

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	Maryland
COUNTY:	Cecil
FOR NPS USE ONLY	
ENTRY DATE	

1. NAME

COMMON:
Town Wharf

AND/OR HISTORIC:
Charlestown Wharf

2. LOCATION

STREET AND NUMBER:
Water and Conestoga Streets

CITY OR TOWN:
Charlestown

CONGRESSIONAL DISTRICT:
First

STATE: Maryland CODE: 24 COUNTY: Cecil CODE: 015

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input checked="" type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input checked="" type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ <input type="checkbox"/> Comments _____

4. OWNER OF PROPERTY

OWNER'S NAME:
Town of Charlestown

STREET AND NUMBER:

CITY OR TOWN:
Charlestown

STATE:
Maryland

CODE:
24

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Chapter XXII - Archives of Maryland XLII

STREET AND NUMBER:
Acts of the Assembly 1740 - 1744

CITY OR TOWN:

STATE:

CODE:

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:

SEE INSTRUCTIONS

STATE:
COUNTY:

ENTRY NUMBER

FOR NPS USE ONLY

DATE

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

In Colonial times the geology of the Charlestown Wharf Site was much as it is today.

The topography of the site was as follows:

The wharf projecting into the North East River from the southeast corner of the site, was constructed of heavy log cribbing, filled with stone. It was 24 feet wide and 30 feet long.

The inspecting house stood in the center of the site. It was a frame building, 30 feet square, one storied, with roofed ports extending out from the building on the northeast and southwest sides to provide cover for the wagons standing at the doors.

The three story stone warehouse stood on the lot adjacent to and north-east of the site. Aproximately 80 feet long, it was of massive construction with its first floor walls 36" thick.

A fortification consisting of mostly earthenworks was erected on the high part or west side of the site at the beginning of the War of 1812.

The Charlestown Wharf site at the present time still has the major portion of the Colonial Wharf still in place. The upper portion of the log cribbing has broken down and rotted allowing the original stone, much of it ballast stone, to spread over a large area. The outer section, or that part that has been continously under water has much of the original log cribbing still in place.

The Wharf head lies in a part of the North East River that has gradually filled in from a mean low tide depth of about 16 feet to a present depth of about 5 feet. This has served to preserve the original wharfs lower structure.

The inspecting house was removed in the early 1800s, however as no other building has been built on this site, it is believed that a proper archeological dig would reveal its foundations and possibly other artifacts.

The 1812 Fortification area of the site has not been disturbed other than leveling the earthworks.

SEE INSTRUCTIONS

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input checked="" type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Phi-	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	losophy	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Architecture	<input type="checkbox"/> Social/Human-	_____
<input checked="" type="checkbox"/> Commerce	<input type="checkbox"/> Literature	itarian	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Military	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Conservation	<input type="checkbox"/> Music	<input type="checkbox"/> Transportation	_____

STATEMENT OF SIGNIFICANCE

The Charlestown Wharf Site is important as it relates to the commerce of Colonial Maryland; it is the reason for the establishment of the town itself. There was no other port in the northeastern part of the Province of Maryland where large ships could dock. Prior to this the people of the area had to take their produce to either New Castle or Christiana Bridge in Delaware.

When the Assembly of the Province of Maryland met in Annapolis in 1742 there was enacted a law for the laying out and erection of a town at Long Point on the west side of the North East River. Two hundred acres of land was the area set aside for the town; to be divided into two hundred lots, streets, court house and market square and one lot designated for the wharf. This wharf lot is still in the possession of the town.

At the same time it was enacted that there should be built a warehouse for storing the produce to be shipped until vessels came to pick it up. All grains were to be "clean, sound and merchantable."

