

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: McCauley Road Arch over Trib. of Octoraro Creek, Cecil County, Maryland
Survey Number: CE-1201

Project: Repairs to Bridge Agency: Cecil County DPW

Site visit by MHT Staff: no yes Name A. Bruder Date 12/2/98

Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G
 None

Justification for decision: (Use continuation sheet if necessary and attach map)

The McCauley Road Arch over a Tributary of Octoraro Creek in the vicinity of Rowlandsville, Cecil County, is a mid-nineteenth century example of a stone arch culvert. The Cecil County DPW believes that the bridge was built circa 1862 although McCauley Road was originally surveyed and constructed in 1810. The stones are granite rubble with some quartzite stones inserted in the arch ring. The parapets and the wingwalls are also made of granite rubble. Based on the information supplied, the culvert is eligible for inclusion in the National Register under Criterion C as an example of stone arch construction.

Documentation on the property/district is presented in: Project Review and Compliance File

Prepared by: James Aguirre

A. Bruder February 24, 1999
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable

B. Kuntz 2/24/99
Reviewer, NR program Date

gmg

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaptation

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: Structure
Historic Environment: Rural
Historic Function(s) and Use(s): Creek crossing for vehicles and animals
Known Design Source: _____

Maryland Historical Trust HISTORIC PROPERTIES
State Historic Sites Inventory Form

CE-1201
DOE yes no
File 6-137

1. Name (indicate preferred name)

historic McCauley Road Stone Arch

and/or common Bridge No. XCE 3005 on McCauley Road over Tributary of Octoraro Creek

2. Location

street & number near 665 McCauley Road, half mile west of Liberty, not for publication

city, town Grove Road Rowladsville Heights vicinity of congressional district

state Maryland county Cecil

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input 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 checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

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

name Cecil County Department of Public Works

street & number 129 East Main Street telephone no.: 410-996-5200

city, town Elkton state and zip code Maryland, 21921

5. Location of Legal Description

courthouse, registry of deeds, etc. NA liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title McCauley Road Stone Bridge - CE-1201

date 11-13-81 federal state county local

depository for survey records Maryland Historical Trust

city, town Crownsville state MD

7. Description

Survey No. CE-1201

Condition

excellent

good

fair

deteriorated

ruins

unexposed

Check one

unaltered

altered

Check one

original site

moved date of move _____

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

See attached sheets.

8. Significance

Survey No. CE-1201

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

probable date of structure

Specific dates	Builder/Architect
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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.
See attached sheets.

9. Major Bibliographical References

Survey No. CE-1201

See attached sheets.

10. Geographical Data

Acreeage of nominated property NA

Quadrangle name Conowingo Dam, MD-PA

Quadrangle scale one inch @ one half mile

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
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D	<input type="text"/>	<input type="text"/>	<input type="text"/>
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E	<input type="text"/>	<input type="text"/>	<input type="text"/>
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F	<input type="text"/>	<input type="text"/>	<input type="text"/>
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G	<input type="text"/>	<input type="text"/>	<input type="text"/>
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H	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Verbal boundary description and justification Stone arch culvert located on McCauley Road adjacent to 515 McCauley Road about one mile east of Rowlandsville.

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

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title James T. Aguirre, P.E. Cecil County Bridge Coordinator

organization Cecil County Roads Division date November 3, 1998

street & number 758 East Old Philadelphia Road telephone 410-996-6270

city or town Elkton state MD 21921

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~~ **MARYLAND HISTORICAL TRUST**
 Shaw House DHCP/DHCD
 21 State Circle 100 COMMUNITY PLACE
 Annapolis, Maryland 21401 CROWNSVILLE, MD 21032-2023
 (301) 269-2438 514-7600

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

The McCauley Stone arch bridge, Small Structure XCE 3005, is a vernacular, random course rubble stone, single arched culvert which carries McCauley Road over a tributary of Octoraro Creek. In the vicinity of the structure McCauley Road runs in a curved alignment in a general east- west direction between Vinegar Hill and Rowlandsville while the tributary of Octoraro Creek flows south east to north west.

McCauley Road is part of the Cecil County road system and serves the rural farmland and orchards of the northwest and central areas of the County. The terrain is rolling and wooded. Agricultural parcels have become developed and subdivided into single family housing in the past several decades.

Small Structure No. XCE 3005 is comprised of an arch approximately 5'-0"± wide and 6'-0"± high with a length of arch barrel of 23'-4"±. The structure is composed of undressed granite although are a few random quartzite stones as well. Longitudinally the structure and the roadway appear to follow a natural ridgeline. The culvert is located just south of a small waterfall and is situated on native bedrock with a relatively flat invert from inlet to outlet. The structure rests in natural setting with several exposed boulders supporting the main arch. The structure is earth filled carrying an improved bituminous roadway.

The vertical alignment of the roadway at the arch is level but rises dramatically about ten feet in elevation on each approach. Horizontally the roadway is on a sharp curve running concave from northwest to northeast. The roadway is very narrow at the structure being only 16'-0"± wide with variable width shoulders and is bordered by exposed stone parapets measuring 1'-6"± feet wide and from 1'-8"± to 2'-10"± high. The structure carries two lanes of opposing traffic.

The structure is very unique among the stone arch structures inventoried in Maryland. Its wing walls are aligned on chords whose angles meet at approximately the center of the arch barrel to approximate the curved alignment of the roadway. The lengths of these wing walls are as follows: northeast- 30'-4"±, northwest- 22'-8"±, southeast- 24'-5"± and southwest- 21'-11"±. These lengths are measured at the top of roadway and include those portions which are missing which will be discussed further.

Also of architectural note is the shape of the arch proper. Unlike other Maryland arched structures that have a complete arch shape from base to rise, this culvert opening can be described as a smooth segmental arch with a curved transition from arch to rectangular supporting sides. At the base the culvert opening is rectangular shaped with vertical walls about 4'-0"± in height and is topped with a shallow arch about 2'-0"± in height.

The structure itself has not undergone any major alteration except for a poorly conceived parging of its joints. There are some areas where original mortar is visible and it is believed that the structure when first built was not free standing. Sloping concrete lips have been fashioned on the shoulder sides of the stone walls for drainage. These are not original.

Overall the structure is considered in good condition. The southwest and northeast wing wall have been struck by vehicles at their ends and the lengths of walls missing are 11'-0"± and 6'-0"± respectively. These walls can easily be repaired since the fallen stone lies in piles near the area of vehicular collision. Additionally, the end portion of the northeast wall is leaning towards the roadway. There is some graffiti on the tops of the parapets which are slightly wider than the vertical wall which supports them. The road side face of granite is dark showing exposure to the elements. The west inlet end of culvert barrel has a missing stone at the base probably from scouring. The concrete parging is generally in disrepair.

