

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no

Property Name: Ferry House Inventory Number: CE-814

Address: 15 Oldfield Point Road Historic district: ___ yes no

City: Elkton Zip Code: 21921 County: Cecil

USGS Quadrangle(s): North East

Property Owner: Robert E. Nack Tax Account ID Number: 041511

Tax Map Parcel Number(s): 0301 Tax Map Number: 0042

Project: Oldfield Point Road Improvements Agency: Cecil County

Agency Prepared By: A.D. Marble & Company

Preparer's Name: Samantha Driscoll Date Prepared: 7/11/2014

Documentation is presented in: Maryland Inventory of Historic Properties Form CE-814, on file at the Maryland Historical Trust, Crownsville, Maryland.

Preparer's Eligibility Recommendation: ___ Eligibility recommended 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 no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Physical Description

The Ferry House property consists of a circa-1892 two-story wood frame dwelling, a circa-1984 one-story, wood frame garage, and a modern one-story, wood frame shed on a 0.76-acre lot (Map 0042, Grid 0014, Parcel 0301) located just north of the intersection of Oldfield Point and Old Ferry roads in the vicinity of Elkton, Cecil County, Maryland. The dwelling faces southeast toward Oldfield Point Road and is set back approximately 12 feet from the road. The garage is situated on the southwest end of the lot, approximately 25 feet southwest of the dwelling. The shed is situated 15 feet northwest of the garage. The dwelling is surrounded by a small yard with various vegetation and plantings, a dense tree line, and one single mature tree in front of the dwelling along Oldfield Point Road. The southeast (front) boundary is defined by a wood fence lining Oldfield Point Road. The northeast, northwest, and southwest boundaries are defined by dense trees. A gravel driveway provides vehicular access to the lot from Oldfield Point Road.

Dwelling

The circa-1892 primary building is a single family, detached, two-story dwelling of wood frame construction. The dwelling is an example of vernacular architecture and lacks distinctive stylistic features. The dwelling rests on a parged foundation, and the

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MHT Comments:

Jim J. Jones
Reviewer, Office of Preservation Services

8/25/2014
Date

[Signature]
Reviewer, National Register Program

8/26/14
Date

exterior walls are clad in stucco. The dwelling has a medium pitch side-gable roof with extended eaves and a wood cornice. The roof is covered in corrugated metal, except where noted below. Typical windows throughout the dwelling are six-over-six, wood, double-hung sash with wood surrounds and metal exterior storm windows, except where noted below. Decorative, inoperable, vertical board wood shutters flank most window openings. An exterior stucco-clad chimney is present on the southwest elevation. A full-width, one-story porch with a shed roof and rustic wood porch posts extends across the southeast (façade) elevation. A circa-1910 full-width, one-story addition with shed roof covered in asphalt shingles and wide eaves is located on the northeast elevation. A circa-1910 full-width, one-story addition with low-pitched gable roof covered in asphalt shingles is located on the northwest elevation. A second, circa-1984, one-story addition clad in wood shingles with asphalt shingle-clad gable roof and vinyl cornice extends off the circa-1910 addition.

The southeast elevation (façade) is three bays wide (Photograph 1). The first story consists (from south to north) of one single window bay, the primary entrance, a single window, and a secondary entrance bay in the addition. The primary entrance in bay two contains a wood beadboard door with two strap iron hinges, modern hardware, and a metal two-light storm door. The secondary entrance is situated in the northeast addition and contains a wood beadboard Dutch door with strap iron hinges and a metal storm window attached to the upper portion of the door. Both doors have wood surrounds. The first story is sheltered by the entry porch. The porch has a poured concrete floor, and evenly spaced wood posts support the gable porch roof. Five porch posts are rustic, and one on the east end of bay three is a simple wood post. End boards of the shed roof exist on the west end of the porch and between bays two and three. The exposed porch roof rafters are visibly modern in bay three. The porch roof is covered in asphalt shingles. The second story has two window bays, each with a single window.

