

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes \_\_\_  
no X

Property Name: St. John Vianney Roman Catholic Church Inventory Number: CT-847  
Address: 105 Vianney Lane Historic district: \_\_\_ yes X no  
City: Prince Frederick Zip Code: 20678 County: Calvert  
USGS Quadrangle(s): Prince Frederick  
Property Owner: St. John Viannery Catholic Church Tax Account ID Number: 035898  
Tax Map Parcel Number(s): 113 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-847  
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

St. John Vianney Roman Catholic Church is located at 105 Vianney Lane on the southeastern end of Main Street in Prince Frederick, Maryland. The substantially altered church complex consists of the original 1937 small brick church that has been obscured by numerous large additions that have occurred from 1979-2002; the original portion of the church is a vernacular interpretation of the Gothic Revival style and features pointed-arch windows and a small tower. A 1986 photograph indicates that at that time, the church was comprised of the front-gable sanctuary, square tower, and northwest wing; the church complex is now exponentially larger. The complex is oriented on a southwest-northeast axis. Aerial views indicate that the church complex now takes a large, cruciform roof shape following the many expansions with the original church located at the southwest end.

The church's oldest sections are located at the complex's southwest end near Main Street. These sections include a single-story, front-gable sanctuary; a short, square tower attached to and located northwest of the sanctuary; and a one-and-a-half-story wing. The sanctuary is oriented on a southwest-northeast axis. The wing extends toward the northwest, perpendicular to the sanctuary, and is found at the rear, northeast side of the tower. The modest building features brick laid in a running bond pattern; most bricks are red, but there is an allusion to polychromy with various shades of red punctuated by the occasional dark brick. A steeply

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pitched, front-gable roof covers the sanctuary while a side-gable roof and flat roof top the wing and tower, respectively.

The sanctuary's southwest-facing facade is dominated by a central, Gothic-arched, multi-light, stained-glass window with flanking, multi-light, stained-glass sidelights. Both the central window and its sidelights feature patterned brick surrounds and projecting, brick, rowlock sills. Above the windows, a corbelled, brick cornice lines the roof gable. At the roof ridge, the elevation contains a decorative gable ornament of three inset Gothic arches. Above, a concrete cross acts as a finial atop the gable-front facade.

The adjacent, northwest tower is slightly set back from the sanctuary's gable-front and includes the original entrance door on its southwest-facing elevation. The entry is reached by a small brick stairway the width of the tower. A Gothic-arch, three-light, wood double door provides access into the sanctuary. The door is recessed and features a corbelled, Gothic-arch surround. Above the door is a vertical, multi-light window with a projecting, brick, rowlock sill. At the top of the tower is a modest cornice with brick dentil work. The tower's flat roof is bordered with a perforated parapet and topped by metal coping. Perforations take the form of a row of cruciform shapes.

The projecting, one-and-a-half-story, side-gable wing contains a central, fixed, multi-light window on its southwest elevation. Its northwest (side) elevation is comprised of the gable end and a central, exterior brick chimney. Multi-light windows flank the chimney at the first story with smaller windows flanking the chimney in the attic space. The wing's northeast (rear) elevation contains a single, multi-light shed dormer.

The church complex's remaining sections were constructed during a large church expansion that occurred in 2002. As a result, the original church has been incorporated into the new church and is surrounded by new construction on its southeast, northeast, and northwest sides. This expansion project included a new and larger sanctuary at the church complex's northeast end, a main entrance on the northwest elevation, and an additional wing and courtyard projecting southeast of the original sanctuary. Although the new construction is executed in brick, the scale and details are not compatible with the small original portion of the church.

The new sanctuary's front-gable central nave is aligned on a northeast-southwest axis, abutting the original sanctuary's rear. This northeast-facing elevation is symmetrical and includes a projecting, shed-roofed first-story. Fixed-light windows are located across the elevation's first story. At the elevation's center beneath the roof gable is a multi-light rose window. The gable is topped by a small cross.

A hip-roof transept intersects the nave on a northwest-southeast axis. Its northwest (side) and southeast (side) elevations are nearly identical. Each includes five round-arch, stained-glass windows that extend the height of the elevation. Four buttresses line the elevations.

