MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___ no X

Property Name: Lusby Gift Center/Lusby Motor Company Inventory Number: CT-826

Address: 155 Main Street Historic district: ___ yes X no

City: Prince Frederick Zip Code: 20678 County: Calvert

USGS Quadrangle(s): Prince Frederick

Property Owner: Lusby, Maurice T III & Charles H Tax Account ID Number: 014491

Tax Map Parcel Number(s): 426 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-826

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 Lusby Gift Center/Lusby Motor Company located at 155 Main Street is a modest, one-story, one-part commercial block building with a two-story addition. The commercial building displays no discernable style. The building's original section and addition form a rectangular-plan footprint and both portions of the building have a flat roof. The building is oriented on a northeast-southwest axis and the facade faces northeast. The concrete-block construction building sits on a concrete foundation. The building's northeast facade and side northwest elevation are clad in brick. The side southeast and rear southwest elevations are concrete block. According to state tax data, the parcel that the building sits on is 1.01 acres in size. The one-story portion of the building was constructed in 1962 and the two-story addition was completed in 1968. The building features a unified facade.

As a result of the two-story addition, the building's northwest facade is asymmetrical. The building's entrance is located in the one-story portion of the building and consists of a paired, aluminum-framed glass doors reached by a concrete sidewalk. A fixed-light transom tops the entrance. A prominent horizontal opening, housing three fixed-light picture windows, flanks both sides of the entrance. A prominent, horizontal opening, housed in the two-story addition, contains two fixed-light picture windows. A brick soldier course runs the length of the facade above the ground-level openings. Above the facade's entrance, the letters "LUSBY

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ___ **Eligibility not recommended** X

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MHT Comments:

Jim Talbumo ✓ 6/6/2014
Reviewer, Office of Preservation Services **Date**

B Kintz 6/12/14
Reviewer, National Register Program **Date**

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MOTOR CO" and "HARDWARE" are attached to the facade. The one-story portion of the facade terminates in a brick soldier course, which continues at the two-story portion of the facade. Above the facade's east-end opening, "LUSBY CENTER" is attached to the facade. The facade's two-story section also terminates in a brick soldier course.

Three small, horizontal openings pierce the concrete-block, side southeast elevation's second story. Each opening contains a two-light, fixed-light window and features a concrete lintel course.

The building's side northwest elevation is clad in brick veneer. An entrance houses aluminum-frame, double glass doors. This entrance opens to a raised concrete walkway. A hip-roof, supported on brick columns, shelters the elevation's ground level and the concrete walkway. The awning is clad with asphalt shingles. The walkway terminates in a small, rectangular-plan section attached to the rear elevation. The building's hip-roof also covers this rectangular-plan section of the building. The building's rear southwest elevation was not accessible during survey due to business security concerns.

The Lusby Gift Center/Lusby Motor Company is set back from Main Street in Prince Frederick's commercial center. Concrete and brick sidewalks line the building's northeast facade. Parking spaces are located northeast of the brick sidewalk and a paved, surface-level parking lot is located directly northwest and southeast of the property. Commercial buildings are located directly northeast of the building, on the opposite side of Main Street, and a commercial building is located southeast of the building on Main Street.

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 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

MARYLAND HISTORICAL TRUST REVIEW

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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 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.

MARYLAND HISTORICAL TRUST REVIEW

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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.

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.

MARYLAND HISTORICAL TRUST REVIEW

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Reviewer, National Register Program **Date**

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 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-

MARYLAND HISTORICAL TRUST REVIEW

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Reviewer, Office of Preservation Services **Date**

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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.

History/Development of the Lusby Gift Center/Lusby Motor Company and Commercial Architecture

The Lusby Motor Company was founded in 1921 by Maurice Lusby, Sr. The company was established at its current site, 155 Main Street, in Prince Frederick and the business has operated at this location since 1921. Originally, the Lusby Motor Company was a gasoline service station, auto garage, and used auto parts store. During the 1930s, the Lusby Motor Company began operating as a hardware store and expanded to selling agricultural supplies. Soon after, the company also started selling automobiles and agricultural equipment. The extant Lusby Motor Company Building was constructed in 1962, adjacent the original 1921 building, which was demolished in 1970. That year, the two-story addition to the building was completed. This addition originally housed gifts and household items, when the company expanded their inventory. The Lusby Gift Center/Lusby Motor Company is still owned and operated by the Lusby family, which owns other buildings within Prince Frederick. Today, the company continues to sell hardware supplies and agricultural equipment.