The southwest elevation is four bays wide (Photograph 2). The primary block is located on the east end and contains the exterior chimney, which has a step detail on the base. There are no openings in the primary block. Bay two (from the east) is the circa-1910 addition containing a set of paired typical windows; a set of inoperable shutters flank the set. Bays three and four are situated in the circa-1984 addition and contain (from east) an entrance and a window bay. The entrance consists of a modern, nine-light over two-panel door with wood surround and a six-over-six wood storm door. The window bay consists of a single wood, six-over-six, double-hung window with faux muntins. An interior red brick chimney is visible between bays two and three centered in the gable.

The northwest elevation contains the full-width circa-1984 addition, the northwest elevation of the circa-1910 side addition visible on the north end of the main block, and the second story of the circa-1892 main block (Photograph 3). The circa-1910 addition bay contains a single six-light wood casement window with a single vertical board shutter and fixed Plexiglass storm window. The circa-1984 addition contains three bays (north to south) consisting of a door and two windows. The door is a vinyl, two-light sliding glass door. The central bay contains a single wood, six-light, casement window with faux muntins and a wood surround. The south window bay contains a set of paired, six-light, casement windows with faux muntins and wood surround. The second story of the circa-1892 main block has a single six-light wood casement window with a single vertical board shutter on the south end.

The northeast elevation is four bays (Photograph 4). The easternmost bay is the full-width, circa-1910 addition with shed roof. The bay contains a single six-light wood casement window with a single vertical board shutter and a fixed Plexiglass storm window. Bay two (from the east) is the circa-1910 rear addition and contains a single typical window. Bays three and four are within the circa-1984 rear addition and are identical bays containing a series of three eight-light wood casement windows with faux muntins and wood surrounds. The second story is the only visible portion of the primary dwelling and contains no openings; however, the ghost of a former exterior chimney remains.

Garage

The circa-1984 garage is located approximately 25 feet southwest of the dwelling (Photograph 5). The one-story wood frame

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building rests on a concrete block foundation and is clad in stucco, except where noted below. The side-gable roof is covered with asphalt shingles. The garage faces northeast toward the dwelling and is accessed by a gravel driveway leading from Oldfield Point Road. The northeast elevation (façade) is three bays and contains a vehicular entrance and a pedestrian entrance. The vehicular entrance is a modern, metal garage door. The pedestrian entrance is a modern six-panel wood door. Both entrance bays have an overhang supported by two simple wood porch posts. The southeast elevation contains two six-over-six, wood, double-hung windows with faux wood muntins, wood surrounds, and decorative, inoperable, vertical board shutters (Photograph 6). The southwest and northwest elevations contain no openings. The exterior is clad in a scratch-coat and the gable is covered with plywood boards. A vent is located in the peak of each gable in the side elevations.

Shed

A modern shed is located approximately 15 feet northwest of the garage (Photograph 7). The one-story, wood frame, prefabricated building rests on a cinder block pier foundation and is clad in plywood panels. The gambrel roof is clad in asphalt shingles. The shed faces east toward the dwelling. The east elevation (façade) has a single wood door with crossed panels and a wood surround and is accessible by wood ramp. The south, north, and east elevations contain no openings.

Integrity

The property at 15 Oldfield Point Road maintains integrity of location, as it remains situated at the northwest terminus of Old Ferry Road. The dwelling maintains integrity of feeling, as it is a recognizable nineteenth-century vernacular structure of modest size. The age of the dwelling remains apparent due to most of the modern interventions being restricted to the rear. The property overall retains integrity of materials and workmanship by maintaining many of the original materials of the circa-1892 construction including original wood, six-over-six, double-hung windows; original beadboard doors; and exterior wall cladding. However, the removal of the chimney from the northeast elevation and the construction of the circa-1984 addition has compromised integrity of design and slightly compromised integrity of workmanship.

The property has lost integrity of setting due to numerous changes in the surroundings. Once the only dwelling in the immediate area, it is now adjacent to suburban residential properties. Aerials from 1952 and 1970 show the dwelling was located in a clearing, with a tree line to the west and open fields to the southeast (Historicaerials.com, accessed June 2014). The tree line has encroached on the dwelling, completely removing the clearing. While farm fields are still visible south of Old Ferry Road, the fields directly across from the dwelling have become suburban residential development. The property has lost integrity of association through changes in the setting as well. The dwelling was historically associated with Bonney/Green Haven Farm. Suburban residential neighborhoods have been developed east of the dwelling on the former farmland of Bonney/Green Haven Farm, completely cutting off any visible association between the two properties. The dwelling was once associated with farming activity, but there are no traces of agricultural history remaining on-site. Today, the dwelling now appears as part of a strip of residential development along Oldfield Point Road.