Overall the structure retains the integrity of all the primary and secondary defining elements for a stone arch culvert. It retains integrity of location, setting, materials, workmanship, feeling and association.

Cecil County Public Roads Division initiated a rehabilitation project in January, 1999 to correct the before mentioned problems with the structure.

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

Small Structure No. XCE 3005 as a contributing resource of McCauley Road is significant to Cecil County history and transportation. Certainly it meets Criterion A for its role in encouraging transportation and commerce through the turnpike construction in Maryland. The structure meets Criterion C as previously discussed for its distinct engineering and architectural features and is certainly a significant example of its type.

McCauley Road is one of the original secondary thoroughfares of the County being constructed after the original road system of the County was first established in the mid and late eighteenth century. The road first appears on the 1854 Martenet map of the County. Its original name was Wallace Road. The road was used as a major transportation route for industry and farming development in this area of the County.

A good indication of the structure's age and rationale for construction has been found in Publick Roads, Cecil County Md., Book No. 2. On March 16, 1810 the County Commissioners decided to survey and construct Wallace Road which was to bisect those properties which formerly consisted of the Nottingham estate. It was to lead from Thomas Wallace's Mill near the present day Rowlandsville to the public road which lead from Creswell's Ferry (Port Deposit) to the Brick Meeting House Road (intersection of Maryland Routes 272 & 273). The width of road was thirty feet and the property owners were compensated for their losses in property. It is important to note that the road was surveyed and therefore an early example of an engineered roadway.

Also of importance is that the plot made by the surveyor does not describe a structure where the McCauley arch now exists although many other plots in this Commissioner's minute book from this time period describe dams and bridges of similar lengths. Finally, it should be noted that the road was named after the mill which was established by 1810 and the reason for the creation of the roadway.

The first move from agriculture to industry in this area was the establishment of mills which required a steady network of feeder routes for raw supplies and the same for the transportation of their finished goods. Direct roads would facilitate the burgeoning mill industry. Octoraro Creek was the site of many mill facilities.

About a mile to the west on McCauley Road from the structure near the outskirts of Rowlandsville is the ruins of the Wallace mill near Octoraro Creek. The 1854 Martenet map indicates this was the location of a grist mill and a saw mill and the 1877 county map indicates it was later the location of the McCulloch Iron Co. Although Rowlandsville dates to 1749, the early mills date to the end of the eighteenth century.

CE 042 was a mill on Octoraro Creek owned by D.W. Dempsey. An iron mill was introduced at the same location and was owned by Davis Christy & Co. Frey's forge was built in 1795 by John Churchman & Samuel Hughes. The Octoraro Rolling Mill was built in 1828 and made iron products. CE 886 is a complex of three fieldstone structures which housed its employees. McCullough Iron Co. bought the iron mill in 1852. The Christie grist mill was established in 1840 and made flour. It is inventoried as CE 789.

It was not until May 13, 1862 that further mention was made of Wallace Road. It appears there was a property dispute in the area of the present day arch. Furthermore, the roadway required repairs and changes had been made in the alignment due to the users of the thoroughfare. A resurvey was ordered by the Sixth District Road Supervisor who also lived on Wallace Road, William Coate. This resurvey of the existing road made further changes to lessen the road grades but did not indicate any structure in the vicinity of the McCauley Arch.

Unfortunately the later volumes of Publick Roads are missing and the date of the structure can not be ascertained. It must be assumed that its date of origin is after 1862.

There are only two stone arch structures still serving the local road system in Cecil County, the McCauley Arch and the Lewis Shore Arch built in 1832 for the Frenchtown and New Castle Railroad. The before mentioned Commissioner's Minute Book indicates that other stone arches had been constructed. One over Herring Run on the Port Deposit to Perryville Road was let for construction on May 11, 1864 for \$1,500. Its mortar mix was designated as one part lime, one part mortar and two parts sand.

The McCauley Arch spans this large gore and in reality acts more like a retaining wall keeping the side slopes of the roadway from spilling into the adjacent farmlands. This probably is an indication of the property dispute of 1862. The arch shape is extremely tight with a very small opening large enough only for a single cow to enter and exit which again would be a feature that farm owners would be conscious of. Many arched structures have larger openings than the normal width of the waterway but this is not the case with the McCauley arch.

The 1854 Martenet map also indicates that structures nearby the arch were owned by the prominent Swisher family, John, Jeremy and James. The Hanson House, CE-39, was owned by the Swishers and is another contributing resource. The 1877 Cecil County map again indicates the same Swisher structures on the north side of the road and the same on its south side which were owned by N. McDowell, CE 1182, and M. Morrison. The area in the vicinity of the arch has not been designated for historic eligibility.

The date when the road was renamed can not be verified. However, the name McCauley is of a prominent Cecil County family and this roadway was apparently named after one

of its leading citizens, Judge James McCauley, who was the County surveyor in the nineteenth century and a leader in the development of free schooling in the County. He also constructed a bridge over Dogwood Run in the County in 1882.

As the transportation needs of the area changed with the advent of the twentieth century, this region of the county was bypassed by heavy industry and travelers used the major transportation corridors of U.S. Route 40 and U.S. Route 1. McCauley Road became a secondary thoroughfare used only by local farmers and truck farmers as the mills fell into disrepair. The focus of these early years of the twentieth century was the overall improvement of the main arterial roadways to meet the needs of modern vehicular usage. McCauley Road certainly did not fit this category of roadway.

The improvements of the secondary road system of Good Road movement were not seen in Cecil County until well after World War II and this structure was never considered for replacement because the road is not a well traveled route and does not need to be widened. Fortunately the lack of modern day wear and tear has helped the McCauley arch retain its original features and has spared it from the stress of modern day traffic that has lead to the failure of many older structures. With the spur of recent development in the County, this may not hold true.

9. Major Bibliographical References

1. Harford and Cecil County Portrait & Biographical Record. 1897.
2. Illustrated Atlas of Cecil County. Lake Griffin & Stevenson, 1877. plate 51.
3. Martenet's Map of Cecil County. 1858.
4. At the Head of the Bay, A Cultural & Architectural History of Cecil County, MD. Editor Paula Blumgart, Cecil County Historical Society, 1996, page 400 & 406.
5. The James McCauley Outline. 1981
6. History of Cecil County. George Johnston, 1881, page 79.
7. History of West Nottingham Academy, 1744-1981. Scott A. Mills, Maryland Historical Press, 1985.
8. Cecil County Open Bridges Transcription from the Commissioner's Minute Book- Nine Volumes. Sara M. Boyle et al, 1993. Commissioners Minute Book- April, 1860 to June, 1863, page 202, entry dated Tuesday, May 13, 1862.10.
9. Publick Roads Cecil County MD. Book #2- 1768-1840, Book No. 3- 1843-1863.

