four-over-four, double-hung sash windows. Above, the facade's second story contains identical six-over-six, double-hung sash windows in both bays. Beneath the facade's gable, the attic space contains two six-light, wood-sash casement windows. The roof contains a wide overhang with

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vinyl soffits and wide gable returns.

The building's northwest (side) elevation is comprised of three bays with irregular fenestration. At the first story, a centrally placed vinyl replacement door has four panels topped by a lunette window. The door is flanked by two six-over-six, double-hung sash windows of different sizes. Above the door at the half-story level, a rectangular six-over-six, double-hung sash window provides additional light to the interior. At the second story, rectangular, six-over-six, double-hung sash windows of differing sizes are aligned with the first-story windows.

The rear, southwest elevation is comprised of irregular window placement across its two-and-a-half stories and is dominated by a two-story addition. The southwest elevation's first story contains two six-over-six, double-hung sash windows south of the addition. Above, the elevation's second story contains a single six-over-six, double-hung sash window centered between the first story's two windows. Beneath the elevation's gable, the attic space contains two six-light, wood-sash, paired windows. On the elevation's northern end is a two-story addition; the addition is not as tall as the building core and is topped with an asphalt shingle gable roof. A small door with fixed-light lunette on the addition's first-story, southeast elevation provides entry into the rear elevation. No other openings are present on the addition's first story. The addition's second story is comprised of a screened porch with thin vertical members dividing the open screened areas.

The southeast (side) elevation's first story is largely comprised of a projecting hip-roof screened porch; a six-over-six *replacement* window is located to the southwest of the porch. Second-story openings are identical and composed of replacement six-over-six, double-hung sash windows.

The front-gable roof is covered with asphalt shingles; an interior brick chimney ascends from the roof's northwestern side.

The house is set back from Main Street behind a grass lawn on a wooded lot. Deciduous foundation plantings are present on the facade. A curvilinear driveway extends from Main Street to the house's rear on its southeastern side. Directly to the northeast is a new, large commercial and professional building and parking lot. The area surveyed for this assessment included .5 acre.

Historic Context

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 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

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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.

Though census date 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

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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 though 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 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.

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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 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

MARYLAND HISTORICAL TRUST REVIEW

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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.

Dowell House #3 History

The Dowells were a prominent local family in Prince Frederick, owning substantial amounts of land as well as successful businesses in the early twentieth century. The Dowell House #3 is on land that the family had used as a plot to grow potatoes. The family sold the land to Edith Cassard, who was related to them, after she was widowed. She built the present house in 1925, living there while she worked as one of the postmistresses in Prince Frederick.

Significance Evaluation

The Dowell House #3 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. Therefore, the property is not eligible under Criterion A.

The building is not eligible under Criterion B. Although Edith Cassard was a postmistress, she does not appear to have impacted local history. Therefore, the property is not eligible under Criterion B.

The building is not eligible under Criterion C. It is an unremarkable house form lacking distinction. The building has been substantially altered, including installation of new entrances and a large addition, resulting in a loss of integrity of design, materials, workmanship, association, and feeling. Therefore, the building is not eligible under Criterion C.

The property was not evaluated under Criterion D for this assessment.

Therefore, the Dowell House #3 is not eligible for listing in the NRHP.

Works Consulted

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MARYLAND HISTORICAL TRUST REVIEW

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_____ _____

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Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