During the early nineteenth century, common building types intended specifically for commercial enterprises emerged for the first time in American architecture. These design precepts permeated cities and towns throughout the United States, and distinct commercial centers developed. Even in rural regions of the country and newly established towns, buildings for commercial uses were often constructed first and town-building practices mirrored the commercial development in larger cities. By the mid-nineteenth century, these patterns of development were manifested in the American design fabric and would remain dominant over the next one-hundred years. According to "The Buildings of Main Street: A Guide to American Commercial Architecture," a main street or artery served as the "spine of this development," and buildings were built densely together along the street, abutting the sidewalk or street.

Generally, commercial buildings of this period can be divided into two distinct types, the one-part commercial block and the two-part commercial block. The building's stylistic features are not a factor in determining the commercial building type. The one-part commercial block is a one-story, box-form building. Typically, the building's street-facing facade features a recessed entry and prominent picture windows for displaying merchandise. These commercial buildings may also feature minimal decorative features and often have stylized parapet walls. The two-part commercial block's ground level is distinctly different from the facade's upper stories. The storefront level of these two to four-story commercial buildings mirror the one-part commercial block's facade, but the upper stories often display regular fenestration patterns, comprised of smaller openings than the facade's storefront level. These second stories were often residential. This division communicates the distinction between the building's public and private spaces. The two-part commercial block often displays more elaborate ornamentation and decorative features than the often modest, one-part commercial block. The Lusby Gift Center/Lusby Motor Company is a typical example of altered commercial architecture; while functional, the building does not display character-defining forms or architectural features.

Significance Evaluation

The Gift Center/Lusby Motor Company was evaluated for listing in the NRHP under Criteria A, B, and C using guidelines set forth in the NRHP Bulletin "How to Apply the National Register Criteria for Evaluation.

MARYLAND HISTORICAL TRUST REVIEW

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Reviewer, Office of Preservation Services **Date**

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The building is not eligible under Criterion A. Research has not shown the building to be associated with events or trends that have a made a significant contribution to broad patterns in history. Therefore, the property is not eligible under Criterion A.

The building is not eligible under Criterion B. Though the building is associated with the Lusby family of Prince Frederick, background research did not reveal the building to have any historically significant associations with the productive lives of any members of the Lusby family. Therefore, the building is not eligible under Criterion B.

The building is not eligible under Criterion C. The building is a ubiquitous but altered one-part commercial block building form and does not embody distinctive characteristics or possess high artistic value. Alterations to the building have also diminished the integrity of materials, design, and workmanship. Therefore, the building is not eligible under Criterion C.

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

Therefore, the Lusby Gift Center/Lusby Motor Company is not recommended eligible for listing in the NRHP.

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MARYLAND HISTORICAL TRUST REVIEW