EXHIBITS

1. U.S.G.S. Map- Conowingo Dam-MD-PA, 1992.
2. Cecil County, MD ADC Map No. 2, 1994.
3. Maryland General Highway Grid Map, Map No. A-14, January, 1987.
4. 1858 Martenet Map.
5. Illustrated Atlas of Cecil County. Lake Griffin & Stevenson, 1877. plate 51.
6. CE-1201-McCauley Road Stone Bridge, 1995 from Reference #4.
7. Small Structure XCE 3005- Plan.
8. Small Structure XCE 3005- Elevation.
9. Page 72- Publick Roads Cecil County MD, 1768-1844.
10. Page 73- Publick Roads Cecil County MD, 1768-1844.
11. Plat No. 21- Publick Roads Cecil County, MD 1768-1844.
12. Page 202, Commissioners Minute Book, April, 1860 to June, 1863.
13. Page 528, Publick Roads Cecil County MD, 1843-1863.

EXHIBIT 9- PAGE 72 PUBLICK ROADS CECIL COUNTY MD

To the Honorable the Justices of the Levy Court of Cecil County

The undersigned Commissioners appointed by the Levy Court to lay out and open two public Roads in Cecil County, one to commence at Thomas Wallace's Mill on Octoraro Creek, thence to the south west corner of the Nottingham Lands, thence along the End of said lots until it intersects the public's Road leading from Creswell's ferry on Susquehannah, to the Brick Meeting House in East Nottingham, the other to Commence on the last above mentioned Road at or near John Brook's gate, thence to the public Road leading from the aforesaid Creswell's ferry to Lancaster, at or near the Presbyterian Meeting House, have surveyed and laid out said Road agreeable to an act of Assembly for that purpose (unreadable), at November Session 1808 as will fully appear by the Plat and Certification of the Courses of the (same) herewith returned and have also valued and estimated the damages taken into consideration the advantages and disadvantages to the persons through whose land, the said Roads (prop?) by opening the same, viz, on the first mentioned road, laid out 30 feet wide.

To Robert Cann to the sum of \$16	
" Samuel Rowland "	5
" James Garey "	6
" Elisha Harris "	24
Disputed land between Harris and Patten	\$14
" Morris Nesbitt "	16
" Abraham Trump "	30
" Archibald Job "	16
" Genus Witherington "	14
" John Key "	10
" John Maris "	12
" Robert Finley "	55
" Joseph Sidwill "	14
" William Johnson's Heirs	18
" John Coulson "	18
" Andrew Ramsey "	28
" Samuel Ramsey "	10
" Eli Reynold "	38
" George Coburn "	14
" George Nelson "	10
" James Egan "	2 ½
" John McCullough "	5
" Eph. Blackburn's heirs	60
" Joachim Brickley	20
	495 ½

On the Second Mentioned Road laid 20 feet wide, viz	
To Samuel Ramsey	\$20
Andrew Ramsey	40
Joseph Coulson	40
George Coburn	10
Mary Hartshon	16
Thomas Williams	14
	158

Enclosed is a bill for our attendance in discharge of the duties required in laying out said road and also the Surveyor's acct's for services on the before mentioned Roads, all which is respectfully submitted, & given from under our hands this 16th day of March, 1810.

Wm. C. Miller
 James Sims
 James Beard
 John Megredy

To the Honorable the Justices of the Levy Court of Cecil County,
 The undersigned Comptroller appointed by the Levy Court to lay
 out & open two public Roads in Cecil County, one to commence at Thomas Waller
 at Hill on Octorara Creek, thence to the south west Corner of the Nottingham
 Lot Lands, thence along the Edge of said Lots until it intersects the public
 Road leading from Criswells' ferry, on Susquehanna, to the Bank Meeting
 House, in East Nottingham; the other to commence on the last above men-
 tioned Road, at or near John Brooks' Gate, thence to the public Road
 leading from the aforesaid Criswells' ferry to Lancaster, at or near the
 Presbyterian Meeting House; the Surveyors & Lays out said Roads agreeable
 to an Act of Assembly for that purpose passed, at November Session 1800,
 as well fully appear by the Plat & Certificate of the Courses of the said
 lands with Returns, & have also valued & estimated the Damages to be
 laid in consideration the advantages & disadvantages to the persons whose
 whose Land; the said Roads pass by observing the same, viz; on the 1st
 mentioned Road, laid out 30 feet wide,

To Robert Owen to the Survey	\$ 16.
To Samuel Vandenberg	5.
To James Gray	6.
To Gideon Harris	24.
Disputed Land between Harris & Patten	14.
To Moses Westfall	16.
To Abraham Truemp	30.
To Archibald Jot	16.
To James Withington	14.
To John Key	10.
To John Harris	12.
To Robert Tenier	53.
To Joseph Sidwell	11.
To William Johnson's Heirs,	18.
To John Coulson	18.
To Andrew Ramsey	28.
To Samuel Ramsey	10.
To Celi Reynolds	38.
To George Johnson	11.
To George Johnson	10.
To James Egan	2 1/2
To John McCallister	5.
To Eph. Broughtons Heirs,	60.
To Joakim Brickley	20.
415 1/2	

and the second mentioned Road	laid out 30 feet wide, viz;
To Samuel Ramsey	" " " "
To Andrew Ramsey	" " " "
To Joseph Criswell	" " " "
To George Johnson	" " " "
To Henry Hartshorn	" " " "
To John Brooks	" " " "
To Thomas Williams	" " " "

Enclosed is a Bill for our allow-
 dance in discharge of the duties
 required in laying out said
 and also the Surveyors acct of
 services on the before mentioned
 Roads, all which is Respectfully
 Submitted, & given from under
 our hands this 16th day of
 March, 1810.

Wm C Miller
 James King
 James Beard
 John Keegan

Acts Enacted in above Returns.

Book #2
 Public Roads Cecil County
 Md.