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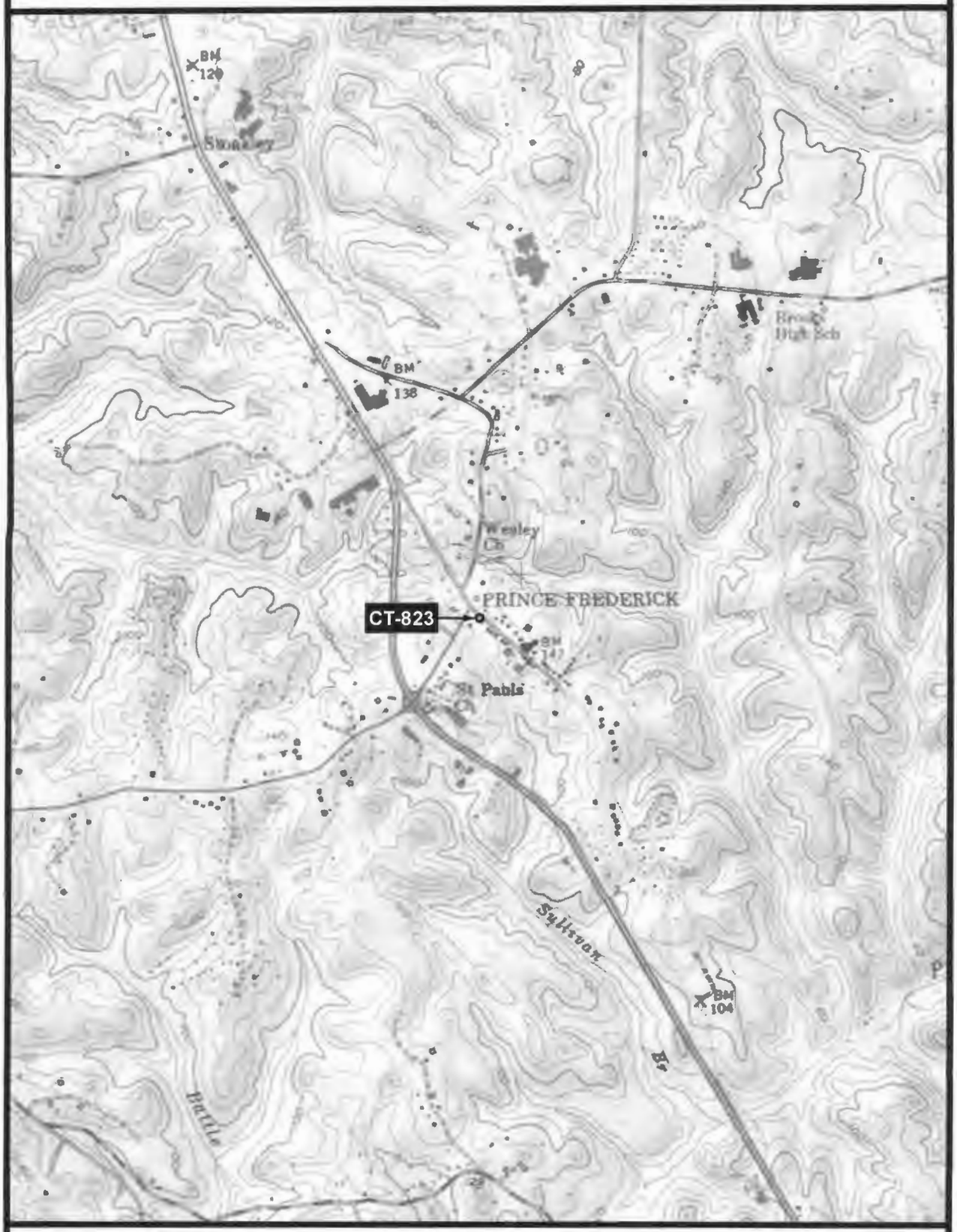
CT-823
Dowell House #3

125 Main Street
Prince Frederick, Calvert County, MD



Property Boundary

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

0 1,000 2,000 Feet

0 250 500 m

NORTH

Map prepared: Mar 2014

CT-823
Dowell House #3

125 Main Street
Prince Frederick, Calvert County, MD
Parcel ID: 24-419
(Map-Parcel)

Property Boundary

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

Coordinate System: NAD 1983 StatePlane Maryland FIPS 1900

0 100 200 ft

0 25 50 m

NORTH

Map prepared: Mar 2014

Photo Log

CT-823, Dowell House #3

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

CT-0823_2014-02-12_01
Facade, view to the southwest

CT-0823_2014-02-12_02
Facade and side elevation, view to the south

CT-0823_2014-02-12_03
Side and rear elevations, view to the north

CT-823
Dowell House #3
Calvert County, MD
S. Foell
2/2014
MD SHPO
Facade, view to the southwest
1/3

CT-823

Dowell House #3

Calvert County, MD

S. Foell

2/2014

MD SHPO

Facade and side elevation, view to the south

2/3

CT-823

Dowell House #3

Calvert County, MD

S. Foell

2/2014

MD SHPO

Side and rear elevations, view to the north

3/3

Survey No. CT-823

Magi No.

DOE __yes __no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic

and/or common Dowell House #3

2. Location

street & number (Maryland Route 765) Main Street & Church St.(MD 231) __ not for publication

city, town Prince Frederick ___ vicinity of congressional district

state Maryland county Calvert

3. Classification

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

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

name Arthur Dowell, Jr.

street & number P.O. Box 588 telephone no.:

city, town Prince Frederick state and zip code Maryland 20678

5. Location of Legal Description

courthouse, registry of deeds, etc. Calvert County Courthouse liber

street & number Main Street (MD 765) folio

city, town Prince Frederick state Maryland

6. Representation in Existing Historical Surveys

title

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. CT-823

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	X original site
X good	___ ruins	X altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This house, built between about 1910 and 1920, faces northeast onto Maryland Route 765. It is a rectangular-plan, two-story, wood-framed house set on a concrete or stuccoed foundation and with a front-facing gable roof. The modern white and green siding may be replacing original wood shingles, also painted in contrasting colors. The original siding might also have been weatherboarding. The eaves have all recently been boxed in. The house is two rooms deep, and the facade is two bays wide. The side door is sheltered by a bracketed, hipped stoop roof. The other bay of the facade is defined by a three-part window. All windows are glazed with eight-over-one double-hung sash. There is a hipped-roof, screened-in porch on the southeast side of the house.