On the complex's southeast (side) elevation is the projecting wing addition and adjacent courtyard. The side-gable wing's southwest elevation contains a segmental-arch porch entrance leading to a building entry. A smaller, round arch is located west of the segmental arch. A brick stairway leads to the porch. East of the porch are three round arch, multi-light windows. These windows include brick, rowlock sills. All arched openings across the elevation are lined by brick headers. The gable wing addition's southeast elevation is windowless and features two decorative buttresses. The wing addition's northeast elevation fronts the adjacent courtyard. The courtyard is surrounded by a low, brick wall interrupted by brick piers.

The complex's northwest (side) elevation contains the main entrance. It is set back and between the original church's wing and new sanctuary transept. The entrance features three recessed, glazed, double door entrances. Above the central entrance is a front-gable section with four-light round window.

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Slate shingles cover the entire complex's roof system. A single, exterior brick chimney is located on the original church's projecting wing.

The church is slightly set back from Main Street at its intersection with Vianney Lane. A small lawn separates the church from Main Street and features a number of young trees. Vianney Lane is located along the building's northwest elevation and a driveway is found along the building's southeast elevation. The driveway leads to parking lot to the building's rear, northeast side. The property surveyed as part of this assessment is 1.4 acres.

St. John Vianney Roman Catholic Church Historic Context

The earliest Roman Catholics arrived in St. Mary's County, Maryland, in 1634. Calvert County, however, was largely Anglican. By 1706, only 48 of Calvert County's 3,611 residents were Catholic. A Catholic parish was not established in the area until Solomons Island founded one in 1888.

St. John Vianney Catholic Church was established by Father Maurice B. Alexander as a mission of Our Lady Star of the Sea in Solomons Island. Beginning in the 1920s, Catholic priests traveled between Solomons Island and Prince Frederick to lead Mass at the nearby Goldstein's store. The town continued to grow. By the 1930s, the increased Catholic population of Prince Frederick justified construction of a chapel. A "chapel of ease" was built in Prince Frederick, providing a church location for Prince Frederick's growing number of Catholics unable to conveniently attend a parish church. The Extension Mission Society in Chicago provided financial assistance for the chapel's construction. In 1937, the chapel was completed and consecrated by Baltimore's Archbishop Michael Curley. The church remained a part of the Archdiocese of Baltimore until 1947 when it became a part of the Archdiocese of Washington. The church was named for St. John Vianney (1786-1859), a French priest who is a venerated saint in the Catholic Church and is the patron saint of all priests.

In 1965, St. John Vianney Catholic Church became an independent parish. A rectory was purchased that same year and provided housing for its priest. Father Joseph Naughton was St. John Vianney's first pastor.

By 1976, the church expanded with the addition of the Vianney Room, providing education space and a social hall for church members. The Vianney Room was further enlarged in 1993 to add an educational wing and lobby; another expansion in 2012 added a multi-purpose room.

In 1997, the church opened a parish cemetery. It has since been enlarged.

St. John Vianney built a new parish church in 2002. The new church was constructed at the rear of the original church and includes a 450-seat nave and 30-seat chapel. A section of the original church is now an entry room. Notably, the new parish church contains an extensive stained glass program conceived by Father Peter Daly.

Calvert County and Prince Frederick History

Established in 1654, Calvert County is bordered by the Chesapeake Bay to the east and the Patuxent River to the west and south. Today, the county encompasses 413 square miles of land. "A History of Calvert County" states that the county extended north and 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

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

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

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

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

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

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

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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.

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

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office, and a cobbler's shop occupied small buildings in Prince Frederick.

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

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

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

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

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

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

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motor companies, the Calvert Journal newspaper office, a fire station, butcher, restaurant, library, bank, and hotels. Homes were primarily located north of the courthouse and business district, as well as further south on Main Street.

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

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

Significance Evaluation

St. John Vianney Catholic Church 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. Research has not shown the building to be associated with people important in history. Therefore, the property is not eligible under Criterion B.

The building is not eligible under Criterion C. The original church was an excellent example of an early-twentieth century vernacular Gothic Revival chapel of ease constructed to serve a small population. In 2002, the church underwent an extensive expansion; this resulted in several large additions and the loss of integrity of materials, design, feeling, association, and setting. Because of the expansion, the church no longer retains integrity. Therefore, the building is not eligible under Criterion C.