CE-1201

EXHIBIT 10- PAGE 73 PUBLIC ROADS CECIL COUNTY MD

Dr Cecil County'

For laying out two roads, Plots of which
Are herewith sent

- 1809 To Wm. C. Miller to 8 days attendance
- " To James Sims to do, " do,
- " To James Beard to do " do,
- 1810 To John Megredy to 6 days do,

To the Levy Court Now Setting,

We the subscribers Interested in the
Road from Thomas Wallace's Mill at Octoraro Creek to the Brick
Meeting House, Certify that we are satisfied with what the Commissioners
have done in laying out said Road, as well as the damages
assess by them, given under our hands this 4th day of June, 1810.

Thomas Wallace
James Gerry
Moses Nesbitt
Arch. Job
John Maris

Robt. Coner
James Patton
Abraham Trump
Zenas Worthington
John Kay
Joseph Sidwell

Appended to the Plot as the following certificate

This is to certify that the Subscribers, heirs of Ephraim Bleackburn,
Deceased, on behalf of themselves and other coheirs of the same
Blackburn, do accede and agree to the road as now laid down across
The Meadow of the said deceased, by Doctor William C. Miller, James
Simms, Esq., Mr. John Megredy and Doctor James Beard, Acting Commissioners
Appointed by the Levy Court of Cecil County (to lay out and
open a road from Thomas Wallace's Mill on the Octoraro, to where it intersects
the great road leading from the Brick Meeting House to Creswell's
Ferry, on the Susquehanna River,) agreeably to the plot of same
Road here unto annexed. As witness our hands this second
Day of February Eighteen hundred and ten

Witness
Hugh Beard

James Blackburn
John Blackburn

Endorsement on papers above

"Filed 23rd April 1810
Confirmed"

Dr Cecil County,

For laying out two Roads, Plots of which are herewith sent.

1809
"
1810

To Wm C Hoeller To 8 days attendance
To James Sims To do, " do,
To James Beard To do, " do,
To John Mcgready To 6 days do,

\$ 16.
16.
16.
12.
\$ 60.

To the Levy Court now Sitting.

We the Subscribers Interested in the Road from Thomas Wallace's Mill at Octorara Creek, to the Brick Meeting House, Certify that we are Satisfied with what the Commissioners have done in laying out Said Road, as well as the damages assessed by them, given under our hands this 14th of June 1810,

Thomas Wallace, Robt. Coker,
James Ferry, James Patton,
Morris McNeill, Abraham Trumbo,
Arch: Jot, Jonas Worthington,
John Morris, John Ray,
Joseph Sedwell,

Appended to the Plot is the following Certificate:-

This is to Certify that the Subscribers, Heirs of Ephraim Blackburn, deceased, on behalf of themselves and other Coheirs of the Said Blackburn, do accede and agree to the road as now laid down across the Meadrow of the said deceased, by Doctor William C. Hoeller, James Simon Esq, Mr John Mcgready and Doctor James Beard, acting Commissioners appointed by the Levy Court of Cecil County (to lay out and run a road from Thomas Wallace's Mill on Octorara, to where it intersects the great road leading from the Brick Meeting House to Creswell's Ferry, on the Susquehanna River,) agreeably to the plot of said road herewith annexed. - As witness our hands this second day of February eighteen hundred and ten -

Witness,
Joseph Beard,

James Blackburn,
John Blackburn,

Endorsement on papers above - "Filed 23rd April 1810.
Confirmed"

Witness plot 21 June

CE-1201

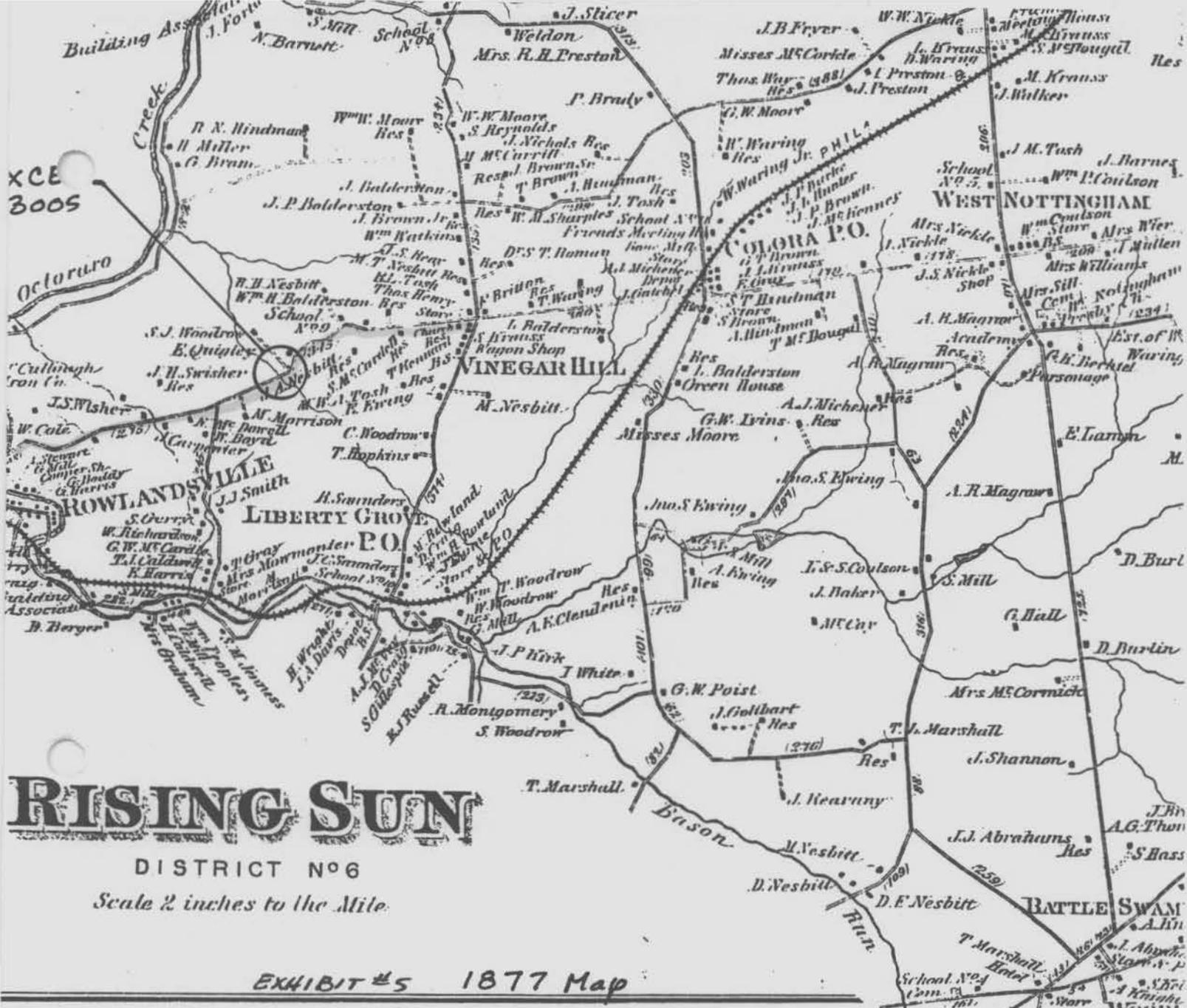
EXHIBIT 11- PLAT NO. 21 PUBLIC ROADS CECIL COUNTY MD

