

MARYLAND HISTORICAL TRUST

CE-847

File #829

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Conowingo School No. 3

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Southwest corner of Pilot Town Crossroads

CITY, TOWN

Pilot Town

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 checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> PARK
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER: none

4 OWNER OF PROPERTY

NAME

James Dishmon

Telephone #:

STREET & NUMBER

405 Rosewood Drive

CITY, TOWN

Newark

VICINITY OF

Delaware

STATE, zip code

19711

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE.

REGISTRY OF DEEDS, ETC.

Clerk of the Circuit Court

Liber #: WAS 18

Folio #: 80

STREET & NUMBER

Cecil County Courthouse

CITY, TOWN

Elkton

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" 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 Conowingo School No. 3 is on the southwest corner of the Pilot Town Crossroads. The main facade faces east, while the gable runs north/south.

The main school building is 1½ storys high and 3 bays across by two bays deep. A later addition, according to local residents, was added to the south and is 2 bays across by two deep. It continued the same gable. Presently the building is in a runinous state and probably won't remain standing, since it is a safety hazard.

The frame structure rests on an uncoursed stone foundation and is sheathed with weather boards. The wood shingle roof is of a medium slope and a stretcher bond exterior stove stack. A plain boxed cornice is found on the east and west sides and the eaves are extended on the gable ends. The fenestration has been altered and the sash windows have been removed. The school building was converted to a store.

The interior is made up of two rooms, the main school room to the north and a smaller room to the south. The interior has been vandalized. Exposed mortise and tenon joints prove the use of this tradition joining method as late as the third quarter of the 19th century.

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 checked="" 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 checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES	BUILDER/ARCHITECT
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STATEMENT OF SIGNIFICANCE

The Conowingo School No. 3 is in very poor shape and has been the target of vandalism a number of times. The structure had been used as a market after the one room school house was rendered obsolete. The school house was built between 1858 and 1877 since it was not on the Martenet Map (1858) and located on the Lake Atlas (1877). The schoolhouse and later store are obviously important buildings to a small town. The building will not remain much longer due to its decrepit state.

TORN DOWN - 1979

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

7/26/78

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

Pilot Town

CE- 840, 842, 843, 844, 845 (log house), 846, 847 (school no. 3), 848, 849 (store),
850, 851, 852, 853 (Johnson Victorian), 854, 855, 856, 857, 858, 859, 860,
861, 862, 863.

Pilot Town owes its existence to two primary reasons: The first is the 19th Century mining activity in the area and the second is the shift of the Susquehanna crossing from the Bald Friar ferry to the town of Conowingo. The road from Pennsylvania to the Bald Friar ferry passed west of the present Pilot Town crossroads. It is obvious that this route predated any other southerly route in the vicinity especially since the earlier farms and houses are oriented to it. St. Patrick's Church (CE-834), Pembroke Farm (CE-836), Moore-Love log house (CE-845), and the Fulton-Alexander House (CE-841) all date from before the mid 19th Century and stand near or next to the earlier route. Due to the treacherous descent to the ferry and easier access at Conowingo a covered bridge was built across the Susquehanna at Conowingo, which eclipsed activity at Bald Friar. With the construction of a bridge at Conowingo a more direct southerly route from Pennsylvania was needed, which necessitated an easterly shift in travel. It amounted to a difference of a few hundred yards but was enough to form an intersection with the east/west Mount Pleasant road. Continued interest in the mining of feldspar, soapstone, and gravel in the mid 19th Century brought more development and change. Pilot Town was a definite result of these two factors and the mid to late 19th Century housing that exists today is ample evidence for this occurrence. Pilot Town supported a local market till the early 20th Century (CE-849) and its own school (CE-847) till about the same time.

