

CAPSULE SUMMARY SHEET

Survey No.: CAR-165 (PACS 2) Construction Date: 1924

Name: Bowdle Property

Location: 21171 Wood Wharf Lane, Tanyard Vicinity, Caroline County

Private/Private residence/Occupied/Good/Not Accessible

Description:

The Bowdle Property is located on 33 hectares (81.5 acres) of land at the end of Wood Wharf Lane on the east side of the Choptank River in Caroline County. The property consists of a 1924 1½-story, 3-bay, side-gable cottage with Bungalow features and a 1924 wood-frame barn.

Significance:

Gifford and Mary Bowdle purchased 33 hectares (81.5 acres) on the east side of the Choptank River and along Berries Branch (Mitchell Run) for \$1025 at public auction in 1924 from W. Brewster Deen, trustee in the Chancery Court Case of James F. Trice et al vs. Roland Trice (Caroline County Clerk of Courts Office, Deed Liber 81/Folio 12). The Bowdles built the house and barn soon after they purchased the land in 1924. Gifford Bowdle sold the property in 1964 to DeGraaf Woodman. Mr. Woodman sold the property in 1972 to William and Joyce Christopher, who in turn sold the property to Clinton D. Taylor in 1981. The property passed with its acreage of 33 hectares (81.5 acres) intact from Mr. Taylor to the present owners Marion C. Crenshaw, Jr. and Lillian Crenshaw in 1984. The property has retained right-of-way for Wood Wharf Lane.

Maryland Historical Trust
Maryland Inventory of Historic Properties Form
MD 331 - Dover Bridge over Choptank River

DOE ___yes ___no

1. Name: (indicate preferred name)

historic Bowdle Property (preferred)

and/or common Crenshaw Property

2. Location:

street & number 21171 Wood Wharf Lane

n/a not for publication

city, town Tanyard

 vicinity of

congressional district

state

Maryland

county Caroline

3. Classification:

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input checked="" type="checkbox"/> agriculture <input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> education <input checked="" type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> other:
	<input checked="" type="checkbox"/> not applicable	<input checked="" type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:
			<input type="checkbox"/> transportation

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

name Marion C. Crenshaw, Jr. and Lillian B. Crenshaw

street & number 4312 Saint Paul Street

telephone no.:

city, town Baltimore

state and zip code MD 21218-1021

5. Location of Legal Description

Caroline County Clerk of Courts Office, Caroline County Courthouse, Room 104

liber FDM 221

street & number Market Street

folio 659

city, town Denton

state MD

6. Representation in Existing Historical Surveys

title

date

 federal state county local

depository for survey records

ci , town

state

7. Description

Survey No. CAR-165 (PACS 2)

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Resource Count: 2

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

The Bowdle Property consists of a 1924 house and barn situated on a 33 hectare (81.5 acre) parcel of land adjacent to the Choptank River. Lying on the north side of Wood Wharf Lane, the house is a 1½-story, 3-bay cottage with Bungalow features. The building is massed plan, with a front porch and an enclosed rear porch. Also on the property are a 1-story wood-frame barn, and a wood pier.

The structure has a gable roof covered in asphalt shingles, with shed dormers on the front and rear elevations and a centered brick chimney. It is of wood-frame construction with weatherboard siding, and it has a concrete foundation with a brick foundation under the porches. The windows are double-hung vinyl. The house has a 1-story shed roof porch on the front elevation and an enclosed porch on the south elevation. The porch on the north elevation has brick steps on the east, west and north leading to the porch. The roof is supported by four square wood posts.

The north, or front facade has a large shed dormer. The first story entrance is centered. The fenestration pattern is symmetrical with two 1/1, double-hung vinyl replacement windows flanking the door on the first story. The shed dormer has three 1/1 double-hung windows. Typical elements of the style, including the 1½-story height, steep gable roof with shed dormer, and front porch are evident on this elevation.