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

Because the building is not eligible under any of the NRHP criteria, Criteria Consideration A does not apply.

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Therefore, St. John Vianney Catholic Church is not eligible for listing in the NRHP.

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<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended _____	Eligibility not recommended _____
Criteria: ___ A ___ B ___ C ___ D	Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G
MHT Comments:	
_____	_____
<b>Reviewer, Office of Preservation Services</b>	<b>Date</b>
_____	_____
<b>Reviewer, National Register Program</b>	<b>Date</b>

Shattuck, George Burbank, Benjamin L. Miller, Jay A. Bonsteel, R. T. Avon Burke, Charles F. Von Herrmann, Nathan Clifford Grover, L. A. Bauer, Hugh McCollum Curran, and Maryland Geological Survey. "Calvert County." Baltimore: The Johns Hopkins Press, 1907.

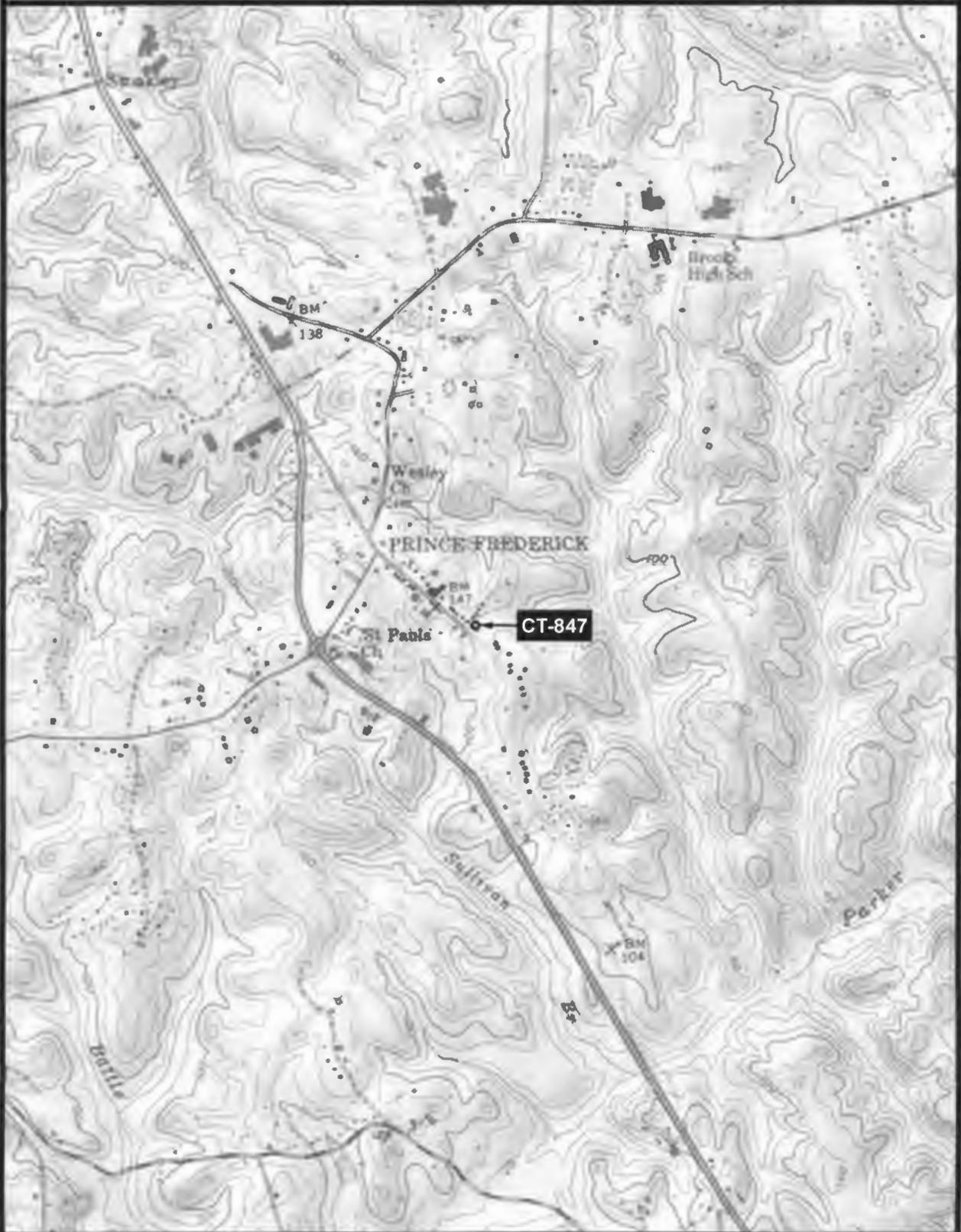
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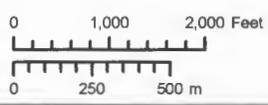
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<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended _____	Eligibility not recommended _____
Criteria:    ___ A    ___ B    ___ C    ___ D	Considerations:    ___ A    ___ B    ___ C    ___ D    ___ E    ___ F    ___ G
MHT Comments:	
_____	_____
Reviewer, Office of Preservation Services	Date
_____	_____
Reviewer, National Register Program	Date