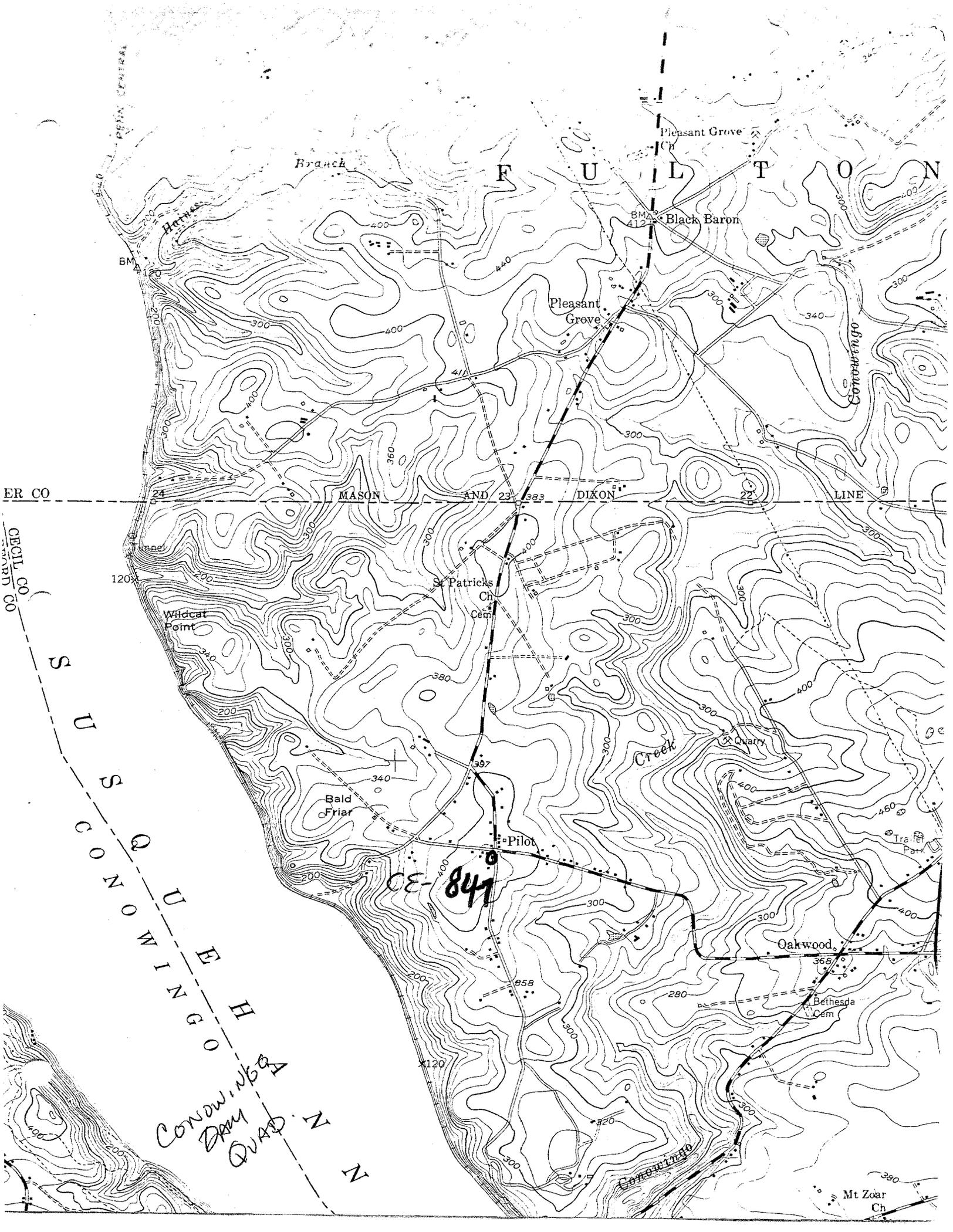
The houses that make up Pilot Town are traditional two^{story} frame structures that one sees throughout Cecil County. (see CE-840, CE-842, CE-844, CE-846,

Pilot Town

2

CE-848, CE-851, CE-852, CE-853, CE-854, CE-855, CE-856, CE-857, CE-858, CE-859, CE-860, CE-861, CE-862, CE-863) The structures are basically

plain straightforward buildings that are typical houses for workers in a mining area. This is not to say that the previous agricultural life of area was replaced by the mines. The farming community continued as it had since the late 18th Century but now alongside mining operations that brought Irish immigrants in the early 19th Century.



Branch

F U L T O N

Pleasant Grove

Black Baron

Pleasant Grove

MASON

AND

DIXON

LINE

St. Patrick's Ch. Cem.

Wildcat Point

Bald Friar

Pilot

Oakwood

Bethesda Cem.

CONOWINGO DAM QUAD

CE-847

CONOWINGO

Mt Zoar Ch



CE-847

CONOWINGO SCHOOL NO. 3

PILOTTOWN - EAST ELEV.

7/78 PBT

NEG. / MO. HIST. TRUST