The west elevation has a projecting bay located at the second bay of the first story. The fenestration pattern is asymmetrical with one 1/1 double-hung window in the first bay and three 1/1 double-hung windows in the canted bay. There are two 1/1 double hung windows on the second story. There is a small louvered vent in the gable end.

The south, or rear elevation has an enclosed porch. The fenestration pattern is symmetrical with a centered door flanked by two large screens, and one 1/1 double-hung window in the fourth bay of the first story. The shed dormer has three 1/1 double-hung windows. Alterations to the elevation include the enclosure of the porch.

The east elevation has a symmetrical fenestration pattern with one 1-light fixed-sash window in the basement level and two 1/1 double-hung windows on the first story. The second story has two 1/1 double-hung windows and a small louvered vent in the gable end. There is a bulkhead door leading to the basement.

There is one outbuilding associated with this building. It is a 1-story barn, with a corrugated metal gable roof over wood shingles. Constructed in 1924 with the house, it is of wood-frame construction with vertical board and composite siding. The roof has exposed rafter ends. There are large sliding doors on the east and west elevations, and a smaller opening on the south gable end. The structure is located southeast of the house, on the other side of the dirt lane.

Interior access to the buildings was not available.

CONTINUATION SHEET

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM

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7. Description (Continued)

The property is located at the end of Wood Wharf Lane, on the southeast side of the Choptank River. The house is oriented towards the river, and is surrounded on the south by cultivated fields. There is scattered residential development to the east. The property's setting is rural in character, and the property retains an isolated feeling despite the residential buildings to the east. There is a wood pier extending into the river, located northeast of the house.

8. Significance

Survey No. CAR-165 (PACS 2)

Period	Areas of Significance—Check and justify below							
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archaeology-prehistoric	<input type="checkbox"/> Community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<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"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communication	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)				

Specific dates 1924	Builder/Architect						
check:	Applicable Criteria:	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C	<input type="checkbox"/> D	<input type="checkbox"/>	<input type="checkbox"/>
	and/or						
	Applicable Exceptions:	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C	<input type="checkbox"/> D	<input type="checkbox"/> E	<input type="checkbox"/> F <input type="checkbox"/> G
	Level of Significance:	<input type="checkbox"/> national	<input type="checkbox"/> state	<input type="checkbox"/> local	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Prepare both a summary paragraph of significance and a general statement of history and support.

Gifford and Mary Bowdle purchased 33 hectares (81.5 acres) on the east side of the Choptank River and along Berries Branch (Mitchell Run) for \$1025 at public auction in 1924 from W. Brewster Deen, trustee in the Chancery Court Case of James F. Trice et al vs. Roland Trice (Caroline County Clerk of Courts Office, Deed Liber 81/Folio 12). The Trice Chancery Case settled the division of 80.9 hectares (200 acres) of land left by Hutchison Trice. Mr. Trice had acquired the 80.9 hectares (200 acre) tract called "West Providence" or "Wood Wharf" from an Alpheus Nichols in 1881 (CCCCO, Deed Liber 44/Folio 114). The Bowdles built the house and barn soon after they purchased the land in 1924. Gifford Bowdle sold the property in 1964 to DeGraaf Woodman. Mr. Woodman sold the property in 1972 to William and Joyce Christopher, who in turn sold the property to Clinton D. Taylor in 1981. The property passed with its acreage of 33 hectares (81.5 acres) intact from Mr. Taylor to the present owners Marion C. Crenshaw, Jr. and Lillian Crenshaw in 1984. The property has retained right-of-way for Wood Wharf Lane. The property contains a 1924 side-gable cottage and a barn.