Table of Courses and Distances
Of the Road from Tho. Wallace's
Mill on Octoraro Creek to Caldwell's
(Orp.) Roads

Agreeably to the directions of (Nepures) Doctor William C. Miller, James Sims, James Bard and John McGredy, Commissioners appointed by the Levy Court of Cecil County to lay and open a road from Thomas Wallace's Mill on Octoraro Creek to where it intersects the great road leading from Creswell's Ferry to the Brick Meeting House in East Nottingham, I have surveyed and plotted said road beginning at the place where the road to Rockrun cross the head race of said Mill, about two perches from the east door of said Mill, thence of the different courses and distances in the annexed Table- the Road is laid out thirty feet.

Certified the Second Day of March Anno
Domini Eighteen Hundred and Ten

Hugh Bard



RISING SUN

DISTRICT NO 6

Scale 2 inches to the Mile.

EXHIBIT #5 1877 Map

CE-1201

RISING SUN BUSINESS REFERENCES.

Blacksmiths and Wheelwrights.
 N. J. Nesbit, Wheelwright and Coachmaker. Shop at Vinegar Hill.
 E. L. Tosh, Blacksmith. Horse-shoeing and repairing done in good style.

Carpenters and Undertakers.
 Isaac R. Taylor, Practical Cabinet Maker. Every description of Furniture furnished at shortest notice. Undertaking promptly attended to. Coffins of every style, from the finest to the plainest at reasonable rates.
 Theodore Sharpless, Carpenter. Residence near Colora.
 S. M. McCardell, Carpenter, Contractor and Builder. Those having work in his line will find it to their interest to see him.

Druggists, Dentists and Physicians.
 Dr. R. L. Kirk, Druggist and Chemist. Dealer in Spices, Medicines, Drugs, Chemicals, Paints, Oils, Glass, Druggists' sundries, etc.
 Dr. A. H. Smith, Operative and Mechanical Dentist, of more than twenty years' experience. Charges moderate and all operations warranted to be as represented. Office over Rittenhouse' store. Office hours 9 to 12 A. M. and 1 to 5 P. M.
 J. T. Brown, Physician and Surgeon. Residence and Office, Princeton.
 S. T. Roman, Physician and Surgeon. Office and Residence, near Vinegar Hill.

Hardware and Agricultural Implement Dealers.
 Haines & Kirk (E. Haines, Jr., M. E. Kirk), Dealers in Hardware, Cutlery, Edged Tools, Saws, Headers and Ranges of every description, with repairs for the same. Oils, Fatens, Glass, Carpenters' Tools, and a full line of Carriage-makers' and Blacksmiths' Materials.
 Wm. Thomas (successor to A. J. Milsener & Co.), Dealer in Hardware, Carpenters' Tools, Ready-made Horse-shoes and Nails, Bolts, Tin, and Wooden-ware, Tobacco, Cigars, Farming Implements and Machinery. Satisfaction guaranteed.

Colours.
 A. J. Milsener, Agent New York Agricultural Works, Horse Powers, Thrashers and Cleaners, John Threshers and Shakers, Hacks Horse Rakes, Feed-Cutters, Channion Rye Thrashers, etc. Colora.

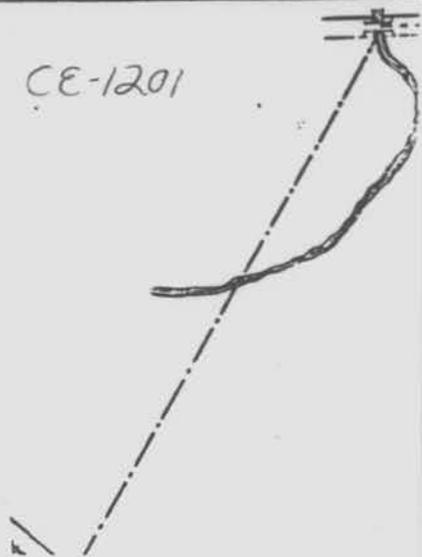


EXHIBIT 12- PAGE 202 COMMISSIONERS MINUTE BOOK

1862 Tuesday May 13th

Ordered that Wm. Coate, road Sup. 6th District, be authorized to employ S.H. Jacks, Esq., Co. Surveyor, at the expense of the County, to make a resurvey and plot of "Wallace Road", in order to settle certain disputes that have arisen among land owners in regard to the location of said road and to enable said Road Sup. Properly to repair same.

Lewis Boulden was appointed & allowed for travel that part of the public road from the Touchdown Pike to the Oldtown Road (located in 1856) lying between Mrs Taylor's house and said Oldtown Road, not heretofore opened and authorized & created in acct. for the same & his Commissioner's order & exceed in favor of \$100.

A survey of the above named road being found necessary in order to its proper opening, the Clerk was ordered to procure the services of a Surveyor for the purpose.

In consideration of an agreement this day filed by Mrs Ann E. M. Lusk, by which she agrees to waive all claim for land damages, in the matter of a road located through her lands, (see Return of Examiners filed May 15th 1861) and also to consent the payment of fence damages allowed her, until provision is made for the same in the Spring of 1862, provided an alteration be made in the location of said road as made by the aforesaid Return of Examiners, and that the old road be vacated for use as it is thereupon ordered, that the Report of Messrs Jas. P. Rice, Geo. W. Morgan & C. DeK. Richardson, Examiners to straighten the public road through lands of Mrs Ann E. M. Lusk, filed on the 15th day of May 1861, be referred back to said Examiners for alteration of the location made by them, by removing said location 30 to 50 feet west of the location first made by them, at the point where said road crosses St. Albans Creek, in order to fix the same at its narrowest point of the marsh adjoining said Creek.

Ordered that Wm Coale, Secy. Sup. 4th Dist. be authorized to employ A. H. Jack, Civ. Engr. Surveyor, at the expense of the County, to make a re-survey, ^{and plat} of the "Wallace Road", in order to settle certain disputes that have arisen among adjacent land owners in regard to the location of said road, and to locate said Road Sup. properly to repair the same.