Historical Narrative

Development of Elk Neck

Cecil County, Maryland, was established in 1674. The first Cecil County courthouse was built in 1692 in what was once called Jamestown, and later Oldtown (Johnston 1881:83). In 1706, the boundaries of Cecil County and Kent County were adjusted, causing Oldtown to no longer be a central location. Long Point on Elk River was chosen as the new Cecil County seat in 1717 due to its convenient setting and accessibility by water to the growing settlements of North East and New Munster (Johnston 1881:247-249). Long Point became known as Court House Point.

The courthouse held its first meeting on March 8, 1719, during which an order was made for the overseer of the North Elk

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Reviewer, National Register Program

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Hundred to clear a path that would lead "out of Turkey Point main road to the directest [sic] and best way that goes to Elk River Ferry" (Johnston 1881:247). The Elk River ferry was established on the west bank of the Elk River across from Court House Point and became one the most important operations in the country (Johnston 1881:249). Part of the road established in 1719 is now Old Ferry Road.

A large property was purchased on the southern end of Elk Neck by George Oldfield in 1683, giving it the name "Oldfield's Point." The ferry was established, and the property containing the ferry landing was called "ferry farm" (Johnston 1881:250). During the Revolutionary War, the British Army under General Howe arrived in Elk River with 256 vessels and 17,000 troops. They used the ferry landing to disembark, and they set up camp in the fields surrounding the ferry. General Knyphausen is reported to have used the farmhouse, later known as the Ford House, as his headquarters. (The farm and house were purchased by John Ford in 1787 [Lutz 1978:3-9]). The Ford House is presently located approximately 2,000 feet south of the Ferry House, along Veasey Ford Drive.

In 1781, the decision was made to move the county seat to Charlestown. A public ferry travelling between Charlestown and Elk Neck is said to have operated to accommodate people from the lower part of the county, but there is no indication how long this service lasted (Johnston 1881:353-356). Soon after the county seat was moved, the importance of the crossing declined (Cecil Whig website, accessed June 2014). When Cecil County divided into political districts in 1800, they used the "Elk ferry" as a dividing point between the second and third districts (Johnston 1881:401).

Tenant House to Private Dwelling

In 1900, it was reported that Captain Joseph Lort owned and resided at the Old Ferry on Elk River in 1827 (Beers 1900:208). Captain Joseph Lort died circa 1850, and his property was willed to his son, Isaac Lort (Cecil County Deed Book A.W.M. 7:348). An 1858 map shows Isaac Lort's house on the east end of Elk Neck and a label on the water of "Lort's F" (Martenet 1858). While "Lort's F" could indicate a ferry or a fishery, the location of an "Oldfield's Pt. F" just on the other side of Oldfield's Point makes it unlikely two ferries would operate in such close proximity. Therefore, Lort most likely operated a fishery. Other fisheries are also labeled on the map.

Isaac Lort died circa 1870, and 164.5 acres known as the Isaac Lort Farm, as well as 22 acres of woodlands, were purchased by Charles S. Braddock and Edward Y. Collins for \$4,817.30 (Cecil County Deed Book D.S. 2:533). In the same year, Braddock bought out Collins and gained a right-of-way from Franklin L. Lort, his neighbor to the north, across Lort's land to Turkey Point Road. An 1877 map shows a label for "C. Braddock" on a house in the same location as the 1858 map (Lake, Griffing, and Stevenson 1877). Braddock sold the same acreage in 1878 to Richard Collins for \$5,500 (Cecil County Deed Book A.W.M. 7:348). Collins sold the property to Isaac L. Holt for \$6,000 in 1887 (Cecil County Deed Book J.A.D. 13:571).