Between 1870 and 1940 the vernacular cottage style was typically built for Americans of modest means. Cottages are characterized by simple ornamentation and mass-produced components, such as door frames, moldings, sash and window units, and porch decoration. The development of post Civil War machinery capable of producing large amounts of standardized housing elements, such as those found in cottages, contributed greatly to the development of the modern American housing industry. Designs for vernacular cottages were obtained from popular magazines, such as House Beautiful, or carpenter's and builder's journals, such as American Builder. A variety of front-gable, side-gable, cross-gable and hipped roof frame cottages were developed in the early to mid-twentieth century. Front-gable and hipped roof cottages are primarily 1- to 1½-stories tall, 3-bays wide and several rooms deep. Side-gable and cross-gable structures are usually 1- to 2½-stories tall, are typically 2- to 3-bays in width and vary from 1- to 3-rooms deep. They usually include a porch covered with a shed roof. Porches are supported by posts often containing machine-produced Victorian ornamentation. Some cottages feature ornamentation drawn from the Craftsman style, Colonial Revival or Tudor Revival architecture (Gottfried and Jennings 1988: viii-xv).

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STATE HISTORIC SITES INVENTORY FORM

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8. Significance (Continued)

The term cottage is used to describe traditional residential building forms constructed throughout the nineteenth and twentieth centuries. The earliest cottages, were usually 2-stories in height and, like the I-house, were 1-room deep. However, the structures lacked the center-hall plan or fenestration pattern of the I-house. Later cottages in the area are predominantly 1-story, front- and side-gable structures.

Cottages often have features extracted from other styles. Depending on the fashionable style of the time, the cottage can have Queen Anne, Bungalow, Colonial Revival or Tudor Revival influences. Since the houses were small, other buildings were often incorporated on the site to meet agricultural or storage needs.

Most inhabitants of the project area were engaged in farming at the time of first settlement. The barn was the principal building erected on a farm which provided space for cows, horses, equipment, and hay, straw or tobacco storage. The barns most frequently found in the project area were the all-purpose barn, used for storage of animals, feed and mechanical equipment, or tobacco barns, specifically constructed for the purpose of storing and curing tobacco.

Throughout the nineteenth century, barns increased in size or were newly built to include space for smaller animals, such as poultry and pigs, and as a place for the threshing and storage of grain. Their size also increased during the nineteenth century as the introduction of improved equipment led to more efficient and profitable operations, and, consequently, to increased need for storage facilities (Grow 1985: 60, 76). Typically, livestock was housed on the lower level, while the upper level was reserved for the storage of hay and straw, and the threshing and storage of feed grains.

The Dutch and English styles became popular forms of barns which were then adapted to perform specific farm functions, such as livestock storage, tobacco-curing or dairying. Dutch barns were nearly square in plan and covered with a highly pitched roof. They employed a three-bay design with a large central door in the gable end. The first story was used for grain storage, threshing and animal shelter, while hay was stored in a loft area. The English barn also contained three bays with a central entry but the openings are along the eave wall of the barn, not the gable end. The roof of the English barn is low pitched (Arthur and Witney 1988: 36-83). Foundation walls were frequently of fieldstone masonry construction which was sometimes used for gable end walls construction. Vertical wood sheathing was a common exterior siding. Roofs were covered with shingle, slate, or metal.

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8. Significance (Continued)

History of Surrounding Area

In June 1631 Cecil Calvert, the Second Lord Baltimore received a royal charter from Charles I founding the English colony of Maryland. This land was inhabited by the Choptanks, Nanticokes, Wicomesses and other peoples when English explorers and early settlers arrived. Caroline County was founded in 1774 from Queen Anne and Dorchester Counties. It differs from other Eastern Shore counties in having no border on the Chesapeake Bay, though access to the Bay is assured by means of the Choptank River (Rairigh 1950, 1095). The majority of Caroline County's population descended from families of English ancestry. African-Americans arrived as slaves and have remained the largest minority population in the county although, slavery was much less prevalent in Caroline County than in neighboring Eastern Shore counties. From the end of the eighteenth century to the present, the county's population has been primarily Quaker or Methodist. Both groups contributed to a strong anti-slavery sentiment in the county years before the Civil War.