Ordered that E. Crouch, Col. 3rd Dist. 1861, collect from J. C. Grant well the taxes on Real Estate valued in his assessment of said Collector at \$2500, with which it appears said Grant

EXHIBIT 13- PAGE 528 PUBLICK ROADS CECIL COUNTY

State of Maryland
Cecil County to Witness

At the instance of Wm. Coate, Road Supervisor of the 6th District. I did on the 22nd, 23rd & 24th of May 1862, resurvey the Road from Wallace's Mill (now Christie & Co.) to Caldwell's X. Now (Brickley Town) according to the original plot of the same bearing dated March 2nd, 1810 as per order of the County Commissioners dated May, 1862. Beginning for the center link of this resurvey of the original beginning to ibit where the centerline of the road to Port Deposit Xs the head race of said mills. Two perches from the East door and forty links from the Southeast corner of the Said Mill. As represented on the Plot by the letter A and running south with the same as numbered and by the Table of Courses to the Letter B, allowance for variation 2 degree West.

I discovered a few errors in the original survey pricipally in the distance and which I have corrected. There has also been a few changes in said road as shown on the plot. The Red lines being the original location and the Black lines, the present as now used. The object of the changes was to lessen the grade of the hills. Also, the last line of the original location has been vacated and enclosed, said road is located thirty feet wide.

Certified by
S. H. Jack Surveyor for Cecil Co.

June 7th, 1862,

The above resurvey confirmed by the County Commissioner this 13th day of August A.D. 1862.

Geo. W. Boulder, President

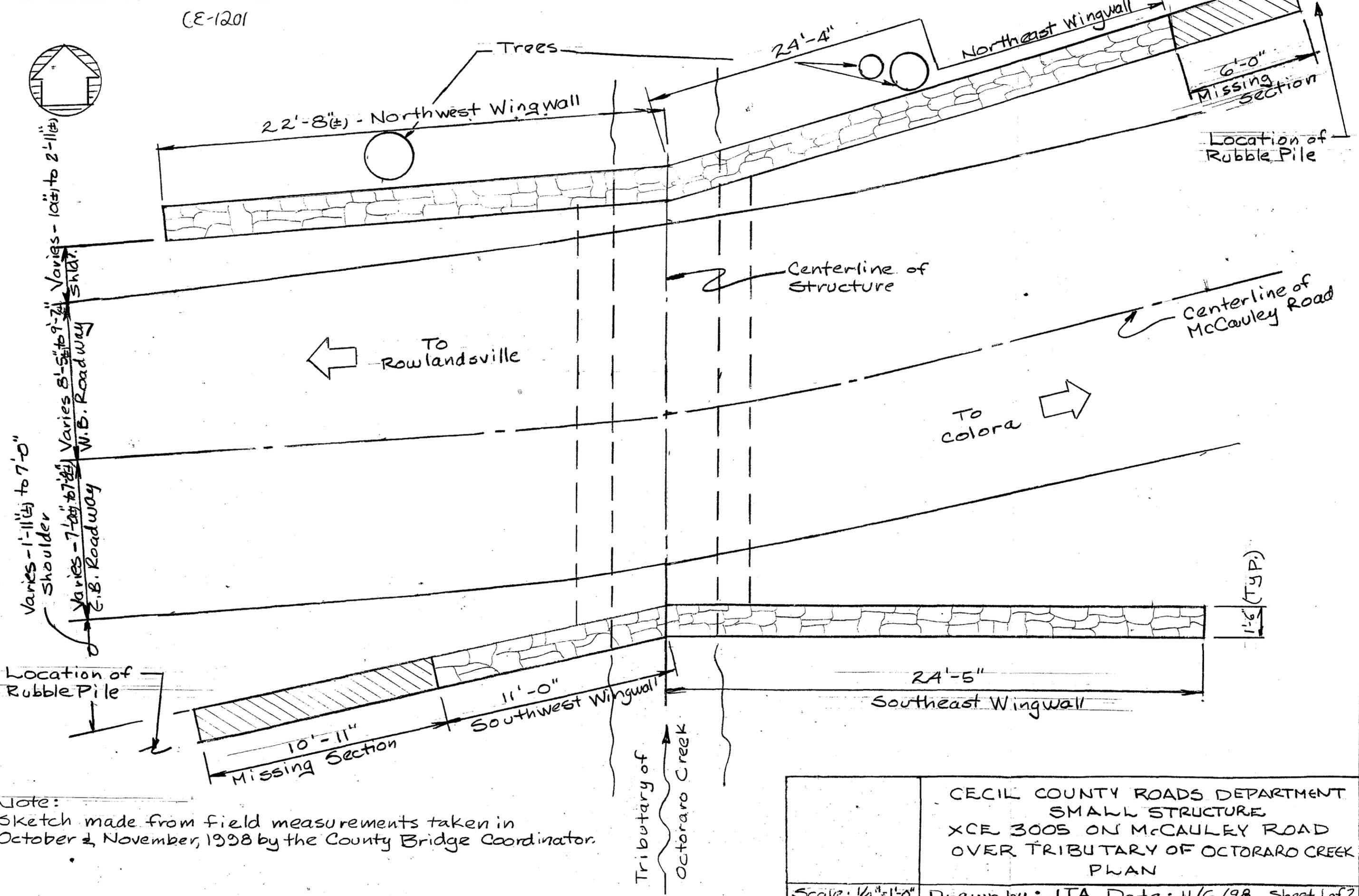


CE 1201 McCauley Road stone bridge (1995)