 Property Boundary

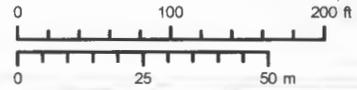
USGS 7.5 Minute Series 1:24000 Topographic Quadrangle: Prince Frederick (1993)





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

Coordinate System: NAD 1983 StatePlane Maryland FIPS 1900



## Photo Log

### CT-847, Saint John Vianney Roman Catholic Church

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

CT-0847\_2014-02-12\_01

Facade, showing original church, view to the northeast

CT-0847\_2014-02-12\_02

Facade and side elevation, showing additions, view to the east

CT-0847\_2014-02-12\_03

Side elevation, showing addition, view to the south

CT-0847\_2014-02-12\_04

Side and rear elevations, showing additions, view to the north



CT-847

Saint John Vianney Roman Catholic  
Church

Calvert County, MD

S. Foell

2/2014

MD SHPO

Facade, showing original church, view  
to the northeast

1/4



CT-847

Saint John Vianney Roman Catholic  
Church

Calvert County, MD

S. Foell

2/2014

MD SHPO

Facade and side elevation, showing  
additions, view to the east

2/4



CT-847

Saint John Vianney Roman Catholic  
Church

Calvert County, MD

S. Foell

2/2014

MD SITPO

Side elevation, showing addition, view  
to the south

314



CT-847

Saint John Vianney Roman Catholic  
Church

Calvert County, MD

S. Foell

2/2014

MD SHPO

Side and rear elevations, showing  
additions, view to the north

4/4

# Maryland Historical Trust State Historic Sites Inventory Form

## 1. Name (indicate preferred name)

historic

and/or common St. John Vianney Catholic Church

## 2. Location

street &amp; number (Maryland Route 765) Main &amp; Vianney Streets \_\_\_ not for publication

city, town Prince Frederick \_\_\_ 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 checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

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

name St. John Vianney Catholic Church

street &amp; 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 &amp; number Main Street (MD 765) folio

city, town Prince Frederick state Maryland

## 6. Representation in Existing Historical Surveys

title

date \_\_\_ federal \_\_\_ state \_\_\_ county \_\_\_ local

pository for survey records

city, town state

## 7. Description

Survey No. CT-847

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" 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 type="checkbox"/> unexposed		

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

This church faces west onto Maryland Route 765. It is designed to look like a rustic English country church. Constructed of brick, it is a nave-plan structure with brick corbels at the cornice line and salient buttresses set between pairs of round-headed windows. The gable roof is covered with slate shingles. The structure is five bays long. The gable end is embellished with a dentillated brick cornice and a three-part window, the middle section of which has a lancet design. Entry to the church is through a lanceted opening in the base of a square-plan tower set at the northwest corner of the church. The top of the tower is embellished with battlements. To the north of the nave and tower is a one-story, one-bay domestic-scaled brick wing with metal-muntined windows and an exterior gable-end chimney.