A boundary dispute which periodically grew violent discouraged settlers from entering parts of the future Caroline County which lay near the unresolved border of Delaware and Maryland. By the time much of the county was deemed safe to occupy in 1761, other Eastern Shore planters, as in Talbot County, had already begun to diversify their crops. A large proportion of the land under cultivation in Caroline County was held by small farmers (Rairigh 1950, 1100, 1104). Farmers in Caroline County had never depended upon tobacco, and in 1840 they produced none at all (Rairigh 1950, 1105). Instead farms produced a variety of livestock, grains, produce, dairy products and other goods.

After the Civil War, the arrival of the Maryland and Delaware Railroad in 1869, which ran north along the Eastern Shore peninsula, opened northern markets for Caroline County produce (Rairigh 1950, 1114). With the development of refrigerated cars and later automobiles, truck farming of fruits and vegetables along with dairy production became more profitable. In the 1950s, the Chesapeake Bay Bridge brought renewed life to truck farming and poultry production (Brugger 1988, 577). Seafood production was never a leading industry for Caroline County as it was for other Eastern Shore counties.

The Choptank River served as a natural transportation corridor, encouraging the development of many small landings along the Caroline County shore. But the river also served as a barrier between the citizens of Caroline County and the port villages which were developing on the Talbot County side of the river. The port of Dover arose from John Barker's ferry on the Talbot County side of the Choptank River which was first mentioned in the records of 1663 (Preston 1983, 80). Its importance derived from the fresh water content of the river at that point. Ships from England sought Dover's harbor in order to kill the salt water shipworms which were notoriously destructive to wooden ships. After a failed bid by Dover to become the Eastern Shore capital in the late eighteenth century, Dover Ferry moved its crossing two miles upriver and Dover began to decline into obscurity. The new ferry location was a deep and narrow section of the river,

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8. Significance (Continued)

with extensive marshes on the Caroline County side. The road was extended through the marsh and the ferry was established (Mullikin 1961, 42). The Dover name lingers in several place names, including Dover Road and Dover Bridge. Dover Ferry and later Dover Bridge, provided Caroline County with an important land link to Talbot County. In 1810 Talbot and Caroline county citizens petitioned for a bridge in the vicinity of Dover Ferry (History of Caroline County, 32-33). Historic maps indicate that a bridge was constructed in subsequent years at the site of the Dover Ferry crossing. A later replacement was one of the earliest cast-iron bridges in Maryland (History of Road Building in Maryland, 125). The bridge was constructed as a moveable structure in order to accommodate the height of the vessels which navigated the Choptank River and is labeled the "Dover Draw Bridge" on an 1873 map of the area (Martenet). The current structure is a Warren truss, swing moveable bridge which was built in 1933 (Survey Form).

National Register Evaluation:

Constructed in 1924, the Bowdle Property is not eligible for the National Register of Historic Places. The property is not eligible under Criterion A, as research conducted indicates no association with any historic events or trends significant in the development of national, state or local history. Historic research indicates that the property has no association with persons who have made specific contributions to history, and therefore, it does not meet Criterion B. It is not eligible under Criterion C, as its windows have been replaced, its front porch altered, and its back porch enclosed, and the property is an undistinguished example of a cottage with Bungalow features. The replacement of the windows and the alterations to the porches have a negative impact on the house's integrity of design, workmanship, and materials, as character-defining elements like multi-light windows and porches with heavy battered posts and rails no longer exist. Finally, the structure has no known potential to yield important information, and therefore, is not eligible under Criterion D.