Isaac L. Holt owned the property until 1916, selling to Charles King Lennig for \$12,700. The acreage remained at 164.5 acres and 22 acres of woodland (Cecil County Deed Book C.K. 10:497). The increase in purchase price is certainly partially due to inflation costs over the course of Holt's 29 years of ownership, but also indicates major improvements had been completed. An 1898 topographic map is the first instance where the dwelling at 15 Oldfield Point Road appears at the terminus of Old Ferry Road (Historicaerials.com, accessed June 2014). Given the implication of improvements to the land and first appearance on a map, the dwelling at present-day 15 Oldfield Point Road was built during the ownership of Isaac Holt (between 1887 and 1898).

The 164.5-acre farm and 22 acres of woodland were sold to Robert D. Bonney in 1925 for \$12,000 (Cecil County Deed Book H.W.L. 14:297). The Bonney Farm was also known as Green Haven Farm and described as an estate of 160 acres at Oldfield Point on the Elk River, sold by Robert Bonney in June 1966 for \$153,000 (Cecil County Genealogy and History Fact File website, accessed June 2014).

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The dwelling at 15 Oldfield Point Road was sold in a separate transaction from the 1966 sale. The plot of Green Haven Farm was unrecorded, but it had been surveyed in 1946 and split into three parcels. Parcel number three was 8.66 acres and included the dwelling, which was sold to Elizabeth L. Robinson in 1967 for \$10. The property included mention of egress over Imogene Lane, Green Haven Road, and Old Ferry Road, and included a 50-foot wide row 1,000 feet long containing 1.1 acres (Cecil County Deed Book W.A.S. 244:404). Robinson divided the property again, and sold 0.761 acre containing the dwelling in 1970 (Cecil County Deed Book W.A.S. 253:346).

The 1978 form claimed the dwelling had the same exterior finish and coloring as the Bonney Farmhouse and was probably a tenant house to that farm (Touart 1978:3). The former Bonney/Green Haven Farm was not explored, but the historical location of the Bonney farmhouse was noted as approximately 1,600 feet east of the Ferry House, along present-day Green Haven Drive. The Bonney/Green Haven farmhouse was recorded in 1968 as a late-eighteenth-century, two-story, Colonial style dwelling of stone construction, with gable chimneys and stucco exterior. Photographs show a medium-pitched side-gable roof and six-over-six double-hung windows (Bourne 1968:1-6). The dwelling at present-day 15 Oldfield Point Road, which was likely the tenant house, has six-over-six, wood, double-hung windows, which were an uncommon feature for the circa-1892 construction date. The dwelling also has a similar medium-pitched side-gable roof, originally two gable end chimneys, and is clad in stucco. It is reasonable to assume that when this circa-1892 tenant house was built, the intent of the design was to match the Colonial style of the late-eighteenth-century main Bonney/Green Haven farmhouse.

The dwelling at present-day 15 Oldfield Point Road has two early additions on the northeast and northwest elevations. In 1978, both additions were one story with shed roofs. The porch on the southeast (façade) elevation did not extend to the addition (Touart 1978:7). The dwelling and 0.761 acre were sold again in 1979, 1981, 1982, and 1987. The purchase price in 1981 was \$36,000, which sharply increased to \$86,900 in 1987 (Cecil County Deed Book N.D.S. 68:186; N.D.S. 191:458). An interview with the current owner verified the modern rear addition, change of roof in the older rear addition, and construction of the modern garage occurred closely before his acquisition in 1987. The porch had a metal roof (which matched the main roof) in 1978, and a cedar shake roof (likely matching the rear modern addition) by 1987 (Touart 1978:7, Nack 2014). The current owner extended the structure of the porch to the northeast addition and covered it in asphalt shingles. The owner also discovered the circa-1892 main block of the dwelling was built without a foundation, with only wood beams set on the ground. The owner removed the entirely deteriorated beams, leveled the ground with stones, and had a poured concrete foundation laid from inside the structure (Nack 2014). Given the lack of foundation, the property may have begun as a utilitarian building before being converted for residential use. The owner said interior exposed beams on the south end of the circa-1892 main block appear hand cut (Nack 2014), indicating they were likely reused beams from an earlier building. This seems feasible, as the dwelling is part of a property with known buildings dating to the late eighteenth century.