# 8. Significance

Survey No. CT-847

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 checked="" type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input 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 type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input 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		

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<b>Specific dates</b>	1937	<b>Builder/Architect</b>	
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check: Applicable Criteria:  A  B  C  D  
and/or  
Applicable Exception:  A  B  C  D  E  F  G

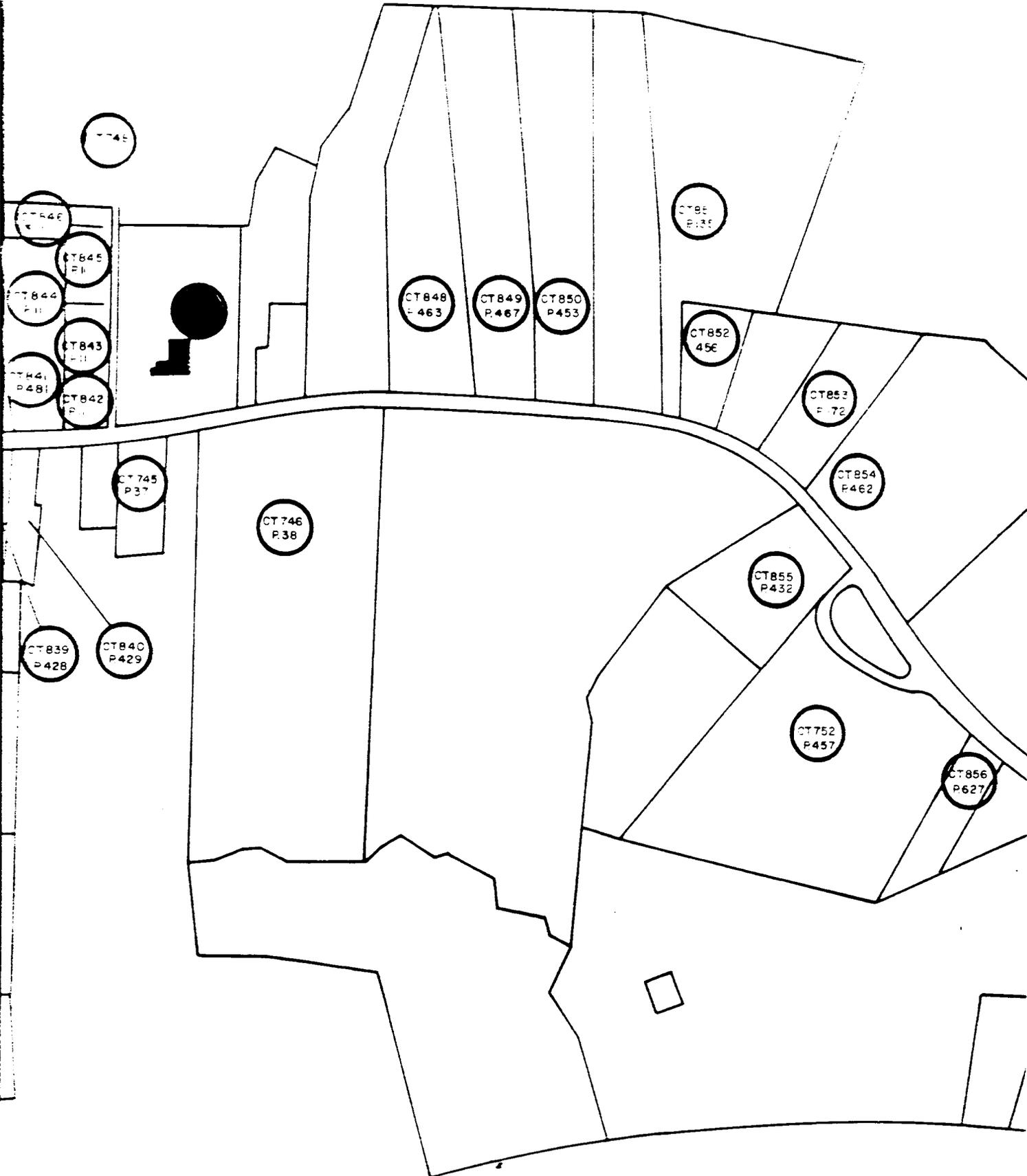
Level of Significance:  national  state  local

---

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.





Solomons Island Rd. South

PRINCE FREDERICK  
CALVERT COUNTY MAP #29  
ENLARGEMENT 3 of 3

CT-847



Ct-847 St. John Vianney Church  
Highway 765  
Prince Frederick

Camille Wells 9/86  
view from the northwest