MARYLAND HISTORICAL TRUST	
Eligibility recommended _____	Eligibility Not Recommended <u>X</u>
Comments _____	
Reviewer, OPS: <u>Alford</u>	Date: <u>6/29/98</u>
Reviewer, NR Program: <u>Bundy</u>	Date: <u>7/8/98</u>

Gray

9. Major Bibliographical References

Survey No. CAR-165 (PACS 2)

See Attached

10. Geographical Data

Acreage of nominated property _____
Quadrangle name Fowling Creek, MD

Quadrangle scale 1:24,000

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 Susan Taylor/Caroline Hall

organization P.A.C. Spero & Company

date February 1998/Revised May 1998

street & number 40 W. Chesapeake Avenue, Suite 412

telephone (410) 296-1635

city or town Baltimore

state Maryland

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
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
(410) 514-7600

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MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM

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ADDRESS: 21171 Wood Wharf Lane, Tanyard Vicinity, Caroline County

9. Major Bibliographical References (Continued)

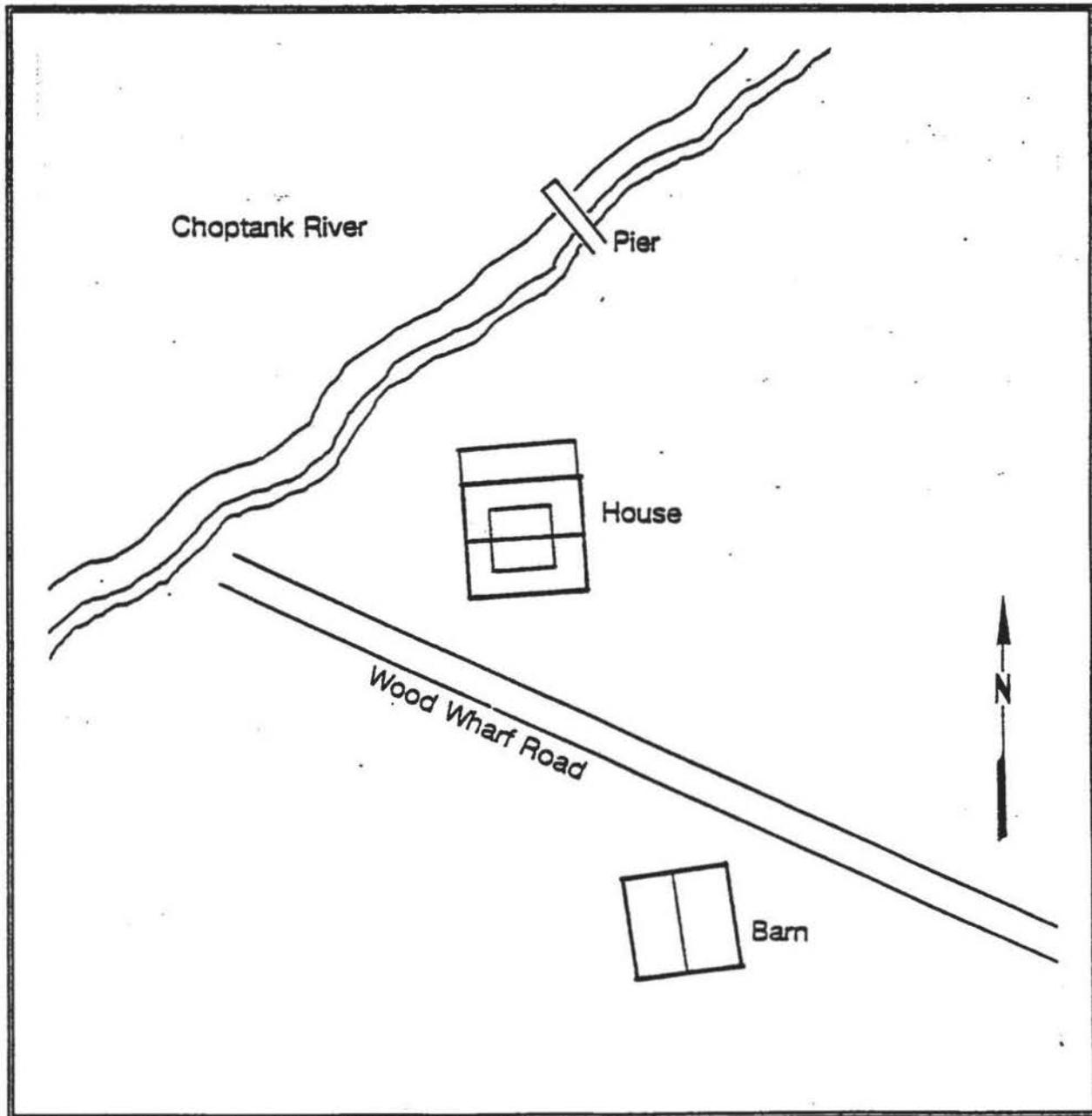
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10. Geographical Data (Continued)