EXHIBIT #C

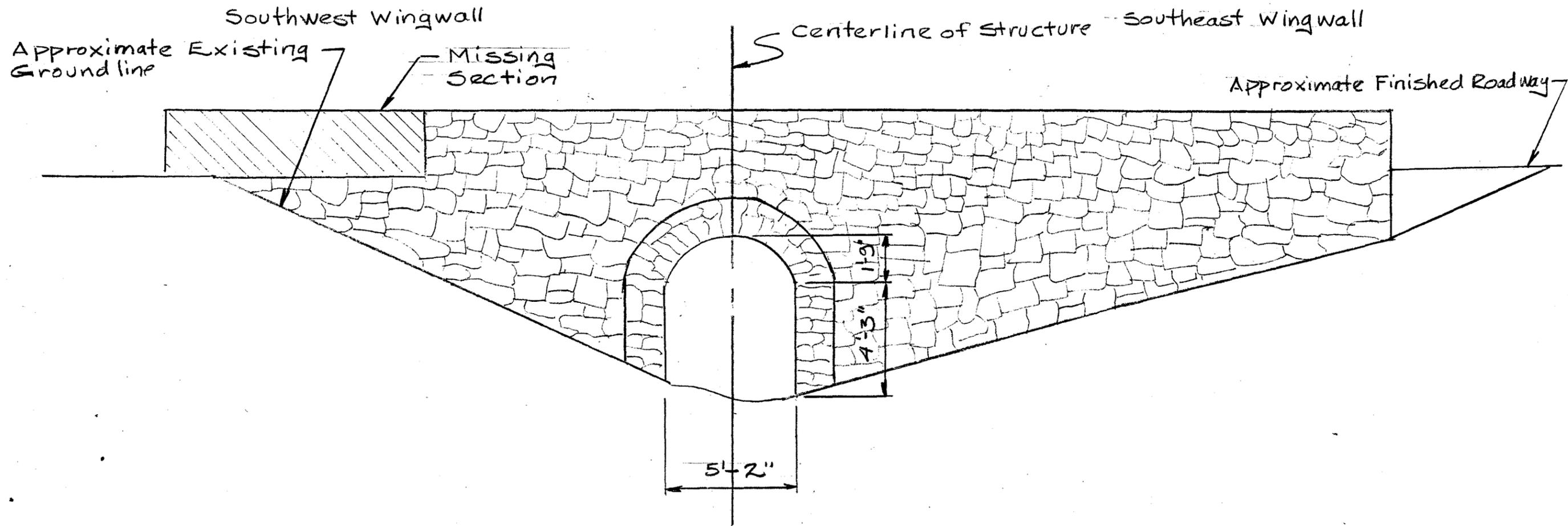
CE-1201

CE-1201



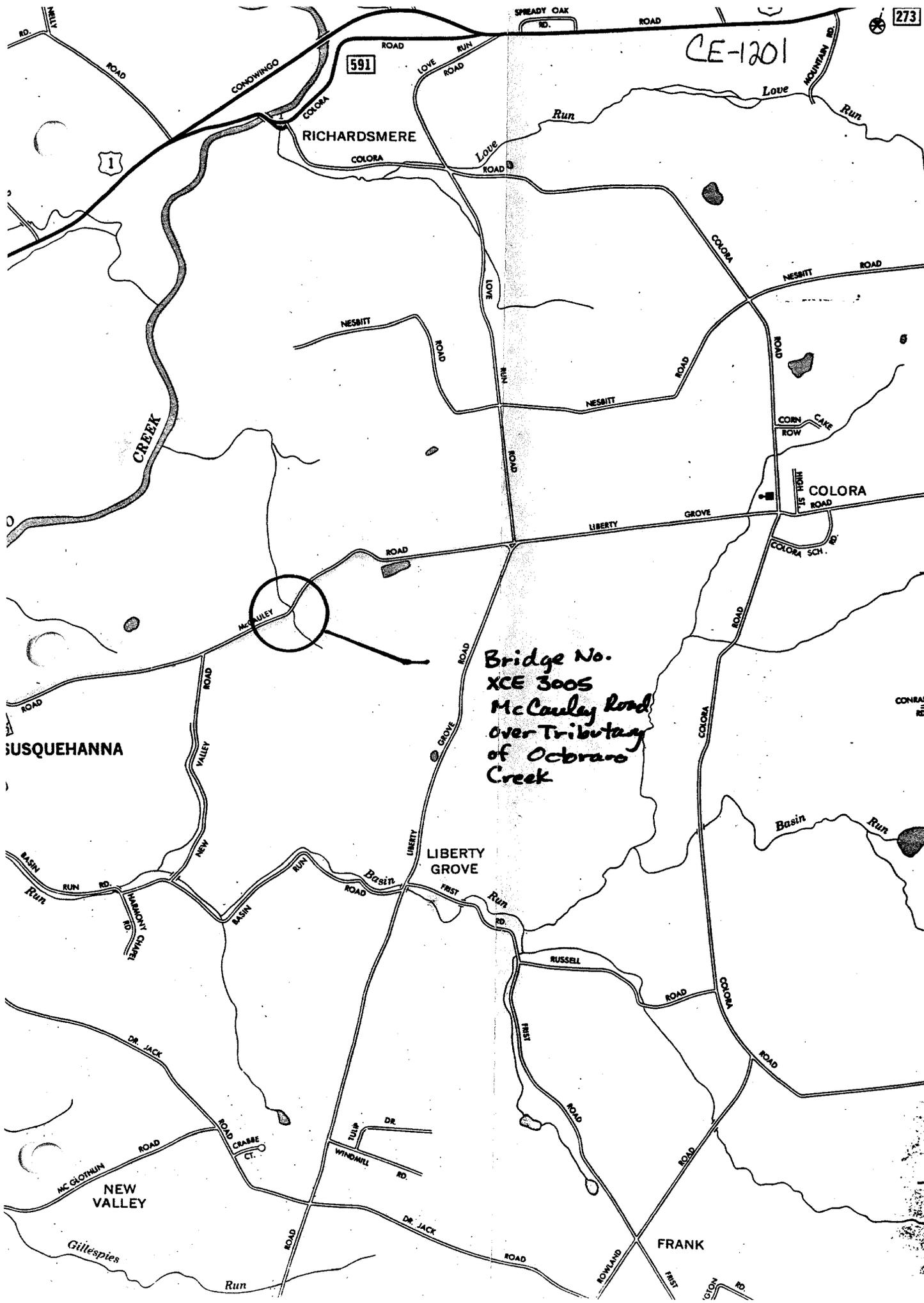
Note:
 Sketch made from field measurements taken in
 October & November, 1998 by the County Bridge Coordinator.