It was also enacted that there should be an inspector for these products. So there was built an Inspecting House for this purpose. Here the grains and flour were judged and those declared to be of high quality were marked with an arrow. Unless they were so marked, no casks could be shipped.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Archives of Maryland Vol. XLII Chapter XXII
 Minutes of the Meetings of the Charlestown Town Commissioners
 History of Cecil County, Maryland by George Johnston

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES							
CORNER	LATITUDE				LONGITUDE			LATITUDE			LONGITUDE	
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"	39°	34'	13"	76°	56'	22"
NE	°	'	"	°	'	"						
SE	°	'	"	°	'	"						
SW	°	'	"	°	'	"						

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: .697314

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

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE: Dorothy Harris Baird and Nelson H. McCall, Chairman of the Colonial Charlestown Commission

ORGANIZATION: _____ DATE: April 1973

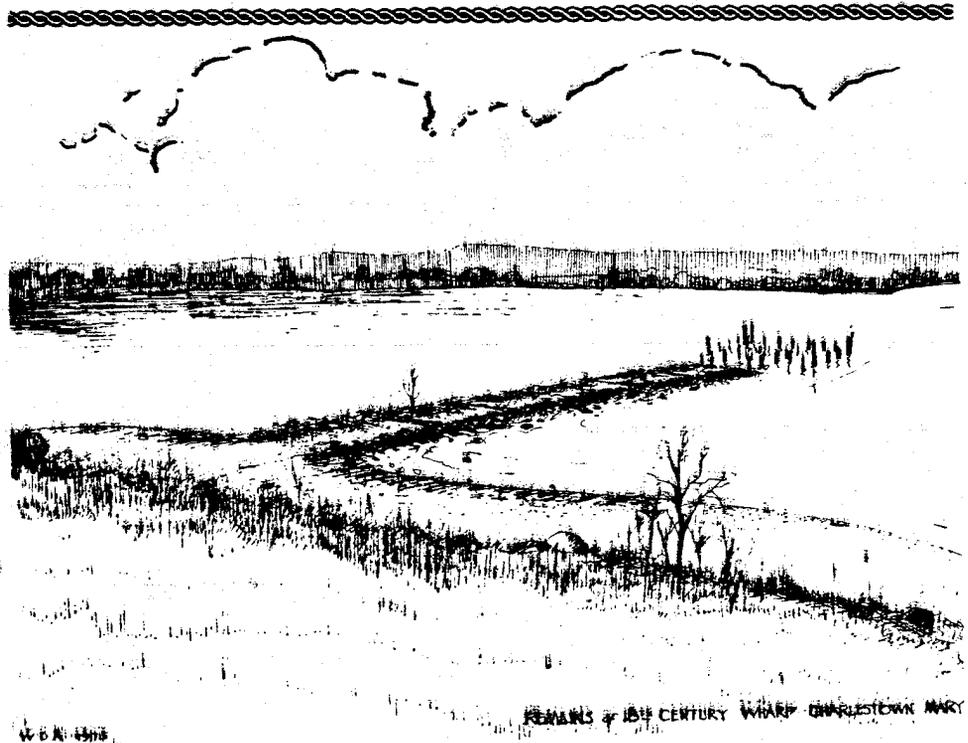
STREET AND NUMBER: P. O. Box 1742

CITY OR TOWN: Charlestown STATE: Maryland CODE: 24

12. STATE LIAISON OFFICER CERTIFICATION **NATIONAL REGISTER VERIFICATION**

<p>As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:</p> <p>National <input type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/></p> <p>Name <u>Orlando Ridout, IV</u></p> <p>Title <u>State Historic Preservation Officer</u></p> <p>Date _____</p>	<p>I hereby certify that this property is included in the National Register.</p> <p>_____ <i>Director, Office of Archeology and Historic Preservation</i></p> <p>Date _____</p> <p>ATTEST:</p> <p>_____ <i>Keeper of The National Register</i></p> <p>Date _____</p>
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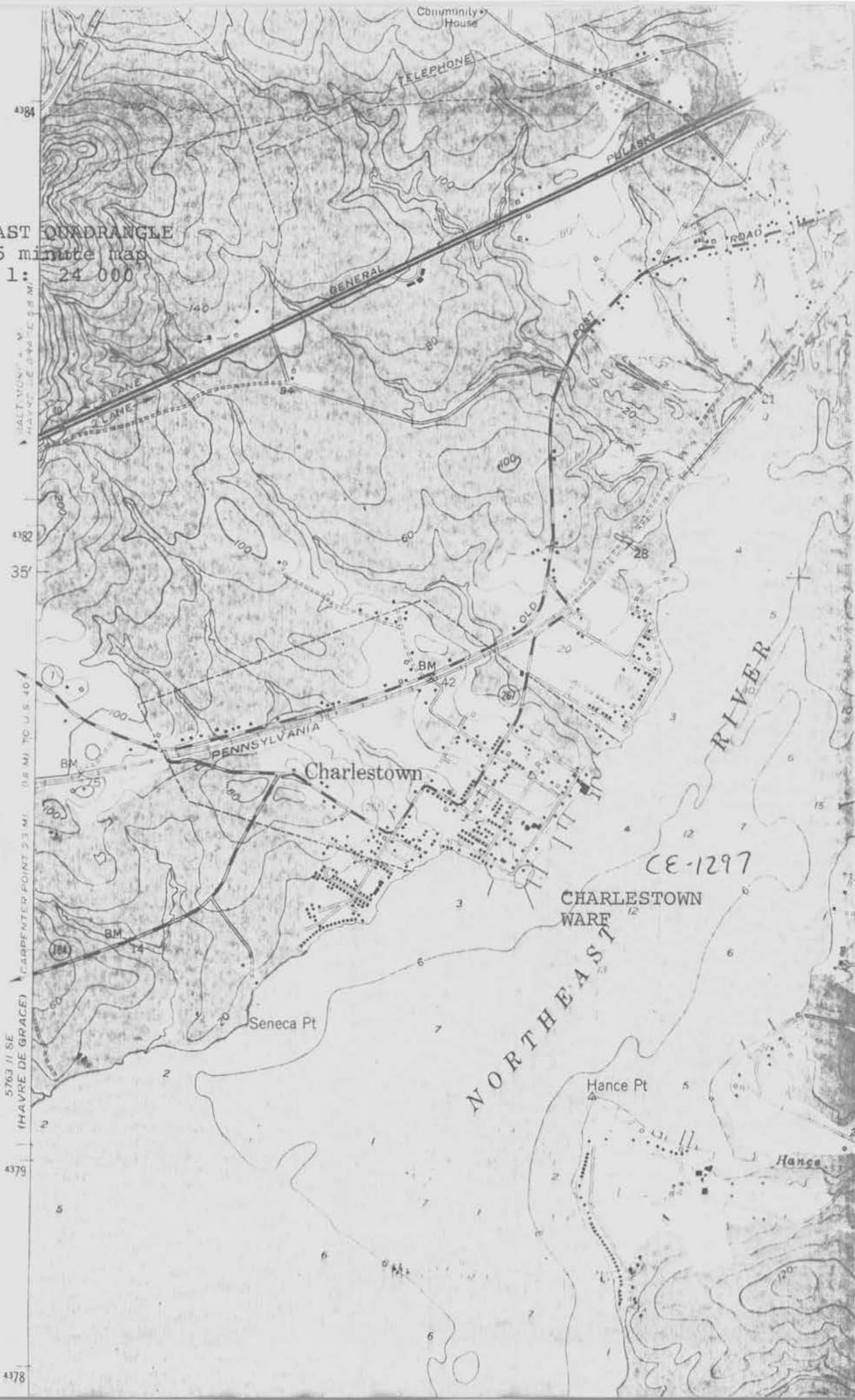
SEE INSTRUCTIONS