Resource Sketch Map:



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Maryland Comprehensive Historic Preservation Plan Data Sheet

Historic Context:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization: Eastern Shore

Chronological/Developmental Period Theme (s): Industrial/Urban Dominance A.D. 1870-1930.

Prehistoric/Historic Period Theme(s): Agriculture

RESOURCE TYPE:

Category (see Section 3 of survey form): Buildings

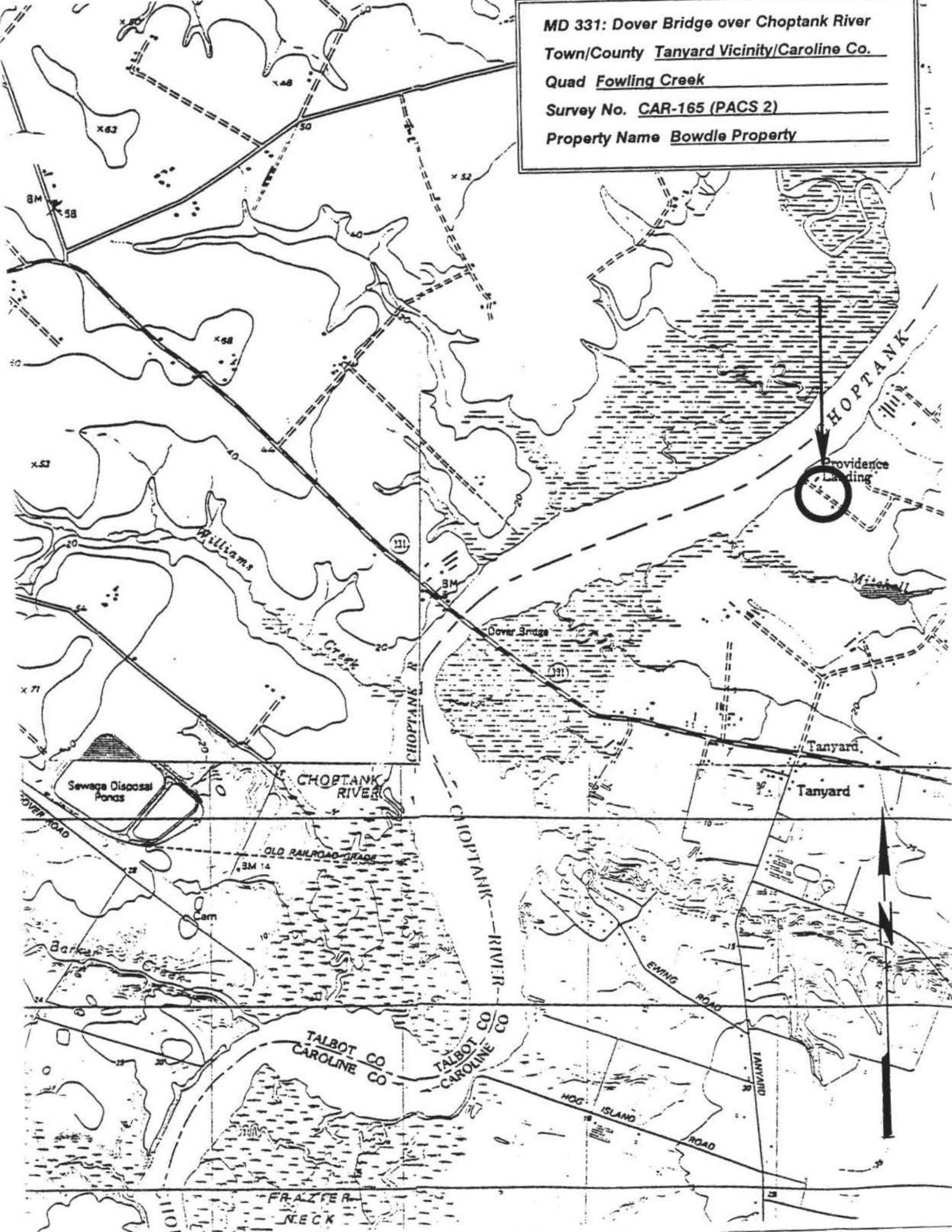
Historic Environment (urban, suburban, village, or rural): rural