	CECIL COUNTY ROADS DEPARTMENT SMALL STRUCTURE XCE 3005 ON McCAULEY ROAD OVER TRIBUTARY OF OCTORARO CREEK PLAN
Scale: 1/4" = 1'-0"	Drawn by: JTA Date: 11/6/98 Sheet 1 of 2



Note:
 Sketch made from field measurements taken in
 October & November, 1998 by the County Bridge Coordinator

	CECIL COUNTY ROADS DEPARTMENT SMALL STRUCTURE XCE 3005 ON McCALLEY ROAD OVER TRIBUTARY OF OCTORARO CREEK UPSTREAM ELEVATION
Scale: 1/4" = 1'-0"	DRAWN BY: JTA DATE: 11/6/98 Sheet 2 of 2



CE-1201

591

273

1

TO RISIN

MAP NO. A-15
EXHIBIT #3

Map No. A-14 - MARYLAND QU

TO FARMINGTON

670

39° 46' 00"

Bridge No.
XCE 3005
McCauley Road
over Tributary
of Ochrano
Creek

43 90

660

SUSQUEHANNA

NEW VALLEY

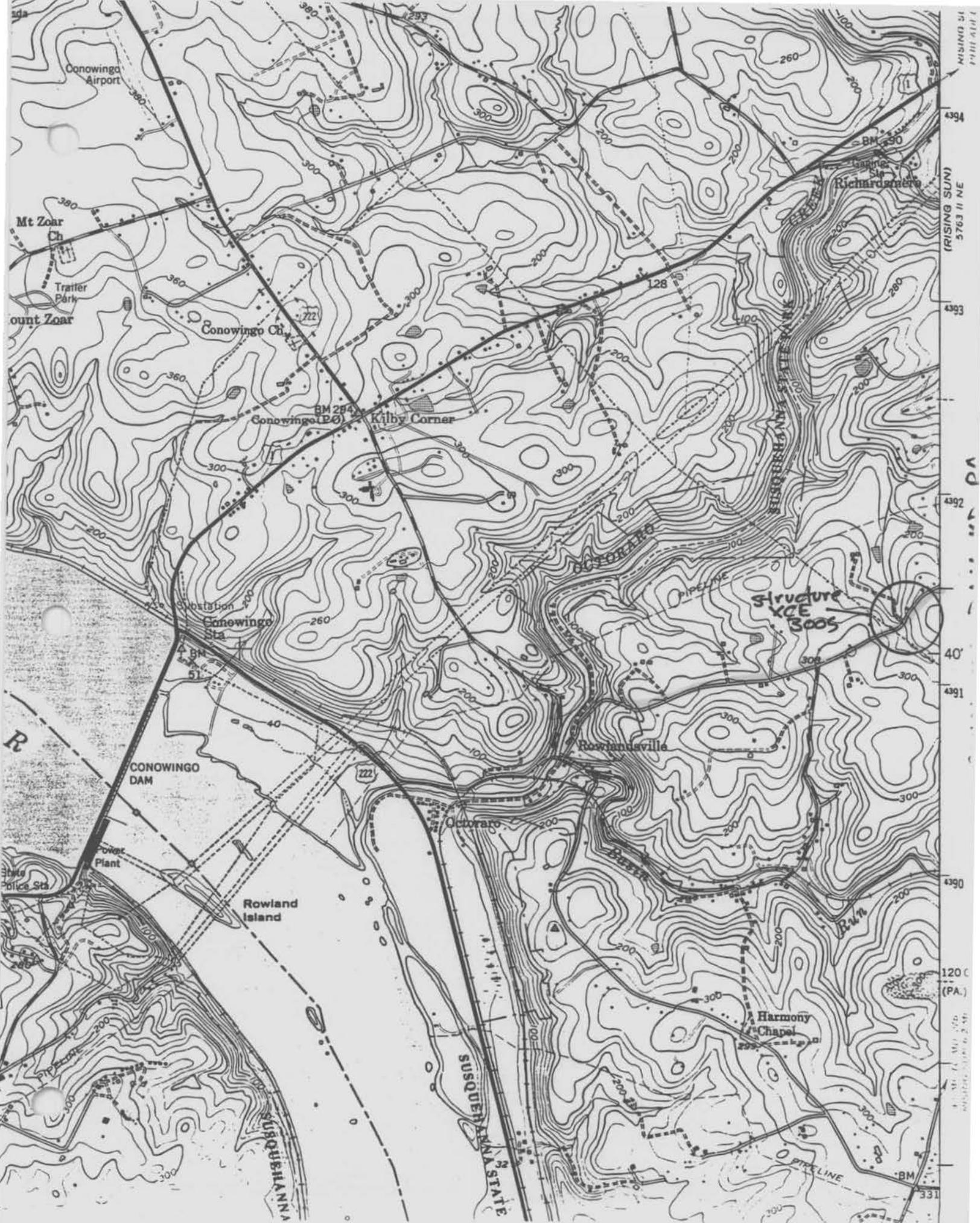
LIBERTY GROVE

FRANK

RICHARDSMERE

COLORA

NEW VALLEY



4394
4393
4392
40'
4391
4390
120 C
(PA.)
331

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

Magi No. 0812015417

File 6-137

1 NAME

HISTORIC

McCauley Road Stone Bridge

AND/OR COMMON

2 LOCATION

STREET & NUMBER

McCauley Road 1/4 mile east of New Valley Road

CITY, TOWN

Rowlandsville

VICINITY OF

CONGRESSIONAL DISTRICT

1

STATE

Maryland

COUNTY

Cecil

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input 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 checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

County Board of Public Works

Telephone #:

STREET & NUMBER

Cecil County courthouse

CITY, TOWN

Elkton

VICINITY OF

STATE, zip code

Maryland 21921

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Clerk of the circuit Court

Liber #:

Folio #:

STREET & NUMBER

Cecil County courthouse

CITY, TOWN

Elkton

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

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 _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The McCauley Road Stone Bridge is a one ~~lane~~^{LANE} fieldstone span with central stone arched tunnel that allows for the passage of a small brook. The bridge is 1/4 mile east of the intersection with New Valley Road.

The bridge span is approximately 30 ft. with side walls about knee height and tapering slightly from a higher midpoint. The bridge is laid in rubble fieldstone with a round arch supported by individually shaped voussoirs with a slightly larger keystone.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

CE-1201

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input checked="" type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
00-1499	<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 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 checked="" 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		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Unless reference to construction of this bridge surfaces in the Commissioner Minute Books the bridge is hard to date any closer than the 19th century. It probably dates to before iron spans but this can not be relied upon exclusively. The bridge is the only one of its type in the County.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

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

STATE COUNTY

STATE COUNTY

11 FORM PREPARED BY

NAME / TITLE

Paul B. Touart

ORGANIZATION

Cecil County committee

DATE

11/13/81

STREET & NUMBER

Cecil County Courthouse

TELEPHONE

398-0200

CITY OR TOWN

Elkton

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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438



120 000 FEET (PA.)
4.5 MI. TO MD 276
RISING SUN 6.5 MI.

CE-1201

Conowingo
Bea



CE-1201
McCauley Rd Stone Bridge
West Side
N.R. Rowlandsville
1/80 PBT
N.W. / Md. Hist. Trust



CE-1201 McCauley Rd. stone bridge; PJB 3/95