"Ferry House"

The Maryland Inventory of Historic Properties Form prepared in 1978 identified the dwelling at present-day 15 Oldfield Point Road as the Ferry House; however, research revealed that the dwelling was not associated with the Elk River ferry (Touart 1978:2). In 1956, a survey map was created for the subdivision of part of Robert Bonney's land, and the map shows Old Ferry Road terminated approximately 790 feet northwest of the shore of Elk River. Two lots were present between Old Ferry Road and Elk River: the one bordering Old Ferry Road was part of Bonney's subdivision, while the one bordering Elk River was labeled, "J N Tyler." On the riverbank of Tyler's land is a note, which reads, "stone 'Old Elk Ferry Wharf' (1817)" (Kazlusky 1956).

The land John N. Tyler purchased in 1953 on Elk River can be traced partially to the Bonney/Green Haven Farm to the northwest and partially to the Ford/Piercey Farm to the southwest (Hollowell 2014). As this plot is the terminus of Old Ferry Road, it is likely that Old Ferry Road may have been the border of the two historic farm properties. The note marking the stone wharf falls clearly

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on the south side of Old Ferry Road, indicating the ferry was part of the Ford/Piercey Farm. In 1865, the Cecil Whig reported that the former old ferry house remained on the property of Henry Piercy of Elk Neck (Cecil Whig website, accessed June 2014). An obituary in 1887 states the residence known as "Ford's Mansion" was owned by Charles Piercey, and this parcel of land was the former "Old Ferry" that crossed Elk River to Court House Point and where the British army landed in the Revolutionary War (Author Unknown 1887). The confusion of whether the ferry was located on the Ford/Piercey Farm or the Bonney/Green Haven Farm is due to the fact both farms lay claim to being the site of the 1777 British Army encampment. With 17,000 troops, the British likely spread across the land belonging to each farm. The wharf and title of "ferry farm," however, belonged to the Ford/Piercey Farm.

The label for the "Old Elk Ferry Wharf" on the 1956 survey map indicates the ferry was still in operation in 1817 (Kazlusky 1956). The owners of an adjacent plot state that they found coins near the former wharf dating up until 1813, further supporting that point (Hollowell 2014). In the 1865 Cecil Whig report, the ferry house is referred to as "old" and a "relic," indicating it had been out of operation for some time. By 1895, the site of the former ferry house had deteriorated enough that "parts of the old ferry-house logs and timbers were all that was left," along with a deeply worn roadway marking the former point of debarkation (James 1895:186). The Elk River ferry is assumed to have fallen out of use in the first half of the nineteenth century.

In 1978, the dwelling at 15 Oldfield Point Road was called the "ferry house" due to local oral tradition that the house was a toll house where fares were collected for the ferry between Oldfield and Court House points (Touart 1978:2). The Elk River ferry was long out of service when the dwelling at 15 Oldfield Point Road was constructed circa 1892. The original toll house had been located adjacent to Elk River and was largely deteriorated by the late nineteenth century. The historic farm referred to as "ferry farm" was not the Bonney/Green Haven Farm, to which this property belonged, but the adjacent Ford/Piercey Farm. The name "ferry house" for the dwelling of 15 Oldfield Point Road is likely either because of a mistaken association with the Ford/Piercey "ferry farm" or because of the dwelling's location at the northwest terminus of Old Ferry Road.

National Register Evaluation

The Ferry House, located at 15 Oldfield Point Road in Elkton, Maryland, is not eligible for listing in the National Register of Historic Places due to a lack of integrity and significance.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns or our history; or
- B. That are associated with the lives of significant persons in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded or may be likely to yield information important in history or prehistory.

The Ferry House is not eligible under Criterion A. The property was historically a tenant house to the Bonney/Green Haven Farm, but has been divided from the main farm since 1967. There are no traces of agricultural history remaining on-site. The property was thought to be associated with the Elk River ferry, but historical research revealed the dwelling was constructed decades after the ferry ceased operation. The name "ferry house" is likely either because of a mistaken association with the Ford/Piercey "ferry farm" or because of the dwelling's location at the northwest terminus of Old Ferry Road.

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_____ Reviewer, Office of Preservation Services	_____ Date
_____ Reviewer, National Register Program	_____ Date

The property is not associated with the lives of significant persons in our past; therefore, the Ferry House is not eligible under Criterion B.