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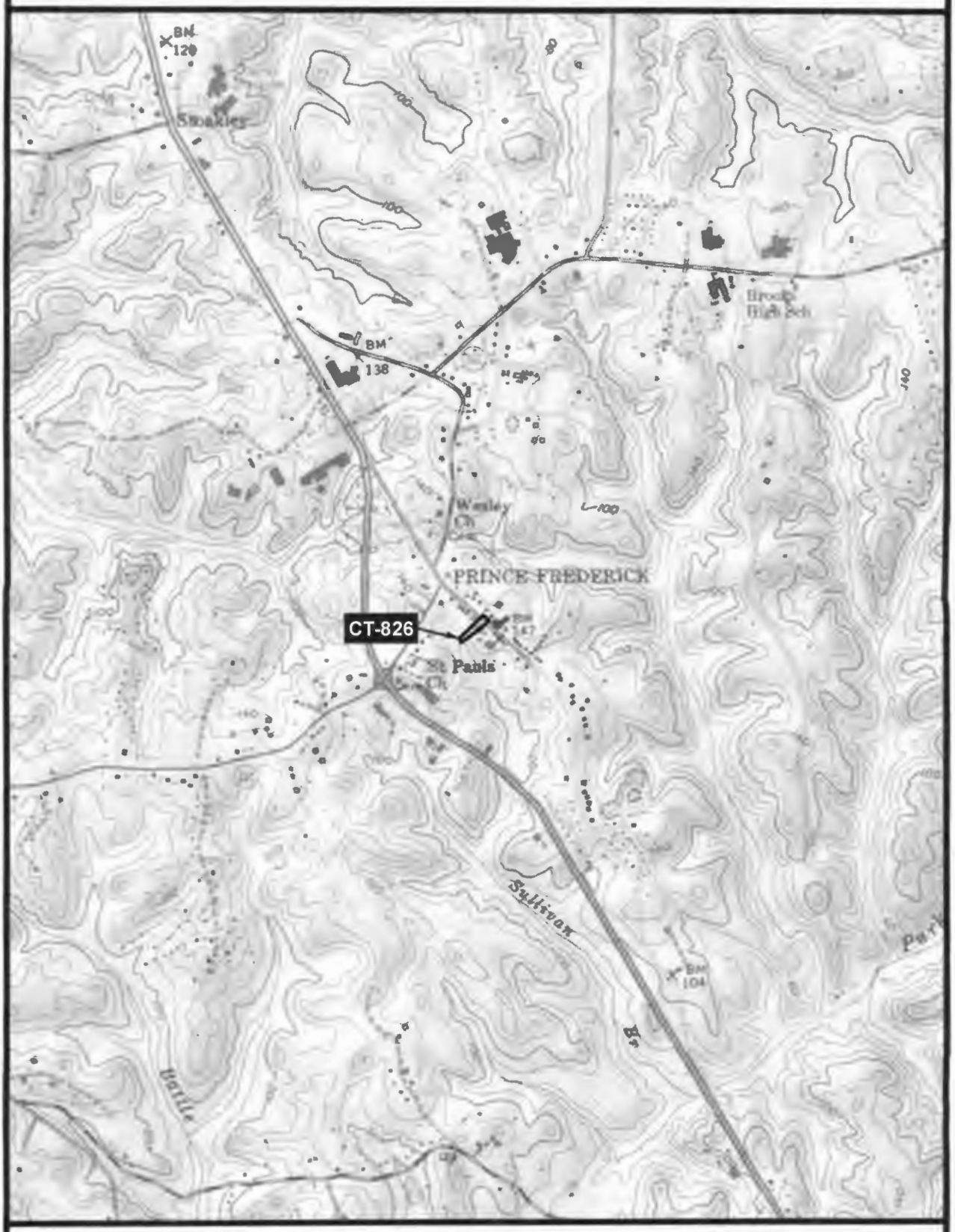
CT-826
Lusby Gift Center/Lusby Motor Company

155 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-826
Lusby Gift Center/Lusby Motor Company

155 Main Street
Prince Frederick, Calvert County, MD
Parcel ID: 24-426

Coordinate System: NAD 1983 StatePlane Maryland FIPS 1900

Property Boundary

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

0 100 200 ft

0 25 50 m

NORTH

Map prepared: Mar 2014

Photo Log

CT-826, Lusby Gift Center/Lusby Motor Company

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

CT-0826_2014-02-12_01
Facade, view to the southeast

CT-0826_2014-02-12_02
Side elevation, view to the south

CT-0826_2014-02-12_03
Side elevation, view to the west

LUSBY MOTOR CO
HARDWARE
CENTER

CT-826

Lusby Gift Center / Lusby Motor Company

Calvert County, MD

S. Foell

2/2014

MD SHPO

Facade, view to the southeast

1/3

GOLDEN

CT-826

Lusby Gift Center / Lusby Motor Company

Calvert County, MD

S. Foell

2/2014

MD SHPO

Side elevation, view to the south

2/3

NO
PARKING
ANY
TIME

CT-826

Lusby Gift Center / Lusby Motor Company

Calvert County, MD

S. Foell

2/2014

MD SHPO

Side elevation, view to the west

3/3

Survey No. CT-826

Magi No.

DOE ___yes ___no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic

and/or common Lusby Gift Center/Lusby Motor Company

2. Location

street & number (Maryland Route 765) Main Street ___ 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	X commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ 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 Maurice T. Lusby, III

street & number 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-826

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 one-story and two-story flat-roofed commercial building was probably built during the 1950's. It is a concrete-block structure with a modern pressed-brick veneer. Bands of vertical stretcher bricks provide the decoration. Seams in this brickwork make it clear that the one-and two-story sections of this building were constructed at different times. The facade is an arrangement of plate-glass commercial windows and double-door entrances. A varigated brick veneer and mansard roof have recently been added to the north end wall.