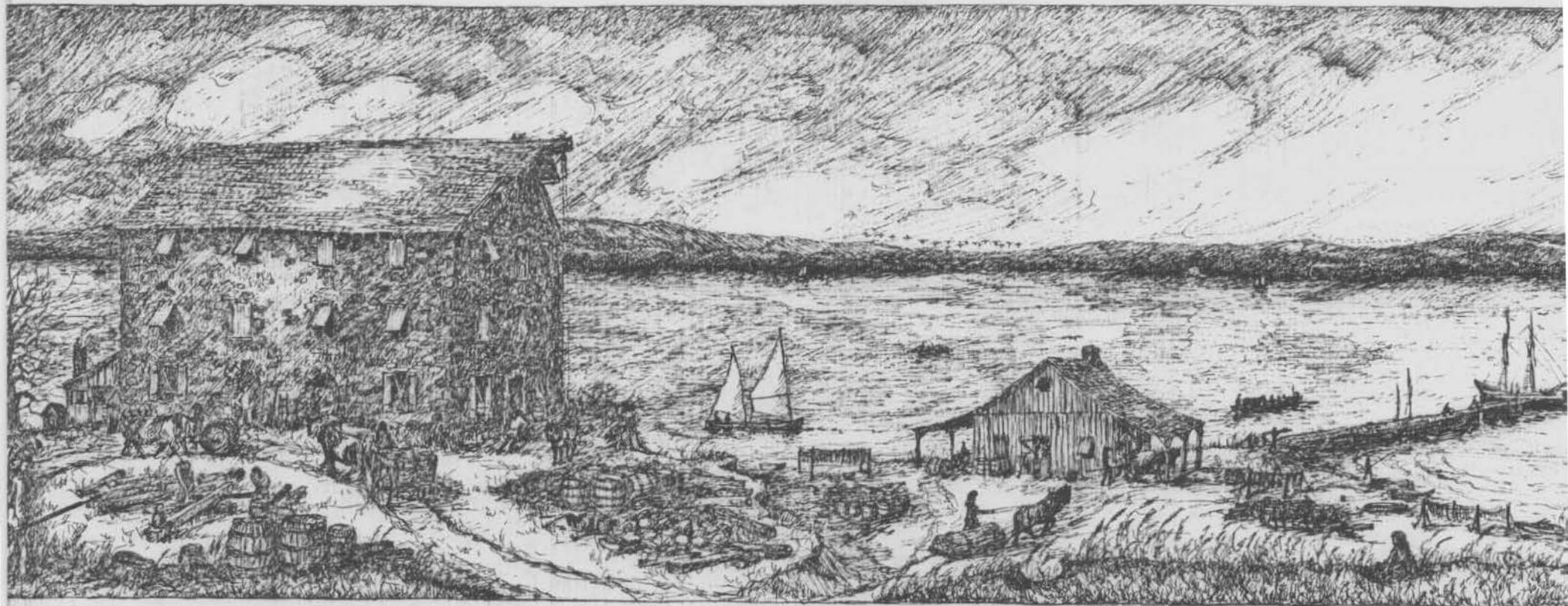


CHARLESTOWN WHARF

When the General Assembly of the Province of Maryland enacted a law in 1742 to build a town at Long Point on the North East River—a town to be called Charlestown- it also enacted a law to build a wharf at the same site. The wharf extended 300 feet out into the river and was wide enough for the passage of three wagons. It was built of heavy log cribbing, filled with stones not native to this area, which were probably brought in as ship ballast. In addition to the wharf itself, there stood here an inspection house for inspecting and grading flour before it was shipped. Grains were stored in a massive stone warehouse, three stories high, eighty feet long with first floor walls 36 inches thick. During the Revolutionary War, Charlestown was a supply depot for the Continental Army. At that time, supplies were stored in the warehouse and were brought to Charlestown by ship and barge from the southern part of the state.

NORTH EAST QUADRANGLE
USGS 7.5 minute map
scale: 1: 24 000
1953







CE-1297

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