The Ferry House lacks the full integrity and architectural significance necessary to qualify it for listing in the National Register of Historic Places under Criterion C. The dwelling is vernacular and was designed to mimic the Colonial elements of the Bonney/Green Haven farmhouse. Although built in the late nineteenth century, the dwelling does not embody the distinctive characteristics of that period or contemporary methods of construction. The architectural details of the structure are basic Colonial elements, but they are not distinctive stylistic features. The dwelling does not represent the work of a master nor does it possess high artistic value. While the integrity of materials and feeling remains, the dwelling does not convey significance under Criterion C.

The Ferry House was not evaluated under Criterion D as part of the current investigation.

References

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Date

Pennsylvania.

Lutz, George W. and Paul B. Touart.

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Resource Location Map

15 Oldfield Point Road
Elkton, Cecil County, Maryland



Resource Location

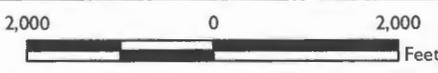
ELK

RIVER

BACK

Hollywood Beach

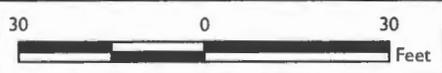
Port Herman



□ Tax Parcel Boundary

Site Plan and Photograph Location Map

15 Oldfield Point Road
Elkton, Cecil County, Maryland



- | | |
|---|--|
|  ca. 1892 Main Block |  ca. 1984 Garage/Shed |
|  ca. 1910 Addition |  ca. 1987 Addition |
|  ca. 1984 Addition |  Photograph Location |

Map Source: © 2010 iCubed Nationwide Prime Imagery

Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
CE-0814_2014-06-04_01	CE-0814	Ferry House	Cecil	R. Stevenson	6/4/2014	Southeast elevation of the dwelling at 15 Oldfield Point Road, view to the northwest. Note the two-story, circa-1892 main block on the left and the circa-1910 addition on the right.	1 of 7
CE-0814_2014-06-04_02	"	"	"	"	"	Southwest elevation of the dwelling, view to the northeast. Note the circa-1984 addition on far left, circa-1910 addition in the center, and circa-1892 main block on the right.	2 of 7
CE-0814_2014-06-04_03	"	"	"	"	"	Northwest elevation of the dwelling, view to the east. Note the circa-1984 addition on the left and visible second floor of the circa-1892 main block on the right.	3 of 7
CE-0814_2014-06-04_04	"	"	"	"	"	Northeast elevation of the dwelling, view to the south. Note the circa-1892 main block with circa-1910 addition on the far left, circa-1910 addition in the center, and circa-1984 addition on the right.	4 of 7
CE-0814_2014-06-04_05	"	"	"	"	"	Northeast elevation of circa-1984 garage, view to the southwest.	5 of 7
CE-0814_2014-06-04_06	"	"	"	"	"	Southeast elevation of circa-1984 garage, view to the northwest.	6 of 7
CE-0814_2014-06-04_07	"	"	"	"	"	East elevation of modern shed, view to the west.	7 of 7



CE-0814

Ferry House

Cecil County, MD

R. Stevenson

6/4/2014

Maryland SHPO

Southeast elevation of the dwelling at 15 Oldfield Point Road, view to the northwest. Note the two story, circa-1892 main block on the left and the circa-1910 addition on the right.

1 of 7

CE-0814-2014-06-04-01



CE-0814

Ferry House

Cecil County, MD

R. Stevenson

6/4/2014

Maryland SHPO

Southwest elevation of the dwelling, view to the northeast. Note the circa-1984 addition on far left, circa-1910 addition in the center, and circa-1892 main block on the right.

2 of 7

CE-0814_2014-06-04-02



CE-0814

Ferry House

Cecil County, MD

R. Stevenson

6/4/2014

Maryland SHPO

Northwest elevation of the dwelling, view to the east.

Note the circa-1984 addition on the left and visible
second floor of the circa-1982 main block on the
right.

3 of 7

CE-0814-2014-06-04-03



CE-0814

Ferry House

Cecil County, MD

R. Stevenson

6/4/2014

Maryland SHPO

Northeast elevation of the dwelling, view to the south.
Note the circa-1892 main block with circa-1910
addition on the far left, circa-1910 addition in the
center, and circa-1984 addition on the right.