Historic Function(s) and Use(s): private residence, agriculture

Known Design Source (write none if unknown): none

Preparer:
P.A.C. Spero & Company
February 1998/Revised May 1998

MD 331: Dover Bridge over Choptank River
Town/County Tanyard Vicinity/Caroline Co.
Quad Fowling Creek
Survey No. CAR-165 (PACS 2)
Property Name Bowdle Property





CAR 165

BOWDLE PROPERTY

CAROLINE COUNTY, MD

SUSAN TAYLOR

1198

MD SHPO

BARN AND HOUSE, VIEW NE

1 OF 11



CAR-165
BOWDLE PROPERTY
CAROLINE COUNTY, MD
SUSAN TAYLOR

1198

MD SHPO

SOUTH ELEVATION

2 OF 11



CAR-165

BOWDIE PROPERTY
CAROLINE COUNTY, MD
SUSAN TAYLOR

1/98

MD SHPO

SOUTH AND EAST ELEVATIONS

3 OF 11



CAR - 165

BOWDLE PROPERTY

CAROLINE COUNTY, MD

SUSAN TAYLOR

1/98

MD SHPO

EAST ELEVATION

4 OF 11



CAR 165

BOWDLE PROPERTY

CAROLINE COUNTY, MD

SUSAN TAYLOR

1198

MD SHPO

EAST AND NORTH ELEVATIONS

5 OF 11



CAR 165

BOWDLE PROPERTY

CAROLINE COUNTY, MD

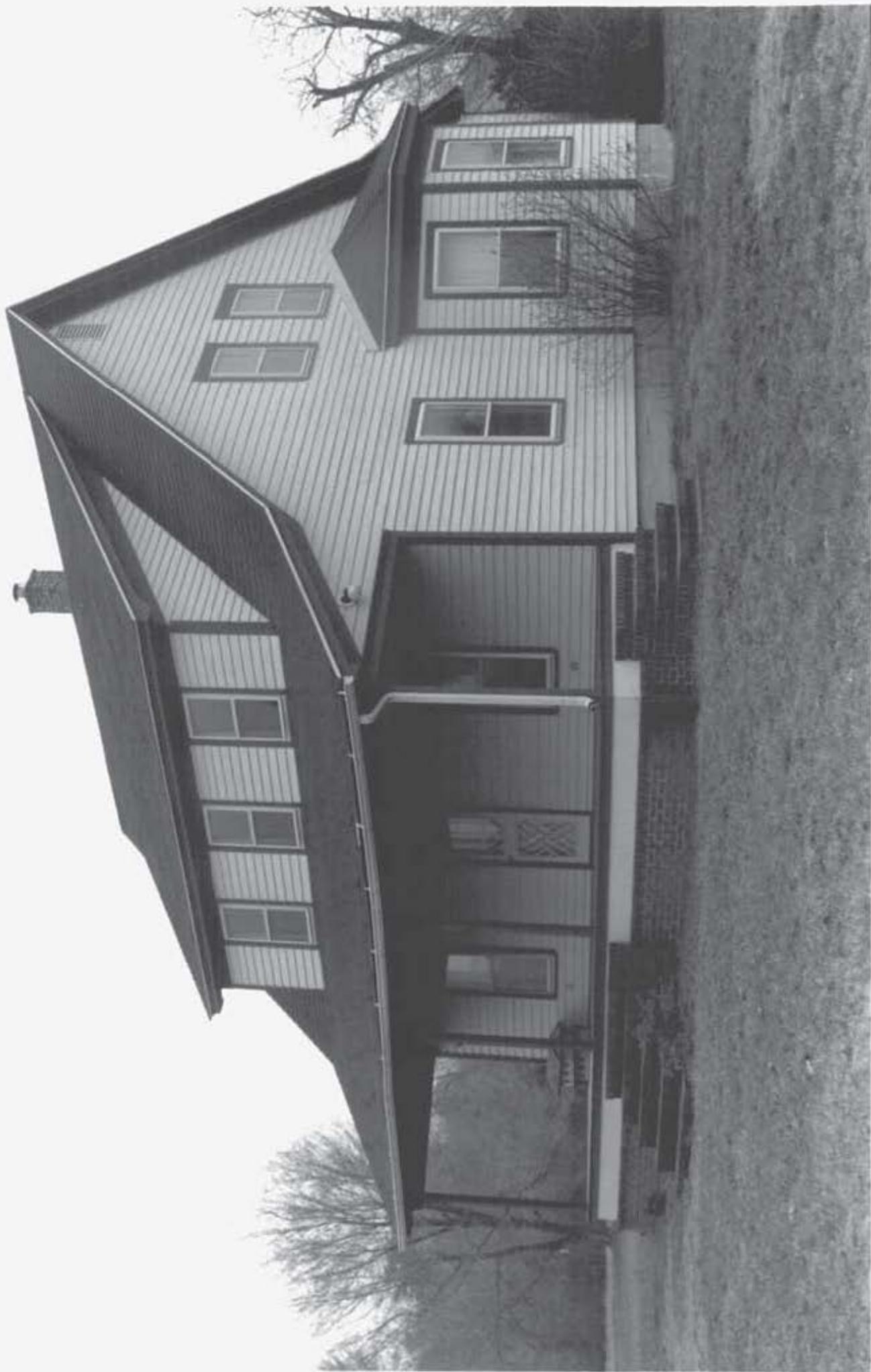
SUSAN TAYLOR

1/98

MD SHPO

NORTH ELEVATION

6 OF 11



CAR 165

BOWDIE PROPERTY

CAROLINE COUNTY, MD

SUSAN TAYLOR

1198

MD SHPO

NORTH AND WEST ELEVATIONS

7 OF 11



CAR 1165
BOWDLE PROPERTY
CAROLINE COUNTY, MD
SUSAN TAYLOR
1198
MD SHPO
WEST ELEVATION
8 OF 11



CAR 165

BOWDIE PROPERTY

CAROLINE COUNTY, MD

SUSAN TAYLOR

1/98

MD SHPO

SOUTH AND WEST ELEVATIONS

9 OF 11



CAR 1165

BOWDCE PROPERTY

CAROLINE COUNTY, MD

SUSAN TAYLOR

1/98

MD SHPO

BARN, NORTH AND WEST ELEVATIONS

10 OF 11



CAR 165

BOWDLE PROPERTY

CAROLINE COUNTY, MD

SUSAN TAYLOR

1198

MD SHPO

BARN, SOUTH AND EAST ELEVATIONS

11 OF 11