8. Significance

Survey No. CT-826

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-826

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

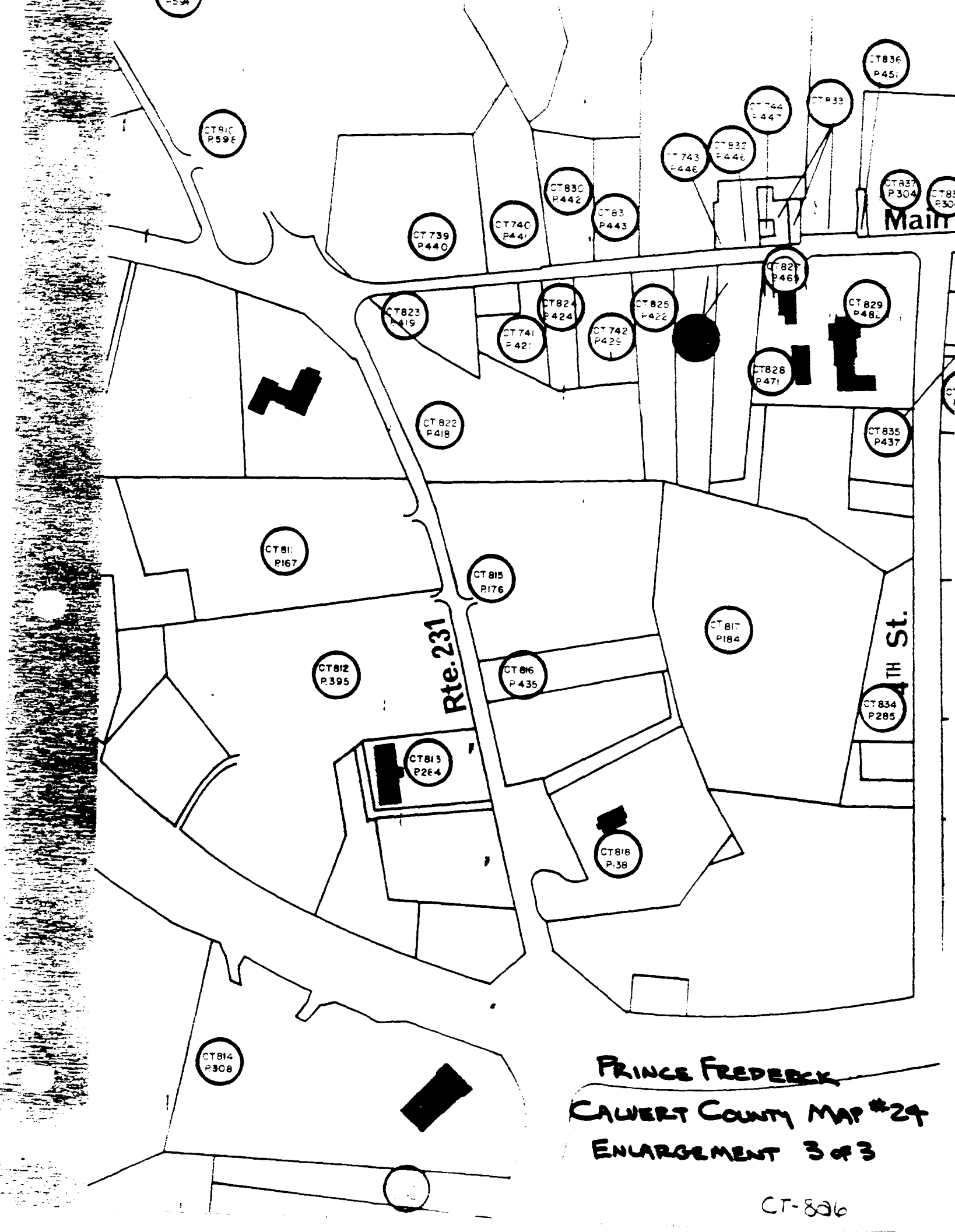
name/title	Camille Wells		
organization	MHT/Calvert Planning Department	date	September 30, 1986
street & number	Courthouse, Main Street	telephone	(301) 535-2348
city or town	Prince Frederick	state	Maryland 20678

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-806