#4 of 7

CE-0814-2014-06-04-04



CE-0814

Ferry House

Cecil County, MD

R. Stevenson

6/4/2014

Maryland SHPO

Northeast elevation of circa-1984 garage, view to
the southwest.

5 of 7

CE-0814-2014-06-04-05



CE-0814

Ferry House

Cecil County, MD

R. Stevenson

6/4/2014

Maryland SHPO

Southeast elevation of circa-1984 garage, view to the northwest.

6 of 7

CE-0814_2014-06-04_06



CE-0814

Ferry House

Cecil County, MD

R. Stevenson

6/4/2014

Maryland SHPO

East elevation of modern Shed, view to the west.

#7 of 7

CE-0814_2014-06-04-07

CE-814
THE FERRY HOUSE
Elkton
Private

circa 1880

This small two story tall, three bay wide stuccoed frame structure exhibiting a one room plan is located at the entrance to Oldfield Point. Local oral tradition identifies this structure as a toll house, where fares were collected for the ferry that ran between Oldfield and Court House Points. The house is constructed in a typical mid to late 19th century form, found throughout the county.

MARYLAND HISTORICAL TRUST

File # 5-100

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Ferry House

2 LOCATION

STREET & NUMBER

Old Field Point Road

CITY, TOWN

Elkton

VICINITY OF

CONGRESSIONAL DISTRICT

1

STATE

Maryland

COUNTY

Cecil

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" 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"/> EDUCATIONAL <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 checked="" type="checkbox"/> IN PROCESS	<input checked="" 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"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Telephone #:

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Clerk of the Circuit Court

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Cecil County Courthouse

STATE

Elkton

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 checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input 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 Ferry House dates from after the publication of the Lake, Griffing and Stevenson Atlas in 1877. The two story stuccoed ~~stone~~ structure is located at the end of Old-Field Point Road just before the dirt road into the Point. The house faces east with a north/south axis.

The 2 room main block is 2 bays across by one room deep. ⁴ Single story shed roof additions extend off the north gable end and the ^{WEST} side. A shed roof porch is attached to the main facade. The structure has been totally stuccoed and is covered with a medium sloped gable tin roof. The eaves are extended on all sides.

The main facade consists of a centrally located entrance with 6/6 sash flanking the door opening. The window and door surrounds are plain with modern black shutters attached.

The south gable has an exterior block stack, but ^{is} otherwise plain.

The north and west sides are covered primarily with the shed extensions.

The interior consists of two ^{ROOMS WITH A} central dividing walls. An inclosed winder rises to the second floor and is covered with a narrowly beaded board.

The exterior finish and coloring of the house is exactly the same as the nearby Bonney Farmhouse. This house ~~is~~ ^{WAS} probably a tenant house to that farm.

8 SIGNIFICANCE

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 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 checked="" 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

The Ferry House is referred to as such because local legend ties this structure to the idea that it was used for the collecting of fares for the ferry that passed across the Elk River to ~~Carport~~ ^{Carport House} Point. Whether this is true or not has yet to be fully established.

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 Historic Sites Surveyor

ORGANIZATION

Cecil County Committee

DATE

6/878

STREET & NUMBER

Cecil County Courthouse

TELEPHONE

398-7568

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



32'30" 4377

Little Welch Pt 4376

Welch Pt 4375

Herring I 4374

4373000m N.

39°30' 75°52'30"

CECILTON 5862 IV NE

Project Depth 35 Feet

TOWN POINT 0.4 MI.
CAYOTS (JUNC. U.S. 213) 3.2 MI.

INTERIOR—GEOLOGICAL SURVEY WASHINGTON, D. C.—1971
424000m E

ROAD CLASSIFICATION

- Heavy-duty Light-duty
- Medium-duty Unimproved dirt
- U. S. Route State Route



NORTH EAST, MD.
SW/4 ELKTON 15' QUADRANGLE
N3930—W7552.5/7.5

1953
PHOTOREVISED 1970
AMS 5863 III SW—SERIES V833

2
QUES



FERRY HOUSE
SOUTHEAST ELEVATION
BLDFIELD POINT

CE-814

6/78 PBT

NEG. / MD. INST. TRUST