8. Significance

Survey No. CT-823

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	X architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates **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.

Directed historical research would more firmly establish the historical significance of this site.

9. Major Bibliographical References

Survey No. CT-823

10. Geographical Data

Acreage of nominated property _____

Quadrangle name Prince Frederick, MD

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

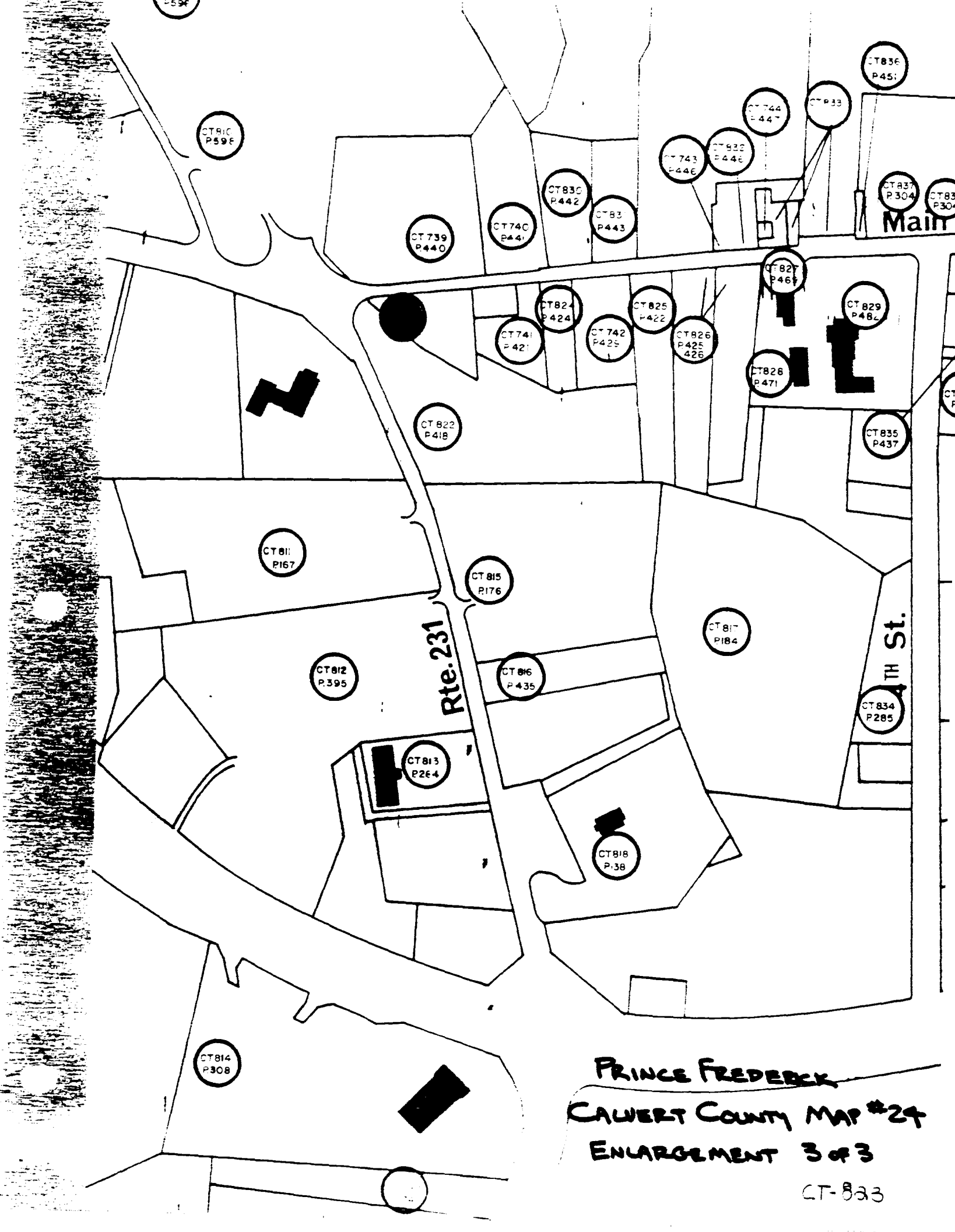
name/title	Camille Wells		
organization	MHT/Calvert Planning Department	date	September 30, 1986
street & number	Courthouse, Main Street	telephone	(301) 535-2348
city or town	Prince Frederick	state	Maryland 20678

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
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

PS-2746



PRINCE FREDERICK

CALVERT COUNTY MAP #24

ENLARGEMENT 3 of 3

CT-823